Appendix G

This appendix provides information about the Record of Public and Stakeholder Correspondence and Coordination.

Appendix G Contents

Initial Notices

throughout the development of the EIS. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 1, 2005.

Walter Boyd,

Field Operations Team Leader, Nashville, Tennessee.

FR Doc. 05–23703 Filed 12–6–05; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement for High-Capacity Transit Improvements in the Southern Corridor of Honolulu, HI

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the City and County of Honolulu, Department of Transportation Services (DTS) intend to prepare an EIS (and Alternative Analysis (AA)) on a proposal by the City and County of Honolulu to implement transit improvements that potentially include high-capacity transit service in a 25-mile travel corridor between Kapolei and the University of Hawaii at Manoa and Waikiki. Alternatives proposed to be considered in the AA and draft EIS include No Build, Transportation System Management, Managed Lanes, and Fixed Guideway Transit. Other transit alternatives may be identified during the scoping process.

The EIS will be prepared to satisfy the requirements of the National Environmental Policy of 1969 (NEPA) and its implementing regulations. The FTA and DTS request public and interagency input on the purpose and needs to be addressed by the project, the alternatives to be considered, and the scope of the EIS for the corridor, including the alternatives and the environmental and community impacts to be evaluated.

DATES: *Scoping Comments Due Date:* Written comments on the scope of the NEPA review, including the alternatives to be considered and the related impacts to be assessed, should be sent to DTS by January 9, 2006. See **ADDRESSES** below.

Scoping Meetings: Meetings to accept comments on the proposed alternatives, scope of the EIS, and purpose of and needs to be addressed by the alternatives will be held on December 13 and 14, 2005 at the locations given in **ADDRESSES** below. On December 13, 2005, the public scoping meeting will begin at 5 p.m. and continue until 8 p.m. or until all who wish to provide oral comments have been given the opportunity. The meeting on December 14, 2005 will begin at 7 p.m. and continue until 9 p.m. or until all who wish to provide oral comments have been given the opportunity. The locations are accessible to people with disabilities. A court reporter will record oral comments. Forms will be provided on which to provide written comments. Project staff will be available at the meeting to informally discuss the EIS scope and the proposed project. Governmental agencies are also invited to a separate scoping meeting to be held on December 13 from 2 p.m. until 4 p.m. Further information will be available at the scoping meeting and may also be obtained by calling (808) 566–2299, by downloading from *http://www.honolulutransit.org,* or by e-mailing *info@honolulutransit.org.*

ADDRESSES: Written comments on the scope of the EIS, including the alternatives to be considered and the related impacts to be assessed, should be sent to both the Department of Transportation Services, City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI, 96813, Attention: Honolulu High-Capacity Transit Corridor Project, or by the Internet at *http://www.honolulutransit.org* and Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Suite 2210, San Francisco, CA 94105 or by e-mail: *Donna.Turchie@fta.dot.gov.*

The scoping meetings will be held at the Neal S. Blaisdell Center, Pikake Room, at 77 Ward Avenue on December 13, 2005 from 5 p.m. to 8 p.m. and at Kapolei Middle School Cafeteria, at 91–5335 Kapolei Parkway on December 14, 2005 from 7 p.m. to 9 p.m.

FOR FURTHER INFORMATION CONTACT: The FTA contact is Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Room 2210, San Francisco, CA 94105. Phone: (415) 744–2737. Fax: (415) 744–2726.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local agencies, to comment on the purpose and need, project alternatives, and scope of the EIS. During the scoping process, comments should focus on the purpose and need for a project, identifying specific transportation problems to be evaluated, or on proposing transportation alternatives that may be less costly, more effective, or have fewer environmental impacts while improving mobility in the corridor. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the AA final report, which will compare various alternatives.

Following the public scoping process, public outreach activities with interested parties or groups throughout the duration of work on the EIS will occur. The project Web site, *http://www.honolulutransit.org,* will be updated periodically to reflect the status of the project. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Those wishing to be placed on the project mailing list may do so by registering on the Web site at *http://www.honolulutransit.org,* or by calling (808) 566–2299.

II. Description of Study Area

The proposed project study area is the travel corridor between Kapolei and the University of Hawaii at Manoa (UH Manoa) and Waikiki. This narrow, linear corridor is confined by the Waianae and Koolau mountain ranges to the north (mauka direction) and the ocean to the south (makai direction). The corridor includes the majority of housing and employment on Oahu. The 2000 census indicates that 876,200 people live on Oahu. Of this number, over 552,000 people, or 63 percent, live within the corridor between Kapolei and Manoa/Waikiki. This area is projected to absorb 69 percent of the population growth projected to occur on Oahu between 2000 and 2030, resulting in an expected corridor population of

776,000 by 2030.Over the next twenty-five years, the Ewa/Kapolei area is projected to have the highest rate of housing and employment growth on Oahu. The Ewa/Kapolei area is developing as a ''second city'' to complement downtown Honolulu. The housing and employment growth in Ewa is identified in the General Plan for the City and County of Honolulu.

III. Purpose and Need

Existing transportation infrastructure in this corridor is overburdened handling current levels of travel demand. Travelers experience substantial traffic congestion and delay at most times of the day, both on weekdays and on weekends. Automobile and transit users on Oahu currently experience 42,000 daily vehicle-hours of delay. By 2030, this is projected to increase nearly seven-fold to 326,000 daily vehicle-hours of delay. Because the bus system primarily operates in mixed traffic, transit users experience the same level of delay as automobile drivers. Current morning peak-period travel times for motorists from Kapolei to downtown average between 40 and 60 minutes. By 2030 the travel times are projected to more than double. Within the urban core most major arterial streets will experience increasing peak congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalakaua Avenue, Kapiolani Boulevard, King Street and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Manoa study corridor is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways.

Numerous lower-income and minority workers live in the corridor outside of the urban core and commute to work in the primary urban center. Many of these workers rely on public transit because they are not able to afford the cost of vehicle ownership, operation, and parking.

The intent of the proposed alternatives is to provide improved person-mobility in this highly congested east-west corridor. A high-capacity improvement project would support the goals of the regional transportation plan by serving areas designated for urban growth, provide an alternative to private automobile travel and improve linkages between Kapolei, Honolulu's Urban Center, UH Manoa, Waikiki, and urban areas between these points.

IV. Alternatives

The alternatives proposed for evaluation in the AA and draft EIS were developed through a screening process that identified the best reasonable alternatives from the range of possible alternatives. At a minimum, FTA and DTS propose to consider the following alternatives:

1. No Build Alternative, which would include existing transit and highway facilities and planned transportation projects to the year 2030.

2. Transportation System Management (TSM) Alternative, which would provide an enhanced bus system based on a hub-and-spoke route network, community bus circulators, conversion of the present morning peak hour only zipper lane to both a morning and afternoon peak hour zipper lane configuration, and relatively low-cost capital improvements on selected roadway facilities to give priority to buses. These capital improvements may include: Transportation system upgrades such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, express and limited-stop service, signalization improvements, and timed-transfer operations.

3. Managed Lanes Alternatives, which would include construction of a two-lane grade-separated guideway between Waipahu and Downtown Honolulu for use by buses high-occupancy vehicles (HOVs), and toll-paying single-occupant vehicles. The lanes would be managed by setting the minimum occupancy for HOVs and the tolls for single-occupant vehicles at levels that would preserve free-flow speeds on the facility.

4. Fixed-Guideway Alternatives, which would include the construction and operation of a fixed transit guideway between Kapolei and UH Manoa and Waikiki on one of several possible alignments. Alignment alternatives to be considered include, but are not limited to:

- Kamokila Boulevard/Salt Lake Boulevard/King Street/Hotel Street/Alakea Street/Kapiolani Boulevard Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including UH West Oahu, Waipahu, Pearlridge, Aloha Stadium, Salt Lake, Kalihi, Downtown Honolulu, Kakaako, Ala Moana Center, and Moiliili.
- North-South Road/Camp Catlin Road/King Street/Queen Street/Kapiolani Boulevard Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including UH West Oahu, Waipahu, Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Salt Lake, Kalihi, Downtown Honolulu, Kakaako, Ala Moana Center, and Moiliili.
- Ft. Weaver Road/Farrington Highway/Kamehameha Highway/Dillingham Boulevard/Kaaahi Street/Beretania Street/King Street/Kaialiu Street Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including Kalaeloa, Ewa Villages, Waipahu, Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Kalihi Kai, Downtown Honolulu, Thomas Square, and Moiliili.
- North-South Road/Farrington Highway/Kamehameha Highway/Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with a Waikiki Spur Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including Kalaeloa, UH West Oahu, Waipahu, Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Kalihi Kai, Downtown Honolulu, Kakaako, Ala Moana Center, Moiliili, and Waikiki.

After appropriate public involvement and interagency coordination, other alternatives suggested during scoping may be added if they are found to be environmentally acceptable, financially feasible, and consistent with the purpose of and need for major transportation improvements in the corridor.

V. Probable Effects

The EIS will evaluate and fully disclose the environmental consequences of the construction and operation of an expanded transit system on Oahu. The EIS will evaluate the impacts of all reasonable alternatives on land use, zoning, displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, air quality, noise and vibration, wildlife, vegetation, threatened and endangered species, farmland, water quality, wetlands, waterways, floodplains, enemy, hazardous materials, and cultural, historic, and archaeological resources. Impacts to parklands and historic resources covered by Section 4(f) of the 1966 U.S. Department of Transportation Act also will be addressed.

To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions are invited from all interested parties. Comments and questions should be directed to the DTS as noted in the **ADDRESSES** section above.

VI. FTA Procedures

The EIS is being prepared in accordance with: the National Environmental Policy Act of 1969 (NEPA), as amended, and its implementing regulations by the Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500–1508); the FTA/Federal Highway Administration's ''Environmental Impact and Related Procedures'' regulations (23 CFR part 771); and Federal transit law (49 U.S.C. 5300) and its implementing regulations for major capital improvements (49 CFR 611). In accordance with FTA policy, the NEPA process will also address the requirements of other applicable environmental laws, regulations, and executive orders, such as the National Historic Preservation Act of 1966, as amended, Section 4(f) of the 1966 U.S. Department of Transportation Act, the Executive Orders on Environmental Stewardship and Transportation Infrastructure Project Reviews, Environmental Justice, Floodplain Management, and Protection of Wetlands.

The first step in preparation of the EIS will be an AA that will be consistent with both the requirements of NEPA for evaluation of a range of reasonable alternatives and the requirements of Federal transit law for consideration of alternatives during the development of major capital investment projects proposed for Federal funding. Upon completion, the AA final report will be available to the public and agencies for review and comment, and public hearings on the AA will be held at advertised locations within the study area. Based on the AA and public and agency comments received, the City and County of Honolulu will identify, a locally preferred alternative (LPA). The second step in preparation of the EIS will be the development of a Draft EIS to add further detail about the LPA and its impacts. Based on the findings in the Draft EIS and comments from the public and agencies, the City and County of Honolulu may decide to request that the LPA enter preliminary engineering (PE) of the LPA. FTA requires that the LPA be adopted and/or confirmed in the conforming Regional Transportation Plan (RTP) for Oahu as a condition for initiation of PE. With adoption into the RTP, and if the LPA meets the evaluation criteria identified in Federal law, FTA will approved the project into PE, which will include the simultaneous preparation of the Final EIS.

Issued on: November 29, 2005.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 05–23678 Filed 12–6–05; 8:45 am]

BILLING CODE 4910–57–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 9, 2005, and comments were due by November 8, 2005. No comments were received.

DATES: Comments must be submitted on or before January 6, 2006.

FOR FURTHER INFORMATION CONTACT: Thomas Olsen, Maritime Administration, 400 Seventh Street, Southwest, Washington, DC 20590. Telephone: 202–366–2313; FAX: 202–366–9580; or E-mail: *Thomas.olsen@dot.gov.* Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Determination of Fair and Reasonable Rates for Carriage of Agriculture Cargoes on U.S.-flag Commercial Vessels.

Omb Control Number: 2133–0514.

Type Of Request: Extension of currently approved collection.

Affected Public: U.S. citizens who own and operate U.S.-flag vessels.

Forms: MA–1025, MA–1026 and MA–172.

Abstract: This collection of information requires U.S.-flag operators to submit annual vessel operating costs and capital costs data to MARAD officials. The information is used by MARAD in determining fair and reasonable guideline rates for the carriage of preference cargoes on U.S.-flag vessels. In addition, U.S.-flag vessel operators are required to submit Post Voyage Reports to MARAD after completion of a cargo preference voyage.

Annual Estimated Burden Hours: 740 hours.

Addressee: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, Northwest, Washington, DC 20503, Attention MARAD Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Authority: 49 CFR 1.66.

Issued in Washington, DC on November 30, 2005.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E5–6918 Filed 12–6–05; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 29, 2005, and comments were due by October 28, 2005. No comments were received.

DATES: Comments must be submitted on or before January 6, 2006.

The Environmental Notice

A Semi-Monthly Bulletin (Under Section 343-3, HRS) of the Office of Environmental Quality Control

December 8, 2005

Linda Lingle
Governor

Office of
Environmental Quality Control (OEQC),
Department of Health
Genevieve Salmonson
Director, OEQC

The Environmental Notice - review the environmental impacts of projects proposed in Hawai'i!

Other Resources available . . .

- *June 2004 Guidebook for Hawai'i's Environmental Process (now, Online!)*
- *Environmental Assessments in Adobe Acrobat PDF Format (1990-2004) and Study Resource Library*
- *Environmental Council Annual Reports (now, Online!)*

OEQC
235 South Beretania Street
Leiopapa A Kamehameha
Suite 702
Honolulu, Hawai'i 96813
Telephone (808) 586-4185
Facsimile (808) 586-4186
email address: oeqc@doh.hawaii.gov

Moloka'i/Lana'i: 1-800-468-4644 ext.64185
Kaua'i: 274-3141 ext. 64185
Maui: 984-2400 ext. 64185
Hawai'i: 974-4000 ext. 64185

'Ewa-UH Transit Corridor Scoping Meetings

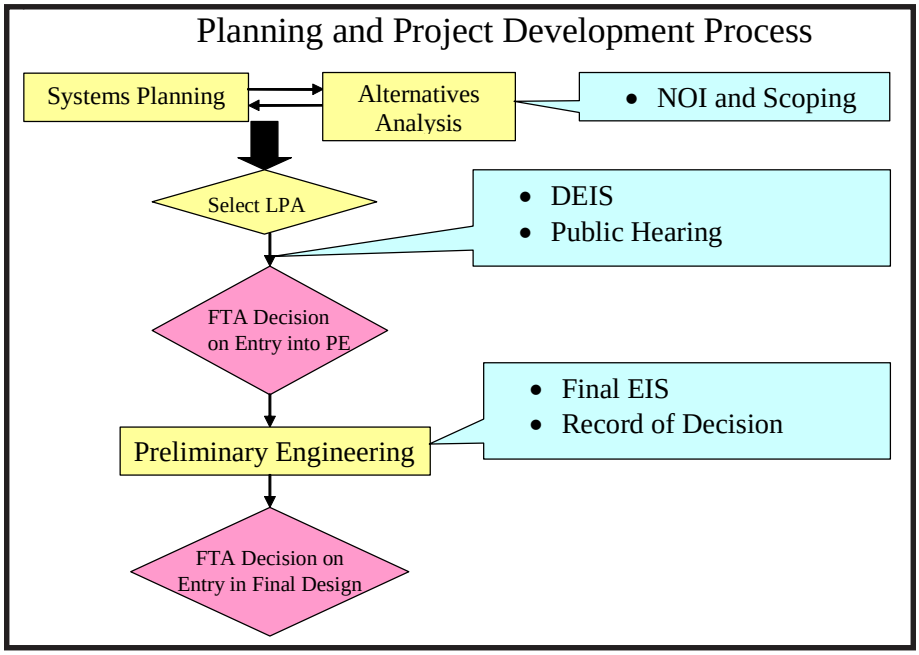
The City Dept. of Transportation Services is holding two scoping meetings at the following times and places.

December 13, 2005, 5 – 8 p.m.
Neal Blaisdell Center Pikake Room
777 Ward Ave., Honolulu

December 14, 2005, 7 – 9 p.m.
Kapolei Middle School Cafeteria
91-5335 Kapolei Parkway, Kapolei

For further information contact Faith Miyamoto at 527-6976. Project information is currently online at:

http://www.honolulutransit.org/project_overview/



Since the proposed action would use State or County of Honolulu funds and property, it must undergo environmental review in accordance with Hawaii Revised Statutes (HRS) Chapter 343 (the State EIS Law). Federal funds are also likely to be used, so the proposed action must comply with the National Environmental Policy Act (NEPA) as well

The public is therefore invited to comment on the purpose and need to be addressed by the project, the alternatives, the modes and technologies to be evaluated, the alignments and termination points to be considered, and the environmental, social, and economic impacts to the analyzed. Written comments on the project alternatives, scope of the EIS, and purpose and need to be addressed by the project, should be forwarded to: Department of Transportation Services, City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI, 96813, Attention: Honolulu High-Capacity Transit Corridor Project or by the internet at www.honolulutransit.org. For more information see page 6.

Table of Contents

DECEMBER 8, 2005

We provide access to our activities without regard to race, color, national origin (including language), age, sex, religion, or disability. Write or call OEQC or our departmental Affirmative Action Officer at Box 3378, Honolulu, HI 96801-3378 or at (808) 586-4616 (voice/tty) within 180 days of a problem. OEQC intends to make the information in this bulletin accessible to everyone. Individuals that require this material in a different format (such as large type or braille), should contact our office for assistance.

DECEMBER 8, 2005

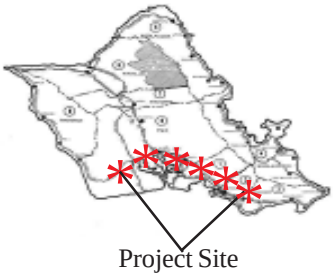
Honolulu High-Capacity Transit Corridor Project (HRS 343 FEA-EISPN)

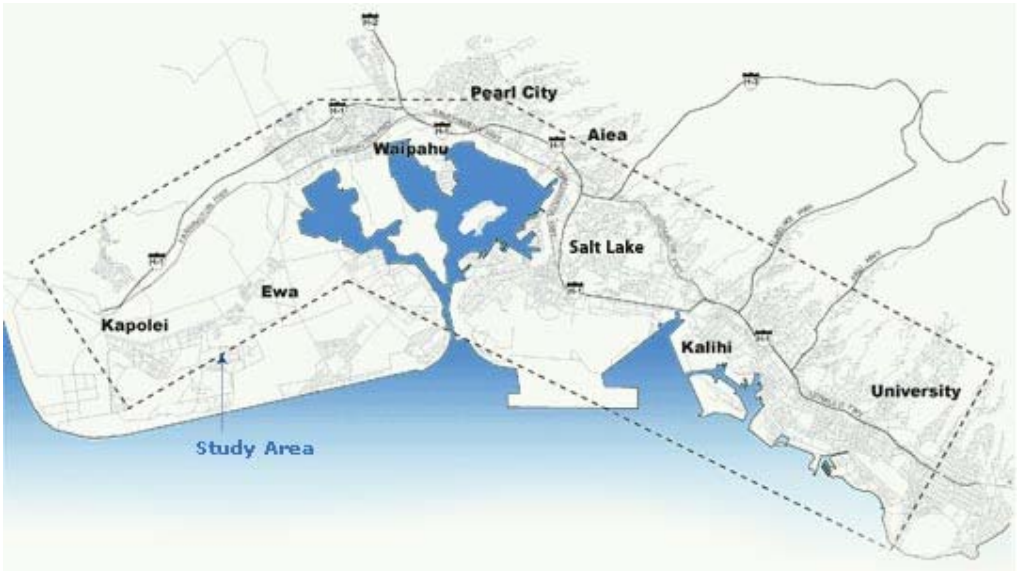
District: ‘Ewa, Honolulu
TMK: Various
Applicant: C & C, Department of Transportation Services
650 S King St., 3rd Flr., Honolulu, HI 96813
Contact: Kenneth Hamayasu (527-6978)
Accepting Authority:: Governor of Hawai‘i, c/o OEQC
235 S Beretania St., #702, Honolulu, HI 96813
Consultant: Parsons Brinckerhoff
1001 Bishop St., Ste. 2400, Honolulu, HI 96813
Contact: Mark Sheibe (566-2227)
Status: Final environmental assessment (FEA) and Environmental Impact Statement Preparation Notice (EISPN), pending 30-day public comment and requests to become a consulted party in the preparation of the upcoming draft environmental impact statement (DEIS). Address public comments on the FEA and/or requests to become a consulted party to the applicant with copies to the applicant, consultant and OEQC.
Public Comment Deadline: January 9, 2006
Permits Required: Section 404 of the Clean Water Act & Section 10 of the Rivers & Harbors Act; EPA Section 1424(e); Modifications within Limits of Interstate Hwy; Alter Stream Channels permit; Noise; NPDES; Building; Grubbing, Grading, Excavation & Stockpiling permit; Street Usage permit; SMA; Special Design District Permit, etc.

The City and County of Honolulu Department of Transportation Services (DTS), in cooperation with the U.S. Department of Transportation Federal Transit Administration (FTA), will be preparing an Environmental Federal Statement to evaluate various alternatives with the potential to provide high-capacity transit service in a corridor from Kapolei to the University of Hawai‘i at Manoa (UH Manoa). The neighborhoods traversed include Kapolei, ‘Ewa, Waipahu, Pearl City, Aiea, Salt Lake, Kalihi, Downtown and Manoa.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved person-mobility in the highly congested east-west corridor between Kapolei and the University of Hawai‘i at Manoa. The project would support the goals of the regional transportation plan by serving areas designated for urban growth. The project would also provide an alternative to private automobile travel and improve linkages between Kapolei, Honolulu’s urban center, UH Manoa, Waikiki and the urban area in between.

Implementation of this project triggers the State Environmental Impact Statement (EIS) law (Chapter 343 of the Hawai‘i Revised Statutes) because of the proposed use of County funds and property. Prior studies of transit systems in O‘ahu’s primary transportation corridor have identified from implementing such a system, including possible impacts to air quality, noise and vibration, flora and fauna, parks and recreation areas, historic resources, and visual and aesthetic resources.


Project Site



sensitive to and protective of California's unique natural resources.

Alternatives: The Palmdale-Los Angeles HST EIR/EIS will consider a No Action or No Project Alternative and HST Alternatives for the Palmdale to Los Angeles corridor.

No Action Alternative: The take no action (No Project or No Build) alternative is defined to serve as the baseline for assessment of the HST Alternative. The No Build Alternative represents the region's transportation system (highway, air, and conventional rail) as it existed in 2006, and as it would exist after completion of programs or projects currently planned for funding and implementation by 2030. The No Build Alternative defines the existing and future intercity transportation system for the Palmdale to Los Angeles corridor based on programmed and funded improvements to the intercity transportation system through 2030, according to the following sources of information: State Transportation Improvement Program (STIP), Regional Transportation Plans (RTPs) for all modes of travel, airport plans, and intercity passenger rail plans.

HST Alternative: The Authority proposes to construct, operate and maintain an electric-powered steel-wheel-on-steel-rail HST system, over 700-mile long (1,126-kilometer long), capable of speeds in excess of 200 miles per hour (mph) (320 kilometers per hour [km/h]) on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. The Palmdale to Los Angeles HST corridor that was selected by the Authority and FRA with the statewide program EIR/EIS follows SR–58/Soledad Canyon from the City of Palmdale to Sylmar and then along the Metrolink Railroad line to Los Angeles Union Station. The corridor is relatively wide in the area that includes both the SR–14 and Union Pacific Railroad alignments between the Antelope Valley and Santa Clarita. Further engineering studies to be undertaken as a part of this EIR/EIS process will examine and refine alignments in the selected corridor, including sections from the Palmdale to Santa Clarita and from the Burbank Metrolink Station to Los Angeles Union Station. An alignment option that closely follows the SR–14 through Soledad Canyon will be considered as well as an alignment option through Soledad Canyon along the Santa Clara River. Alignments along San Fernando Road adjacent to Taylor Yard and along the existing Metrolink right-of-way around the Taylor Yard area will be considered.

Station location options were selected by the Authority and FRA with the statewide program EIR/EIS considering travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential and the distribution of population and major destinations along the route, and local planning constraints/conditions. Alternative station sites at the selected general station locations will be identified and evaluated in this project level EIR/EIS. Station area development policies to encourage transit-friendly development near and around HST stations that would have the potential to promote higher density, mixed-use, pedestrian-oriented development around the stations will be prepared in coordination with local and regional planning agencies. Potential station locations to be evaluated in the Palmdale-Los Angeles HST EIR/EIS include: City of Palmdale, Palmdale Transportation Center; City of Sylmar, Sylmar Metrolink station; and City of Burbank, Burbank Metrolink station. The HST station at Los Angeles Union Station is being evaluated in the project level Los Angeles-Orange HST EIR/EIS and will not be considered in the Palmdale-Los Angeles HST EIR/EIS process. In addition, potential sites for turnback/layover train storage facilities and a main HST repair and heavy maintenance facility will be evaluated in the Palmdale-Los Angeles HST EIR/EIS.

Probable Effects: The purpose of the EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. The FRA and the Authority will continue the tiered evaluation of all significant environmental, social, and economic impacts of the construction and operation of the HST system. Impact areas to be addressed include: transportation impacts; safety and security; land use, and zoning; secondary development; land acquisition, displacements, and relocations; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration, energy, wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Scoping and Comments: FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. Comments and suggestions are invited from all interested agencies and the public at large to insure the full range of issues related to the proposed action and all reasonable alternatives are addressed and all significant issues are identified. In particular, FRA is interested in determining whether there are areas of environmental concern where there might be a potential for significant impacts identifiable at a project level. Public agencies with jurisdiction are requested to advise FRA and the Authority of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the project level EIR/EIS. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will also be advertised locally and included in additional public notification.

Issued in Washington, DC, on March 9, 2007.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. E7–4711 Filed 3–14–07; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for High-Capacity Transit Improvements in the Leeward Corridor of Honolulu, HI

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the City and County of Honolulu, Department of Transportation Services (DTS) intend to prepare an EIS on a proposal by the City and County of Honolulu to implement a fixed-guideway transit system in the corridor between Kapolei and the University of Hawai'i at Mānoa with a branch to Waikīkī. Alternatives proposed to be considered in the draft

EIS include No Build and two Fixed Guideway Transit alternatives.

The EIS will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations. The FTA and DTS request public and interagency input on the purpose and need to be addressed by the project, the alternatives to be considered in the EIS, and the environmental and community impacts to be evaluated.

DATES: *Scoping Comments Due Date:* Written comments on the scope of the NEPA review, including the project's purpose and need, the alternatives to be considered, and the related impacts to be assessed, should be sent to DTS by April 12, 2007. See **ADDRESSES** below.

Scoping Meetings: Meetings to accept comments on the scope of the EIS will be held on March 28 and 29, 2007 at the locations given in **ADDRESSES** below. On March 28, 2007, the public scoping meeting will begin at 6:30 p.m. and continue until 9 p.m. or until all who wish to provide oral comments have been given the opportunity. The meeting on March 29, 2007 will begin at 5 p.m. and continue until 8 p.m. or until all who wish to provide oral comments have been given the opportunity. The locations are accessible to people with disabilities. A court reporter will record oral comments. Forms will be provided on which to submit written comments. Project staff will be available at the meeting to informally discuss the EIS scope and the proposed project. Governmental agencies will be invited to a separate scoping meeting to be held during business hours. Further project information will be available at the scoping meetings and may also be obtained by calling (808) 566–2299, by downloading from *http://www.honolulutransit.org,* or by e-mailing *info@honolulutransit.gov.*

ADDRESSES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the related impacts to be assessed, should be sent to the Department of Transportation Services, City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI 96813, Attention: Honolulu High-Capacity Transit Corridor Project, or by the Internet at *http://www.honolulutransit.org.*

The scoping meetings will be held at Kapolei Hale at 1000 Uluohia Street, Kapolei, HI 96707 on March 28, 2007 from 6:30 p.m. to 9 p.m. and at McKinley High School at 1039 South King Street, Honolulu, HI 9814 on March 29, 2007 from 5 p.m. to 8 p.m.

FOR FURTHER INFORMATION CONTACT: Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Room 1650, San Francisco, CA 94105, *Phone:* (415) 744–2737, *Fax:* (415) 744–2726.

SUPPLEMENTARY INFORMATION:

I. Background

On December 7, 2005, FTA and DTS issued a notice of intent to prepare an Alternatives analysis followed by a separate EIS. The TS has now completed the planning alternatives analysis and, together with FTA, is proceeding with the NEPA review initiated through this scoping notice.

The planning Alternatives analysis, conducted in accordance with 49 United States Code (U.S.C.) 5309 as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59, 119 Stat. 1144), evaluated transit alternatives in the corridor from Kapolei to the University of Hawai'i at Mānoa and to Waikīkī. Four alternatives were studied, including No build, Transportation system Management, Bus operating in a Managed Lane, and Fixed Guideway Transit. Fixed Guideway Transit was selected as the Locally Preferred Alternative. The planning Alternatives Analysis is available on the project's Web site at *http://www.honolulutransit.org.* The Honolulu City Council has established a fixed-guideway transit system connecting Kapolei and University of Hawai'i at Mānoa, with a branch to Waikīkī, as the locally preferred alternative. the O'ahu Metropolitan Planning Organization (OMPO) has included construction of rail transit system between Kapolei and the University of Hawai'i at Mānoa and Waikīkī in the 2030 O'ahu Regional Transportation Plan, April 2006.

II. Scoping

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local governmental agencies and Native Hawaiian organizations, to comment on the project's purpose and need, the alternatives to be considered in the EIS, and the impacts to be evaluated. During the scoping process, comments on the proposed statement of purpose and need should address its completeness and adequacy. Comments on the alternatives should propose alternatives that would satisfy the purpose and need at less cost or with greater effectiveness or less environmental or community impact and were not previously studied and eliminated for good cause. At this time, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Following the scoping process, public outreach activities with interested parties or groups will continue throughout the duration of work on the EIS. The project Web site, *http://www.honolulutransit.org,* will be updated periodically to reflect the status of the project. Additional Opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. those wishing to be placed on the project mailing list may do so by registering on the Web site at *http://www.honolulutransit.org,* or by calling (808) 566–2299.

III. Description of Study Area

The proposed project study area is the travel corridor between Kapolei and the University of Hawai'i at Mānoa (UH Mānoa) and Waikākī. this narrow, linear corridor is confined by the Wai'anae and Ko'olau mountain ranges to the north (mauka direction) and the ocean to the south (makai direction). The corridor includes the majority of housing and employment on O'ahu. The 2000 census indicates that 876,200 people live on O'ahu. Of this number, over 552,000 people, or 63 percent, live within the corridor between Kapolei and Mānoa/Waikīkī. This area is projected to absorb 69 percent of the population growth projected to occur on O'ahu between 2000 and 2030, resulting in an expected corridor population of 776,000 by 2030. Over the next twenty-three years, the 'Ewa/Kapolei area is projected to have the highest rate of housing and employment growth on O'ahu. The 'Ewa/Kapolei area is developing as a ''second city'' to complement downtown Honolulu. The housing and employment growth in 'Ewa is identified in the General Plan for the City and County of Honolulu.

IV. Purpose and Need

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity, high-speed transit in the highly congested east-west transportation corridor between Kapolei and the University of Hawai'i at Mānoa, as specified in the 2030 O'ahu Regional Transportation Plan (ORTP). The project is intended to provide faster, more reliable public transportation services in the corridor than those currently operating in mixed-flow traffic, to

provide basic mobility in areas of the corridor where people of limited income live, and to serve rapidly developing areas of the corridor. The project would also provide an alternative to provide automobile travel and improve transit linkages within the corridor. Implementation of the project, in conjunction with other improvements included in the ORTP, would moderate anticipated traffic congestion in the corridor. The project also supports the goals of the O'ahu General Plan and the ORTP by serving areas designated for urban growth.

The existing transportation in infrastructure in the corridor between Kapolei and UH Mānoa is overburdened handling current levels of travel demand. Motorists and transit users experience substantial traffic congestion and delay at most times of the day, both on weekdays and on weekends. Average weekly peak-period speeds on the H–1 Freeway are currently less than 20 mph in many places and will degrade even further by 2030. Transit vehicles are caught in the same congestion. Travelers on O'ahu's roadways currently experience 51,000 vehicle hours of delay, a measure of how much time is lost daily by travelers stuck in traffic, on a typical weekday. This measure of delay is projected to increase to more than 71,000 daily vehicle hours of delay by 2030, assuming implementation of all the planned improvements listed in the ORTP (except for a fixed guideway system). Without these improvements, ORTP indicates that daily vehicle-hours of delay could increase to as much as 326,000 vehicle hours.

Currently, motorists traveling from West O'ahu to Downtown Honolulu experience highly congested traffic conditions during the a.m. peak period. By 2030, after including all of the planned roadway improvements in the ORTP, the level of congestion and travel time are projected to increase further. Average bus speeds in the corridor have been decreasing steadily as congestion has increased. ''TheBus'' travel times are projected to increase substantially through 2030. Within the urban core, most major arterial streets will experience increasing peak-period congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalākaua Avenue, Kapi'olani Boulevard, King Street, and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Mānoa is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways. Given the current and increasing levels of congestion, a need exists to offer an alternative way to travel within the corridor independent of current and projected highway congestion.

As roadways become more congested, they become more susceptible to substantial delays caused by incidents, such as traffic accidents or heavy rain. Even a single driver unexpectedly braking can have a ripple effect delaying hundreds of cars. Because of the operating conditions in the study corridor, current travel times are not reliable for either transit or automobile trips. To get to their destination on time, travelers must allow extra time in their schedules to account for the uncertainty of travel time. This lack of predictability is inefficient and results in lost productivity. Because the bus system primarily operates in mixed-traffic, transit users experience the same level of travel time uncertainty as automobile users. A need exists to reduce transit travel times and provide a more reliable transit system.

Consistent with the General Plan for the City and County of Honolulu, the highest population growth rates for the island are projected in the 'Ewa Development Plan area (comprised of the 'Ewa, Kapolei and Makakilo communities), which is expected to grow by 170 percent between 2000 and 2030. This growth represents nearly 50 percent of the total growth projected for the entire island. The more rural areas of Wai'anae, Wahiawā, North Shore, Waimānalo, and East Honolulu will have lower population growth of between zero and 16 percent if infrastructure policies support the planned growth in the 'Ewa Development Plan area. Kapolei, which is developing as a ''second city'' to Downtown Honolulu, is projected to grow by nearly 600 percent is 81,100 people, the 'Ewa neighborhhood by 100 percent, and Makakilo by 125 percent between 2000 and 2030. Accessibility to the overall 'Ewa Development Plan area is currently severely impaired by the congested roadway network, which will only get worse in the future. This area is less likely to develop as planned unless it is accessible to Downtown and other parts of O'ahu; therefore, the 'Ewa, Kapolei, and Makakilo area needs improved accessibility to support its future growth as planned.

Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in the Primary Urban Center Development Plan area. Many lower-income workers also rely on transit because of its affordability. In addition, daily parking costs in Downtown Honolulu are among the highest in the United States, further limiting this population's access to Downtown. Improvements to transit capacity and reliability will serve all transportation system users, including moderate- and low-income populations.

V. Alternatives

The alternatives proposed for evaluation in the EIS were developed through a planning Alternatives Analysis that resulted in selection of a Fixed Guideway Transit Alternative as the locally preferred alternative (LPA). FTA and DTS propose to consider the following alternatives:

- Future No Build Alternative, which would include existing transit and highway facilities and planned transportation projects (excluding the proposed project) anticipated to be operational by the year 2030. Bus service levels consistent with existing transit service policies is assumed for all areas within the project corridor under the Future No Build Alternative.
- Fixed Guideway Alternatives, which would include the construction and operation of a fixed guideway transit system in the corridor between Kapolei and UH Mānoa with a branch to Waikīkī. The draft EIS would consider five distinct transit technologies: Light trail transit, rapid rail transit, rubber-tired guided vehicles, a magnetic levitation system, and a monorail system. Comments on reducing the range of technologies under consideration are encouraged. The draft EIS also would consider two alignment alternatives. Both alignment alternatives would operate, for the most part, on a transit-guideway structure elevated above the roadway, with some sections at grade. Both alignment alternatives generally follow the route: North-South Road to Farrington Highway/Kamehameha Highway to Salt Lake Boulevard to Dillingham Boulevard to Nimitz Highway/ Halekauwila Street. Both alignment alternatives would have a future extension from downtown Honolulu to UH Mānoa with a future branch to Waikīkī, and a future extension at the Waianae (western) end to Kalaeloa Boulevard in Kapolei. The second alignment alternative would have an additional loop created by a fork in the alignment at Aloha Stadium to serve Honolulu International Airport that rejoins the main alignment in the vicinity of the Middle Street Transit Center. The first construction phase for either of the Fixed Guideway Alternatives is currently expected to begin in the vicinity of the planned University of Hawai'i West O'ahu campus and extend to Ala Moana Center via Salt Lake Boulevard. The Build alternatives also include the construction of a vehicle maintenance

facility, transit stations and ancillary facilities such as park-and-ride lots and traction-power substations, and the modification and expansion of bus service to maximize overall efficiency of transit operation.

Other reasonable alternatives suggested during the scoping process may be added if they were not previously evaluated and eliminated for good cause on the basis of the Alternatives Analysis and are consistent with the project's purpose and need. The planning Alternatives Analysis is available for public and agency review on the project Web site at *http://www.honolulutransit.org*. It is also available for inspection at the project office by calling (808) 566–2299 or by e-mailing *info@honolulutransit.org*.

VI. Probable Effects

The EIS will evaluate and fully disclose the environmental consequences of the construction and operation of a fixed guideway transit system on O'ahu. The EIS will evaluate the impacts of all reasonable alternatives on land use, zoning, residential and business displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, noise, wildlife, vegetation, endangered species, farmland, water quality, wetlands, waterways, floodplains, hazardous waste materials, and cultural, historic, and archaeological resources. To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions on more specific issues of environmental or community impact are invited from all interested parties. Comments and questions should be directed to the DTS as noted in the **ADDRESSES** section above.

VII. FTA Procedures

The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and its implementing regulations by the Council on Environmental Quality (CEQ) (40 CFR parts 1500–1508) and by the FTA and Federal Highway Administration (''Environmental Impact and Related Procedures'' at 23 CFR part 771). In accordance with FTA regulation and policy, the NEPA process will also address the requirements of other applicable environmental laws, regulations, and executive orders, including, but not limited to: Federal transit laws [49 U.S.C. 5301(e), 5323(b), and 5324(b)], Section 106 of the National Historic Preservation Act, Section 4(f) (''Protection of Public Lands'') of the U.S. Department of Transportation Act (49 U.S.C. 303), Section 7 of the Endangered Species Act, and the Executive Orders on Environmental Justice, Floodplain Management, and Protection of Wetlands.

Dated: March 12, 2007.

Leslie T. Rogers,

Regional Administrator.

[FR Doc. 07–1237 Filed 3–14–07; 8:45 am]

BILLING CODE 4910–57–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[USCG–2004–16877]

Cabrillo Port Liquefied Natural Gas Deepwater Port License Application; Final Public Hearing and Final Environmental Impact Statement/Final Environmental Impact Report

AGENCY: Maritime Administration, DOT.

ACTION: Notice of availability; notice of public hearing; request for comments.

SUMMARY: The Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) announce the availability of the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) for the Cabrillo Port Liquefied Natural Gas (LNG) Deepwater Port (DWP) license application. In addition, a public hearing will be held regarding the approval or denial of the license application. The proposed Cabrillo Port LNG DWP would be located offshore of Ventura County, California. Since the applicant has also filed a California State Lands Commission (CSLC) land lease application for subsea pipelines through California State waters to deliver natural gas to shore, the FEIS/FEIR was prepared in accordance with a Memorandum of Agreement with the CSLC. The FEIS/FEIR meets requirements consistent with the Deepwater Port Act (DWPA) of 1974, as amended (33 U.S.C. 1501 *et seq.*); the National Environmental Policy Act (NEPA Section 102[2][3]), as implemented by Council on Environmental Quality regulations (40 Code of Federal Regulations 1500 to 1508); and the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 *et seq.*). The USCG and MARAD will receive public comments on the FEIS/FEIR and license application. Publication of this notice begins a 45 day comment period and provides information on how to participate in the process.

DATES: The FEIS/FEIR will be available on March 16, 2007. Material submitted in response to the request for comments on the FEIS/FEIR and application must reach the Docket Management Facility by April 30, 2007 ending the 45 day public comment period. The final public hearing will be held in Oxnard, CA on April 4, 2007, from 5 p.m. to 8 p.m. and will be preceded by an informational open house from 3 p.m. to 4:30 p.m. The public hearing may end later than the stated time, depending on the number of persons wishing to speak.

Federal and State agencies must submit comments, recommended conditions for licensing, or letters of no objection by May 21, 2007 (45 days after the final public hearing). In addition, by that same date, May 21, 2007, the Governor of California (the adjacent coastal state) may approve, disapprove, or notify MARAD of inconsistencies with State programs relating to environmental protection, land and water use, and coastal zone management for which MARAD may condition the license to make consistent with such State programs.

MARAD must issue a record of decision (ROD) to approve, approve with conditions, or deny the DWP license application by July 3, 2007 (90 days after the public hearing).

ADDRESSES: The USCG and MARAD will conduct a public hearing in Oxnard to receive oral or written comments on April 4, 2007 from 5 p.m. to 8 p.m. at the Performing Arts and Convention Center, Oxnard Room, 800 Hobson Way, Oxnard, California, 93030, telephone: (805) 486–2424.

The public meeting space will be wheelchair-accessible. Individuals may request special accommodations for the public hearing, such as real time Spanish translation and/or for the hearing impaired. Contact Raymond Martin, USCG, at 202–372–1449 *Raymond.W.Martin@uscg.mil* if special accommodations are required. Requests should be made as soon as possible but at least three (3) business days before the scheduled meeting. Include the name and telephone number of the contact person, the timelines for requesting accommodations, and a TDD number that can be used by individuals with hearing impairments.

The FEIS/FEIR, the application, comments and associated documentation are available for viewing at the DOT's Docket Management System Web site: *http://dms.dot.gov* under docket number 16877. The FEIS/FEIR is also available at public libraries in Oxnard (Albert H. Soliz Library and Main Library, Oxnard Public Libraries),

Newsletters and Newspaper Inserts

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City and County of Honolulu
650 South King St. 3rd floor
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Save the Date!

Transit Symposium 2007

Tuesday, November 13
8:00 a.m. – 5:00 p.m.
Neal Blaisdell Center

Save the date for this year's Transit Symposium. The symposium will feature panel discussions by dynamic leaders who successfully developed local fixed guideway transit systems and a renowned keynote speaker during the lunch session.

For pre-registration and questions, please contact us by calling the Transit Hotline at **566-2299** or via the website at **www.honolulutransit.org**.

We look forward to seeing you there!

– *continued from front*

(BRT)/Busway system would be appropriate for Honolulu. The Busway was considered in detail in the Alternatives Analysis and was deemed an unsuitable alternative for Honolulu because of construction and operating costs, design considerations and operating inefficiencies. The elevated BRT/Busway system does not fit within the definition of the fixed guideway selected by the City Council because it does not provide as much capacity, has a larger visual impact on the community, requires more property acquisition for access ramps, and would cost more than the fixed guideway for a system of equal length.

The right-of-way requirements for a BRT/Busway system on an elevated guideway with local road access points make this a tough pill to swallow. In addition to very large transit stations the BRT/Busway system would have an additional requirement of interchange on- and off-ramps in order to allow local road access. The fixed guideway station is miniscule compared to the interchange requirements for the busway. To provide the bus access to existing roadways, four on- and off-ramps at least 1000' long and 24' wide each would have to be constructed to connect to the major roadways.

The claims made by those advocating for the BRT/Busway system that it can be built faster and cheaper cannot be true, using simple logic, – a bigger Busway structure cannot be easier or cheaper to build than a smaller fixed guideway system.

Aloha!

Now that the Scoping Process, required by the National Environmental Policy Act (NEPA), is complete, many other elements of the project are kicking into high gear. The State's environmental requirements (Chapter 343) are also being addressed concurrently. Work is on-going to refine the travel forecasting model for the corridor, engineering is moving along, and the Environmental Impact Statement (EIS) is well under way.

A travel forecasting model is used to estimate future traffic flow, transit use, and the number of walkers and bikers by simulating the future travel patterns on O'ahu. Through this simulation, the use of highways, roads, buses and the fixed guideway is estimated. The results from the model are used to help engineers size the facilities and infrastructures associated with the project. Engineers are working hard to make certain that every nuance of O'ahu's traffic and travel patterns is captured in the model.

Engineering is also underway to provide more detailed engineering drawings and plans for the fixed guideway system as selected by the City Council. In the upcoming months, general station concepts, support column locations, and guideway appearance will start to solidify. Engineering work is being done with enough detail to clearly identify potential environmental impacts associated with the system.

One of the reasons a NEPA EIS is required for our project is because we are seeking federal funding. The EIS process ensures public oversight and involvement in the development of new projects. In this study, environmental impacts associated with the three alternatives (Fixed Guideway, No Build, and Transportation System Management) are identified. Impacts such as noise, air quality, vibration, vegetation, socio-economic, historic, cultural, and hazardous materials will be scrutinized. In the event that a negative impact could be incurred as a result of any of these alternatives, a complete mitigation plan will be developed to remove or minimize the impact as much as possible. Next month's newsletter will provide much more information regarding the EIS process.

NEWS FLASH!

We would like to take this opportunity to correct some misperceptions in the community that a Bus Rapid Transit

– *continued on back*

We're Moving On and Moving Up!

Look for an upgraded format and additional content in coming editions of Honolulu On the Move. New monthly features include a Project Timeline to keep our steps in sync, Myth Busters to help clarify fact from fiction, Success Stories of transit in other areas of the U.S., and a Questions from Readers section which will answer your questions directly.

Federal Update

The U.S. House Appropriations Committee recommended $10M and the U.S. Senate Appropriations Committee recently recommended $20M for preliminary engineering of the Honolulu High-Capacity Transit Corridor Project. The final amount will be determined by a conference committee.

Contact Us

We'd love to hear from you on these new ideas. If you have recommendations, questions, or comments, please send your thoughts to us. You can contact us by email through the "Contact Us" at **www.honolulutransit.org** or by calling our project hotline at **566-2299**.

Honolulu On The Move | September 2007

Honolulu On The Move

October 2007

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! You may have heard a lot of talk lately about Environmental Impact Statements (EISs). We want to take this opportunity to inform you about our EIS: what it is, why we're doing it and what it covers.

An EIS is a report that stems from the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental considerations in their decision making processes. The State of Hawai'i also requires environmental considerations as stated under Hawai'i Revised Statutes Chapter 343. The EIS is a detailed documentation of potential environmental effects that may result from a proposed action.

The EIS states the purpose of and need for the project, and describes the alternatives being considered, the environment as it exists and the environmental consequences of the proposed action. It facilitates evaluation of the impacts of two or more alternatives, one of which is a "no build" alternative. The purpose of the "no build" alternative is to compare the impacts of a proposed action with the projected environmental state if nothing changed from the current situation.

The EIS analysis covers a thorough range of potential environmental impacts and describes the plans to mitigate these impacts when possible. Impact assessment covers areas typically associated with the environment such as air quality, noise and vibration, land use, visual impacts, and natural resources. The EIS also covers impacts to the social aspect of the environment, such as cultural resources, historic resources, archeology, and environmental justice. The EIS provides a clear assessment of the potential impacts of a proposed project and defines how any negative impacts can be avoided or minimized. The public's participation in the EIS process is important, so, great effort is being made to ensure everyone has an opportunity to review and comment on the document once it is released for public review.

How Will It Work?

WHAT IS MULTIMODAL INTEGRATION?

You may have noted that the transit system on O'ahu is quickly growing to be more than simply TheBus and TheHandi-Van. Now, there is TheBoat and an ever-growing system of bike and walking paths. These are the different modes of our transportation system, and multimodal integration is ensuring all these modes work together. In the future, we can include a fixed guideway system, too.

The multimodal nature of a future fixed guideway transit system demands that all parts of the system be seamlessly integrated. All of the transit elements must work together to provide continuity of service and be easy to use in order to provide a real alternative to taking a private auto. The bus routes will be adjusted so that connecting to a fixed guideway would be simple and sensible.

– *continued on back*

Myth: An EIS is required for all transportation projects.

Fact: An EIS is required for transportation projects receiving federal (or state) funding, requiring federal (or state) permitting, or other federal (or state) action. Exceptions to this are cases where an Environmental Assessment (a less detailed version of an EIS) can communicate environmental concerns or where projects meet categorical exclusions specified by federal or state regulations.

Questions from Readers

Q: What will happen to the bus drivers when the fixed guideway system begins? Do you plan to reduce bus service, especially from windward O'ahu, to pay for or reconfigure the system?

Bus drivers and mechanics will not lose their jobs because the City is likely to need more buses, not less. The bus system will be reconfigured to maximize integration with the fixed guideway system. New bus routes will be added to support the fixed guideway and some routes will be reconfigured to provide feeder service to the fixed guideway. When express buses and bus routes do not follow the fixed guideway system alignment, those routes will remain unchanged. That means bus service will actually be increased island wide, making it likely that more buses and new bus drivers will have to be added.

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October 2007

Contact Us

We'd love to hear from you. If you have recommendations, questions, or comments, please send your thoughts to us. You can contact us by email through the "Contact Us" at **www.honolulutransit.org** or by calling our project hotline at **566-2299**.

Don't Forget!

Transit Symposium 2007
Tuesday, November 13
8:30 a.m. – 5:00 p.m.
(Registration begins at 8:00 a.m.)
Neal Blaisdell Exhibition Hall (Pikake Room)

This year's Transit Symposium will feature representatives from major cities in the U.S. and Canada in three dynamic presentation sessions: Managing a Growing Transportation System; Business and Community Involvement and Transit Oriented Development.

Registration forms can be downloaded by visiting our website at **www.honolulutransit.org**. Deadline is November 2, space is limited.

We look forward to seeing you there!

– *continued from front*

One of the most important aspects of multimodal integration is the scheduling of arrival and departure times so that transit users do not spend a long time waiting at transfer points. As you may have noticed with the recent launch of TheBoat, TheBus was waiting when the ferry docked and ferry users rode TheBus from the ferry landing to their final destinations. To do this with the fixed guideway system, bus schedules will be coordinated with the fixed guideway schedules and the ferry schedules. The bus will be the main connector getting people from their home or work to other parts of the transit system and back again. The result will be a transit system that provides freedom of movement in the primary transportation corridor without having to face roadway congestion.

Passengers disembarking from TheBoat at Aloha Tower. TheBoat is the City's newest transit alternative and is fully integrated with supporting bus routes. It runs between Kalaeloa and Aloha Tower on weekdays.

Also, another key component in the integration of all elements of the transit system will be a uniform fare system; with a ride on TheBus, TheBoat and eventually the fixed guideway all costing the same fare. As is the current practice on TheBus and now TheBoat, a single ride will include transfers, and all transfers and transit passes will be accepted system-wide.

All modes of the transportation system working together under a unified fare structure, conveniently and reliably, is multimodal integration.

Honolulu On The Move

November 2007

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! This month's edition of Honolulu on the Move focuses on Transit Oriented Development or TOD. It is one of the exciting by-products of mass transit systems and has huge potential to revitalize and invigorate individual communities. Recognizing this synergy, the Honolulu City Council required that a zoning ordinance for TOD be in place before construction begins on the fixed guideway stations.

Community Workshop at Waipahu Intermediate School.

While there is TOD nationwide, it isn't really a new concept, but a modern day adaptation of the pre-World War II approach to concentrate growth in specific areas. You can see this in communities on O'ahu that were built around streetcar lines and the OR&L railway, such as Kaimuki, Manoa and the Dillingham corridor of Kalihi.

In recent years, the concept has been brought to life as "smart growth". TOD is also considered a sustainable and healthier way of planning. Clustering mixed land uses (commercial, retail, residential and recreational) together in proximity to a community's transit station enables people to live, work and play in their neighborhoods, and alleviates the need for automobiles. More emphasis is put on public transit, pedestrian and bicycle activities, promoting healthier lifestyles and a healthier environment.

Successful TODs come in many sizes and shapes, and are uniquely suited to individual neighborhoods, but they do all share similar elements such as:

- Having a mix of uses;
- Being pedestrian oriented; and
- Having easy access to public transportation.

According to a recent study report (R-102, Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects) published by the Transit Cooperative Research Project (TCRP), TOD provides numerous social, financial, and environmental benefits. These direct benefits include a more cohesive community, increased profits for nearby businesses, an increase in affordable housing, increased safety, better air quality, and more land conservation.

In fact, living near good transportation facilities can save you money! American households located near "good transit access" spend just 9% of their household income on transportation, compared to 19% for the average household, according to a study by the Center for Transit Oriented Development (CTOD, a project of Reconnecting America).

You can find out more about TOD and the many other benefits that the Honolulu High-Capacity Transit Corridor Project can bring to O'ahu from the next transit symposium scheduled for:
Tuesday, November 13, 2007
8:00 a.m. to 5:00 p.m.
Neal Blaisdell Center Exhibition Hall, Pikake Room
by visiting the City's Department of Planning & Permitting website at **www.honoluludpp.org**. The symposium will feature speakers from the Mainland and Canada who have successful mass transit projects and thriving TODs in their communities.

For questions, please contact the Transit Hotline at **566-2299** or visit the project website at **www.honolulutransit.org**. We'll post a summary of the symposium's activities on our website later this month.

Questions from Readers

***Q:** I heard about a TOD workshop in Waipahu recently. Can you give me more information?*

Waipahu will be the first community within the transit corridor to develop its transit oriented development plans. The City Department of Planning and Permitting (DPP), along with consultants from Van Meter Williams Pollack LLP, is working with community members on a pilot planning project.

The first community workshop was held in September and another workshop is scheduled for Wednesday, November 14, 2007 from 6:30 p.m. to 9:00 p.m. at the Waipahu Elementary School Cafeteria. The Waipahu plans are expected to be completed in about 9 months.

Community-based TOD planning is envisioned for all 19 transit stations and we'll continue to keep you updated on the progress of this effort.

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November 2007

Contact Us

We're also interested in hearing from you, and welcome comments and suggestions on the newsletter and the overall project. You can reach us by calling the project hotline at **566-2299** or by submitting your comments to **www.honolulutransit.org**.

Call or email us if you would like to receive an electronic version of this newsletter or would like to be removed from our mailing list.

REMINDER! Important Dates!

Transit Symposium 2007
Tuesday, November 13
8:30 a.m. – 5:00 p.m.
(Registration begins at 8:00 a.m.)
Neal Blaisdell Exhibition Hall (Pikake Room)

The Symposium is **SOLD OUT**. Log on to **www.honolulutransit.org** for highlights after the symposium.

Waipahu Neighborhood TOD Plan Workshop 2
Wednesday, November 14
6:30 p.m. – 9:00 p.m.
Waipahu Elementary School (Cafeteria)

For more information visit **www.honoluludpp.org**.

get On BOARD! Transit Oriented Development

Success Stories

Transit + TOD = Improved Quality of Life in Pasadena, CA

The city of Pasadena, California has a rich cultural and agricultural history. Located just outside of the ever-growing city of Los Angeles, Pasadena is especially vulnerable to urban sprawl, and over the years, traffic congestion and the resulting increase in smog have become major negative factors in daily life.


Metro Gold Line train connecting Pasadena and Los Angeles arrives at Chinatown Station.

Alarmed about the deterioration of their quality of life, in 1989, Pasadena citizens launched an initiative to restrict growth. In 1992, the city developed a cohesive General Plan and began to control growth through thoughtful planning, which included plans for a fixed guideway transit line connecting Los Angeles and Pasadena. Citizens were concerned that the rich history of Pasadena reflected in the city's architecture be preserved and that Pasadena's lifestyle be maintained. In part, because of these concerns, transit plans met with community opposition. But the city continued to move forward in accordance with the General Plan, restoring historic buildings and improving Old Pasadena. In 2003, Pasadena's Gold Line was completed, connecting Pasadena and Los Angeles.

Today, residents of Pasadena have easy access to Los Angeles and their light rail system is helping to reduce smog as automobile travel has declined. The historic identity of the city is vibrant and along the mass transit alignment, stations reflect individual communities, and support livable, walkable and sustainable development.

The transit system has attracted major investment near stations, resulting in new jobs, restaurants, shops, and entertainment in a centralized area. Residents of Pasadena are very satisfied with the new life in their city.


Sunday Brunch in Pasadena.

"As Pasadena looks toward the future it seeks to balance growth with community needs, historic character, a diverse economic base, and a safe, healthy family community." *

* Heritage: A Short History of Pasadena. www.cityofpasadena.net/History.

Honolulu On The Move

February 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! As we start a new year, we thought this would be an opportune time to reacquaint you with the goals and objectives of the Honolulu High-Capacity Transit Corridor Project.

Goal: Improve Mobility

We need to get from here to there – island-wide. The roads and freeways are often congested, so mobility is often limited. A fully elevated fixed guideway system will be able to move thousands of people per hour without taking away existing roadway and freeway lanes.

The elevated fixed guideway allows a new transportation system to be operated without taking away the limited road space that we have now.

Goal: Support Growth

Significant growth is planned in West O`ahu and it's vital that the right infrastructure is in place to support that growth. The transit line makes it possible to expand residential, commercial and recreational developments without sacrificing mobility.

The fixed guideway system is also good for areas outside of West O`ahu because it will focus growth in the areas designated for growth - and away from areas that don't want growth. This actually helps "keep the country country."

The elevated system will support smart growth by locating the transit system above neighboring communities, allowing these communities to remain connected. The elevated system helps avoid the "other side of the tracks" situation that can occur when a guideway system with frequent vehicle trips is overlaid on a community. With the elevated system, there is no "other side of the tracks." The guideway is not an impediment to existing and developing social networks and travel patterns.

Goal: Improve Reliability

The elevated transit system will improve travel time reliability because the system will be out of existing traffic. Existing traffic will not slow fixed guideway travel and the guideway vehicles will not interfere with roadway traffic. An at-grade system would have to stop at traffic signals or would delay roadway traffic with fixed guideway vehicles traveling every 3 minutes. The elevated system also avoids the risk of cars or people crossing the tracks, which is potentially dangerous and slows operations.

The system will operate with precision and reliability. So, if you need to be at work by 8 a.m., you'll be able to use the fixed guideway system and be assured that you will arrive at work by 8 a.m., even if it's raining or there's a big accident on H-1. The frequency of operation is planned for a 3-minute spacing between vehicles during the commute hours, so you won't have to check the schedule to catch the next one.

Goal: Improve Equity

Everyone can use the fixed guideway system and afford it. Rides will cost the same systemwide and will come with transfers. So, you won't need a car to get around quickly. The buses and the ferry will be linked with the fixed guideway system, so you will be able to get to areas off the guideway route easily, too.

Unlike a toll road system, it won't be limited in capacity. If more people are riding at a certain time, more vehicles will be added to accommodate them. System capacity will grow as demand grows and will be flexible in doing so.

The bottom line is that the fixed guideway system is a way to enhance our quality of life, by keeping the economy vibrant, our cities livable, and pollution minimized, reducing our greenhouse gas emissions, and providing a viable mobility option for us and our children.

Current Issues: Technology

Rubber Tire - Las Vegas

Selecting which technology will run on the fixed guideway system is the next critical step for the mass transit project.

To help the City Council and City Administration determine which technology best meets Honolulu's requirements, a process called Request for Information (RFI) is being used. In this process, we post a list of performance features that are required for our system. (For example, it must be able to travel at least 55 mph.) Then, any transit vehicle supplier who wants to be considered for our system can send a list of their vehicle's features and match it against the features we require.

Magnetic Levitation - Nagoya, Japan

All of the vendors' information will be collected and compared against the requirements to see which technologies best meet our needs. This process often leads to better responses during the procurement phase from vendors so Honolulu can get the best transit vehicle available. At this time, vendors will be supplying information only on the technology; it is the technology that will be selected through this process, not the vendor. A technology vendor will be selected in a separate process in the future.

The City Council is now considering a resolution that creates an independent panel to evaluate the vendor information submitted to select the technology. The independent panel would work with the fixed guideway criteria previously established by

– continued on back

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City Highlight:

Green in Portland with lower Greenhouse gasses

With their efficient and convenient transit system, people in Portland, Oregon drive about 4 miles per day less than the average American. By driving less, the city of 2 million saves about 19.4 million tons of greenhouse gases per year. This provides an estimated cost savings of $28 and $70 million annually and it's considerably better for the environment.

Source: Cortright, Joe. "Portland's Green Dividend." CEOs for Cities. July, 2007. Joe Cortright is a non-resident Senior Fellow at the Brookings Institution.

– *continued from front*

the City Council and additional operating criteria established by the Department of Transportation Services.

Steel Wheel - Kuala Lumpur, Malaysia

This method ensures that analysis and logic drive the technology decision rather than politics. Determining the best technology for Honolulu's fixed guideway system requires technical knowledge. And, the project will continue to move forward so Honolulu gets a world class transportation system.

and quality of service. Technology information is expected from vendors that supply steel wheel on steel rail, rubber tires on concrete, monorail, and magnetic levitation. The panel will select the technology that is most advantageous for Honolulu and its citizens.

The pictures of systems shown are some of the technologies Honolulu is considering.

Steel Wheel - New York

Rubber Tire - Toulouse, France

The panel will review the vendor information considering safety, reliability, environmental impacts, performance, cost,

Honolulu On The Move

March 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! The Project takes a big step forward with the selection of the technology for our fixed guideway transit system.

Late last month, modern rail technology was rated the best technology for Honolulu by 4 of the 5 independent technology panelists.

"This is tremendous progress in our effort to provide Honolulu with viable, reliable transportation choices," said Mayor Mufi Hannemann. "I strongly believe that utilizing the experience and expertise of the transit experts on the panel means we'll get the very best technology for Honolulu and will be able to enter into the procurement process to buy transit vehicles at an extremely competitive price," the Mayor added.

Vancouver, Canada

London, England

Ron Tober, the Chair of the Independent Technology Selection Panel, said *"This was a good process which ensured the selection of the right technology for Honolulu."* Tober continued, *"Through deliberation of the materials submitted with the knowledge gained through our collective years of experience, we are confident that Steel Wheel on Steel Rail will provide the best service for Honolulu for generations to come."*

Here are some of the characteristics of the modern rail technology that made it the best choice for Honolulu:

Reliable

Can support 2- to 3-minute arrival time between trains.
Can provide 40-minute end-to-end travel time with 20-second dwell time at stations.

Safe /Secure/Quiet

Closed circuit television system on board all vehicles.
Passengers able to communicate with system personnel.
Emergency evacuation features, including emergency evacuation walkways available.
Quieter than a city bus (see noise meter on page 2).

Comfortable

Vehicles are air conditioned; with automated and manual announcement systems.
Vehicle destination and internal passenger information displays are provided.
Vehicles have level boarding at station platforms and are compliant with the Americans with Disabilities Act.
It is a known technology that provides an outstanding quality of service.

High Capacity

Can carry more than 9,000 passengers per hour in each direction.
Each vehicle can carry between 80 to 185 passengers, depending on the seating arrangement and vehicle design selected.
Additional vehicles can easily be added to increase capacity on the guideway.
Inter-arrival times can be shortened to increase capacity.

Robust Operation

Operation of the vehicles can be either fully automatic or manually controlled.
Vehicles can operate bi-directionally, so they can move in either direction on the guideway.
High level of reliability.
Good long-term supply of spare parts and engineering support.
Mature, well-proven technology that has been in operation for decades. More recent examples include locations such as: Miami, New York's JFK Airport, Houston, San Diego, and Charlotte in the U.S. and Vancouver, Kuala Lumpur, Copenhagen, London, Shanghai and Manila internationally.

Will Serve Honolulu for the Long Term

It can climb a 6% grade to serve current route and future extensions.
Universal guideway technology which can be built and used by many vendors, which means we are not locked in to one specific vendor.

Miami, United States

Green Features

Electric propulsion.
Demand for electricity can be met by HECO's generating capacity.
No overhead wires for power supply.

– continued on back

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Honolulu On The Move

March 2008

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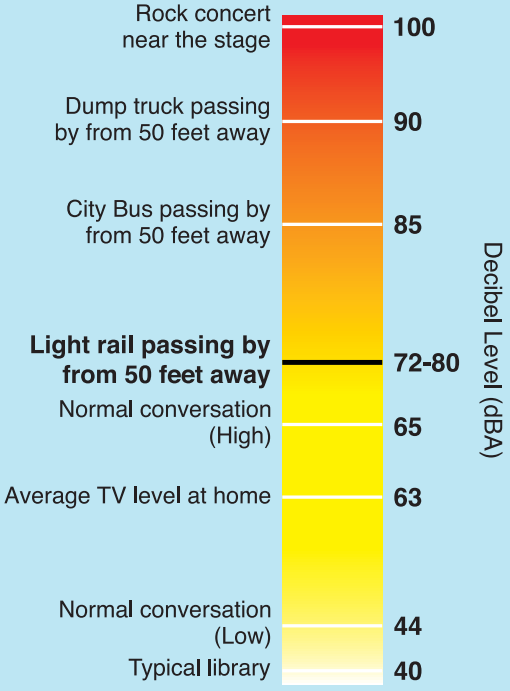
Hot Topic: NOISE

Modern Rail Technology

Here's an idea of the noise you can expect from a modern rail transit system as measured in the A-weighted decibel (dBA) scale. This gives us a measure of how sensitive humans are to certain sounds. Here's where the rail stacks up...



Source: FTA and Sound Transit (Seattle, Washington)

– continued from front

Cost Effective

Largest number of potential suppliers; leading to high competition and low prices.

Best system for interchangeability of vehicles and / or sub-systems in future procurements.

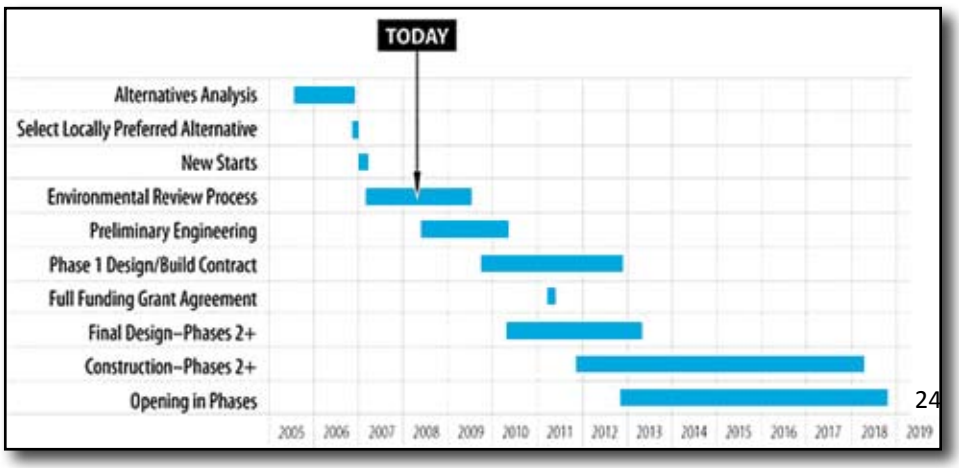
Lowest long-term operational and maintenance costs.

Copenhagen, Denmark

Keepin' It On Track

We are moving forward as scheduled for project development. We are now in the midst of completing the environmental impact analysis and preliminary engineering is already geared up. The New Starts funding request process has already been initiated with the Federal Transit Administration to prepare the project to be competitive for federal funding. Project groundbreaking is scheduled for the end of 2009 and the first segment should be operational in late 2012.

Here's the detailed schedule for project development:



Honolulu On The Move

April 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! This month we commemorate Earth Day. Here are a few ways the rail project will interact with our environment.

Improves Air and Water Quality

- **Less island-wide air pollution because of reduced tail pipe exhaust.**

- **Less green house gas emissions which are a major cause of global warming.**

- **Less island-wide water pollution because of less vehicular oil dripping and rubber tire debris getting into local water.**

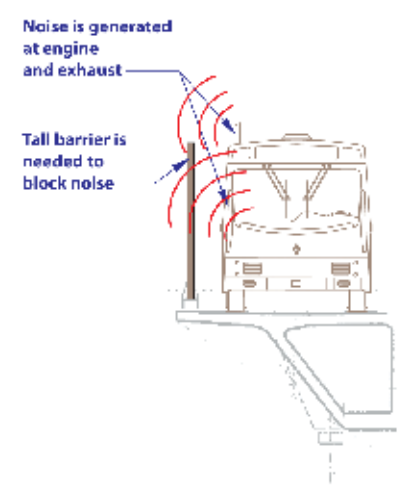
Reduced Dependence on Foreign Fossil Fuels

Wouldn't it be great to have a reliable, convenient alternative to burning fossil fuels to get around? This is beneficial as gas reaches $4/gallon. Imagine when it gets to $5/gallon! By taking the train – you can save money and reduce our dependence on foreign oil.

With an electrical system powering modern rail, we will be able to take advantage of renewable energy sources, such as solar, wind, water, and H-power. Any new technologies that HECO incorporates into their renewable energy portfolio for generation can be used for the transit system and will help the environment.

The Sound of Transit

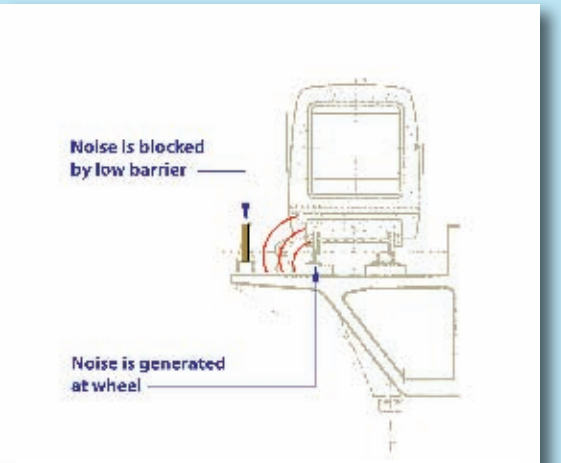
The noise of transit vehicles can be of concern to residents near the guideway. In general, this type of noise is easily remedied with sound barriers that block the source of the noise. Steel-wheel-on-steel-rail systems generate somewhat lower noise levels than a bus-type system and this noise can be more easily and inexpensively reduced to acceptable levels.



RUBBER TIRED BUS-TYPE TRANSIT

That's because the noise from a "bus-type" vehicle which is generally powered by a diesel or hybrid diesel-electric engine, is generated from the engine/exhaust and from the contact between the tires and the pavement. The exhaust system is generally mounted high on the back of the bus, as shown in the diagram. Therefore, most of the noise comes from a high point on the vehicle. To reduce this noise, high noise abatement walls are needed and can be 6' to 8' high along the travel surface.

By contrast, a modern electric rail vehicle's noise is generated only from where the wheels contact the rail, or very close to the travel surface, as seen in this diagram. Noise mitigation in this case would require only a 2' to 3' high abatement wall, costing less than the taller walls needed for a rubber tired system.



MODERN STEEL WHEEL/STEEL RAIL VEHICLE

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Tropical Climates, Steel Rails and Corrosion

Fact: Steel rails and steel wheels corrode at a rate slower than normal mechanical wear from operation.

Some have been concerned that a steel wheeled system would experience corrosion due to our tropical, humid, salt-air conditions. But, the fact is that normal operations cause wear at a faster rate than corrosion – and that's with an expected operational life of 30 years!

Still not convinced? Take a look at our own OR&L tracks. The tracks are still in use on the Ewa Plain and coast, and visible even on Nimitz Highway leading to the Aala Park train station. And these are over 100 years old!

Honolulu OR&L Tracks

Other tropical cities with steel wheeled transit systems are: Miami, Florida; Bangkok, Thailand; Manila, Philippines; Singapore; Hong Kong; San Juan, Puerto Rico; Shenzhen, China; Rio de Janeiro, Brazil; Recife, Brazil; Lima, Peru; and Caracas and Valencia, Venezuela.

Singapore

Miami, United States

Honolulu On The Move

May 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Aloha! This month we give you food for thought about the new transit system.

Good for MOBILITY

One train can move 300 people which equals 6 buses or 300 cars! That means one rail line equals 6 lanes of cars.

Good for the ENVIRONMENT

It's sustainable - rail can be powered by alternative energy like solar, wind or H-power. This means less air and water pollution and fewer greenhouse gas emissions.

Good for the ECONOMY

Building the rail project will create 90,000 person years of employment or 11,000 direct and indirect jobs annually. And, building a reliable, dependable, efficient transportation system encourages healthy economic growth.

Good for COMMUNITIES

Rail encourages managed, orderly growth along the route. Planning where and how communities will expand means we can keep the country country.

Good for YOU

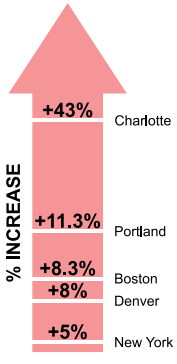
The less time you spend in traffic means the more time you have for yourself and your family and that means a better quality of life for everyone.

Gas Prices Drive Commuters to Rail

Commuters in cities all across the country are turning to their reliable and affordable rail transit systems.

These are current ridership changes in major cities on transit rail:

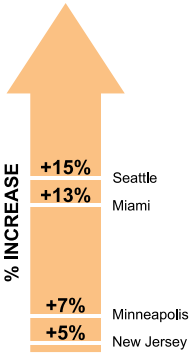
Charlotte UP 43%
Portland UP 11.3%
Boston UP 8.3%
Denver UP 8%
New York UP 5%



TRANSIT RAIL

Commuter rail has also seen increases – attributed to the rising cost of gas:

Seattle UP 15%
Miami UP 13%
Minneapolis UP 7%
New Jersey UP 5%



COMMUTER RAIL

Did You Know?

Rail transit stations can help stimulate private investment in the community. Here are some examples of rail systems and the actual investment their communities have seen:

$15 Billion to the Washington, D.C. community since 1976.

Washington Metro

$4.3 Billion to the Dallas, Texas community since 1996.

Dallas DART

$3 Billion to the Portland, Oregon community since the late 1970s.

Portland MAX

$1 Billion to the St. Louis, Missouri community since 1993.

St. Louis MetroLink

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Honolulu On The Move

May 2008

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City Highlight Houston, Texas

Photo of Houston Metro

Metro says ridership on its light rail system has doubled in 20 months and now totals 45,000 boardings each weekday – the number of riders forecasted for 2020. The Houston-Galveston Area Council noted in a recent report that 41 percent of these riders are new transit riders; 49 percent have a car available; 37 percent say at least two household members have driver's licenses; and 20 percent have incomes of more than $81,000.

Source: www.lightrailnow.org. November 15, 2007.

Memorable Quotes

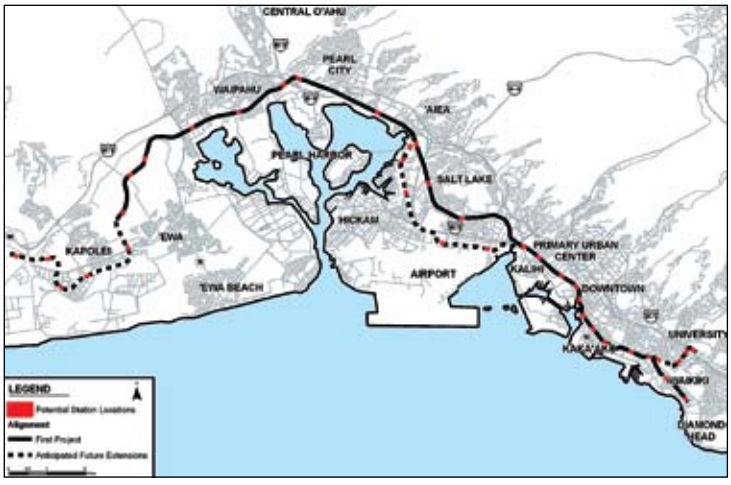
Congressman James Oberstar (D – MN), Chairman of the House Transportation and Infrastructure Committee, visited Hawaii, took a tour of the transit corridor and received a briefing on our project. Here's what he said:

"I think this is one of the most exciting projects in the whole country. Transit is the most rapidly developing mode of transportation in the whole United States."

"You've got less than a mile of space between the mountains on one side and the ocean on the other. How are you going to squeeze more lane-miles of roadway?"

James Oberstar

"I think overall you can count on a roughly thirty, thirty-five percent contribution from the Federal Transit Administration in federal transit funds, which would play out to in the range of $900 million. And I will be vigorously supporting the delegation and Mayor in pursuit of those funds."



Our system will be very convenient:

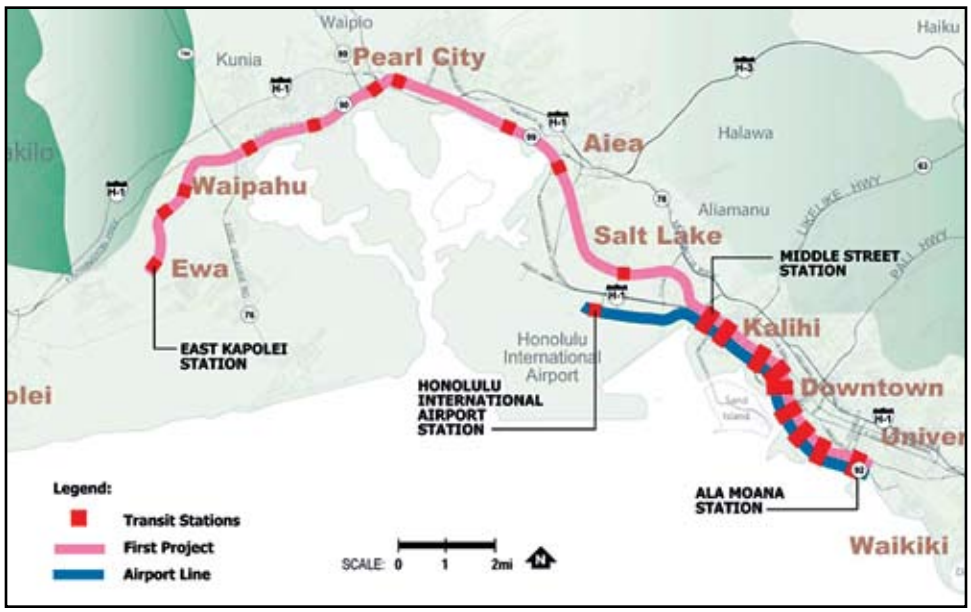
In 2030, 28% of the population and 46% of the employment in the corridor will be within walking distance of a transit station.

Honolulu On The Move

June 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Airport to Ala Moana in 17 Minutes!



Honolulu International Airport, one of our island's busiest areas, is the home of exciting news about rail. Planners for the Honolulu Rail Transit Project have designed a way to include the airport in the mass transit system route at a lower cost that would enable construction to begin sooner. Planners studied the airport possibilities in response to widespread requests for transit to serve the airport. By constructing the airport connection as a spur, it would reduce cost, and the City is working to secure funding for the construction.

With the planned spur, a trip from the airport to Ala Moana Center would take only 17 minutes, and trains would depart every 15 minutes. Passengers coming from West Oahu would conveniently transfer at the Middle Street Station to get to the airport. The airport spur would be built as an addition to the current alignment through Salt Lake.

Residents and visitors will benefit from this spur. Nearly 7,000 people work at the airport, and many of them can use the rail for commuting without worry about the cost of gas or parking.

Business travelers will find the airport spur especially convenient for neighbor island meetings and appointments. The airport spur will shorten travel time and save on the cost of parking or taxis.

The airport is a major transit destination today. Many people working at the airport also take TheBus - which records 2,500 trips to and from the airport daily. For travelers, it means more convenient access to Honolulu, which is important as the number of daily arrivals and departures is expected to double to over 100,000 by 2030.

Airport Spur Details

The re-designed airport spur travels from the Middle Street transit station to the Honolulu Airport. Cost for the spur as currently designed is approximately $350 million, compared to $700

— continued on back

Local Thoughts

"When my daughter was born 15 years ago, I sold my last car. It was at this time I decided that if there was one thing I wanted to teach my child was that we each have a choice in many things in life and most of the time it comes down to the simple question, "Will I be a part of the problem or part of the solution?"

Lawrence Payne, Kailua

My daughter and I have lived in 7 states and have taken Mass Transit in all of them. I constantly come across people that after their initial amazement wears off they say, "I could never be without my car," to which I reply, "You could if you chose to."

Please let others know that it is possible and taking Mass Transit actually improves your quality of life due to reduced stress, more personal time, and quiet solitude."

"I only knew what was on the TV news. This presentation helped me understand more of the direction we're going with this [rail transit] and I think it's a good idea!"

Fran Villarmia Kahawai, Newtown

"The future is now. This is a great investment for the future. And, it's a boon for senior citizens because they can depend on another mode of transportation in case of emergency. You can depend on rail."

Masaru Matsumura, Mililani

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AAA's Annual Cost of Vehicle Ownership

Four-wheel-drive mid-size SUV = **$10,448**

Large sedan = **$9,769**

Minivan = **$8,644**

Average Sedan = **$8,121**

Small sedan = **$6,320**

Source: AAA, Your Driving Costs (2008 Edition)

Cost of Riding Transit = **$440**

Total Savings = $7,681

— continued from front

million to construct the entire segment. The route does not go all the way to Pearl Harbor, but is being planned to accommodate future expansion to Pearl Harbor as funding allows.

Ala Moana Center Modifications

In order to accommodate the increase the airport passengers to Ala Moana Center, the City is working with Ala Moana Center to devise a circulator bus system to easily transport passengers with luggage to and from Waikiki. Since TheBus does not allow riders with luggage, this also provides a potential opportunity for private bus and trolley operators and taxi cabs.

HOT TOPIC: Property Impacts

This is a topic that is taken very seriously by the City and the project. When accurate impacts are finalized, property owners are going to be notified in writing of the possible impacts and then contacted in person by a City/project representative. We recognize that this is a sensitive issue and are treating it with the care and caution that it deserves. In all cases, property owners will be notified before the Draft Environmental Impact Statement is released.

The exact impacts of the route and stations are still being refined by engineers; therefore the exact impacts to the nearby properties are not final. Most of the impacts, however, are slivers adjacent to existing roads.

There are very few full-parcels that are affected. As the engineering design progresses, the size and shape of the project footprint is also progressing. General impacts are known, but the specific impacts will be released to property owners first.

Rather than provide people inaccurate information, the City is working to refine an accurate list of property impacts, by Tax Map Key (TMK), size of impact and type of property. By doing this, an open, accurate discussion can be held with property owners to facilitate the process.

Because this is a sensitive issue, especially to the property owners, the property impacts will be discussed in detail with property owners rather than outside agents or in the media.

Honolulu On The Move

August 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Mythbusters

Aloha! Welcome to the Mythbusters edition of "Honolulu on the Move." We will tackle the myths and inaccuracies about Honolulu's rail system and traffic on our island with the facts.

Myth: *We can just add more buses.*

Fact: Roger Morton, President and CEO of TheBus, recommends Honolulu's rail system because adding more buses alone cannot improve our transit system.

One of out of every three buses is late because of traffic congestion, and adding more buses will make it worse. There are too many vehicles on the road, creating a gridlock that slows everyone down, including buses.

Myth: *HOT Lanes will solve traffic congestion.*

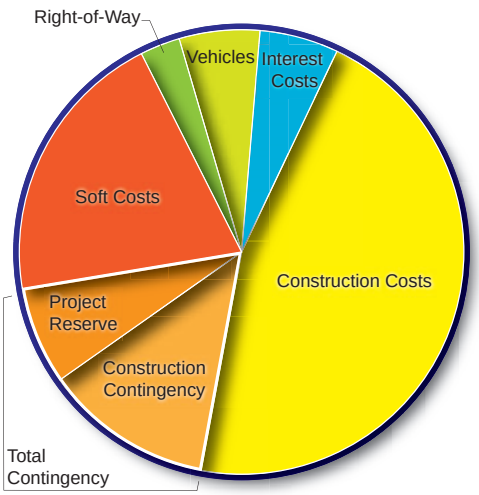
Fact: The Alternatives Analysis showed that Managed Lanes (HOT lanes) increase traffic congestion instead of reducing it.

HOT lanes are High-Occupancy Toll Lanes, where drivers pay a fee to use the HOV lanes, but without passengers.

Myth: *Rail is too expensive.*

Fact: Rail transit is the most cost-effective option among those studied, including expanding bus service or building a HOT lane viaduct. The initial route from East Kapolei to Ala Moana Shopping Center is affordable with identified funding sources.

Funding comes from the .05% GET surcharge and the Federal Transit Administration's New Starts program.



$3.7 Billion Total
(2006 Dollars)

Myth: *The construction estimate for Honolulu's rail system is too low.*

Fact: Construction costs are estimated using the building industry's best practices. Costs are based on engineers' calculations of current and comparable construction costs in Hawaii. The cost estimate will be adjusted and updated with inflation as the project advances. Nearly $1 billion in contingency is included in the total cost to absorb future uncertainties.

Myth: *The city is focusing only on rail transit and no other transportation improvements will be done.*

Fact: The city and state have already committed $3 billion to roadway improvements, expanding TheBus service, revamping the islandwide bicycle plan, carpooling and ridesharing and other services. These were included in the traffic analysis that showed that rail

– continued on back

Local Thoughts

"I'm excited about the possibilities for what this project will do for people on the leeward side of the island. I feel the quality of life can be substantially improved for people who have get up to crawl [in traffic] into town, go to work and then crawl home [in traffic]."

Stuart Murray,
Punchbowl

"This is about choice. I believe rail is not the only solution, but its one piece of the puzzle. Having all the information about the project helped me see that most complaints have no merit."

Grant Kanoho,
Newtown

City Highlight
Tulsa, Oklahoma

Others Looking to Rail
Tulsa, Oklahoma is also looking for a new rail system… read this excerpt from the June 1, 2008 edition of Tulsa World, Tulsa's local newspaper.

"Gas, road costs put rail plans on track"
By Susan Hylton, Tulsa World Staff Writer
Tulsa's carbon footprint also fuels the vision of rail transit.

The idea of commuter rail seems to be gaining steam in an atmosphere of skyrocketing gasoline and road-widening costs and a worrisome report on the size of Tulsa's carbon footprint.

One of the biggest reasons cited last week by the Brookings Institution for Tulsa's ranking of 11th for its output of greenhouse gases was its lack of rail transit made worse by urban sprawl and near-total dependence on personal vehicles.

– continued on back

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Honolulu On The Move

July 2008

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– *continued from front*

The good news is that Tulsa already has numerous rail lines in place that are still active, connecting downtown to all the suburbs.

"I think it's something we have to begin to look at," Mayor Kathy Taylor said. "We know the environment is something we can either spoil or take care of. Knowing what we can do to reduce (emissions) is not just smart, but it saves money."

Tulsa City Councilor Rick Westcott said it is discouraging to realize the size of Tulsa's problem.

"But I think it could prove as an impetus toward people realizing the need for a good commuter rail system or connecting to the Amtrak system," he said.

Traveling by rail is a romantic notion for many, but there also are practical benefits such as infill development that experts say tends to spring up near rail stations.

An alternate means of transportation also would help many people avoid unaffordable gas prices. It also gives the aging population a way to continue being mobile.

"There's going to come a time when people are not going to be able to afford to drive every day," Westcott said.

The article continued to describe Tulsa's plans for their light rail route.

– *continued from front*

is the most effective tool for decreasing traffic congestion.

Myth: *Rail is noisy.*

Fact: Modern rail is quieter than an accelerating city bus. There will not be a detectable increase in community noise levels.

Myth: *Rail will rust.*

Fact: Steel rail is used successfully in many humid, tropical areas, including Miami and the island of Puerto Rico. Steel used for modern transit systems is far more resistant to rust and corrosion than the steel used to build Aloha Stadium more than 30 years ago. With regular maintenance, rust will not be an issue.

Myth: *Rail uses more energy than cars.*

Fact: Trains are far more energy efficient than cars and trucks, utilizing 27 percent less energy per passenger-mile as passenger vehicles, according to the U.S. Department of Energy's 2007 Transportation Energy Data Book.

Myth: *We need to build a new HECO power plant just to power the rail.*

Fact: HECO already plans to build a new power plant at Campbell Industrial Park. HECO estimates that the new plant will be able to power the expected needs of the rail system.

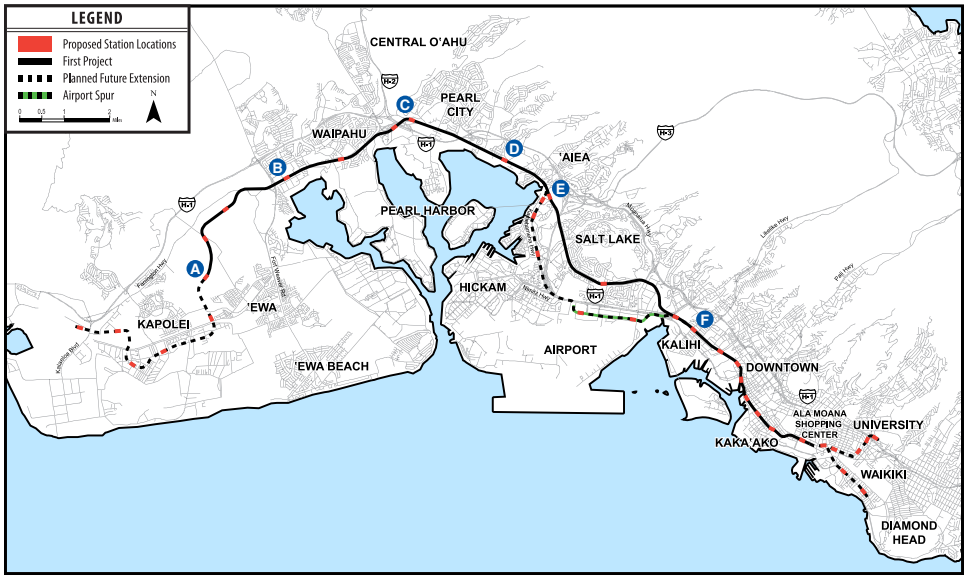
Did You Know?

Rail is great for mobility.

Rail transit can move 9,000 people an hour in both directions –it has a system capacity equal to 6 lanes of cars.

Honolulu On The Move
September 2008
An Update on the Honolulu High-Capacity Transit Corridor Project

Rail Transit Commuting



PROJECTED RAIL TRAVEL TIMES

A	B	C	D	E	F
Kapolei to Ala Moana Center	Waipahu to Ala Moana Center	Pearl Highlands to Ala Moana Center	Pearlridge to Ala Moana Center	Aloha Stadium to Ala Moana Center	Kalihi to Ala Moana Center
39 Minutes	32 Minutes	27 Minutes	23 Minutes	20 Minutes	11 Minutes

Aloha! The fall has arrived on our island, and the season brings many changes: shorter days, longer nights and of course, back-to-school traffic. There are an additional 55,000 college students increasing on the roadways, causing increased traffic congestion during rush hour. To avoid traffic, many commuters are leaving earlier or later for work, carpooling or catching TheBus or TheBoat. Honolulu's proposed rail transit system would offer another alternative for commuters from the growing west side into town.

Rail transit would decrease future traffic by 11 percent in this traffic corridor, which has some of the worst rush hour congestion in the nation according to traffic data company INRIX. What would this reduction feel like to commuters? It would feel less like fall and more like summer. When school is out of session during the summer now, there is a 9 to 10 percent decrease in traffic congestion. So rail transit would make a noticeable difference in future commuting.

Rail transit would also provide a reliable alternative to escape traffic jams and maintain a predictable schedule. Trains would travel above cars, trucks and buses and would never get stuck in traffic. During weekdays, trains would leave every 3 minutes during morning and afternoon peak times; every 6 minutes during non-rush hours on weekdays and on weekends; and every 10 minutes during weeknights and weekend evenings. The reliable service would give you predictable travel times, regardless of what's happening on the roads below. And the rail system would

– continued on back

Rail Station Safety

Art Hushen,
President of the National Institute for Crime Prevention

Rail stations are one of the most important aspects of Honolulu's proposed rail transit system. As public transportation venues, rail stations would accommodate thousands of commuters per hour during peak travel times, making it important to balance access with public safety. While the first rail station would not be opened for several years, planning is underway to ensure rail stations would be safe, comfortable areas.

Public safety expert Art Hushen recently led an intensive workshop for planners, architects and police in Honolulu. He is a national expert in the principles and practices of Crime Prevention Through Environmental Design (CPTED). CPTED is used to increase public safety in cities throughout the country. In Honolulu, architects, planners and law enforcement gathered to discuss safety measures like surveillance cameras, barriers, walls and fencing, as well as more subtle but equally effective measures such as lighting, colors, landscaping and even the placement of paintings and sculptures.

– continued on back

Stay Informed!

The Draft Environmental Impact Statement will be released this fall for public review and comment. Public meetings will be held in convenient areas near the route. Please plan on attending to stay informed about the project. Specific dates, times and locations will be published.

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Honolulu On The Move

September 2008

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Photo: Skytrain's Burrard station. Vancouver, Canada.

– continued from front

For example, skillful landscaping with trees, bushes and flowers does more than beautify an area – it can help control access and create advantageous viewing points. Lighting helps a person observe their area; pathways must be illuminated to the point where pedestrians can be observed, but glare can discourage people from using an otherwise safe area.

In many ways, CPTED is the art and science of predicting human behavior by the designing a specific environment. In Honolulu, training was specifically tailored for our proposed rail transit system. This training will go a long way to ensure designs create safe, comfortable and accessible stations.

– continued from front

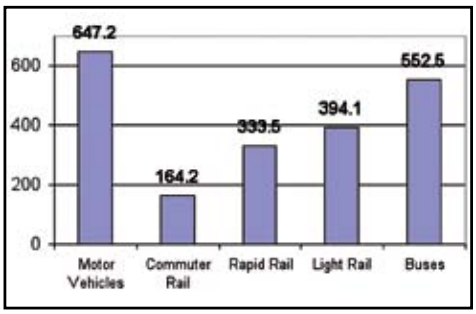
take many residents to some of the island's most popular areas:

- Aloha Stadium for UH football, high schools sports and graduations
- Shopping at Pearlridge Center and Ala Moana Center
- To work for Downtown commuters
- To school or work for those at Honolulu Community College, Leeward Community College, UH-West O'ahu or Hawaii Pacific University's downtown campus

Rail Transit is a Safe Mode of Travel

Transit is safer than motor vehicle travel when considering injuries and fatalities.

U.S. Average Injuries + Fatalities (per passenger mile) 2002 - 2004



Source: http://www.lightrailnow.org/facts.htm

Rail Transit Booth

Food and New Product Expo

Blaisdell Exhibition Hall

October 10 -12, 2008

Learn more about Honolulu's proposed rail transit system at our booth at the Food and New Product Expo. It's an opportunity to get more information about rail transit's many features, including the approved route, technology, reduction in future traffic congestion, rail stations, and economic and environmental factors, and more.

We will have exhibits and informational handouts for the public.

General admission is $3; free admission for children 12 and younger. The Expo is open from Friday, Oct. 10 to Sunday, Oct 12 at the Blaisdell Exhibition Hall.

Honolulu On The Move

Nov-Dec 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Review the Draft Environmental Impact Statement for Honolulu Rail Transit

Honolulu High-Capacity Transit Corridor Project (First Project and Future Extensions)

Aloha! You have the opportunity to have your voice heard on one of our community's most important transportation projects. The Draft Environmental Impact Statement (Draft EIS) for the Honolulu High-Capacity Transit Corridor Project is now available. We invite you to review the Draft EIS and submit your comments. The public comment period will end on January 7, 2009.

The Draft EIS examines the environmental, economic and community impacts and benefits of 4 future alternatives between Kapolei and UH Mānoa: 3 potential routes for a rail transit line from East Kapolei to Ala Moana Center are analyzed in comparison to the No Build alternative.

Where can I get a copy of the Draft EIS?

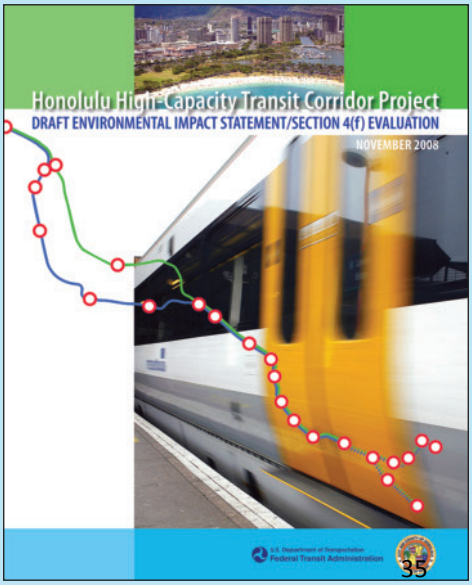
You can review a copy of the Draft EIS at your local state library, the City library, the Department of Transportation Services (650 South King Street, 3rd floor), the Rapid Transit Division (1099 Alakea Street, 17th floor), and online at **www.honolulutransit.org**.

You can also request a free DVD that includes a video about the Draft EIS. In addition, printed copies of the Draft EIS are available for purchase for $59. Call **566-2299** or visit **www.honolulutransit.org** to order. Please include your full name, address and phone number when contacting the project.

— continued on back

Public Hearing Dates for the Draft EIS

- **Saturday, December 6**
  9 to 11 a.m. at Kapolei Hale
  1000 Ulu'ohia Street, Kapolei
- **Monday, December 8**
  6 to 8 p.m. at the Neal S. Blaisdell Exhibition Hall, Hawai'i Suites
  777 Ward Avenue, Honolulu
- **Tuesday, December 9**
  6 to 8 p.m. at Salt Lake District Park
  1159 Ala Liliko'i Place, Honolulu
- **Wednesday, December 10**
  6 to 8 p.m. at the Filipino Community Center
  94-428 Mokuola Street, Waipahu
- **Thursday, December 11**
  6 to 8 p.m. at Bishop Museum
  1525 Bernice Street, Honolulu



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Nov-Dec 2008

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– *continued from front*

How can I comment?

There are three ways to comment:

1. **In writing** at a Draft EIS Public Hearing or mailed to:

   Department of Transportation Services
   650 S. King Street, 3rd Floor
   Honolulu, Hawai'i 96813

   Comments must be postmarked by January 7, 2009.

2. **In person** at a Draft EIS Public Hearing in December.

3. **Online** at **www.honolulutransit.org**.

Here is a look at several of the project's key environmental milestones.

Milestone and Date	Description
EIS Preparation Notice (2005) Scoping (2007)	Scoping identified the alternatives and impacts that are examined in the Environmental Impact Statement. Along with techncial studies, the project reached out for the public's ideas and opinions through community meetings, City Council hearings and the Internet.
Alternatives Analysis (2006)	Information from Scoping was used to identify and analyze types of transit and routes that were reasonable and practical.
Honolulu City Council selects Locally Preferred Alternative (January 2007)	Based on the Alternatives Analysis and public testimony, the City Council selected a transit system for the Kapolei to UH Mānoa traffic corridor.
Draft Environmental Impact Statement (November 2008)	The Draft EIS studies the potential impacts of three routes from East Kapolei to Ala Moana Center, as well as a No Build alternative. The public and government agencies can review and comment on the Draft EIS.
Final Environmental Impact Statement (projected for 2009)	The Federal Transit Administration (FTA) will issue the Final Environmental Impact Statement (Final EIS). The Final EIS will respond to comments received on the Draft EIS, identify a preferred alternative, show state and federal environmental laws are followed, and identify any mitigation measures.
Record of Decision (projected for the second half of 2009)	The FTA will issue a Record of Decision (ROD), which will state the FTA's determination that all environmental steps have been completed. The ROD describes the basis for the decision, identifies alternatives that were considered and summarizes specific mitigations for the project.

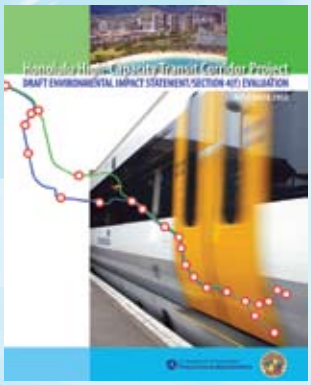
JANUARY 2009

Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Draft Environmental Impact Statement Comment Period Extended

If you haven't commented yet on the potential impacts of rail transit detailed in Draft Environmental Impact Statement, there's still time. The deadline for public comments has been extended by the Federal Transit Administration to **February 6, 2009**. You can comment online at the project's website: **www.honolulutransit.org** or send your comments by mail to the: **Department of Transportation Services, 650 South King Street, Honolulu, Hawaii 96813** (must be postmarked by February 6).



We have already received several hundred comments by mail, online and at the Public Hearings in December. The project team will review and consider each comment as the Final Environmental Impact Statement (Final EIS) is prepared; all comments will be addressed, so be sure to include your name and mailing address in your comment. In addition, every comment will be included in an appendix to the Final EIS.

Rainy Winters and Rail Transit

Aloha! Winter storms can bring rain, wind and unexpected power outages to O'ahu. What does that mean for Honolulu's rail system? How will trains perform when storm clouds blow into town? Based on experiences in other cities, the answer is: safely. Steel-wheeled rail systems run safely in cities such as Portland, Salt Lake City, New York and Chicago, where the winter climate is far harsher than our tropical islands.

In Honolulu, rainfall drenching the guideway is likely to be the most common weather problem. Too much water on the tracks can loosen the traction between train wheels and the rails. To remedy this, the guideway is being designed to drain water away from the tracks. In addition, electronic sensors in modern rail cars sense slippage and take appropriate action, from increasing braking distances to accelerating slower.

Rainy weather should not cause the steel tracks to rust. With regular preventive maintenance, corrosion will not be a problem.

Electrical Outages

Winter storms can cause electricity outages. Since trains and rail stations will be electrically powered, the system's infrastructure is being designed to handle service disruptions. For example, trains will draw power from many points along the route, so an outage in a few areas should not disrupt service.

What happens if electrical power is lost in significant area of the East Kapolei-to-Ala Moana Center route?

First, train brakes are designed to stop the rail cars even without power. Second, lights will stay on in trains and stations; backup batteries will provide lighting for several hours. Third, the train operations center will communicate with passengers via the public address system and intercom and provide guidance.

If power is restored within a short time, service will resume. With a prolonged outage, the operations center will direct passengers to exit the trains and walk along a lighted emergency walkway on the guideway to the nearest station. For those unable to exit rail cars, help will be provided by emergency responders and transit staff. Passengers will be met at the train station by a coordinated response from emergency responders and city transportation workers.

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JANUARY 2009

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New Online Content: Videos and Rail Station Maps

Set your Internet browser to **www.honolulutransit.org** and check out the new content on the project's website. The online home of Honolulu's rail transit system has been updated with state-of-the-art computer animated fly-throughs of the Salt Lake route and the Airport route. With one click of the mouse, you will see a bird's eye view of each route as well as potential locations for rail stations.

Another new feature is conceptual rail station renderings – you can see how each rail station will be integrated into its neighborhood, from the elevated guideway to the rail station platforms to park-and-ride lots at selected locations. The renderings are interactive, so you can rotate them 360 degrees.

Finally, the website has a video guide to the Draft EIS that combines key facts, graphics and video footage to help you understand the document. If you would like a DVD with all these features to share at your school or workplace, contact us for a free copy at **info@honolulutransit.org**. or call **566-2299**.

Look for more video content on the project website later this year.

Arizona Residents Applaud New Rail

Many residents, commuters and businesses in Arizona are celebrating the recent launch of a new steel-wheeled rail service that connects the cities of Phoenix, Tempe and Mesa.

According to news accounts, the mood on the trains has been positive as riders relax, listen to music and read. Ridership has been good, with evening trains almost full as commuters return home. Some residents reported using the rail system because of its convenience or to reduce their carbon footprint and promote sustainability. Other passengers said in news articles they were riding to save money on gas and parking.

Rail has also brought economic benefits. City leaders in Tempe are crediting the rail system with attracting $4 billion in projects, and the mayor of Phoenix attributes thousands of jobs to rail.

FEBRUARY 2009

Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Welcome to our new "I love rail" feature, in which we spotlight energetic supporters of a new elevated rail system for Honolulu.

This month, we look at the nonprofit group AARP-Hawai'i, which promotes independence, choice and control for people as they age. "We believe the rail project offers the potential for expanded mobility options, more affordable housing and improved access to public facilities such as schools, hospitals and recreational areas that support a healthy lifestyle," according to Barbara Kim Stanton, AARP Hawai'i State Director.

Expanded mobility options, whether by train, TheBus or TheBoat, will make it easier to travel around our island and benefit everyone, particularly our aging population. In the next 22 years, the number of Hawai'i residents aged 65 or older will increase by 86%.

More mobility is a key component to our quality of life; it saves time that would otherwise be wasted sitting in traffic. Rail will reduce traffic delays on our roads in the future by at least 20 percent between Kapolei and UH Mānoa. Islandwide, rail will take more than 30,000 cars and trucks off the roads daily.

AARP-Hawai'i also supports rail because of the potential for Transit Oriented Development (TOD), which encourages new housing, government services and business opportunities around rail stations. With TOD, community members can live close to services such as pharmacies, supermarkets, and adult care centers.

Rail Will Fight Recession

Aloha! UH-West O'ahu economics professor Lawrence Boyd investigates the impact that building Honolulu's proposed rail transit system will have on the state's economy in the February issue of *Hawaii Business* magazine. His independent analysis puts the project's combined economic stimulus at more than $3 billion over the next three years, and it could help our stalled local economy recover in 2010.

Nationally, rail transit construction is creating new jobs and new revenue.

As published in *Hawaii Business*, professor Boyd's analysis shows that building the airport route will have a direct impact on the economy of $160 million this year and rising dramatically: $600 million for 2010 and over $1 billion in 2011.

Similar economic benefits are in the project's Draft Environmental Impact Statement, which forecasts that construction activity will generate more than 10,000 jobs a year on average. This will bring paychecks to individuals and families for rents, mortgages and healthcare, buying essentials like food, clothes and school supplies, and spending for travel and entertainment.

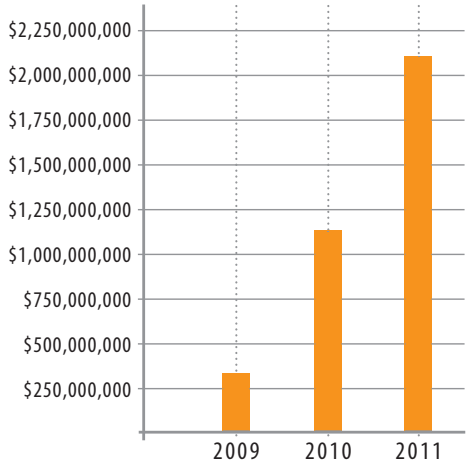
Known as an induced impact, this household spending will strengthen our state's finances. By combining the direct, indirect and induced economic impacts, the professor's data predicts the project's contribution by year:

- 2009 – $307.2 million
- 2010 – $1.2 billion
- 2011 – $2.1 billion

He estimates that building the airport route can help ease the recession this year and could grow our economy by 3 percent in 2010.

To read more, look for the special construction section in *Hawaii Business*.

Direct, Indirect, and Induced Impact on Hawai'i



Source: Hawaii Business magazine

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FEBRUARY 2009

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City Council Picks New Route

After convening several public meetings and hearing testimony from residents, on January 28 the Honolulu City Council passed a resolution to change the first 20 miles of the proposed rail route from the Salt Lake route to the Honolulu International Airport route.

In choosing the airport route, the City Council's resolution cited the higher projected daily ridership compared to the Salt Lake route and the convenience for visitors, residents and the military community. More than 7,000 residents work at the airport, and the airport serves 58,000 daily arrivals – a figure projected to double in the next 20 years.

According to the Draft Environmental Impact Statement, key potential impacts of the Airport route include:

- 23% reduction in future traffic delay.
- Construction cost of $4.5 billion in current dollars.
- Annual maintenance cost of $68 million.
- 22 elevated rail stations. In addition to a station at Honolulu International Airport, stations would be located at the Makalapa Gate of the Pearl Harbor naval station and Lagoon Drive.

To learn more about the airport route, visit the project's website **www.honolulutransit.org**, where you will find detailed maps, a computer-animated tour of the route as well as conceptual renderings of the proposed rail stations.

Saving Money With Public Transportation

Times are tough and people are looking to trim expenses from their household budgets. In Honolulu, our public transportations system can save families up to $831 a month and nearly $10,000 a year, according to the American Public Transportation Association (APTA).

By eliminating a household vehicle and buying a monthly bus pass, individuals and families can save money on car loans, gas, maintenance and parking – funds that can be used for home expenses, meals, school and other essentials.

When Honolulu's rail system begins service, it will provide more public transportation options to residents and more opportunities to save transportation costs. And whether you ride a train, TheBus or TheBoat, the cost of a ticket will be the same, enabling you to easily use O'ahu's improved public transportation to get to work, school or run errands.

To calculate how much public transportation can save you and your family, visit **www.publictransportation.org**.

MARCH 2009

Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Rail and the Economy

- Independent projections show building rail transit will generate more than $1 billion for Hawai'i's economy in 2010.*
- By 2011, rail's construction activity is anticipated to create more than $2 billion for Hawai'i's economy.*
- Rail systems are an economic stimulus returning up to $6 for every $1 invested.**
- Federal funds will have "Buy America" clauses, assisting our nation's economic recovery.
- By reducing future traffic congestion and improving mobility, rail will make it easier for local businesses to deliver goods and services.
- Honolulu's rail system is endorsed by business and labor groups such as the Chamber of Commerce of Hawai'i, the West O'ahu Economic Development Association, the Hawai'i Government Employees Association, the United Public Workers and more.

*Research by UH West O'ahu economics professor Lawrence Boyd

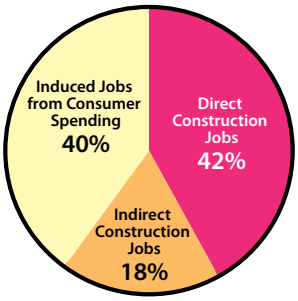
**American Public Transit Association

Rail Construction Will Employ 10,000 Workers a Year

Aloha!

The project is beginning to gear up to build Honolulu's planned rail transit system and create new jobs in the midst of the state's recession.

Employment Created by Rail Construction*



*Person years of employment.

The bidding process has started to construct the initial 6.5-mile segment connecting East Kapolei with Pearl Highlands. The City has issued the first invitation to bid and will select a builder this fall for the segment, with groundbreaking at the end of the year. Construction of the entire 20 mile system should take nine years.

When rail construction begins in 2010, it will be a job-creating engine vital to the economic recovery of our state. The project's construction activity is expected to employ about 10,000 people a year on average, according to the Draft Environmental Impact Statement.

Economic models show that about 42 percent of the employment will be directly related to construction: engineers, architects and skilled workers like carpenters, masons, ironworkers, and others, along with managers and office staff.

About 18 percent will be indirect jobs in additional industries as workers spend their paychecks on essentials like food, housing, clothes, transportation and school supplies, as well as entertainment and travel.

Based on nine years of construction activity, the project will create:

- 38,000 person-years of direct employment for engineering and construction workers.
- 17,000 person-years of indirect employment in industries like retail, food and beverage and service industries.
- 36,000 person-years of induced employment resulting from an overall expansion of the regional economy due to the construction.

A person year of employment is one job created for one person for a year.

Local business reporter Howard Dicus noted in his blog, "rail is the only major project already on the boards that fairly qualifies as economic stimulus."

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MARCH 2009

Honolulu On The Move

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Engineering Our Future

Question: What has two hands, 10 fingers, colorful crayons and a big smile?
Answer: A keiki at the "Engineering Our Future" display at Kahala Mall.

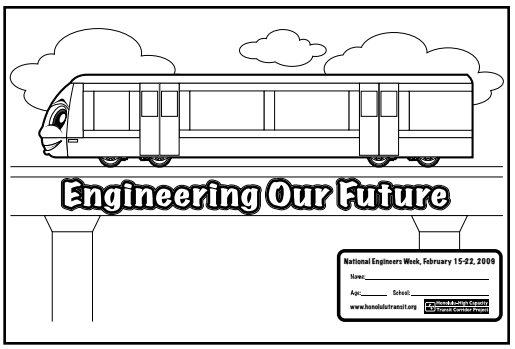
As part of Engineering Week, a national event that celebrates the profession's contributions, the project staff created "Engineering Our Future" to educate young people about what trains are, how they work and what engineers do.

More than 300 pre-schoolers and elementary students (and a few parents) let their imaginations run free as they colored trains and guideways. Afterward, children and their parents read brightly-colored displays about engineering and watched an animated fly through of the rail route.

Many keiki took their colored trains home with them, while others pinned their trains to the booth walls for other children and parents to see.

The Hawai'i Council of Engineer Societies recognized "Engineering Our Future" as the most educational display and awarded it the platinum award. Several of the student drawings are online at the project's website: **www.honolulutransit.org**.

If you would like keiki engineering materials for a classroom or school, please contact the project at **566-2299** or at **info@honolulutransit.org**. We will be happy to provide coloring sheets and a presentation for the class.



APRIL 2009

Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Rail Success Story In Houston

Former Houston mayor and environmentalist Kathy Whitmire, now living in Windward O'ahu, knows a thing or two about how popular a rail transit system can be. Houston's Metro rail system has already reached ridership numbers initially projected for the year 2020.

"It's only been open for about five years, but it's already being extended," Whitmire said about the Houston rail system in a recent interview. "It just goes to show that when you provide an alternative to the automobile, the traffic and parking problems, that people will be willing to take advantage of it."

She knows that in any city, residents have a lot of places to go and need a variety of energy-efficient options like rail to get there. Kathy also supports rail because it helps protect the environment. Fewer vehicles on the roads because of rail means less greenhouse gases released into the atmosphere.

"Automobiles create a lot of pollutants in our air and are a source of greenhouse gases that contribute to climate change," she said. "One way we can solve this is by having a good transportation alternative like the rail transit system."

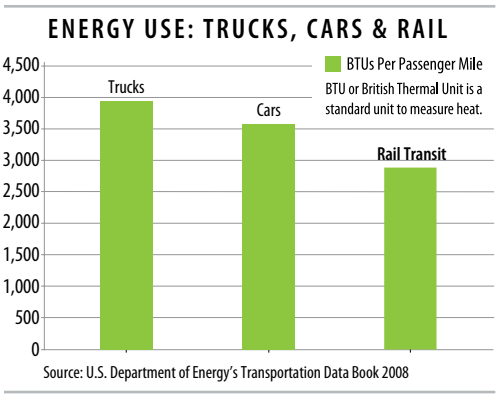
Whitmire noted that planned development around the transit stations can also create pedestrian-and bike-friendly communities that encourage energy-saving modes of transportation.

Watch the entire interview with Kathy Whitmire at the project's YouTube site: **www.youtube.com/user/honoluluon-themove**.

Rail Transit: Environmentally Friendly Transportation

Aloha!

April is Earth Month, a time to celebrate the three "R"s that are vital to protecting our environment: reduce, reuse and recycle. Honolulu's rail transit system will practice the 3 "R"s when train service starts and during guideway and rail station construction.



Reduce. Electrically powered rail transit will reduce the amount of energy our island uses for transportation. Rail utilizes 25 percent less energy per passenger mile on average than cars and 40 percent less than trucks, according to the U.S. Department of Energy's Transportation Data Book 2008.

Rail will also reduce the number of cars and trucks on our roads. Because it will be a convenient, on-time alternative to sitting in traffic, rail will attract enough riders to take more than 30,000 vehicles off our roads daily when the system is fully operational. That will decrease Honolulu's carbon footprint and shrink the amount of greenhouse gases released into our atmosphere by cars and trucks.

In another example, train stations will be designed to conserve energy use while being comfortable for commuters. Stations will be open air with natural ventilation from trade winds. Stations may use high-strength, energy saving materials like industrial fabric instead of metal or plastics in certain areas; the fabric won't radiate heat on hot days.

The maintenance and storage facility, where the trains will be parked at night, is being designed with the three "R"s in mind. To be energy-efficient, the maintenance and storage facility will be built to silver certification standards under the Leadership in Energy and Environmental Design (LEED) program.

Reuse and recycle. When building rail transit, the project will encourage and, in some cases, require contractors to enact sustainability plans that recycle many valuable construction materials from demolished sites, such as asphalt, concrete, steel and rebar, whenever possible. This will minimize waste and divert materials from our landfill.

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APRIL 2009

Honolulu On The Move

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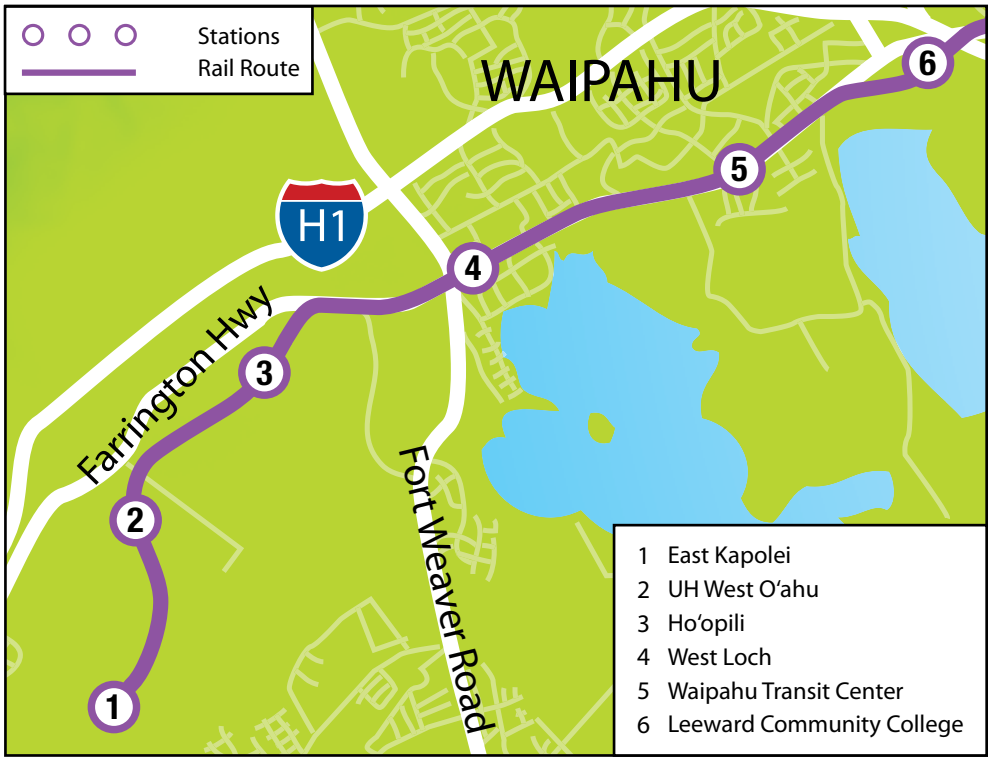
Rail Station Community Workshops In Spring & Summer

We want your ideas on rail station design this spring and summer, and we are traveling to communities along the route to get them. Over the next few months, the project will hold rail station community workshops for the first six transit stops to be built along the route from Kapolei to Leeward Community College.

The purpose is to inform the public about many of the station features and to gather residents' ideas for the design of ground-level facilities such as the entry lobby, landscaping, archways and additional elements. While operational components such the elevated platform and station roof will be a standard design, we want to ensure that, through this inclusive process, stations will express the character of their communities.

The first workshop for the Waipahu community was held on April 14. The next two Waipahu meetings are set for June 3 and July 8. Workshops for the Kapolei community will be held on May 13, June 22 and August 5. All workshops will be from 6:30 p.m. to 9 p.m.



Workshops will also be held for the students, faculty and staff of Leeward Community College.

All workshops are free. For more information, visit the project website at **www.honolulutransit.org** or call **566-2299**.

MAY-JUNE 2009

Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

West O'ahu Awaiting Rail Project

West O'ahu Economic Development Association (WOEDA) president Roy Yonaoshi has witnessed the recent development of major shopping centers, new roads and a UH-West O'ahu campus to complement the existing residential neighborhoods in Kapolei. But he knows the city's rail transit project is essential in linking the developing area with Honolulu in a speedy 40-minute commute.

Yonaoshi said WOEDA chose in 2006 to be a rail advocate to ensure a strong quality of life for area residents.

"While we see many businesses developing out here, they'll always be those who commute into town for work," he said. "Rail is a long-term solution to keep up with the population growth."

The rail transit project will also be an economic stimulus project to boost the struggling local economy, Yonaoshi said.

"Whereas the private sector has been slowing down in construction activity, this is perfect timing for the public sector to kick start their projects and build," he said.

While Kapolei was initially dubbed the "Second City," Yonaoshi said the nickname gives the wrong impression that it's ranked behind other communities.

"As infrastructure such as rail and UH-West O'ahu is put into place, more people will recognize this area for its own identity."

Residents Make Their Voices Heard On Rail Station Design

Photo: Waipahu residents who attended a recent workshop provided input on the appearance of their two area stations.

Aloha! Thanks to the support and ideas of residents from across the island, the City's rail station workshops are off to a great start.

More than 200 community members attended the first round of workshops in Leeward O'ahu and contributed their ideas and opinions on ground-level design elements such as the lobby and plaza, landscaping, walls and archways.

The workshops encompass six of the stations to be built in the first 6.5 miles of the guideway. In Waipahu, the stations will be at West Loch and the Waipahu Transit Center; in West O'ahu, the stations will be built in East Kapolei, at UH West O'ahu and at the planned Ho'opili complex; and on the Leeward Community College Campus.

Later this summer, the design team will share sketches and models of the rail stations at the workshops, based on the community's input. The public will have the opportunity to again give their input on the draft designs. The schedule of workshops is:

- Waipahu community – June 3 and July 8, from 6:30 to 9 p.m. at Waipahu Intermediate School cafeteria
- West O'ahu community – June 29 and August 5 at Kapolei High School, from 6:30 to 9 p.m. at Kapolei High School cafeteria
- Leeward Community College – August 18 from 11 a.m. to noon

The initial 6.5-mile segment of the transit route will run from Kapolei to Pearl Highlands near Leeward Community College. The city is scheduled to break ground for the rail project at the end of the year and begin service for the first leg of the transit route in 2012.

All station workshops are free. For more information, visit the project website at **www.honolulutransit.org** or call **566-2299**.

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MAY-JUNE 2009

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Rail Transit: Creating Savings All Around

Honolulu's rail transit system is projected to create 10,000 jobs a year during construction. But even those not employed by the rail project will see benefits in many different ways.

Some of these "savings" by rail will benefit you in the pocketbook, while other benefits will be more intangible or assist in the bigger picture:

Those choosing to ride mass transit will save transportation costs.

Honolulu is already one of the top 10 cities in the nation in the American Public Transportation Association's (APTA) list of transit savings. A family in Honolulu can save $844 a month and more than $10,000 a year by living with one less car and buying a monthly transit pass, according to APTA.

Less demand on your car or truck means less wear-and-tear for your vehicle, reducing your maintenance and repair costs.

Those continuing to drive will see fuel and car maintenance savings from reduced traffic congestion because of rail.

Americans already spend 4.2 billion hours a year stuck in traffic, according to TRIP, a non-profit organization on transportation. The average rush-hour commuter spends an additional 38 hours annually – an average work week - stuck in traffic.

Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs, according to TRIP.

Honolulu's rail system is expected to reduce traffic congestion by 23 percent once the entire 20-mile route is in place. Reduced traffic congestion means less idling in traffic for drivers, which results in time savings and less wasted fuel.

"Saving" the environment by riding mass transit.

Rail is expected to take an estimated 30,000 vehicles off our roads each day. That will significantly reduce the amount of harmful greenhouse gases released into the atmosphere. By using public transportation, a commuter can reduce their carbon footprint by more than two tons. Public transportation will shrink the amount of greenhouse gases generated by an individual by 4,800 pounds a year.

This is more than the combined carbon emissions reduction that comes from using energy-efficient light bulbs, adjusting thermostats, weatherizing one's home, and replacing an older refrigerator with a high efficient refrigerator.

Improved quality of life.

Something that can't be measured using figures is a person's quality of life. Any project that can shorten someone's commute time means more quality time with family and for personal activities. Now that's a "savings" that's priceless.

SEPTEMBER 2009

Honolulu On The Move

THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT NEWSLETTER

Seattle Is The Nation's Newest Rail System

Joni Earl, CEO of the Seattle Sound Transit public transit system, can relate to what Honolulu is going through in its effort to get rail up and running.

Joni Earl

Following four decades of public debate, Seattle opened up its 14-mile, $2.3 billion Light Links rail line on July 18.

"It was quite a push in the final weeks to make the grand opening, but the opening weekend was nearly flawless," said Earl, who was a guest speaker at the Honolulu Rail Transit Symposium in June. "It was very fun."

Seattle voters last fall approved an $18 billion expansion to connect the rail line with the city's suburban area. Annual ridership of the system is expected to grow to about 280,000 passengers in the year 2030.

The Seattle rail project has also created thousands of jobs and helped the local economy despite the recent recession. Earl estimates that rail construction created more than 16,000 jobs over a five year period. "We know that every one of those family wage jobs on the project was spending money in the community. So we absolutely believe there was a strong spillover in the local economy."

Watch an interview with Joni Earl at our YouTube channel: www.youtube.com/honoluluonthemove.

FAQ on the Environmental Impact Statement

Aloha! The City and County of Honolulu and our partners the Federal Transit Administration will publish the Final Environmental Impact Statement (Final EIS) for the Honolulu rail transit project this fall.

The Final EIS is an essential part of the rail project that discloses benefits and potential impacts. The Final EIS proposes solutions for many of the potential impacts. It also responds to more than 600 comment submissions that we received about the Draft Environmental Impact Statement

Once the Final EIS is published, we expect to receive a Record of Decision from the Federal Transit Administration later this year. Following that anticipated approval, we plan to break ground on the project at the end of the year.

Following is a list of questions and answers on the EIS process:

What is an EIS and why is it needed?

An EIS is meant to define purpose, need and goals of the Project. It is required by federal and state law to include economic, social and environmental considerations and concerns into the decision-making process for a project of this magnitude.

The document provides a clear assessment of the potential impacts of a proposed project. For rail transit, the EIS discloses impacts to a diverse array of factors, including traffic delay along the congested H-1 corridor, air quality and water resources. It also includes operating details of the rail system and projections for ridership, construction budget, and operating and maintenance costs, among others.

The EIS also defines potential solutions for negative impacts.

What is the difference between the Draft EIS and Final EIS?

The draft version of the EIS was a preliminary document, meant to prompt public comments related to the project and its potential impacts. The final version focuses on the preferred alternative and has more detail on the potential impacts; it also responds to the Draft EIS comments from the public and interested agencies.

What were some of the governmental organizations involved in the process?

The Federal Transit Administration (FTA) and the City and County of Honolulu worked together as the lead agencies for the report.

Cooperating and participating agencies included the State Historic Preservation Division, the U.S. Army Corps of Engineers, state and federal Department of Transportation, Federal Highway Administration (FHWA), Hawaii Office of Environmental Quality, and the Office of Hawaiian Affairs, among many.

The final group involved in the EIS process is the public.

– *continued on back*

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SEPTEMBER 2009

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– continued from front

Coordination with agencies and the public began with the planning stages of the Alternatives Analysis and has been ongoing through the Final EIS process.

Some of the areas covered are associated with the natural and man-made environment such as air quality, noise and vibration, land use, visual impacts, and water resources, and transportation. The EIS also covers impacts to the social aspect of the environment, such as cultural resources, historic resources, archeology, and environmental justice.

Where will the final EIS be made available for public viewing?

The document will be made available for viewing at all state public libraries, at Honolulu Hale, and the offices of the City's Department of Transportation Services and Rapid Transit Division. The report will also be available to the public for free on the project website at **www.honolulutransit.org** and on DVD by request.

West O'ahu Residents Wrap Up Station Design Workshops

Photo: Rendering of the planned East Kapolei Station.

The West O'ahu rail design station workshops wrapped up this month with ideas and concepts from the surrounding communities for their planned rail stations.

The third and final rail workshop in Kapolei unveiled final drawings for the rail stations at the future Department of Hawaiian Homelands and UH-West O'ahu Campus developments. Preliminary drawings for the rail station at the proposed Ho'opili development were also displayed at the final workshop.

The entry buildings and lobby areas for two West O'ahu stations were based on residents' input for designs that reflected the mauka and makai views of the surrounding area along with the Hawaiian and geographical history behind the 'Ewa Plains.

The canopy or roofline for all train stations along the 20-mile route will have a standard design based on the ship masts of the Hōkūle'a canoe. The station canopy will also be made of cooler industrial fabrics such as canvas instead of plastics or metal that can absorb more heat.

To view more drawings of the West O'ahu train stations, check out our website at **www.honolulutransit.org**. For more information on future workshops, please contact the project office at **566-2299** or at **info@honolulutransit.org**.

TO LEARN MORE, SEE THE SPECIAL 8-PAGE BROCHURE IN NEXT SUNDAY'S STAR-BULLETIN

HOW WILL RAIL TRANSIT BENEFIT HAWAII'S ECONOMY?

Rail transit, poised to break ground in late 2009, will generate an estimated 11,000 jobs in construction and related industries. Transit-oriented development – the creation of shops, services, and housing in the vicinity of transit stations – will attract new investment and create even more jobs. More jobs and businesses help fund state and city services. And the reduction of commute times and easing of parking pressures will benefit employers and employees island-wide.

> "Every dollar taxpayers invest...generates $6 or more in economic returns."

According to APTA's report, *Dollars & Sense: The Economic Case for Public Transportation in America*, "Every dollar taxpayers invest in public transportation generates $6 or more in economic returns."

Will rail transit attract riders in Honolulu?

Judging both by national trends of rail ridership and by current Honolulu ridership of TheBus, the answer is a resounding YES.

According to recent data from the American Public Transportation Association, rail ridership is increasing dramatically across the U.S. In Portland, San Francisco, New York, and Washington, DC, rail ridership has increased more than 5% in the last year. The Dallas DART system is up 9%. In Los Angeles – a city that loves its cars – rail ridership is up over 15%. In Seattle, it's up 28%, in Charlotte, 34%, and in Sacramento, rail ridership has increased 43% in just a year.

Across the country, light rail ridership is up 11.2%, commuter rail is up 5.3%, and even heavy rail – which includes some of the nation's most mature systems – is up 4.4%. More and more people are turning to rail transit as a way to save money and avoid traffic hassles. (To see the full APTA report go to www.apta.com/research/stats/ridership.)

As for Honolulu, we already have the fourth-highest public transit ridership-per-capita in the nation, and it's still on the rise, up 4% in 2008.

Rail transit is a way to save money (see the savings chart) and provide options for those who cannot easily drive to, or park at, their destinations.

How will rail transit help me if I don't live along the route?

Each train can carry more than 300 passengers – the equivalent of more than 200 cars. It is estimated that rail transit will help keep more than 25,000 cars off O'ahu's roads and highways each day. So even if rail transit doesn't directly serve your neighborhood, it will help ease your commute, whether you're coming from the Windward Side, East Honolulu, Mililani, or the North Shore.

It's estimated that by 2030 rail transit will reduce traffic congestion island-wide by 11%, compared to what traffic will be like at that time if we don't build it. To put that in perspective, that's similar to the difference between summer traffic and the back-to-school jam.

Keeping cars out of downtown, Kaka'ako and Ala Moana areas will also help reduce parking congestion, and will reduce costs for employees or employers.

It's also important to remember that every other major transportation improvement made in the last 50 years – including the Wilson Tunnel, H-2 and H-3, the widening of the Kalaniana'ole and Kahekili Highways and many others – has primarily served select areas of the island. Rail transit will help support our families, friends, and co-workers from West O'ahu, whose peak hour commutes can now take an hour or more every day.

SAVING MONEY BY RIDING MASS TRANSIT

	CITY	MONTHLY SAVINGS	ANNUAL SAVINGS
1	Boston	$1,124	$13,490
2	New York	$1,119	$13,431
3	San Francisco	$1,054	$12,648
4	Chicago	$ 978	$11,738
5	Philadelphia	$ 946	$11,346
6	Seattle	$ 944	$11,327
7	Honolulu	$ 935	$11,215
8	Washington, DC	$ 883	$10,593
9	Los Angeles	$ 871	$10,455
10	Minneapolis	$ 859	$10,302

The top 10 cities with the highest transit ridership are ranked in order of their transit savings based on the purchase of a monthly public transit pass, factoring in local gas prices (as reported by AAA on 9/4/08) and the local monthly unreserved parking rate.

APTA's monthly "Transit Savings Report" shows how much a family can save by taking public transportation and living with one less household car.

COMMUNITY OUTREACH MEETINGS

Tuesday October 14	6-8pm	Holomua Elementary, 'EWA BEACH
Wednesday October 15	6-8pm	Mānoa Elementary, HONOLULU
Thursday October 16	6-8pm	Waipahu Intermediate School, WAIPAHU
Tuesday October 21	6-8pm	Blaisdell Center Hawaii Suite, ALA MOANA/ MCCULLY
Wednesday October 22	6-8pm	Farrington High School, KALIHI
Thursday October 23	6-8pm	Mililani Waena Elementary, MILILANI

Provided by the City & County of Honolulu as part of the public information program required by the Federal Transportation Administration. To learn more, visit www.honolulutransit.org or call the Project Hotline at 566-2299.

PAID FOR BY CITY TAXPAYERS

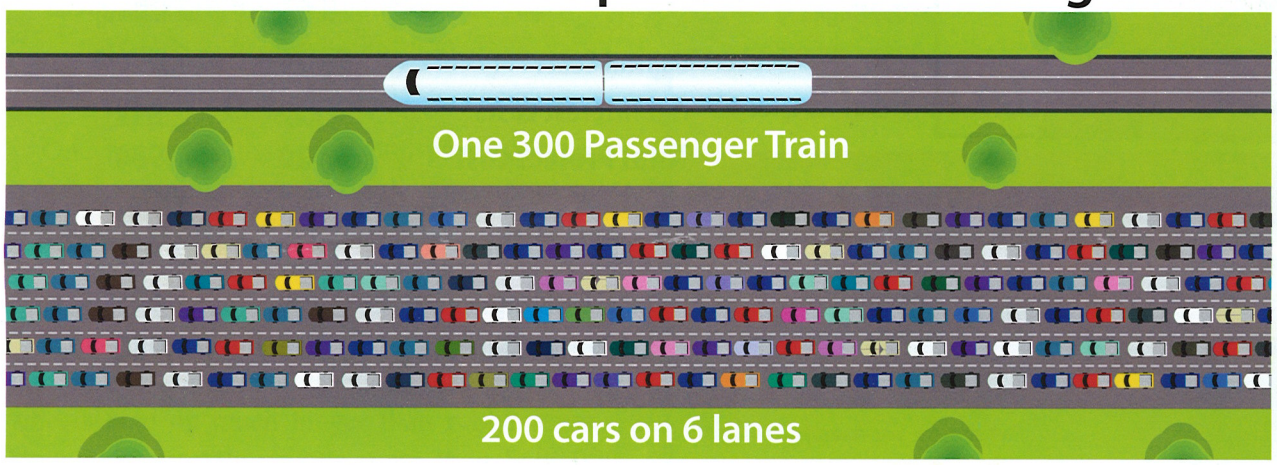
HONOLULU RAIL TRANSIT

Q&A

What is Honolulu Rail Transit?

Honolulu Rail Transit is a proposed 20-mile elevated rail line that will connect West O'ahu with downtown Honolulu and Ala Moana and, one day, will extend even further to Honolulu International Airport, Waikīkī, UH Mānoa and Kalaeloa. The system features 200-foot-long electric, steel-wheel trains capable of carrying more than 300 passengers each. Trains can carry more than 6,000 riders per hour. By 2030, up to 90,000 riders per day are expected to use rail transit.

How does rail transit help reduce traffic congestion?



One 300-passenger train can relieve the freeway of 200 cars every three minutes during morning rush hour.

Traffic congestion develops when too many vehicles try to use a roadway at the same time. During rush hours, congestion builds quickly, particularly where major roadways converge – like the H-1/H-2 Interchange or Middle Street Merge – and from the downtown area outward.

Considering the limited space in Honolulu, the only solution is to reduce the number of vehicles at those critical pinch points. That's what's so important about rail transit. Rail transit is the only large-scale solution that helps reduce the number of vehicles on the road, especially in the downtown and Ala Moana areas, and the H-1 corridor from West O'ahu.

O'ahu's population is expected to grow by 200,000 people by 2030, and an estimated 750,000 more daily trips are expected on O'ahu's roads. But a detailed Alternatives Analysis showed that a rail transit system could reduce future traffic congestion by 11%, while simply increasing the number of buses would reduce future traffic congestion by just 1.3%. Adding toll lanes or roads would actually increase future traffic congestion.

There is no "magic bullet" to reduce O'ahu's traffic problems. Building rail transit now is the most cost-effective way to avoid even more congestion in the future.

WHAT'S INSIDE

WHAT ARE THE GOALS OF HONOLULU RAIL TRANSIT?

- **Improved Mobility.** We need to get from here to there – island-wide. The roads and freeways are often congested, limiting our community's mobility. A fully-elevated, steel-wheel rail transit system will be able to move thousands of people per hour without taking away the already limited highway and road space we have now.
- **Reliability.** The elevated system will operate with precision and reliability. So, if you need to be at work by 8 a.m., you'll arrive at work by 8 a.m., even if it's raining or there's a big accident on H-1. There will be just 3 minutes between rail vehicles during peak hours, so you won't have to check the schedule to catch the next one.
- **Improving The Economy.** Construction of the rail line would create an estimated 11,000 jobs over the next eight years, and increase state and city revenues.
- **Protecting Our Environment.** Rail transit can be powered by electricity from renewable sources, and is endorsed by the Sierra Club.
- **Sustainable Growth.** It is vital that improved infrastructure is in place to support West O'ahu's growth. It will help focus growth in designated areas, and away from areas where we don't want it – helping to "keep the country country."
- **Fairness.** Rail transit is affordable for working families, seniors, and students. Rides will cost the same as TheBus and TheBoat, come with free transfers, and like now, a monthly pass will work system-wide.

Rail transit, as part of an overall public-transportation system, is a way to enhance Honolulu's quality of life, by easing traffic congestion, enhancing our economy, reducing pollution, and providing greater mobility for us and future generations.

This brochure is provided by the City & County of Honolulu as part of the public information program required by the Federal Transportation Administration.

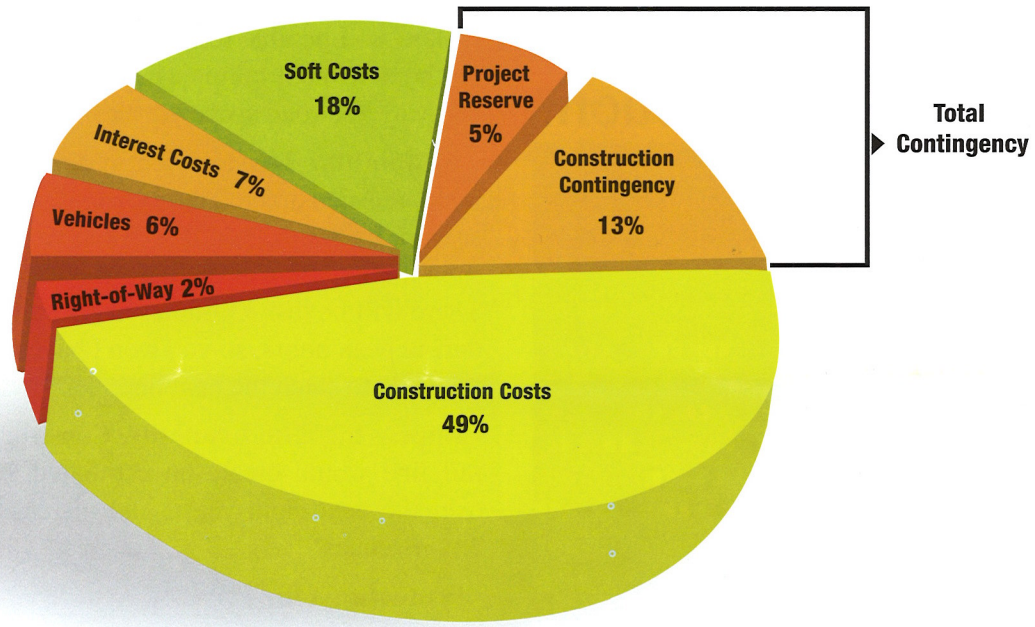
How much will it cost to build, and how will we pay for it?

Rail transit is the most cost-effective option among those studied, including expanding bus service or building a HOT lane viaduct. The initial route from East Kapolei to Ala Moana Center can be paid for with already identified funding sources. No new additional taxes are needed for construction.

Funding comes from the ½% GET surcharge and the Federal Transit Administration's New Starts program. $15.5 million for the planning phase has been appropriated by Congress for this year, and another $20 million is in the pipeline. A key to current and future federal support is the commitment Honolulu has already made for local funding, with more than $250 million banked for the project. Federal funding is expected to increase significantly as the project moves to construction.

Construction costs are estimated using the building industry's best practices and reviewed regularly by the Federal Transit Administration's auditors. Costs are based on engineers' calculations of current and comparable construction costs in Hawai'i. The cost estimate will be adjusted and updated with inflation as the project advances. Nearly a billion dollars in contingency – almost 20% of the total budget (see pie chart) – is included in the total cost to absorb any future uncertainties.

Even when adjusted for inflation (see table below) and allowing for fluctuations in the economy, Honolulu Rail Transit can be built within budget.



BALANCING THE BUDGET

	2006 Dollars (in millions)	Year-of-Expenditure Dollars (in millions)
Capital Costs	3,470	4,570
Net Interest Costs	250	410
Total Project Cost	**3,720**	**4,980**
City GET Revenue	3,020	4,055
Federal Funding	700	925
Total Project Funding	**3,720**	**4,980**

Is Honolulu "too small" for rail transit?

No. In fact, many communities that are successfully operating rail transit are smaller, and less densely populated than Honolulu.

Steel-wheel rail transit is the most proven, cost-effective, and reliable technology in use today. Other cities – large and small – that have invested in steel-wheel rail transit systems include:

Atlanta, GA	Cleveland, OH	Los Angeles, CA	Philadelphia, PA	San Francisco, CA
Baltimore, MD	Dallas, TX	Miami, FL	Phoenix, AZ	San Jose, CA
Boston, MA	Denver, CO	Minneapolis, MN	Pittsburgh, PA	San Juan, PR
Buffalo, NY	Edmonton, AB	New Orleans, LA	Portland, OR	Seattle, WA
Calgary, AB	Houston, TX	New York, NY	Sacramento, CA	St. Louis, MO
Charlotte, NC	Jersey City, NJ	Newark, NJ	Salt Lake City, UT	Vancouver, BC
Chicago, IL	Long Beach, CA	Oakland, CA	San Diego, CA	Washington, DC


San Francisco


Houston


Charlotte


Miami


Kuala Lumpur


New York

How much will operations and maintenance cost?

Rail transit will cost 40% less to operate and maintain per passenger-mile than buses.

In Honolulu, operating and maintenance costs for our rail system are estimated to be about $60 million per year in today's dollars. By comparison, we currently spend approximately $180 million each year for operating and maintenance costs of TheBus.

Rail transit costs less than the cost of carrying the same number of riders on a bus-only system. Operating and maintenance costs, after fares, is $40 million per year – about 2 to 3% of the City's budget.

One reason is that each 300-passenger train typically requires just a single operator, while it would take more than four buses – each with their own driver – to match that passenger capacity. Another is that rail transit's modern electric-motor technology is more efficient than the diesel engines used in buses. Of course, steel wheels hold up much longer than rubber tires – Honolulu currently spends more than $600,000 per year for new bus tires alone. Train cars also have a much longer lifespan than buses.

Projected costs are reviewed regularly by the Federal Transit Administration's auditors.

The cost savings of rail transit have been observed time and time again in transit systems nationwide. In almost every case, rail transit demonstrates that, in corridors like Honolulu's, it can save on ongoing operational expenses as compared to those of bus-only systems.

Why was steel-wheel technology chosen for Honolulu?

Honolulu's new transit system will last for generations, so it is important to maximize benefits and minimize costs, including the costs of operations. To help select the specific transit technology to be used, the City sought assistance from an independent panel with knowledge of, and experience with, all the rapid-transit technologies available today. The panel selected steel-wheel rail as the best long-term solution for Honolulu.

Rail is a proven technology with by far the greatest number of in-service systems today. Rail has the best long-term operating performance characteristics, including higher passenger-carrying capacity; better ride quality; lower noise impacts; better energy efficiency; lower air-quality impacts; and lower long-term costs. There are also many suppliers in the rail business, which enhances flexibility and further minimizes costs over time.

According to Ron Tober, chairman of the five-member technology selection panel, "Modern rail technology is a far cry from the elevated rail lines in New York City, Chicago and elsewhere. It is quiet, smooth, and efficient."

Comparison of Mass Transit Options

	Steel-Wheel Rail Transit	Rubber-Tire Fixed Guideway	Elevated "HOT" Toll Roads
Lowest construction costs	Yes	No	No
Lowest cost to maintain and operate	Yes	No	No
Qualifies for federal transit funding	Yes	Yes	No
Highest passenger capacity	Yes	Yes	No
Electric-powered, can run on wind, solar, H-power	Yes	Yes	No
Lightest construction impact on community	Yes	Yes	No
Greatest relief of traffic congestion	Yes	Yes	No
Lowest operating noise levels	Yes	No	No
Most proven mass transit solution	Yes	No	No

How will we pay for operations and maintenance?

Passenger fares for rail transit will cover approximately 30% of operations and maintenance. The rest will be paid out of the City's annual budget, the same way we currently pay for TheBus, and how other public transit systems are funded nationwide.

Overall, the City's share of rail transit's operating and maintenance costs is projected to be 2-3% of the annual operating budget. By comparison, Honolulu currently spends approximately twice that for its cultural and recreational programs.

WILL RAIL TRANSIT CONSTRUCTION INCREASE PROPERTY TAXES?

All capital and construction costs will be paid for by federal funding and the existing ½% GET surcharge revenue. No property tax increases will be required for construction.

Q&A

Where will Honolulu Rail Transit go?

The proposed route of Honolulu Rail Transit is designed to connect where people live – in O'ahu's largest and fastest-growing communities – with the areas where most people work, shop and attend school.

Honolulu rail transit stations will feature five park-and-ride facilities along the initial 20-mile route, and will be served by express and local feeder buses from neighboring communities. The first line will run from Kapolei to Ala Moana Center, with stops including UH West O'ahu, Waipahu, Leeward Community College, Pearl City, Pearlridge, Aloha Stadium, Salt Lake, Kalihi, Honolulu Community College, downtown, and Kaka'ako. Expansions will include service to Honolulu International Airport, UH Mānoa, Waikīkī, and Kalaeloa.

PROJECTED RAIL TRAVEL TIMES

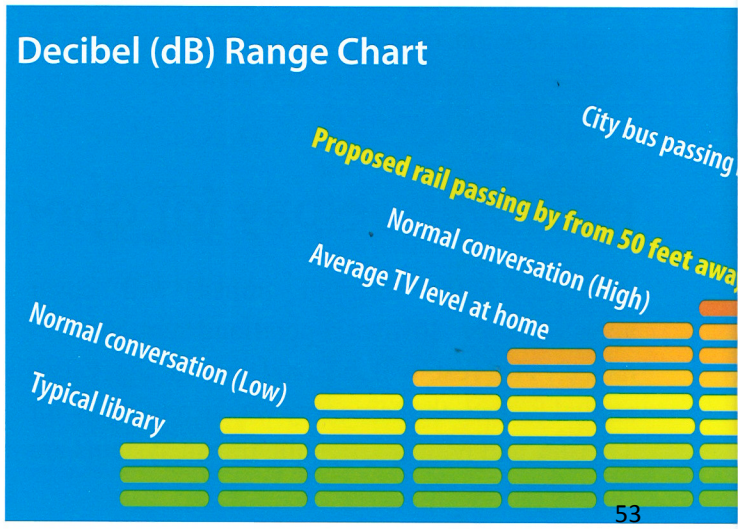
A	B	C	D	E
Kapolei to Ala Moana Center	Waipahu to Downtown	Pearl Highlands to Downtown	Pearlridge to Downtown	Aloha Stadium Downtown
40 minutes	28 minutes	23 minutes	19 minutes	16 minutes

How loud will rail transit be?

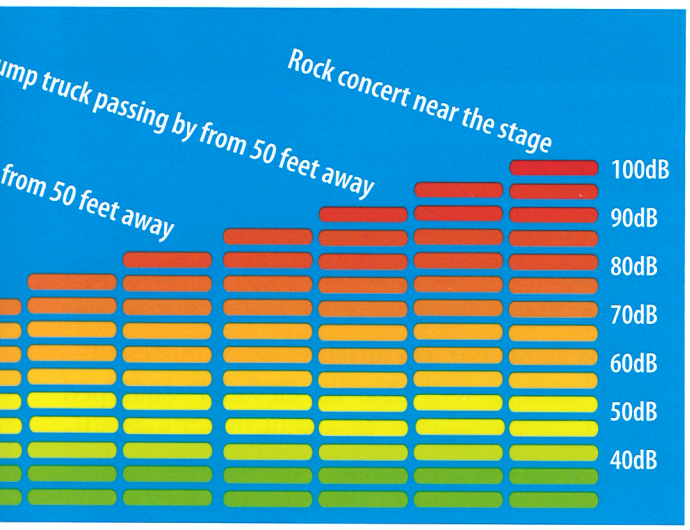
Modern steel-wheel rail transit produces less noise than diesel buses, trucks, mopeds and many automobiles. Smooth, welded rails and vibration-absorbing fasteners eliminate much of the noise we associate with traditional rail travel.

A steel-wheel rail system generates a lower noise level than a rubber-tire-on-concrete system, and the noise that is generated can be more easily and inexpensively reduced to acceptable levels. That's because the noise from a bus-type rubber-on-concrete vehicle is generated both from the engine/exhaust and from the contact between the tires and the pavement. The exhaust system is generally mounted high on the back of the bus; therefore, most of the noise comes from a high point on the vehicle.

By contrast, a modern electric-rail vehicle's noise is generated only from where the wheels contact the rail. Noise mitigation therefore only requires a short two- to three-foot high wall, far more attractive and much lower than the taller walls needed for a rubber-tire system. For Honolulu's proposed rail system, sound barrier walls are planned for the entire 20-mile guideway.



	F	G
o	Kalihi to Ala Moana Center	Downtown to Ala Moana Center
	10 minutes	5 minutes



How will Rail Transit help me if I don't live along the route?

Each train can carry more than 300 passengers – the equivalent of more than 200 cars. It is estimated that rail transit will help keep more than 25,000 cars off O'ahu's roads and highways each day. So even if rail transit doesn't directly serve your neighborhood, it will help ease your commute, whether you're coming from the Windward Side, East Honolulu, Mililani, or the North Shore.

It's estimated that by 2030 rail transit will reduce traffic congestion island-wide by 11%, compared to what traffic will be like at that time if we don't build it. To put that in perspective, that's similar to the difference between summer traffic and the back-to-school jam.

Keeping cars out of downtown, Kaka'ako and Ala Moana areas will also help reduce parking congestion, and will reduce costs for employees or employers.

It's also important to remember that every other major transportation improvement made in the last 50 years – including the Wilson Tunnel, H-2 and H-3, the Kalaniana'ole and Kahekili highway widening projects, and many others – has primarily served select areas of the island. Rail transit will help support our families, friends, and co-workers from West O'ahu, whose peak hour commutes can now take an hour or more every day.

"We can move our workforce more efficiently and generate more jobs…through greater investment in public transportation sources. We will also enjoy benefits including better air and water quality, greater public health, less sprawl, and more independence for our aging population. A more balanced transportation system…is a winning combination for the economy, for families, and for individual commuters' quality of life."

– Sierra Club's report *Missing the Train*

How will property owners along the route be affected?

The plan to build elevated guideways generates one of the smallest land-use footprints, resulting in the least property impacts of all alternatives, including building new roads and highways, tunnels, underpasses, or widening roadways.

While some residential and commercial properties must be acquired in full, most of the right-of-way acquisitions required are for portions of individual parcels.

The exact impacts of the route and stations are still being refined as engineers continue with detailed design. Once there is a precise determination of exactly which properties will be affected, potentially-impacted property owners will be contacted on an individual basis. In fact, the City has already made contact with property owners in the initial construction areas. The overarching goal is to reach negotiated agreements with landowners and the City is committed to assist with appropriate relocation efforts. In all cases, property owners will be notified before the Draft Environmental Impact Statement is released to the general public.

The rail transit project includes sufficient funding to cover right-of-way acquisition costs, with a nearly 40% contingency to ensure the City's ability to pay fair market value.

Why don't we just add more buses?

Adding more buses is not cost-effective or practical. Buses cost more to operate than rail, and during peak hours our crowded streets cannot handle more buses.

Currently, TheBus accommodates about 230,000 daily passenger trips, and ridership is growing as gas prices increase. According to Federal Transit Administration data, Honolulu has the fourth-highest ridership-per-capita in the entire nation.

"Increasing our fleet by 50%, as some have suggested, would result in a nonstop ribbon of buses along our major streets and further slow traffic," according to Roger Morton, president of O'ahu Transportation Services. Increased traffic also makes it hard for TheBus to offer reliable service. During rush hour, most buses are already full, and getting fuller (the same is true for car-pool and bus lanes). Buses get stuck in traffic with everyone else, so despite best efforts, TheBus has an on-time average of just 65%.

Buses are also not without impact. An accelerating bus is louder than a modern rail system, emits greenhouse gases, and uses increasingly costly and scarce petroleum products. Operating a comparably larger bus fleet would be more costly than operating an integrated bus/rail system. Across the country, the cost per passenger-mile for rail is approximately 1/3 less than the cost for buses.

Building elevated bus roadways won't solve the problem either, since the buses eventually wind up back in street traffic again, stuck with everyone else, and adding to the problem. What's more, elevated bus roadways cost more to build, and take up more room, than rail guideways.

For the greatest efficiencies of cost, service and reliability, Honolulu needs an integrated system of rail, buses, ferries, bicycle lanes, car pools, taxis, and private vehicles.

How will rail transit benefit Hawaii's economy?

Rail transit, poised to break ground in late 2009, will generate an estimated 11,000 jobs in construction and related industries. Transit-oriented development – the creation of shops, services, and housing in the vicinity of transit stations – will attract new investment and create even more jobs. More jobs and businesses help fund state and city services. And the reduction of commute times and easing of parking pressures will benefit employers and employees island-wide.

> "Every dollar taxpayers invest generates $6 or more in economic returns."

According to APTA's report, *Dollars & Sense: The Economic Case for Public Transportation in America*, "Every dollar taxpayers invest in public transportation generates $6 or more in economic returns."

San Diego

Miami

Atlanta

Vancouver

Why will the tracks be elevated?

Dedicated elevated guideways ensure that trains will never be impacted by traffic on roads. When highways slow, or even stop, rail transit keeps on moving without delay or interruption. In turn, rail transit will not interfere with roadway traffic.

Elevated rail guideways require a smaller construction and operational footprint minimizing impact to property owners and the community – than rail lines built at ground level.

Guideways will be approximately 30 feet high in most areas, supported by six-foot diameter columns about 150 feet apart.

Rail stations will also be elevated, equipped with elevators and/or escalators, and will be completely ADA accessible.

Will rail transit attract riders in Honolulu?

Judging both by national trends of rail ridership and by current Honolulu ridership of TheBus, the answer is a resounding YES.

According to recent data from the American Public Transportation Association, rail ridership is increasing dramatically across the U.S. In Portland, San Francisco, New York, and Washington, DC, rail ridership has increased more than 5% in the last year. The Dallas DART system is up 9%. In Los Angeles – a city that loves its cars – rail ridership is up over 15%. In Seattle, it's up 28%, in Charlotte, 34%, and in Sacramento, rail ridership has increased 43% in just a year.

Across the country, light rail ridership is up 11.2%, commuter rail is up 5.3%, and even heavy rail – which includes some of the nation's most mature systems – is up 4.4%. More and more people are turning to rail transit as a way to save money and avoid traffic hassles. (To see the full APTA report go to www.apta.com/research/stats/ridership.)

As for Honolulu, we already have the fourth-highest public transit ridership-per-capita in the nation, and it's still on the rise, up 4% in 2008.

Rail transit is a way to save money (see the savings chart) and provide options for those who cannot easily drive to, or park at, their destinations.

SAVING MONEY BY RIDING MASS TRANSIT

	CITY	MONTHLY SAVINGS	ANNUAL SAVINGS
1	Boston	$1,124	$13,490
2	New York	$1,119	$13,431
3	San Francisco	$1,054	$12,648
4	Chicago	$978	$11,738
5	Philadelphia	$946	$11,346
6	Seattle	$944	$11,327
7	Honolulu	$935	$11,215
8	Washington, DC	$883	$10,593
9	Los Angeles	$871	$10,455
10	Minneapolis	$859	$10,302

The top 10 cities with the highest transit ridership are ranked in order of their transit savings based on the purchase of a monthly public transit pass, factoring in local gas prices (as reported by AAA on 9/4/08) and the local monthly unreserved parking rate.

APTA's monthly "Transit Savings Report" shows how much a family can save by taking public transportation and living with one less household car.

"Rail is tested and trusted in cities across the United States and in countries throughout the world. Rail is a modern, reliable, convenient, and environmentally-friendly alternative to clogged freeways and expensive fossil fuels that pollute our air."

— Former state transportation directors Fujio Matsuda, Ed Hirata, Kazu Hayashida and Rod Haraga, and former deputy state health director James Kumagai

What about salt-air and corrosion?

Some have been concerned that a steel-wheel system would experience corrosion due to our tropical, humid, salt-air conditions. But, to be sure, this is not the kind of experimental material and construction that caused problems at Aloha Stadium.

Steel-wheel rail transit has been used successfully in many tropical and ocean-side environments for decades, including Miami, Bangkok, Manila, Singapore, Hong Kong, and Rio de Janeiro.

Even our own 100-year-old O'ahu Railway tracks are still in use on the 'Ewa Plain, and are still visible on Nimitz Highway leading to the old A'ala Park train station.

Why won't "HOT" lanes or roadways work?

HOT lanes are High-Occupancy Toll lanes, where drivers traveling alone pay a fee to use carpool lanes. Typically, HOT lanes make use of under-used carpool lanes but, as we know, in Honolulu most carpool lanes are already full.

Special elevated HOT roadways have been proposed for Honolulu, but would cost more to build, take up more space, and cause more community disruption than rail transit lines capable of carrying far more passengers.

What's more, the City's Alternatives Analysis showed that elevated HOT lanes actually *increase* traffic congestion instead of reducing it, since they continue to promote automobile usage, and bring more vehicles into downtown Honolulu and surrounding areas.

HOT lanes and roadways are only viable for those who are able and willing to pay the additional costs. In Seattle, HOT lanes cost $4 to $9 one-way; in Orange County it's as high as $10; in Washington, DC the proposed fee is $200 per week. They're often called "Lexus Lanes." Meanwhile, working families who can't afford the toll are stuck in even worse traffic than before.

Why is rail transit considered eco-friendly?

Building rail transit has long been viewed by health experts as an excellent way to limit harmful vehicle emissions and improve air quality. The transportation sector is one of the largest contributors to greenhouse gas emissions and our island's carbon footprint. Rail transit enhances our environmental quality of life in numerous ways:

- Honolulu rail transit will be electrically-powered and benefit from the most promising advances in alternative energy sources, like H-power, wind, solar and bio-fuels.
- Rail is more energy-efficient than single-occupant cars and trucks, consuming 37% less energy per passenger-mile, according to the U.S. Department of Energy.
- It will take more than 25,000 cars and trucks off our highways and roads each day.
- It is the quietest of all mass-transit alternatives.

As the Sierra Club's report *Missing the Train* concludes, "We can move our workforce more efficiently and generate more jobs...through greater investment in public transportation sources. We will also enjoy benefits including better air and water quality, greater public health, less sprawl, and more independence for our aging population. A more balanced transportation system...is a winning combination for the economy, for families, and for individual commuters' quality of life."

Why is rail transit such an important investment in Honolulu's future?

Since Statehood, our community has invested in the Pali Tunnels and Highway, the Wilson Tunnel and Likelike Highway, the H-1, H-2 and H-3 freeways, as well as many non-transportation projects like Ala Moana and Central O'ahu parks, Blaisdell Center, our community colleges and the University of Hawai'i.

The community leaders and concerned citizens of those times past had the foresight and dedication to plan for the future, to the benefit of all of us today.

Rail transit, as part of an integrated mass-transit system, is an investment in Honolulu's future – growing our economy, protecting our environment, strengthening our community, and providing reliable and affordable transportation for generations to come.

Miami

When will rail transit service actually begin?

The projected schedule for rail transit is:

Completion of Final Environmental Impact Study – summer 2009
Groundbreaking and start of construction – late 2009
First segment completed – 2012
Segments opened on completion – 2012 to 2017
Completion of 20-mile route from Kapolei to Ala Moana – 2018

Extensions to Honolulu International Airport, Waikīkī, UH Mānoa, and Kalaeloa will be built pending future funding.

FOR FURTHER READING AND SOURCE DATA, VISIT THESE WEBSITES:

American Public Transportation Association – www.apta.com

Federal Transit Administration – www.fta.dot.gov

Honolulu On The Move – www.honolulutransit.org

Oahu Metropolitan Planning Organization – www.oahumpo.org

The Sierra Club – www.sierraclub.com

This brochure is provided by the City & County of Honolulu as part of the public information program required by the Federal Transportation Administration. To learn more, visit www.honolulutransit.org or call the Project Hotline at 566-2299.

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HONOLULU RAIL TRANSIT PROJECT

BEST WISHES 2010!

Stay on track with Honolulu Rail Transit in the New Year...

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www.HonoluluTransit.org

www.MovingUsForward.org

SOCIAL NETWORKING

twitter

www.Twitter.com/HNL_RTD

facebook

www.FaceBook.com/Honolulu.Transit

YouTube

www.YouTube.com/HonoluluOnTheMove

TELEVISION

"Honolulu on the Move," the City's half-hour transit television program will be aired Sundays at 4:30 p.m. on Ōlelo Channel 54.

ʻŌlelo

Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI. 96813

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HONOLULU RAIL TRANSIT PROJECT

SAVE THE DATE!

S.M.A.R.T.

Save Money And Ride Transit

Friday, February 12, 2010
9 a.m. at Leeward Community College

IT'S YOUR TRANSPORTATION FUTURE

Learn how Honolulu Rail Transit provides a solution for our Island's future, experience high-tech presentations, and participate in hands-on educational seminars. For more information, please visit our website at **www.MovingUsForward.org**.

Speakers Bureau

2006

Thursday, January 12	Hawaii Developers Council & Land Use Research Foundation
Tuesday, January 17	Kapolei Villages Board of Directors
Tuesday, January 24	West Oahu Economic Development Association Board of Directors
Tuesday, January 24	Appraisal Institute of Hawaii
Wednesday, January 25	Kaneohe Business Group
Friday, January 27	Kiwanis Honolulu
Thursday, February 2	Chamber Board & Business Roundtable Board
Saturday, February 4	Japanese Women Society Board of Directors
Wednesday, February 8	Rotary Club of Waikiki
Wednesday, February 8	Village Park Community Association
Friday, February 10	DTS – Traffic Signals and Technology Division
Friday, February 10	Native Hawaiian Chamber of Commerce – Board of Directors
Monday, February 13	Kalihi Palama Community Council
Friday, February 17	Honolulu Bicycle League
Tuesday, February 21	Hawaii Pest Control Association
Tuesday, February 21	Senator Fukunaga & Council Member Ann Kobayashi Transit Town Meeting
Wednesday, February 22	Hawaii Transportation Association
Wednesday, February 22	Affiliated Chamber of Commerce
Wednesday, February 22	APA – Hawaii Chapter
Wednesday, February 22	Brian Kanno Community Hour “Rail Transit Route Selection” Community Meeting
Thursday, February 23	Rotary Club of Wahiawa-Waialua
Friday, February 24	Outdoor Circle
Monday, February 27	Senator Fukunaga & Council Member Ann Kobayashi Transit Town Meeting
Monday, February 27	Brian Kanno Community Hour “Rail Transit Route Selection” Community Meeting
Tuesday, February 28	Building Industry Association of Hawaii Board of Directors
Wednesday, March 1	Fort Weaver Road Corridor Residents
Thursday, March 2	American Council of Engineering Companies of Hawaii (ACECH)
Tuesday, March 7	American Public Works Association (APWA)
Tuesday, March 7	Building Industry Association of Hawaii
Tuesday, March 14	Rotary Club of Waiʻanae Coast
Wednesday, March 15	Hawaii Hotel Lodging Association & Waikiki Improvement Association
Thursday, March 16	Women in Construction (NAWIC)
Monday, March 20	Pearl City Community Association
Tuesday, March 21	Building Owners & Managers Association (BOMA)
Tuesday, March 21	Pearl City Neighborhood Board
Wednesday, March 22	American Society of Landscape Architects (ASLA)
Friday, March 24	Rotary Club of West Honolulu
Monday, March 27	Aiea Community Association
Tuesday, March 28	Rotary Club of Hawaii Kai
Wednesday, March 29	Uraku Tower Owners Association Board
Wednesday, March 29	Joint Legislative Transportation Committee Meeting Senator

	Lorraine Inouye & Rep. Joseph Souki
Wednesday, March 29	Transit Advisory Solutions Committee (TSAC)
Thursday, March 30	Honolulu Retail Association Board of Directors
Thursday, March 30	Rotary Club of Ala Moana
Monday, April 10	Mercury Business Association
Tuesday, April 11	Honolulu Board of Realtors
Tuesday, April 11	Hawaii Highway Users Alliance Board of Directors
Thursday, April 13	Rotary Club of Metropolitan Honolulu
Thursday, April 13	Downtown Exchange Club
Thursday, April 13	Kane‘ohe Kiwanis Club
Thursday, April 13	Salt Lake Neighborhood Board
Wednesday, April 19	Kapolei Neighborhood Board’s – Transportation Committee
Wednesday, April 19	OMPO – Citizens Advisory Committee
Thursday, April 20	Sierra Club Board of Directors
Sunday, April 23	Kapolei Hawaiian Civic Club
Wednesday, April 26	Rotary Club of West Pearl Harbor
Wednesday, April 26	Manoa-Waioli Lions Club
Thursday, April 27	Waipahu Neighborhood Board
Friday, April 28	TheBus – Kalihi Bus Employees
Wednesday, May 3	Kawaiahao Church – Board of Trustees
Wednesday, May 3	Marco Polo Condominium, Residents
Thursday, May 4	Executive Office on Aging
Thursday, May 4	Ewa Neighborhood Board
Thursday, May 4	McCully/Moiliili Neighborhood Board
Thursday, May 4	Downtown Neighborhood Board
Thursday, May 4	Hawaii Wall & Ceiling Industry Association
Friday, May 5	UH – Students, Brown Bag Lunch
Tuesday, May 9	Waikiki Neighborhood Board
Wednesday, May 10	General Contractors Association’s – DOT Committee
Wednesday, May 10	TheBus – Pearl City Facility
Wednesday, May 10	Kukui Plaza Owner’s Association
Wednesday, May 10	Kalihi Valley Neighborhood Board
Thursday, May 11	Palama Settlement (Senior) Presentation
Monday, May 15	Kapahulu Senior Community Center
Tuesday, May 16	Hawaii Alliance for Community-Based Economic Development Employees (HACBED)
Tuesday, May 16	Mililani Mauka Neighborhood Board
Wednesday, May 17	Para-Transit (TheBus)
Wednesday, May 17	Kaka‘ako Improvement Association Board of Directors
Wednesday, May 17	Mililani Town Association
Thursday, May 18	Kiwanis Club, Pearl Harbor
Thursday, May 18	State Council of Hawaiian Homestead Association
Wednesday, May 24	Castle & Cooke Homes Hawaii, Residential Department
Wednesday, May 24	Lanakila Senior Center (Cultural Club)
Wednesday, May 24	Mililani Neighborhood Board
Thursday, May 25	HBR - Windward Regional Meeting
Wednesday, May 31	HONBLUE Coffee Hour
Thursday, June 1	Rotary Club of Kapolei
Monday, June 5	Rotary Club of Pearl Harbor
Monday, June 5	Engineering Alumni Association of UH, General Meeting
Tuesday, June 6	Lee Hopkinson’s Brown Bag

Tuesday, June 6	ASCE Younger Member Talk Story
Tuesday, June 6	Royal Capitol Plaza - Residents
Wednesday, June 7	Dale Oishi's Brown Bag Coffee Hour
Friday, June 9	Rotary Club of Pearl Ridge
Friday, June 9	PBS Island Insight Taping
Tuesday, June 13	Pastor Scott's Coffee Hour
Wednesday, June 14	Hawaii Roofing Association
Friday, June 16	AIA – Honolulu, Regional & Urban Design Committee
Friday, June 16	Honolulu Board of Realtors – Annual Meeting
Monday, June 19	Community Updates, Presentation Board Review
Monday, June 19	Liliha Neighborhood Board
Tuesday, June 20	Pearl City Neighborhood Board
Wednesday, June 21	Leeward Oahu Transportation Mang. Assn. (LOTMA)
Wednesday, June 21	HDOT Meeting
Wednesday, June 21	Kalihi Neighborhood Board
Friday, June 23	Channel Two Morning News
Saturday, June 24	Community Updates – Kapolei Hale
Monday, June 26	Community Updates – Honolulu Hale
Tuesday, June 27	Shannon Hines' Coffee Hour
Wednesday, June 28	Community Updates – Aliamanu Middle School
Friday, July 7	AIA – Honolulu, Mayor's Luncheon
Monday, July 10	D.R. Horton, Sales Team Meeting
Tuesday, July 11	QK Coffee Hour
Tuesday, July 11	Waikiki Neighborhood Board
Wednesday, July 12	Mayor's Town Meeting – Hawaii Kai
Thursday, July 13	Kamehameha Highway Task Force
Thursday, July 13	Waimanu Condominium AOAO
Friday, July 14	Pacific Century Fellows – Transportation Day
Monday, July 17	Castle & Cooke Homes Hawaii, Inc – Sales Team
Wednesday, July 19	Kailua Chamber of Commerce
Thursday, July 20	Moiliili Resident Mangers Association
Tuesday, July 25	ASUH Senate
Tuesday, July 25	Ala Moana Neighborhood Board
Tuesday, July 25	Makakilo (& Kapolei) Lions Club
Wednesday, July 26	Hawaii Telecommunications Association
Wednesday, July 26	Kākāʻāko Improvement Association
Thursday, July 27	North Shore Chamber of Commerce
Tuesday, August 1	Building Management Hawaii Magazine
Tuesday, August 1	Waiʻanae Neighborhood Board
Wednesday, August 2	HCDA Board Members & Staff
Thursday, August 3	McCully Neighborhood Board
Tuesday, August 8	Ala Moana Shopping Center, Merchants Association
Tuesday, August 8	Community Update – Mililani
Thursday, August 10	CCPI (Cement & Concrete Products Industry)
Thursday, August 10	Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board
Monday, August 14	Community Update – E. Honolulu
Tuesday, August 15	Transportation Task Force – Todd Apo
Tuesday, August 15	Construction Specifications Institute (CSI)
Wednesday, August 16	Waikiki Hotel Owners
Thursday, August 17	East Honolulu Board of Realtors

Thursday, August 17	Native Hawaiian Chamber of Commerce Membership
Thursday, August 17	Hawaii Business News – Editorial Staff
Thursday, August 17	CIRE – Christians in Real Estate
Tuesday, August 22	Richard Dunn's Coffee Hour
Tuesday, August 22	Waikiki Residents Association
Wednesday, August 23	The Society of Financial Service Professionals
Thursday, August 24	Pearl Harbor Historic Site/Kamehameha Hwy Task Force
Friday, August 25	APA/AIA Design Dialogue Meeting
Monday, August 28	Community Update – Kalihi
Tuesday, August 29	Hawaii Kai Neighborhood Board
Wednesday, August 30	BIA – Tax Director County Surcharge Meeting
Wednesday, August 30	Washington Intermediate Teachers & Staff
Friday, September 1	Rotary Club of West Honolulu
Tuesday, September 5	Kapolei High School Faculty & Staff
Tuesday, September 5	Envision Hawaii
Wednesday, September 6	Sharene Tam's Coffee Hour
Wednesday, September 6	ACECH and C&C Annual Symposium
Thursday, September 7	Chinatown Landowner's Association
Thursday, September 7	Downtown Neighborhood Board
Saturday, September 9	Japanese Women's Society Board
Monday, September 11	Kalihi Palama Community Council
Wednesday, September 13	Salt Lake Shopping Center Merchants
Wednesday, September 13	Waipahu High School Faculty & Staff
Wednesday, September 13	Kapiolani Community College – Chancellors
Wednesday, September 13	Kalihi Valley Neighborhood Board
Thursday, September 14	HGEA Retirees Unit
Thursday, September 14	UH Manoa Groups – Transit Briefing
Thursday, September 14	Rep Scott Saiki & Sen. Fukunaga Neighborhood Meeting
Monday, September 18	Community Update – UH Manoa
Monday, September 18	Community Update – Waipahu
Tuesday, September 19	American Planning Association (APA & ASLA)
Tuesday, September 19	Community Update – Ewa
Wednesday, September 20	Campbell High School – Teachers & Staff
Wednesday, September 20	OMPO – CAC
Wednesday, September 20	Community Update – Pearl City/ Aiea
Thursday, September 21	Chamber of Commerce Board
Tuesday, September 26	Waikiki Business Brown Bag
Tuesday, September 26	Pearl City Neighborhood Board
Wednesday, September 27	Kapi'olani Community College – Public Service Forum "O'ahu Mass Transit Alternatives"
Thursday, September 28	Waipahu Neighborhood Board
Friday, September 29	UH Architect 401, Presentation/ Briefing
Monday, October 2	Rick Hobson's Coffee Hour
Wednesday, October 4	Jennifer Zerfoss' Coffee Hour
Wednesday, October 4	HCPA/PACGEO
Thursday, October 5	Downtown Neighborhood Board
Monday, October 9	Aiea Neighborhood Board
Tuesday, October 10	Environet's Brown Bag
Tuesday, October 10	Hawaii Business Round Table
Wednesday, October 11	Kalihi Valley Neighborhood Board
Thursday, October 12	Hawaii Tourism Authority Board of Directors

Thursday, October 12	Salt Lake/Aliamanu Neighborhood Board
Friday, October 13	Pearlridge Shopping Center Merchants
Monday, October 16	Moiliʻili Community Center – Board
Monday, October 16	Hawaii Society of Anthurium
Tuesday, October 17	Hawaii Society of Corporate Planners Lunch
Tuesday, October 17	Waipahu Legislative Town Meeting, Rep. Jon Rikki Karamatsu
Wednesday, October 18	Rotary Club of Waikiki
Wednesday, October 18	Honolulu Transportation Commission
Thursday, October 19	Hawaii Society of Healthcare Engineers
Monday, October 23	Chamber's Transportation Forum
Tuesday, October 24	Community Update – Windward
Tuesday, October 24	Pearl City Neighborhood Board
Tuesday, October 24	Ala Moana Lions Club
Thursday, October 26	Japanese Chamber of Commerce
Monday, October 30	Hawaii Developer's Council
Monday, October 30	Community Update – Waianae, Mayor's Town Meeting
Tuesday, October 31	Dean Masai's Coffee Hour
Tuesday, October 31	Harbor Square AOAO Association
Wednesday, November 1	Manoa Neighborhood Board
Tuesday, November 7 – 9	AFCEA Conference
Wednesday, November 8	UH Fiscal & Administrative Officers
Wednesday, November 8	UH – World Town Planning Day
Wednesday, November 8	Community Meeting – Laʻie
Thursday, November 9	Adhoc Design Committee – AIA/APA/ASLA/ULI
Thursday, November 9	DH/Kapahulu/St. Louis Hts Neighborhood Board
Monday, November 13	C&C – Public Outreach Meeting
Tuesday, November 14	Hawaii Business Roundtable w/ Mayor
Tuesday, November 14	BIA-Hawaii, Government Relations Committee
Wednesday, November 15	Nami's Brown Bag – TheBus
Thursday, November 16	C&C – Public Outreach Meeting
Thursday, November 16	Maikiki Neighborhood Board
Friday, November 17	C&C – Public Outreach Meeting
Monday, November 20	C&C – Public Outreach Meeting
Tuesday, November 21	C&C – Public Outreach Meeting
Tuesday, November 21	Ewa Transportation Coalition Meeting
Tuesday, November 21	Nuʻuanu Neighborhood Boardv
Wednesday, November 22	C&C – Public Outreach Meeting
Friday, November 24	Report on AA Broadcast
Monday, November 27	C&C – Public Outreach Meeting
Tuesday, November 28	Ala Moana Neighborhood Board
Tuesday, November 28	Pearl City Neighborhood Board
Monday, December 4	Kalihi Palama Community Council
Tuesday, December 5	Hawaiian Airlines
Wednesday, December 6	Manoa Neighborhood Board
Thursday, December 7	Downtown Neighborhood Board
Thursday, December 7	Kailua Neighborhood Board
Monday, December 11	Chinese Chamber of Commerce
Monday, December 11	SAME – Society of American Military Engineers
Thursday, December 14	Ewa Neighborhood Board
Thursday, December 21	Makiki Neighborhood Board

2007

Thursday, January 4	Moiliili Neighborhood Board
Thursday, January 4	Downtown Neighborhood Board
Tuesday, January 16	Pearl City Neighborhood Board – Pre Meeting
Wednesday, January 17	UH 506 Studio Seminar
Wednesday, January 17	Kalihi Palama Neighborhood Board
Thursday, January 18	Waialae-Kahala Neighborhood Board
Thursday, January 18	Makiki/Lower Punchbowl/Tantalus N. Board
Friday, January 19	West Oahu Day
Tuesday, January 23	Honolulu Japanese CoC– SBA Committee
Tuesday, January 23	Pearl City Neighborhood Board
Wednesday, January 24	Mililani Neighborhood Board
Thursday, January 25	Waipahu Neighborhood Board
Wednesday, January 31	Joint House/Senate Transportation Committee Meeting
Thursday, February 1	McCully/Moiliili Neighborhood Board
Thursday, February 1	Downtown Neighborhood Board
Thursday, February 1	Kailua Neighborhood Board
Tuesday, February 6	Waiʻanae Neighborhood Board
Wednesday, February 7	Manoa Neighborhood Board
Thursday, February 8	Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board
Thursday, February 8	Ewa Neighborhood Board
Thursday, February 8	Aliamanu/Salt Lake/Foster Village Neighborhood Board
Friday, February 9	Kapolei High School Students
Monday, February 12	Kroc Center Management Briefing
Tuesday, February 13	Special Joint Meeting - Transportation & Budget Committee, City Council
Wednesday, February 14	Kakaʻakō Improvement Association
Wednesday, February 14	Kalihi Valley Neighborhood Board
Thursday, February 15	Waialae-Kahala Neighborhood Board
Thursday, February 15	Kaneʻohe Neighborhood Board
Thursday, February 15	Makiki/Lower Punchbowl/Tantalus Neighborhood Board
Friday, February 16	Outdoor Circle – Board of Directors
Tuesday, February 20	Mayor's Meeting
Tuesday, February 20	Mililani Mauka/Launani Valley Neighborhood Board
Tuesday, February 20	Nuʻuanu/Punchbowl Neighborhood Board
Tuesday, February 20	Pearl City NB Committee Meeting
Wednesday, February 21	Kaimuki Neighborhood Board
Wednesday, February 21	Kalihi/Palama Neighborhood Board
Thursday, February 22	Waipahu Neighborhood Board
Friday, February 23	OTS, The Bus
Tuesday, February 27	Pearl City Neighborhood Board
Tuesday, February 27	Ala Moana Neighborhood Board
Thursday, March 1	McCully/Moiliili Neighborhood Board
Thursday, March 1	Kailua Neighborhood Board
Monday, March 5	Hoʻopili CAG, D.R. Horton
Wednesday, March 7	Manoa Neighborhood Board
Monday, March 12	Rotary Club, Honolulu Sunrise
Monday, March 12	Aiea Neighborhood Board

Wednesday, March 14	Kalihi Valley Neighborhood Board
Thursday, March 15	Waialae-Kahala Neighborhood Board
Thursday, March 15	Makiki/Lower Punchbowl Neighborhood Board
Tuesday, March 20	Mililani Mauka/Launani Valley
Thursday, March 22	Waipahu Neighborhood Board
Friday, March 23	HEPEC – Hawai‘i Emergency Preparedness Executive Committee Meeting
Monday, March 26	Kūhiō Day
Tuesday, March 27	Pearl City Neighborhood Board
Wednesday, March 28	Scoping Meeting – Agency
Wednesday, March 28	Scoping Meeting – Kapolei
Wednesday, March 28	Kapolei Neighborhood Board
Wednesday, March 28	Mililani Neighborhood Board
Thursday, March 29	Scoping Meeting – Honolulu
Thursday, March 29	Monthly City Council Hearing
Tuesday, April 3	Informational Meeting – Salt Lake
Wednesday, April 4	Mānoa Neighborhood Board
Monday, April 9	Aiea Neighborhood Board
Tuesday, April 10	Briefing for Francis Nakamoto of Congresswoman Hirono’s Office
Thursday, April 12	Ewa Neighborhood Board
Thursday, April 12	Aliamanu/Salt Lake Neighborhood Board
Wednesday, April 18	OMPO – CAC
Wednesday, April 18	UH College of Engineering: Sustainable Engineering
Thursday, April 19	Makiki Neighborhood Board
Tuesday, April 24	Ala Moana Neighborhood Board
Tuesday, April 24	Pearl City Neighborhood Board
Wednesday, April 25	Kapolei Neighborhood Board
Wednesday, April 25	Mililani Neighborhood Board
Wednesday, April 25	Aiea/ Pearl City Community Presentation
Thursday, April 26	Waipahu Neighborhood Board
Thursday, April 26	Hawai‘i Estate Planning Council
Thursday, May 3	McCully/ Moili`ili Neighborhood Board
Wednesday, May 9	LOTMA
Monday, May 14	Aiea Neighborhood Board
Wednesday, May 16	OMPO – Statewide Transportation Improvement Plan, Public Meeting
Wednesday, May 16	Kalihi-Pālama Neighborhood Board
Thursday, May 17	Maikiki Neighborhood Board
Tuesday, May 22	OMPO – Statewide Transportation Improvement Plan, Public Meeting
Tuesday, May 22	Pearl City Neighborhood Board
Tuesday, May 22	Ala Moana/Kākā`āko Neighborhood Board
Wednesday, May 23	Kapolei/Makakiko Neighborhood Board
Wednesday, May 23	Mililani Neighborhood Board
Tuesday, June 5	Occidental Underwriters
Wednesday, June 6	Committee for Accessible Transportation (CAT)
Tuesday, June 12	McCully, Mo`ili`ili, Kaka`ako Town Meeting
Wednesday, June 13	Mālama of Mānoa
Thursday, June 14	UHM – Architecture Symposium
Thursday, June 14	Waste Water Symposium, City & County

Tuesday, June 19	Nu`uanu Neighborhood Board
Tuesday, July 10	HECO Integrated Resource Planning (IRP)
Thursday, July 12	Hotel Industry Annual Trade Show, Hotel & Lodging Association
Saturday, July 14	TOD Conference, City & County of Honolulu
Tuesday, July 17	Nu‘uanu/Punchbowl Neighborhood Board #12
Wednesday, August 8	Construction Financial Management Association
Sunday, August 12	Organization of Chinese American Women
Thursday, August 16	PBS Island Insights – Transportation segments Overview of Mass Transit
Thursday, August 16	Makiki Neighborhood Board
Friday/Saturday, August 17 & 18	Kapolei Sunset on the Plain
Tuesday, August 21	Nu‘uanu Neighborhood Board
Thursday, August 30	PBS Island Insights – Transportation Segments Transit Oriented Development
Wednesday, September 5	ACEC Workshop, City & County of Honolulu
Thursday, September 6	Hawai‘i Business Roundtable
Wednesday, September 12	Kalihi Valley Neighborhood Board
Thursday, September 13	Aliamanu/ Salt Lake Neighborhood Board
Thursday, September 13	Ewa Beach Neighborhood Board
Saturday, September 15	Kapolei Mele
Tuesday, September 18	Nu‘uanu Neighborhood Board
Wednesday, September 19	Kalihi-Pālama Neighborhood Board
Thursday, September 20	Makiki/Punchbowl Neighborhood Board
Friday, September 21	Sierra Club
Tuesday, September 25	DPP Community Workshop
Tuesday, September 25	Ala Moana/Kaka‘ako Neighborhood Board
Wednesday, September 26	“Honolulu Mass Transit: An Update” Forum
Wednesday, September 26	Mililani/Waipi‘o Neighborhood Board
Thursday, September 27	Waipahu Neighborhood Board
Monday, October 1	Coldwell Banker “Towne Meeting”
Wednesday, October 3	Mānoa Neighborhood Board
Thursday, October 4	McCully Neighborhood Board
Thursday, October 4	Downtown Neighborhood Board
Tuesday, October 9	Waikiki Neighborhood Board
Thursday, October 11	Salt Lake Neighborhood Board
Thursday, October 11	Ewa Neighborhood Board
Thursday, October 11	Diamond Head/Kapahulu/St. Louis Neighborhood Board
Tuesday, October 16	Mililani Mauka Neighborhood Board
Tuesday, October 16	Nu‘uanu Neighborhood Board
Wednesday, October 17	O‘ahu Retired Association
Wednesday, October 17	Kalihi Neighborhood Board
Thursday, October 18	Makiki Neighborhood Board
Tuesday, October 23	AIA/CSI Pacific Building Trade Expo
Tuesday, October 23	Pearl City Neighborhood Board
Tuesday, October 23	Ala Moana Neighborhood Board
Wednesday, October 24	Kapolei Neighborhood Board
Wednesday, October 24	Mililani Neighborhood Board
Thursday, October 25	Waipahu Neighborhood Board
Saturday, October 27	League of Women Voters

Saturday, October 27	AARP Volunteer Training “Designing Healthy Neighborhoods Around Transportation”
Tuesday, October 30	HHFDC
Monday, November 5	Rotary Club of Honolulu Sunrise
Wednesday, November 7	Mānoa Neighborhood Board
Wednesday, November 14	TOD Waipahu Community Meeting
Friday, November 16	Rotary Club of Downtown Honolulu
Tuesday, November 27	Ala Moana Neighborhood Board
Wednesday, November 28	Mililani Neighborhood Board
Thursday, November 29	Pearl City Neighborhood Board
Tuesday, December 4	Society for Marketing Professional Services (SMPS)
Wednesday, December 5	Kapolei Neighborhood Board
Thursday, December 6	Chamber of Commerce, Board of Directors
Thursday, December 6	McCully Neighborhood Board
Thursday, December 6	Downtown Neighborhood Board
Monday, December 10	Honolulu Board of Realtors, City Affairs Committee
Tuesday, December 11	East O`ahu Breakfast Club
Wednesday, December 12	The Mike Buck Radio Show
Thursday, December 13	Salt Lake Neighborhood Board
Friday, December 14	LURF/LOTMA Board of Directors
Wednesday, December 19	Kalihi Neighborhood Board
Thursday, December 20	Makiki Neighborhood Board

2008

Monday, January 7	KS – Kawaiaha`o Plaza Employees, Brown Bag
Tuesday, January 8	RE/MAX Monthly Meeting
Thursday, January 10	AFL-CIO Presentation
Thursday, January 10	Ewa Neighborhood Board
Thursday, January 10	Salt Lake Neighborhood Board
Monday, January 14	Aiea Neighborhood Board
Tuesday, January 15	BIA-Hawaii, Government Affairs
Tuesday, January 15	Hawaii Developers Council
Wednesday, January 16	Kalihi Neighborhood Board
Thursday, January 17	Makiki Neighborhood Board
Tuesday, January 22	Ala Moana Neighborhood Board
Thursday, January 24	BIA Home Building & Remodeling Show
Wednesday, January 30	House Transportation Committee – Transit Briefing
Friday, February 1	Senate Transportation Committee – Transit Briefing
Monday, February 5	Kalihi Palama Community Council
Thursday, February 7	Downtown Neighborhood Board
Monday, February 11	Aiea Neighborhood Board
Tuesday, February 12	Rotary Club of Hawaii Kai
Thursday, February 14	Ewa Neighborhood Board
Thursday, February 14	Salt Lake Neighborhood Board
Friday, February 15	Rotary Club of Pearlridge
Sunday, February 17 Saturday, February 29	National Engineers Week, Hawaii Council of Engineering Display
Tuesday, February 19	SAME Luncheon, Engineer's Week Kick-off
Tuesday, February 19	Actus Lend Lease – Regional Leadership Team
Wednesday, February 20	Kalihi-Pālama Neighborhood Board
Wednesday, February 20	Actus – Schofield Construction Office
Wednesday, February 20	Rotary Club of Waikīkī
Thursday, February 21	Project Management Institute – Part 1 of 2
Thursday, February 21	Makiki/Punchbowl/Tantalus Neighborhood Board
Thursday, February 21	Actus – Hickam Community Center
Tuesday, February 26	Actus – Schofield Duckfield Office
Tuesday, February 26	Ala Moana Neighborhood Board
Tuesday, February 26	Pearl City Neighborhood Board
Wednesday, February 27	Makakilo/Kapolei/Honokai Neighborhood Board
Wednesday, February 27	Mililani Neighborhood Board
Thursday, February 28	Small Business Hawaii Sunrise Networking Breakfast
Thursday, February 28	Rotary Club of Honolulu Sunset
Monday, March 10	UH West Oahu Development Team
Monday, March 10	Community Updates – Technology & Routes
Tuesday, March 11	Mike Buck Radio Show – Transit
Tuesday, March 11	BIA-Hawaii Stew Challenge
Wednesday, March 12	LOTMA
Wednesday, March 12	Servco-Pacific Real Estate Division
Wednesday, March 12	Mike Buck Radio Show w/ Mayor
Wednesday, March 12	Filipino Chamber of Commerce Board of Directors
Wednesday, March 12	FYI – EPA Hearing
Wednesday, March 12	Town Meeting with Mark Takai

Thursday, March 13	Community Updates – Technology & Routes
Thursday, March 13	Ewa Neighborhood Board
Thursday, March 13	Salt Lake Neighborhood Board
Monday, March 17	FHWA – Federal Highway Administration
Monday, March 17	East Honolulu Rotary Club
Monday, March 17	Community Updates – Technology & Routes
Tuesday, March 18	AARP, Information Meeting. on TOD
Tuesday, March 18	Mike Buck Radio Show – Transit
Tuesday, March 18	ASUH Board Meeting
Tuesday, March 18	Community Updates – Technology & Routes
Tuesday, March 18	Representative Har, Community Meeting
Thursday, March 20	ITE/ASCE Joint Meeting Transportation Committee (HDOT & City)
Thursday, March 20	Makiki Neighborhood Board
Friday, March 21	DURP, Urban Transportation Policy & Planning
Monday, March 24	Congress Transportation Chair Oberstar & Hirono
Tuesday, March 25	Rotary Club of Honolulu
Tuesday, March 25	Mike Buck Radio Show – Transit
Tuesday, March 25	Ala Moana Neighborhood Board
Tuesday, March 25	Pearl City Neighborhood Board
Wednesday, March 26	Mililani Neighborhood Board
Wednesday, March 26	Makakilo/Kapolei Neighborhood Board
Thursday, March 27	Ironworkers & Contractors Union Briefing
Thursday, March 27	O`ahu Credit Union
Thursday, March 27	Waipahu Neighborhood Board
Thursday, March 27	Kapolei Neighborhood Board
Tuesday, April 1	Mike Buck Radio Show – Transit
Thursday, April 3	Rotary Club of Metropolitan
Thursday, April 3	Rick Hamada Radio Show – Transit
Thursday, April 3	City Council Transportation Committee Meeting
Thursday, April 3	McCully Neighborhood Board
Thursday, April 3	Downtown Neighborhood Board
Friday, April 4	ULI – Land Use & Transportation Committee
Saturday, April 5	HSTA Board
Monday, April 7	Rick Hamada Radio Show
Monday, April 7	Community Update – Salt Lake
Tuesday, April 8	Rick Hamada Radio Show
Tuesday, April 8	Mayor's Advisory Committee on Bicycling
Tuesday, April 8	Mike Buck Radio Show – Transit
Tuesday, April 8	BIA Dinner Meeting w/ Mayor
Wednesday, April 9	Rick Hamada Radio Show
Wednesday, April 9	C&C, D.H.S – Job Fair (Aloha Airlines)
Wednesday, April 9	Mayor's Town Meeting
Thursday, April 10	Rick Hamada Radio Show – Transit
Thursday, April 10	Salt Lake Neighborhood Board
Friday, April 11	AIA-Honolulu, Member Town Mtg w/ Toru Hamayasu
Monday, April 14	Rotary Club of Honolulu Sunrise
Monday, April 14	Honolulu Community College (ASUH-HCC)
Monday, April 14	Mayor's Town Meeting – Hawai'i Kai
Monday, April 14	Aiea Neighborhood Board
Tuesday, April 15	Mike Buck Radio Show – Transit

Tuesday, April 15	American Public Works Association
Wednesday, April 16	Hawaii Business Roundtable, et al. “Honolulu’s Rail Transit, O‘ahu’s Economy & Federal Funding” w/ Norman Mineta
Thursday, April 17	Rick Hamada Radio Show – Transit
Thursday, April 17	Rotary Club of Ala Moana Rotary
Thursday, April 17	Women in Construction (NAWIC)
Thursday, April 17	Makiki Neighborhood Board
Friday, April 18	Rotary Club of West Honolulu Rotary
Friday, April 18	KCC – Student Congress
Sunday, April 19	Kapolei Hawaiian Civic Club
Tuesday, April 22	Mike Buck Radio Show – Transit
Wednesday, April 23	TOD – Waipahu Community Meeting
Wednesday, April 23	Kapolei Neighborhood Board
Monday, April 28	Rick Hamada Radio Show – Transit Debate w/ Slater
Monday, April 28	Mayor’s Town Meeting – Haleiwa
Tuesday, April 29	Mike Buck Radio Show – Transit
Tuesday, April 29	Ewa Transportation Coalition
Tuesday, April 29	Plaza Landmark Condo – Salt Lake
Monday, March 3 to Wednesday, April 30	Satellite City Hall at Ala Moana Exhibit
Thursday, May 1	Rotary Club of Wahiawā-Waialua
Thursday, May 1	Downtown Neighborhood Board
Saturday, May 3	O`ahu County Committee, Democratic Party of Hawai`i Tabletop w/ TheBoat & TheBus
Tuesday, May 6	Mike Buck Radio Show – Transit
Thursday, May 8	Ko‘olauloa Neighborhood Board
Thursday, May 8	Aliamanu/ Salt Lake Neighborhood Board
Thursday, May 8	Ewa Neighborhood Board
Friday, May 9	Engineers & Architects of Hawaii
Saturday, May 10	Pride 4Ewa, Ewa by Gentry Community Association
Monday, May 12	Rick Hamada Radio Show
Monday, May 12	Aiea Neighborhood Board
Tuesday, May 13	Mike Buck Radio Show
Tuesday, May 13	Ala Moana Lions Club
Wednesday, May 14	Makaha Hawaiian Civic Club
Wednesday, May 14	Filipino Chamber of Commerce, Membership Meeting
Wednesday, May 14	City Bicycle Master Plan Workshop
Thursday, May 15	Rotary Club of Windward
Thursday, May 15	Makiki/Lower Punchbowl Neighborhood
Thursday, May 15	City Bicycle Master Plan Workshop
Monday, May 19	Rick Hamada Radio Show
Tuesday, May 20	Mike Buck Radio Show – Transit
Wednesday, May 21	City Job Fair Expo
Wednesday, May 21	Mayor’s Transit Finance Advisory Committee
Thursday, May 22	Waipahu Neighborhood Board
Friday, May 23 – Sunday, May 25	Hawai‘i State Democratic Convention – Transit Booth
Monday, June 2	Empowerment Drive Radio Show – KNDI 1270 AM
Tuesday, June 3	Mike Buck Radio Show – Transit
Wednesday, June 4	GCA City Committee
Saturday, June 7	Neighborhood Meeting w/ Senator Will Espero

Monday, June 9	Aiea Neighborhood Board
Monday, June 9	Rick Hamada Radio Show
Tuesday, June 10	Mike Buck Radio Show – Transit
Tuesday, June 10	TAC Meeting
Thursday, June 12	Construction Workshop: An Infrastructure Contractor's Open House
Thursday, June 12	Aliamanu/ Salt Lake Neighborhood Board
Thursday, June 12	Ewa Neighborhood Board
Monday, June 16	Rick Hamada Radio Show
Tuesday, June 17	Mike Buck Radio Show – Transit
Tuesday, June 17	Hope Chapel Brown Bag
Wednesday, June 18	JAIMS
Thursday, June 19	Grubb Ellis Coffee Hour
Thursday, June 19	Institute of Management Accountants (IMA)
Thursday, June 19	Waikiki Improvement Association
Thursday, June 19	Makiki/Lower Punchbowl Neighborhood Board
Friday, June 20	Architect's Hawaii
Friday, June 20	Coffee Hour: Kobayshi Sugita & Goda
Saturday, June 21	Oʻahu Filipino Council Convention
Monday, June 23	Rick Hamada Radio Show
Tuesday, June 24	Mike Buck Radio Show – Transit
Tuesday, June 24	Ala Moana/ Kakaʻako Neighborhood Board
Wednesday, June 25	Milici Valenti Ng Pac
Wednesday, June 25	Makakilo/Kapolei Neighborhood Board
Wednesday, June 25	HGEA Coffee Hour
Friday, June 27 – Sunday June 29	Flavors of Honolulu
Sunday, June 29	Lutheran Church of Honolulu
Monday, June 30	Rick Hamada Radio Show – Transit Debate
Tuesday, July 1	KZOO Radio Show
Tuesday, July 1	HDOT Sponsored DBE Workshop
Tuesday, July 1	Mike Buck Radio Show
Thursday, July 3	Downtown Neighborhood Board
Friday, July 4	City & County 4th of July Celebration
Friday, July 4	BayFest – Booth Display
Tuesday, July 8	Mike Buck Radio Show
Wednesday, July 9	Waipahu Community Transit TOD Meeting By The Village Park Community Association
Thursday, July 10	Ewa Neighborhood Board
Thursday, July 10	Aliamanu/Salt Lake Neighborhood Board
Saturday, July 12	Carpenters Bi-Annual Convention
Sunday, July 13	Senator Espero on ʻŌlelo
Monday, July 14	ʻAiea Neighborhood Board
Tuesday, July 15	A&B Coffee Hour
Tuesday, July 15	Mike Buck Radio Show
Tuesday, July 15	Nuʻuanu Neighborhood Board
Wednesday, July 16	HECo Coffee Hour
Wednesday, July 16	DPP's TOD Waipahu Neighborhood
Thursday, July 17	Makiki/Lower Punchbowl Neighborhood Board
Friday, July 18	Pacific Network.tv
Friday, July 18 – Sunday, July	DARE City Event DTS Booth

20

Monday, July 21	Blane Coffee Hour
Tuesday, July 22	Matson Navigation Company Coffee Hour
Tuesday, July 22	Kaka‘ako Business & Land Owners Association
Tuesday, July 22	Mike Buck Radio Show – Transit
Tuesday, July 22	Pearl City Neighborhood Board
Tuesday, July 22	Ala Moana/Kaka‘ako Neighborhood Board
Wednesday, July 23	Hawaiian Airlines Coffee Hour
Wednesday, July 23	Makakilo/Kapolei Neighborhood Board
Wednesday, July 23	Mililani Neighborhood Board
Thursday, July 24	Pacific Century Fellows – Transportation Day
Thursday, July 24	Waipahu Neighborhood Board
Monday, July 28	Goodsill Anderson Quinn Brown Bag
Tuesday, July 29	Mike Buck Radio Show – Transit
Wednesday, July 30	Kaka‘ako Improvement Association, General Meeting
Thursday, July 31	Wai‘alae Country Club Coffee Hour
Friday, August 1	Group 70 Coffee Hour
Monday, August 4	John Aeto Coffee Hour
Monday, August 4	Mona Wood Coffee Hour
Tuesday, August 5	CB Richard Ellis Inc. Coffee Hour
Tuesday, August 5	Mike Buck Radio Show – Transit
Thursday, August 7	Downtown Neighborhood Board
Saturday, August 9	Sunset on the Beach, Waianae – DTS Booth Display
Tuesday, August 12	Building Owners & Building Managers of O‘ahu (BOMA) “Traffic, Parking, Bus & Rail – The Future of Downtown Honolulu”
Tuesday, August 12	Mike Buck Radio Show – Transit
Tuesday, August 12	Waikiki Neighborhood Board
Wednesday, August 13	Ashford Wriston Coffee Hour
Thursday, August 14	Kapolei Chamber of Commerce – Transit Panel
Friday, August 15	Structural Engineers Association of Hawaii
Saturday, August 16	City & County, Family Fair @ Magic Island Interactive Booth
Tuesday, August 19	Visionary Related Entertainment Coffee Hour
Tuesday, August 19	Carlsmith Ball Coffee Hour
Tuesday, August 19	Mike Buck Radio Show – Transit
Wednesday, August 20	Kalihi Neighborhood Board
Thursday, August 21	Metro Rotary Club of Honolulu
Thursday, August 21	‘Ōlelo Shoot – September Show
Thursday, August 21	Makiki Neighborhood Board
Friday, August 22	Systems Vendor/ Vehicle Suppliers Workshop
Monday, August 25	Ewa Transportation Coalition (ETC)
Monday, August 25	AXA Advisors Coffee Hour
Tuesday, August 26	Transit Tuesday Live – KUMU FM 94.7
Tuesday, August 26	Mike Buck Radio Show – Transit
Tuesday, August 26	Pearl City Neighborhood Board
Wednesday, August 27	W. Pearl Harbor Rotary Club
Wednesday, August 27	Mililani Neighborhood Board
Wednesday, August 27	Kapolei Neighborhood Board
Tuesday, September 2	Transit Tuesday Live – BOMB FM102.7
Tuesday, September 2	Bishop Street Exchange Club
Tuesday, September 2	Mike Buck Radio Show – Transit

Wednesday, September 3	First Hawaiian Bank Managers Staff
Wednesday, September 3	AON Insurance Coffee Hour
Wednesday, September 3	Chinese Chamber of Commerce
Wednesday, September 3	Bank of Hawaii Coffee Hour
Thursday, September 4	UH Architect Studio
Thursday, September 4	JW Marriott Ihilani KoOlina – Employees Briefing
Friday, September 5	Honolulu Board of Realtors & Japanese Chamber of Commerce "The Importance of Infrastructure to the City's Economy"
Saturday, September 6	Kapolei Sunset in the Park
Tuesday, September 9	Transit Tuesday Live – KUMU FM 94.7
Tuesday, September 9	Mike Buck Radio Show – Transit
Tuesday, September 9	Waikiki Neighborhood Board
Wednesday, September 10	Central Regional Board of Realtors
Wednesday, September 10	Waikiki Beach Marriott Employees Briefing
Wednesday, September 10	Hyatt Waikiki Employees Briefing
Tuesday, September 16	Transit Tuesday Live – BOMB FM 102.7
Tuesday, September 16	Mike Buck Radio Show – Transit
Thursday, September 18	Native Hawaiian Chamber of Commerce Luncheon
Friday, September 19 – Sunday, September 21	Senior Expo, "The Good Life"
Tuesday, September 23	Transit Tuesday Live – KUMU FM 94.7
Tuesday, September 23	Mike Buck Radio Show – Transit
Thursday, September 25	CATRALA-Hawaii
Tuesday, September 30	Transit Tuesday Live – BOMB 102.7
Tuesday, September 30	Mike Buck Radio Show – Transit
Thursday, October 2	7th Annual CNHA Native Hawaiian Convention
Thursday, October 2	Ewa Neighborhood Board Meeting
Friday, October 3	Cal Berkeley Alumni Meeting w/ RTD & DOT
Saturday, October 4 – Sunday, October 5	Splendor of China
Monday, October 6	UFCW – United Food and Commercial Workers
Monday, October 6	Salt Lake Community Meeting
Tuesday, October 7	Transit Tuesday Live – KUMU FM 94.7
Tuesday, October 7	Council Member Okino Community Meeting
Wednesday, October 8	AIG Coffee Hour
Thursday, October 9	Mike Buck Show – Transit
Friday, October 10 – Sunday, October 12	Home & New Products Show – Rail Exhibit
Monday, October 13	Aiea Neighborhood Board
Tuesday, October 14	Transit Tuesday Live – BOMB 102.7
Tuesday, October 14	Mike Buck Radio Show
Tuesday, October 14	BIA Dinner Meeting, Tabletop
Tuesday, October 14	Waikiki Neighborhood Board
Tuesday, October 14	Community Update - Ewa Beach
Wednesday, October 15	St. Andrew's Coffee Hour
Wednesday, October 15	HPU – Natural Sciences
Wednesday, October 15	Community Update – Manoa
Thursday, October 16	Hawaiian Telcom Coffee Hour
Thursday, October 16	Makiki Neighborhood Board
Thursday, October 16	Community Update – Waipahu

Friday, October 17	Community Update – Downtown, Fort Street Mall
Saturday, October 18	Kahala Nui – Senior Living
Monday, October 20	AIA-Honolulu Membership & Task Force
Monday, October 20	Arcadia – Senior Living
Tuesday, October 21	Community Update – Ala Moana/McCully, Blaisdell – Hawai‘i Suite
Tuesday, October 21	Mike Buck Radio Show
Tuesday, October 21	Outrigger Enterprises Coffee Hour
Tuesday, October 21	ASUH-HCC Senate
Tuesday, October 21	Pearl City Neighborhood Board
Wednesday, October 22	HEMIC Coffee Hours
Wednesday, October 22	Community Update – Kalihi, Farrington High School
Wednesday, October 22	Mililani Neighborhood Board
Wednesday, October 22	Kapolei Neighborhood Board
Thursday, October 23	Community Update – Mililani
Thursday, October 23 and Friday, October 24	UH – HLTAP, Hawai‘i Construction Career Days
Monday, October 27	Waianae High School – Junior Class, 4 Sections
Monday, October 27	Hawai‘i Procurement Institute Annual Conference
Tuesday, October 28	Kailua High School, 11th Grade Leadership Class
Tuesday, October 28	Ala Moana Neighborhood Board
Wednesday, October 29	Stryker, Weiner & Yokota Coffee Hour
Wednesday, October 29	Young Brothers Coffee Hour
Wednesday, October 29	OMPO – CAC
Thursday, October 30	Castle & Cooke, Period Review Team
Thursday, October 30	Hawai‘i Economic Association (HEA)
Friday, October 31	SSFM
Saturday, November 1	Kapolei Family Fun Festival
Monday, November 3	Island Insurance
Wednesday, November 12	OIBC – Corridor Tour
Thursday, November 13	Salt Lake Neighborhood Board
Thursday, November 20	Disability & Communication Access Board
Tuesday, December 2	Mike Buck Radio Show
Tuesday, December 2	Hawaii Kai Rotary Club
Wednesday, December 3	Waikiki Rotary Club
Thursday, December 4	Downtown Neighborhood Board Committee Meeting
Friday, December 5	OMPO Technical Advisory Committee Meeting
Friday, December 5	WOEDA Conference
Saturday, December 6	DEIS Public Hearing – Kapolei
Monday, December 8	DEIS Public Hearing – Town
Tuesday, December 9	Waianae Rotary Club
Tuesday, December 9	Mike Buck Radio Show
Tuesday, December 9	DEIS Public Hearing – Salt Lake
Wednesday, December 10	Aloha Chapter Military Officers Association of America
Wednesday, December 10	Makaha Hawaiian Civic Club
Wednesday, December 10	DEIS Public Hearing – Waipahu
Thursday, December 11	Salt Lake Neighborhood Board – Special Meeting
Thursday, December 11	DEIS Public Hearing – Kalihi
Friday, December 12	Hawaii Credit Union Accountant’s Association
Monday, December 15	Pearl Harbor Rotary Club
Tuesday, December 16	Samoan Coffee Hour

Thursday, December 18 KS Speakers Bureau

2009

Monday, January 5	Honolulu Sunrise Rotary Club Presentation
Tuesday, January 6	Waianae Neighborhood Board
Wednesday, January 7	Mililani Sunrise Rotary Club Coffee Hour
Wednesday, January 7	OIBC Committee Meeting
Thursday, January 8	Ala Moana Rotary Club Presentation
Thursday, January 8	Aliamanu/Salt Lake Neighborhood Board
Sunday, January 11	21st Century Ahupua'a Youth Ambassadors Summit
Monday, January 12	Aiea Neighborhood Board
Wednesday, January 14	City's Job Quest 2009 Job Fair
Thursday, January 15	Disability & Communication Access Board
Thursday, January 15	Makiki Neighborhood Board
Friday, January 16	Pearlridge Rotary Club
Wednesday, January 21	Kalihi Neighborhood Board
Thursday, January 22	Waipahu Neighborhood Board
Saturday, January 24	Banana Patch Community Meeting
Tuesday, January 27	Ala Moana Neighborhood Board
Wednesday, January 28	Rotary Club of Kapolei Sunset
Wednesday, January 28	Aiea/Pearl City Community Town Meeting
Wednesday, January 28	Mililani Neighborhood Board
Wednesday, January 28	Kapolei Neighborhood Board
Thursday, January 29	Rotary Club of Kapolei
Sunday, February 1 – Sunday, February 22	Kamehameha Highway Project Pearlridge Display
Thursday, February 5	Downtown Neighborhood Board
Monday, February 9	Active Living Research Community Advisory Board
Monday, February 9	Aiea Neighborhood Board
Wednesday, February 11	OHA Radio Show AM 940
Wednesday, February 11	OIBC
Thursday, February 12	Aliamanu/Salt Lake Neighborhood Board
Thursday, February 12	Ewa Beach Neighborhood Board
Friday, February 13 – Sunday, February 15	Great Aloha Run Expo – Transit Booth
Saturday, February 14 – Saturday, February 21	Engineer Week 2009, Kahala Mall
Wednesday, February 18	AIA Honolulu
Wednesday, February 18	Kalihi-Palama Neighborhood Board
Thursday, February 19	State of the City Address
Thursday, February 19	The American Business Women's Association
Thursday, February 19	Makiki Neighborhood Board
Tuesday, February 24	Pearl City Neighborhood Board
Tuesday, February 24	Ala Moana Neighborhood Board
Wednesday, February 25	Makakilo Neighborhood Board
Wednesday, February 25	Mililani Neighborhood Board
Thursday, February 26	Waipahu Neighborhood Board
Thursday, March 5	Windward Rotary Club
Thursday, March 5	Downtown Neighborhood Board
Thursday, March 5	Waianae Neighborhood Board
Sunday, March 8	Malu'ohai Annual Meeting

Wednesday, March 11 – Thursday, March 12	Hawaii Building & Facilities Management Expo
Wednesday, March 11	Hawaii Building & Facilities Management Presentation
Wednesday, March 11	WOEDA Annual Conference
Thursday, March 12	Metropolitan Rotary Club
Thursday, March 12	Salt Lake/Aliamanu Neighborhood Board
Friday, March 13	East West Center Alumni Network Gathering
Tuesday, March 17	DPP TOD Community Workshop – Waipahu
Tuesday, March 17	Pearl City Neighborhood Board Pre-Meeting
Wednesday, March 18	DPP TOD Community Workshop – Hoʻopili/East Kapolei
Tuesday, March 24	IAAP, Hawaiʻi Chapter of Interational Association of Administrative Professionals
Thursday, March 26 – Sunday, March 29	First Hawaiian International Auto Show
Wednesday, April 1	West Pearl Harbor Rotary Club
Thursday, April 2	UH Presentation – PLAN 648: Urban Transportation Policy and Planning
Thursday, April 2	ASLA Hawaii Chapter – Sustainable Hawaii – Table Top
Friday, April 3	Sopogy Presentation
Friday, April 3	HPU – Natural Sciences
Wednesday, April 8	Rotary Club of Kahala Sunrise
Thursday, April 9	Salt Lake Neighborhood Board
Thursday, April 9	Ewa Neighborhood Board
Friday, April 10	Hawaii Business Equipment Quarterly Meeting
Tuesday, April 14	Rail Station Community Workshop – Waipahu 1
Wednesday, April 15	Kalihi Neighborhood Board
Thursday, April 16	Makiki Neighborhood Board
Wednesday, April 22	Mililani Neighborhood Board
Thursday, April 23	Institute of Transportation Engineers (ITE) Meeting
Thursday, April 23	Kapolei Neighborhood Board
Thursday, April 23	Waipahu Neighborhood Board
Friday, April 24	Punahou's 3rd Annual Sustainability Fair
Friday, April 24 – Sunday, April 26	Spring New Products Show
Sunday, April 26	21st Century Ahupuaʻa Youth Ambassadors Summit
Tuesday, April 28	Rail Station Community Workshop – LCC 1
Tuesday, April 28	Ala Moana Neighborhood Board
Wednesday, April 29	Lockheed Martin/Honolulu Presentation
Wednesday, April 29	IBC (UH Shidler College of Business)
Friday, May 1	Rotary Club of Downtown Honolulu
Friday, May 1	Bays Deaver Lung Rose & Holma Presentation
Monday, May 4 – Tuesday, May 5	The 25th Annual Pacific Rim Conference on Disabilities
Tuesday, May 5	Waianae Neighborhood Board
Wednesday, May 6	HECO Presentation
Thursday, May 7	Wahiawa-Waialua Rotary Club
Thursday, May 7	Downtown Neighborhood Board
Monday, May 11	Plumbing & Mechanical Association Presentation
Monday, May 11	Aiea Neighborhood Board
Tuesday, May 12	Air Cargo Association of Hawaiʻi
Tuesday, May 12	Rail Station Community Workshop – Kapolei 1

Thursday, May 14	DataHouse
Thursday, May 14	Salt Lake Neighborhood Board
Friday, May 15	West Honolulu Rotary Club
Saturday, May 16	Goodsill Anderson Quinn Presentation
Monday, May 18	Alston Hunt Floyd & Ing Law Firm
Tuesday, May 19	Nanakuli Neighborhood Board
Wednesday, May 20	Job Quest Job Fair
Wednesday, May 20	DBEDT Hawaii Build & Buy Green Conference
Wednesday, May 20	OMPO-CAC
Wednesday, May 20	Kalihi Neighborhood Board
Thursday, May 21	Makiki Neighborhood Board
Friday, May 22	Bank of Hawaii – Downtown Office
Tuesday, May 26	Pearl City Neighborhood Board
Tuesday, May 26	Ala Moana Neighborhood Board
Wednesday, May 27	Mililani Neighborhood Board
Wednesday, May 27	Makakilo Neighborhood Board
Thursday, May 28	2009 Join ACECH-State-City Symposium
Thursday, May 28	Honolulu Harbor Power Plant
Thursday, May 28	Damon Key Leong Kupchak Hastert
Thursday, May 28	Rotary Club of Honolulu Sunset
Thursday, May 28	Waipahu Neighborhood Board
Tuesday, June 2	Waianae Neighborhood Board
Wednesday, June 3	Rail Station Community Workshop – Waipahu 2
Thursday, June 4	Honolulu Risk Assessment Workshop Part II
Thursday, June 4	Downtown Neighborhood Board
Saturday, June 6	Hawaii Clean Energy Day – UH Manoa
Tuesday, June 16	Nanakuli Neighborhood Board
Wednesday, June 17	OMPO – CAC
Wednesday, June 17	Kalihi Neighborhood Board
Thursday, June 18	BIA Hawaii Presentation
Thursday, June 18	D.R. Horton – Hawaii Presentation
Thursday, June 18	Hawaiian Telcom Presentation
Thursday, June 18	Anthology Group Presentation
Thursday, June 18	Makiki Neighborhood Board
Tuesday, June 23	City & County of Honolulu 2009 Transit Symposium
Tuesday, June 23	WOEDA/LURF Aloha Reception – Transit Symposium
Tuesday, June 23	Pearl City Neighborhood Board
Tuesday, June 23	Ala Moana Neighborhood Board
Wednesday, June 24	Hawaii Business Round Table Breakfast
Wednesday, June 24	Kapolei Chamber of Commerce
Wednesday, June 24	Mililani Neighborhood Board
Wednesday, June 24	Makakilo Neighborhood Board
Thursday, June 25	Ohana Honolulu Airport Hotel
Thursday, June 25	Group 70 Presentation
Thursday, June 25	Hawaii Public Radio's "Town Square"
Thursday, June 25	Waipahu Neighborhood Board
Saturday, June 27	Dragon Boat Race
Saturday, June 27	Oahu Filipino Community Council Annual Convention
Monday, June 29	Rail Station Community Workshop – Kapolei 2
Wednesday, July 1	CH2M Hill
Thursday, July 2	Cades-Schutte Law Firm

Thursday, July 2	Downtown Neighborhood Board
Tuesday, July 7	OMPO-Policy Committee Meeting
Tuesday, July 7	Waianae Neighborhood Board
Wednesday, July 8	Hawaii Developers Council Mid-Year Event
Wednesday, July 8	Hawaii Lodging, Hospitality & Foodservice Expo
Wednesday, July 8	Hawaii Lodging, Hospitality & Foodservice Presentation
Wednesday, July 8	Case Lombardi Law Firm
Wednesday, July 8	Rail Station Community Workshop – Waipahu 3
Thursday, July 9	Hawaii Lodging, Hospitality & Foodservice Expo
Thursday, July 9	Hawaii Lodging, Hospitality & Foodservice Presentation
Thursday, July 9	Salt Lake Neighborhood Board
Thursday, July 9	Ewa Neighborhood Board
Monday, July 13	Aiea Neighborhood Board
Tuesday, July 14	Mayor's Advisory Committee on Bicycling
Wednesday, July 15	OHA
Wednesday, July 15	Team Vision Agency
Wednesday, July 15	Kalihi Neighborhood Board
Thursday, July 16	Hawaii Disability Rights Center
Thursday, July 16	Disabilities & Communication Access Board
Thursday, July 16	Makiki Neighborhood Board
Saturday, July 18	Hawaiian Civic Club of Honolulu
Saturday, July 18	Hawaii Powered – Clean Energy Festival
Tuesday, July 21	Nanakuli Neighborhood Board
Wednesday, July 22	Makakilo Neighborhood Board
Thursday, July 23	Environmental Science International
Thursday, July 23	Sierra Club Meeting
Thursday, July 23	Waipahu Neighborhood Board
Monday, July 27	Hawaii State Council on Disabilities Development
Tuesday, July 28	Pearl City Neighborhood Board
Tuesday, July 28	Ala Moana Neighborhood Board
Wednesday, July 29	Hawaii Employers Council Presentation
Wednesday, July 29	Kakaako Improvement Association Meeting
Thursday, July 30	FYI…Hawaii Economic Association
Thursday, July 30	Salt Lake Neighborhood Board
Thursday, July 30 – Sunday, August 2	Honolulu Family Festival
Friday, July 31	Ernst & Young LLP (CPA Firm)
Monday, August 3	Finance Expo Coupon Launch
Tuesday, August 4	Waianae Neighborhood Board
Wednesday, August 5	Mobi PCS Presentation
Wednesday, August 5	Rail Station Community Workshop – Kapolei 3
Thursday, August 6	Downtown Neighborhood Board
Monday, August 10	Aiea Neighborhood Board
Tuesday, August 11	SAME – Society of American Military Engineers
Tuesday, August 11	LITCo
Tuesday, August 13	Ewa Neighborhood Board
Saturday, August 15 – Sunday, August 16	Personal Finance & Green Expo
Saturday, August 15	Personal Finance & Green Expo Seminar
Tuesday, August 18	Rail Station Community Workshop – LCC 3
Tuesday, August 18	Mililani Mauka Neighborhood Board

Tuesday, August 18	Nanakuli Neighborhood Board
Wednesday, August 19	APA Hawaii
Wednesday, August 19	Hawaii Federal for the Blind
Wednesday, August 19	Kalihi Neighborhood Board
Thursday, August 20	Makiki Neighborhood Board
Tuesday, August 25	Pearl City Neighborhood Board
Tuesday, August 25	Ala Moana Neighborhood Board
Tuesday, August 25 – Thursday, August 27	8th Annual Native Hawaiian Convention
Wednesday, August 26	Rail Station Community Workshop – Pearlridge 1
Wednesday, August 26	Makakilo Neighborhood Board
Wednesday, August 26	Mililani Neighborhood Board
Thursday, August 27	Waipahu Neighborhood Board
TBD	LCC Back-to-School Update/Meeting
Tuesday, September 1	Waianae Neighborhood Board
Thursday, September 3	Downtown Neighborhood Board
Tuesday, September 8	Appraisal Institute of Hawaii
Tuesday, September 8	BOMA
Thursday, September 10	Salt Lake Neighborhood Board
Thursday, September 10	Ewa Neighborhood Board
Friday, September 11 – Sunday, September 13	FYI…Hawaii Women's Expo
Monday, September 14	Aiea Neighborhood Board
Tuesday, September 15	Nanakuli Neighborhood Board
Wednesday, September 16	Kalihi Neighborhood Board
Thursday, September 17	Makiki Neighborhood Board
Friday, September 18	Honolulu Committee on Aging (HCOA) & Mayor's Advisory Committee on Disabilities
Tuesday, September 22	Job Quest 2009
Tuesday, September 22	LURF Mayor's Forum
Tuesday, September 22	Makalapa Apartment Complex Meeting
Tuesday, September 22	Pearl City Neighborhood Board
Tuesday, September 22	Ala Moana Neighborhood Board
Wednesday, September 23	HCPO/HIGICC 2009 Conference – Mobile Workshop Honolulu Transit Corridor Tour
Wednesday, September 23	2009 Disability Access Conference – Panel Discussion
Wednesday, September 23	2009 Disability Access Conference
Wednesday, September 23	Waikiki Rotary Club
Wednesday, September 23	West Pearl Harbor Rotary Club
Wednesday, September 23	Makakilo Neighborhood Board
Wednesday, September 23	Mililani Neighborhood Board
Thursday, September 24 – Friday, September 25	HCPO/HIGICC 2009 Conference – Table Top
Thursday, September 24	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, September 24	Waipahu Neighborhood Board
Friday, September 25 – Sunday, September 27	Hawaii Seniors' Fair – The Good Life Expo
Saturday, September 26	American Business Women's Association
Saturday, September 26	A Taste of Kalihi Festival
Wednesday, September 30	Flor Martinez Radio Show (KNDI)
Thursday, October 1	Maggie Domingo Morning Radio Show

Thursday, October	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 1	Downtown Neighborhood Board
Friday, October 2	Fort Street Mall Farmer's Market
Saturday, October 3 – Sunday, October 4	Splendor of China
Monday, October 5	Rotary Club of Pearl Harbor
Monday, October 5	Noise Permit Public Informational Meeting
Tuesday, October 6	Waianae Neighborhood Board
Wednesday, October 7	Flor Martinez Radio Show (KNDI 1230am)
Thursday, October 8	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, October 8	Hawaii State Bar Association of Young Lawyers
Thursday, October 8	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 8	Salt Lake Neighborhood Board
Thursday, October 8	Ewa Neighborhood Board
Sunday, October 11	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, October 12	Kanu Meeting with James Koshiba & Olin Lagon
Monday, October 12	Aiea Neighborhood Board
Monday, October 12	Kapolei Neighborhood Board Special Meeting
Tuesday, October 13	Rotary Club of Honolulu
Tuesday, October 13	HJCC Government Affairs Committee
Wednesday, October 14	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, October 14	Pacific Century Fellows Transportation Day
Thursday, October 15	Maggie Domingo Morning Radio Show
Thursday, October 15	Iolani ECO People ECO Square Planning Meeting
Thursday, October 15	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 15	Hawaiian Civic Club Resolution
Thursday, October 15	Pearlridge Community Rail Station Workshop 2
Thursday, October 15	Ko`olani Residential Form
Thursday, October 15	Makiki Neighborhood Board
Friday, October 16	CCPI & SEAOH Annual Convention Presentation
Friday, October 16 – Sunday, October 18	45th Annual Food & New Product Show
Friday, October 16 – Saturday, October 30	Pearlridge Center Display
Saturday, October 17	Federation of the Blind Statewide Conference
Sunday, October 18	United Filipino Council of Hawaii
Monday, October 19	MADD Staff Presentation
Wednesday, October 21	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, October 21	Hawaii Construction Career Planning Day
Wednesday, October 21	Kalihi Neighborhood Board
Thursday, October 22	Maggie Domingo Morning Radio Show
Thursday, October 22	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 22	Waipahu Neighborhood Board
Friday, October 23	Green Aloha Concert at Waikiki Sunset on the Beach
Monday, October 26	Mayor's Advisory Committee on Disabilities (MAC-D)
Tuesday, October 27	Pearl City Neighborhood Board
Tuesday, October 27	Ala Moana Neighborhood Board
Wednesday, October 28	Flor Martinez Radio (KNDI 1230am)
Wednesday, October 28	HPU – Conservation Bio Class, 2:00 pm
Wednesday, October 28	HPU – Conservation Bio Class, 3:00 pm

Wednesday, October 28	Makakilo Neighborhood Board
Wednesday, October 28	Mililani Neighborhood Board
Thursday, October 29	Maggie Domingo Morning Radio Show
Thursday, October 29	State of the Rail Address
Thursday, October 29	State of the Rail Address – TV
Thursday, October 29	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 29	Waipahu Neighborhood Board
Tuesday, November 3	Physical Activity & Nutrition Summit
Tuesday, November 3	Ilocos Surian Association of Hawaii
Tuesday, November 3	Waianae Neighborhood Board
Tuesday, November 3 – Thursday, November 5	PMOC in Honolulu
Wednesday, November 4 – Wednesday, November 11	Hawaiian Civic Club Convention
Wednesday, November 4	Hawaii Filipino Chronicle Article Due Today
Wednesday, November 4	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, November 4	2009 AIA/CSI Pacific Building Trade Expo
Thursday, November 5	Maggie Domingo Morning Radio Show
Thursday, November 5	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 5	Makalapa Apartment Complex Meeting
Thursday, November 5	Downtown Neighborhood Board
Friday, November 6	Fort Street Mall Farmer's Market
Sunday, November 8	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, November 9	Aiea Neighborhood Board
Wednesday, November 11	Flor Martinez Radio Show (KNDI 1230am)
Thursday, November 12	Maggie Domingo Morning Radio Show
Thursday, November 12	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 12	Salt Lake Neighborhood Board
Thursday, November 12	Ewa Neighborhood Board
Friday, November 13 – Saturday, November 14	2009 Kapolei Community Fair
Saturday, November 14	UH Football Game Project
Saturday, November 14	Envision Hawaii 5th Annual Conference
Tuesday, November 17	Admiral Walsh & Staff Presentation
Tuesday, November 17	Nanakuli Neighborhood Board
Wednesday, November 18	Flor Martinez Radio (KNDI 1230am)
Wednesday, November 18	Filipino Business Women Association
Wednesday, November 18	Kalihi Neighborhood Board
Thursday, November 19	Maggie Domingo Morning Radio Show
Thursday, November 19	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 19	Makiki Neighborhood Board
Thursday, November 19	Waipahu Neighborhood Board
Friday, November 20	6th Annual West Oahu Conference – Table Top
Tuesday, November 24	Ala Moana Neighborhood Board
Wednesday, November 25	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, November 25	Mililani Neighborhood Board
Thursday, November 26	Maggie Domingo Morning Radio Show
Wednesday, December 2	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, December 2	Rotary Club of Honolulu Pau Hana
Wednesday, December 2	Mike Buck Radio Show

Wednesday, December 2	Pearlridge Community Rail Station Workshop 3
Thursday, December 3	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 3	Rotary Club of Ala Moana
Thursday, December 3	Rose Mendoza Radio Show (KNDI 1230am)
Friday, December 4	KHON Morning Show
Friday, December 4	Fort Street Mall Farmer's Market
Tuesday, December 8	Rotary Club of Diamond Head
Wednesday, December 9	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 10	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 10	Rose Mendoza Radio Show (KNDI 1230am)
Sunday, December 13	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Wednesday, December 16	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 17	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 17	Rose Mendoza Radio Show (KNDI 1230am)
Friday, December 18	Kyoya Executives Meeting
Wednesday, December 23	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 24	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 24	Rose Mendoza Radio Show (KNDI 1230am)
Tuesday, December 29	Mahoney Coffee Hour

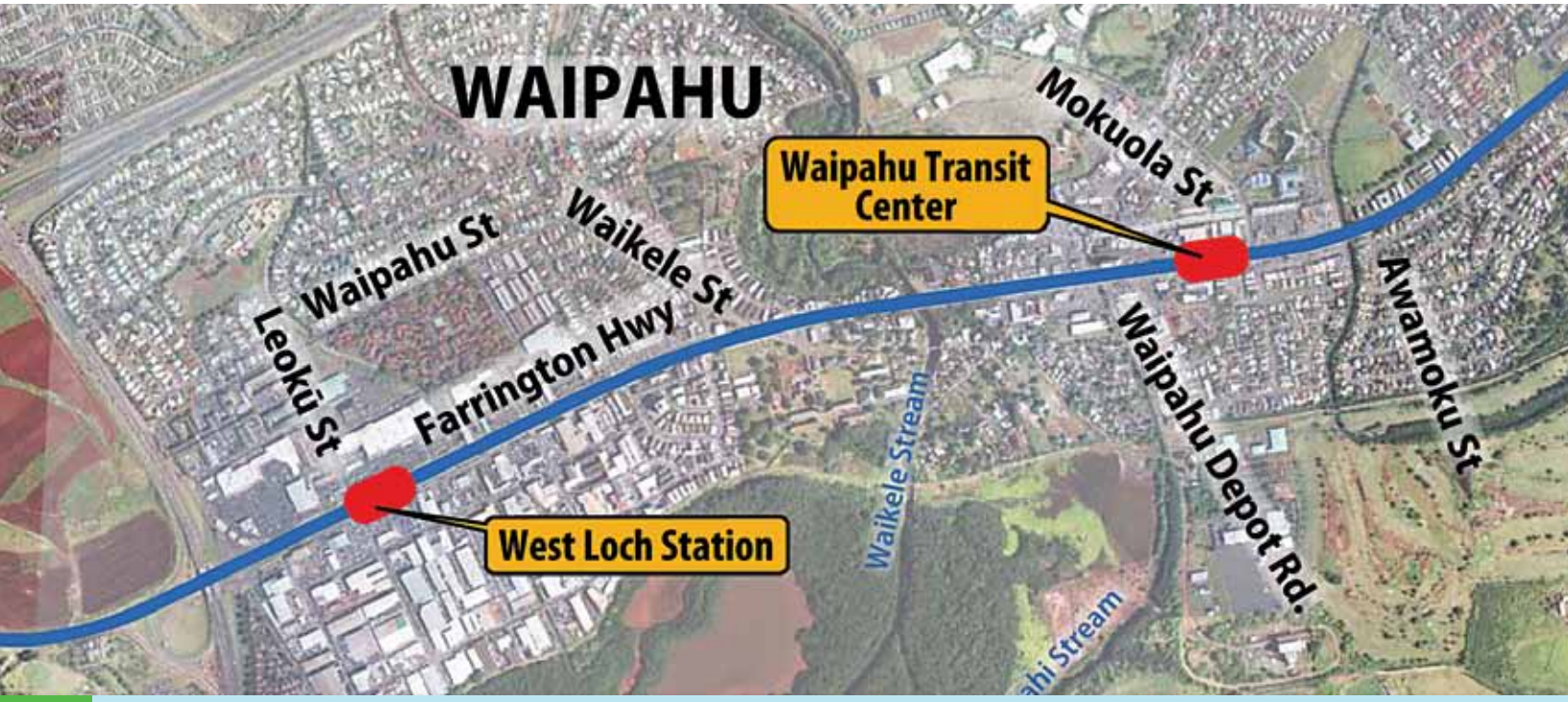
2010

Wednesday, January 6	Mike Buck Show
Wednesday, January 6	FYI…Hot Seat with State House Speaker Calvin Say
Thursday, January 7	Downtown Neighborhood Board
Sunday, January 10	`Ahai `Olelo Television Interview (KGMB)
Sunday, January 10	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, January 11 – Wednesday, January 13	OHA Hawaiian Business Conference & Economic Expo – Transit Display Booth
Tuesday, January 12	Hawaiian Business Conference & Economic Seminar "Prime Contracting Opportunities: Honolulu Rail Project"
Wednesday, January 13	2010 Job Quest Job Fair
Wednesday, January 13	Service Providers Meeting
Wednesday, January 13	1350 Ala Moana Board
Thursday, January 14	Salt Lake Neighborhood Board
Sunday, January 17	`Ahai `Olelo Television Interview (KGMB)
Wednesday, January 20	Project Management Institute (PMI)
Wednesday, January 20	Kalihi Neighborhood Board
Thursday, January 21	Makiki Neighborhood Board
Monday, January 25	McKinley High School Career Day
Tuesday, January 26	Ala Moana Neighborhood Board
Wednesday, January 27	Community Rail Station Workshop for Pearl Highlands
Wednesday, January 27	Mililani Neighborhood Board
Thursday, January 28	Waipahu Neighborhood Board
Thursday, January 28	Society of Women Engineers
Friday, January 29	Channel 2 Morning News
Friday, January 29 – Sunday, January 31	2010 BIA Home Building & Remodeling Show
Saturday, January 30	Solar Guy Radio Show
Monday, February 1	East Honolulu Rotary
Tuesday, February 2	Kaneohe Rotary Club
Wednesday, February 3	KITV Morning Show
Thursday, February 4	Tutu's in Control
Thursday, February 4	Community Rail Station Workshop for Pearl Highlands
Thursday, February 4	Downtown Neighborhood Board
Monday, February 8	Aiea Neighborhood Board
Tuesday, February 9	Ala Moana Lions Club
Thursday, February 11	Hawaii Chapter of the Society of Corporate Secretaries & Governance Professionals
Thursday, February 11	Salt Lake Neighborhood Board
Friday, February 12	Youth Summit 2010
Friday, February 12 - Sunday, February 14	The 26th Annual Great Aloha Run Sports Health & Fitness Expo
Wednesday, February 17	Honolulu Board of Realtors Leeward Regional
Wednesday, February 17	Chaney Brooks Coffee Hour
Wednesday, February 17	Kalihi Neighborhood Board
Thursday, February 18	Makiki Neighborhood Board
Friday, February 19	2010 Pacific Rim Steel Framing Conference
Saturday, February 20	Honolulu Filipino Junior Chamber of Commerce
Monday, February 22	Ewa Transportation Coalition

Monday, February 22	Kyo-ya Executive Presentation
Tuesday, February 23	Ala Moana Neighborhood Board
Tuesday, February 23	Pearl City Neighborhood Board
Wednesday, February 24	Makakilo/Kapolei Neighborhood Board Wednesday,
February 24	Mililani Neighborhood Board
Thursday, February 25	Waipahu Neighborhood Board
Friday, February 26	HPU Biology Class
Wednesday, March 3	Rotary Club of Mililani
Thursday, March 4	PrimeTime Wellness Fair
Thursday, March 4	Downtown Neighborhood Board
Friday, March 5	West Honolulu Rotary Club
Friday, March 5	HPU Journalism 101 Class
Monday, March 8	Aiea Neighborhood Board
Wednesday, March 10 -	40th Annual Urban Affairs Conference:
Saturday, March 13	Sustaining Cities in a Time of Globalization
Thursday, March 11	40th Annual Urban Affairs Conference: Mobile Tour
Wednesday, March 10 -	Hawaii Buildings, Facilities & Property Management Expo
Thursday, March 11	
Thursday, March 11	Hawaii Buildings, Facilities & Property Management Seminar
Thursday, March 11	Salt Lake Neighborhood Board
Thursday, March 11	Ewa Neighborhood Board
Tuesday, March 16	Cades-Schutte
Wednesday, March 17	OMPO-CAC
Wednesday, March 17	Kalihi Neighborhood Board
Thursday, March 18	WOEDA Board of Directors
Thursday, March 18	Makiki Neighborhood Board
Saturday, March 20	Step Out Walk to Fight Diabetes
Tuesday, March 23	Ala Moana Neighborhood Board
Tuesday, March 23	Pearl City Neighborhood Board
Wednesday, March 24	Mililani Neighborhood Board
Wednesday, March 24	Makakilo/Kapolei Neighborhood Board
Thursday, March 25	KITV Morning Show
Thursday, March 25	AARP Meeting
Thursday, March 25 -	Honolulu Family Festival
Sunday, March 28	
Thursday, March 25 -	2010 First Hawaiian International Auto Show
Sunday, March 28	
Monday, March 29	Local 5 Employees
Tuesday, March 30	Community Rail Station Workshop for Pearl Highlands #2
Wednesday, March 31 -	1st Annual AVCO Technology Show
Thursday, April 1	
Wednesday, March 31 –	1st Annual AVCO Technology Show
Thursday, April 1	
Thursday, April 1	Rotary Club of Kapolei
Monday, April 5	KITV Morning Show
Monday, April 5	Hawaii Public Radio
Monday, April 5	Hawaii News Now
Tuesday, April 6	KHON “Wake Up 2Day” Morning Show
Tuesday, April 6	KITV Morning Show
Tuesday, April 6	KSSK Radio (Perry & Price Morning Show)
Tuesday, April 6	Hawaii News Now

Tuesday, April 6	Hawaii News Now
Tuesday, April 6	KHON News
Tuesday, April 6	KITV News
Tuesday, April 6	Waianae Neighborhood Board
Thursday, April 8	ACECH
Thursday, April 8	Salt Lake Neighborhood Board
Thursday, April 8	Ewa Neighborhood Board
Friday, April 9	KITV Morning Show
Friday, April 9	Punahou Sustainability Fair
Sunday, April 11	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, April 12	KITV Morning Show
Monday, April 12 – Tuesday, April 13	26th Annual Pacific Rim International Conference on Disabilities
Tuesday, April 13	UH Urban Planning Class
Wednesday, April 14	OTS Kalihi Yard
Thursday, April 15	Makiki Neighborhood Board
Friday, April 16	Rotary Club of Downtown Honolulu
Friday, April 16 – Saturday, April 17	Iolani Fair 2010 “When in Rome… Iolani Fair MMX”
Tuesday, April 20	Nanakuli Neighborhood Board
Wednesday, April 21	Pearl City TOD Workshop #3
Wednesday, April 21	Kalihi Neighborhood Board
Thursday, April 22	East Kapolei TOD Workshop #3
Thursday, April 22	Waipahu Neighborhood Board
Friday, April 23	HECO Presentation
Friday, April 23	Waikiki/McCully Girl Scout Cadet Troop
Friday, April 23 – Sunday, April 25	35th Annual Spring New Product Show
Monday, April 26	Rotary Club of Honolulu Sunrise
Tuesday, April 27	Ala Moana Neighborhood Board
Tuesday, April 27	Pearl City Neighborhood Board
Wednesday, April 28	Outrigger Lunch & Learn Program
Wednesday, April 28	Brett Hill
Wednesday, April 28	Mililani Neighborhood Board
Wednesday, April 28	Makakilo/Kapolei Neighborhood Board
Thursday, April 29	Honolulu Business Network
Friday, April 30	Farmers Insurance Hawaii

Community Workshops—Station Design



Waipahu Rail Stations
COMMUNITY WORKSHOPS

Please join us at the community rail station workshops and give your ideas about the design of the two Waipahu stations.

The project is progressing toward groundbreaking and construction at the end of the year. Your contribution for the appearance and design of the station entrances is important.

Tuesday, April 14, 2009
6:30 p.m. to 9:00 p.m.

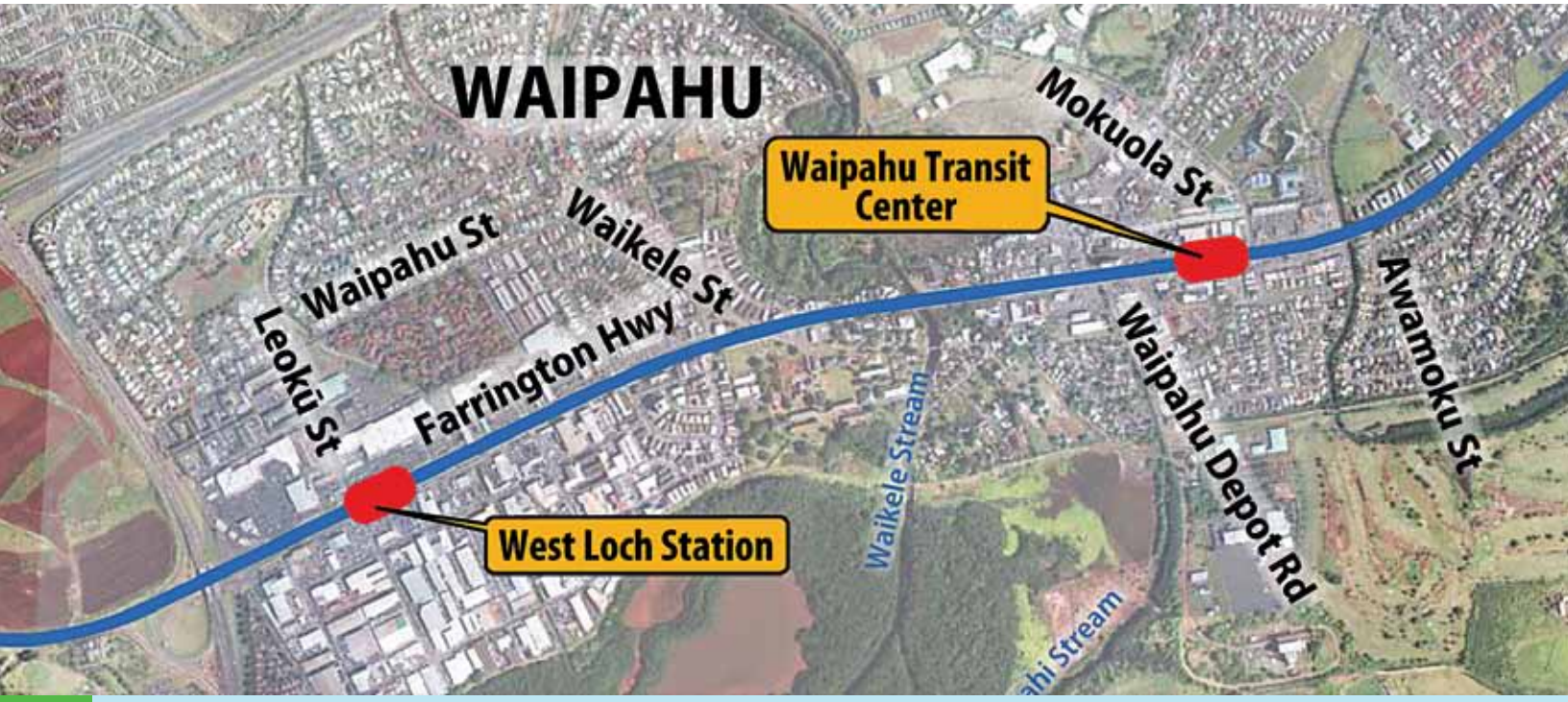
Waipahu Intermediate School cafeteria
94-455 Farrington Highway

More meetings will be announced for this summer.

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

HONOLULU ON THE MOVE

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII



Waipahu Rail Stations
COMMUNITY WORKSHOPS

Pangngaasiyo ta kaduaendakami koma kadagiti community rail station workshop ket itedyo dagiti kapampanunotanyo maipapan iti disenio dagiti dua nga estasion iti Waipahu.

Magmagnan ti proyekto ket agtundan iti pannakairugi daytoy ken konstruksion iti maudi a parte ti tawen. Ti kontribusionyo iti langa ken disenio dagiti serkan iti estasion ket importante.

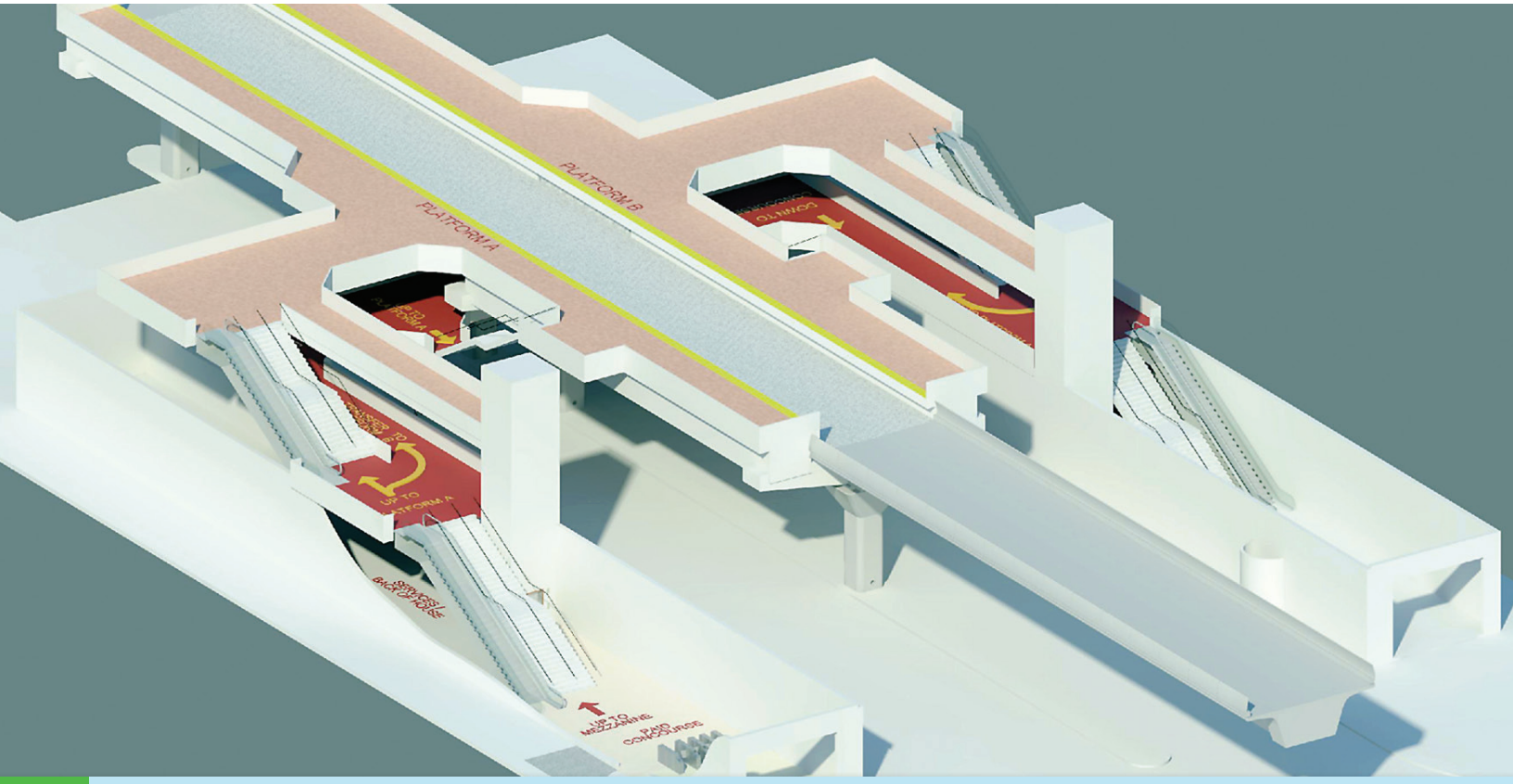
Martes, Abril 14, 2009
Alas 6:30 iti rabii agingga iti alas 9:00 iti rabii

Waipahu Intermediate School cafeteria
94-455 Farrington Highway

Ad-adu pay dagiti panagmimiting a maiyanunsio iti daytoy a kalgaw.

Libre dagiti workshop. Ag-RSVP koma babaen ti panagawag iti hotline ti proyekto iti **566-2299** wenno ag-email iti **info@honolulutransit.org**.

HONOLULU RAIL TRANSIT PROJECT



Waipahu Rail Stations
COMMUNITY WORKSHOP #2

Please join us at the second rail station workshop for Waipahu.

Thanks to those who participated in the first round of workshops, we now have preliminary sketches and designs for station entrances to share with you. Tell us what you think about the initial designs.

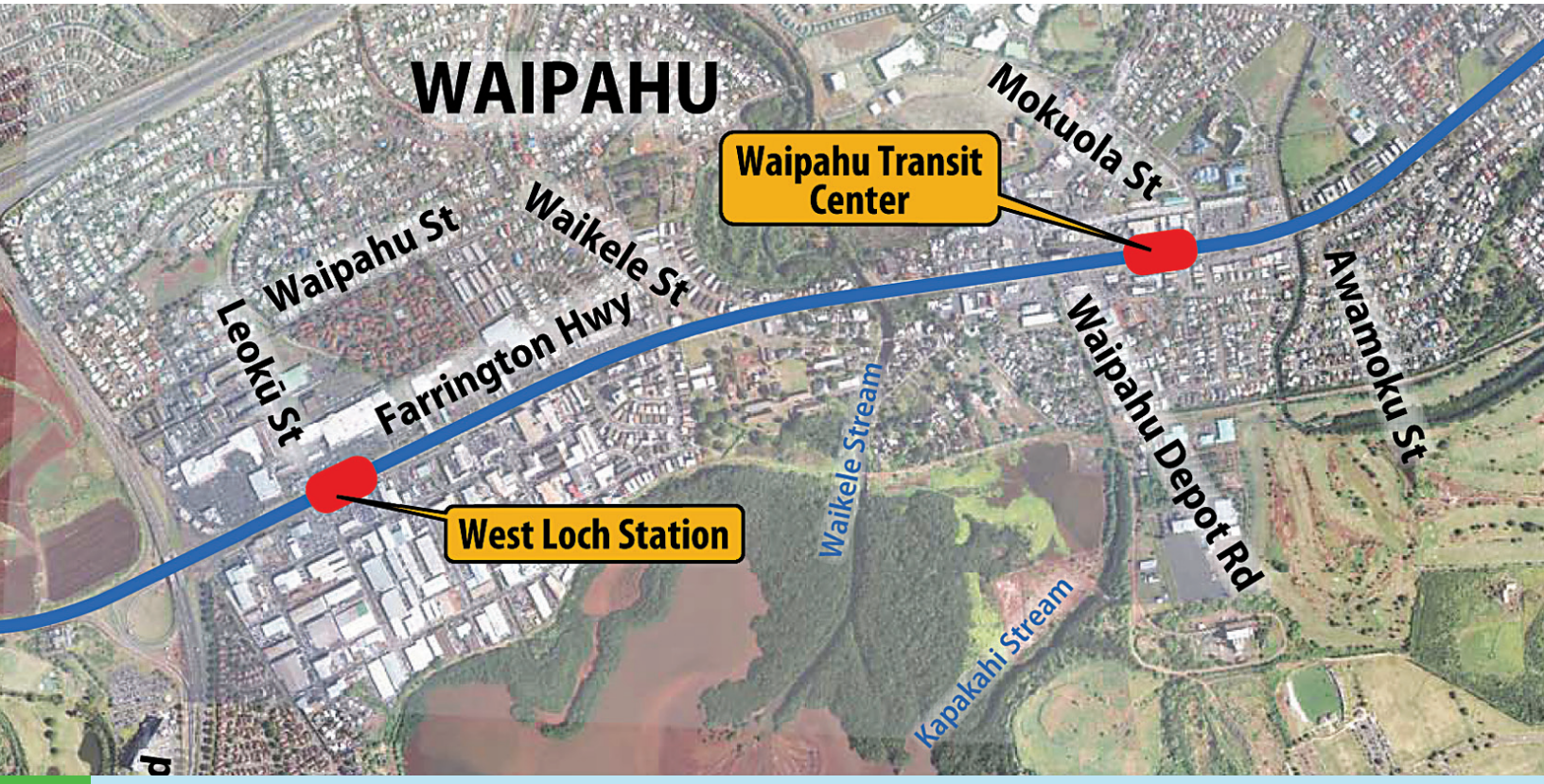
Wednesday, June 3, 2009
6:30 p.m. to 9:00 p.m.

Waipahu Intermediate School cafeteria
94-455 Farrington Highway

Save the date for the third and final workshop on July 8, 2009.

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

CITY AND COUNTY OF HONOLULU
STATE OF HAWAII



Waipahu Rail Stations
FINAL COMMUNITY WORKSHOP

Please join us at the third and final rail station workshop for Waipahu.

The community's ideas from the first and second workshops were key in further developing the landscaping, lobbies and entry buildings for Waipahu's rail stations. See what the community has accomplished as we unveil new renderings and sketches of the West Loch and Waipahu Transit Center stations.

Wednesday, July 8, 2009
6:30 p.m. to 9:00 p.m.

Waipahu Intermediate School Cafeteria
94-455 Farrington Highway

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransti.org**.

Leeward Community College Rail Station

COMMUNITY WORKSHOP

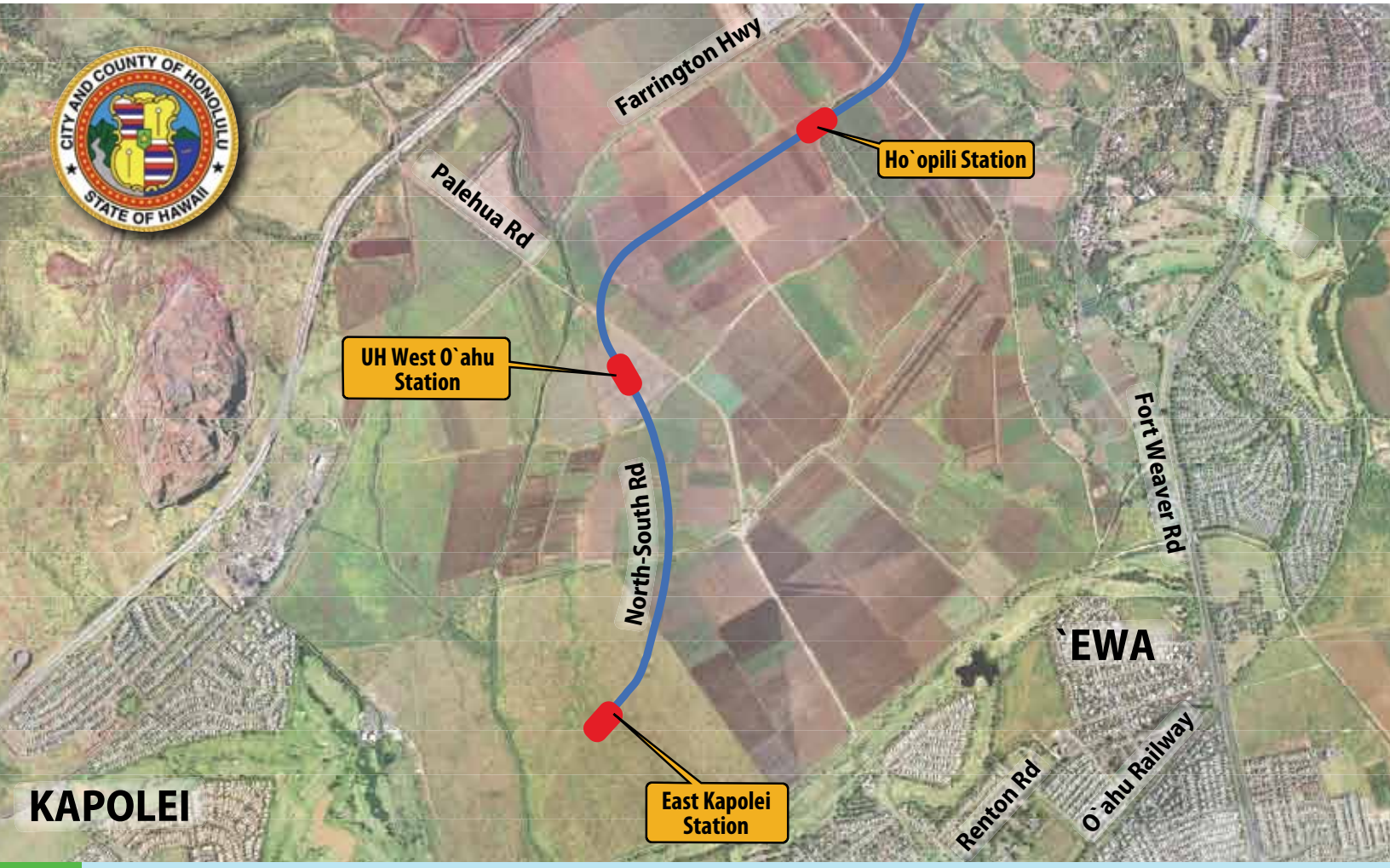
Please join us at the community rail station workshop and give your ideas about the design of the Leeward Community College station.

The project is progressing toward groundbreaking and construction at the end of the year. Your contribution for the appearance and design of the LCC station entrance is important.

Tuesday, April 28, 2009
11:00 a.m. to 1:00 p.m.

Leeward Community College
Student Lounge

The workshop is free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.



West O'ahu Rail Stations

COMMUNITY WORKSHOPS

Please join us at the community rail station workshops and give your ideas about the design of the three West O'ahu stations.

The project is progressing toward groundbreaking and construction at the end of the year. Your contribution for the appearance and design of the station entrances is important.

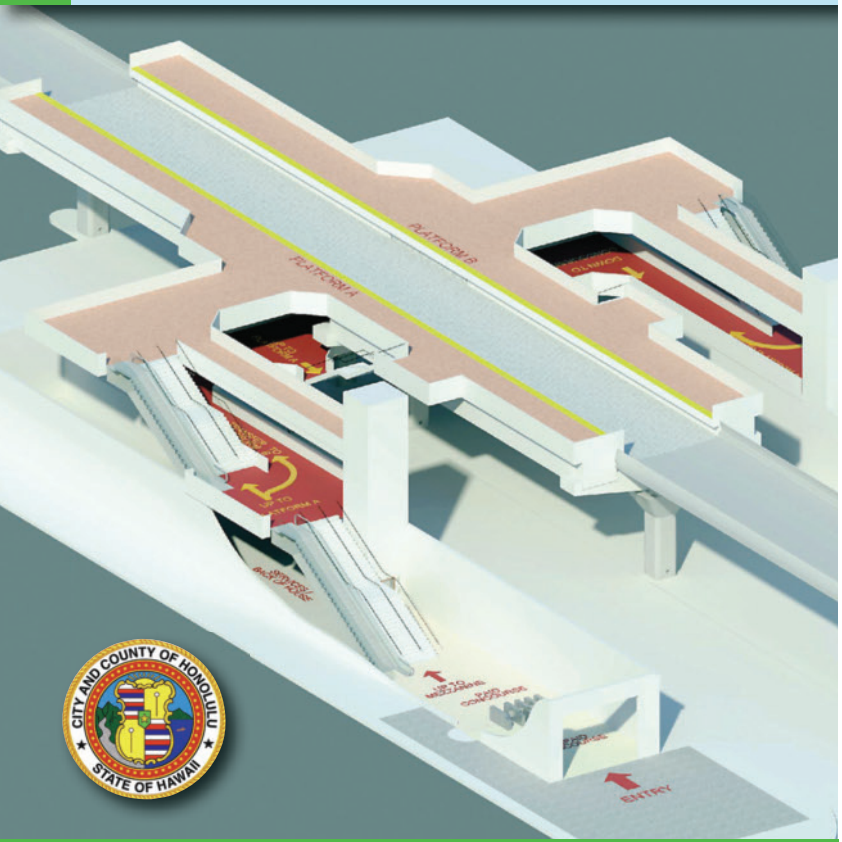
Tuesday, May 12, 2009
6:30 p.m. to 9:00 p.m.

Kapolei High School Cafeteria
91-5007 Kapolei Parkway

More workshops will be announced for this summer.

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

West O'ahu Rail Stations
COMMUNITY WORKSHOP #2



HONOLULU RAIL TRANSIT PROJECT

Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI. 96813

www.honolulutransit.org

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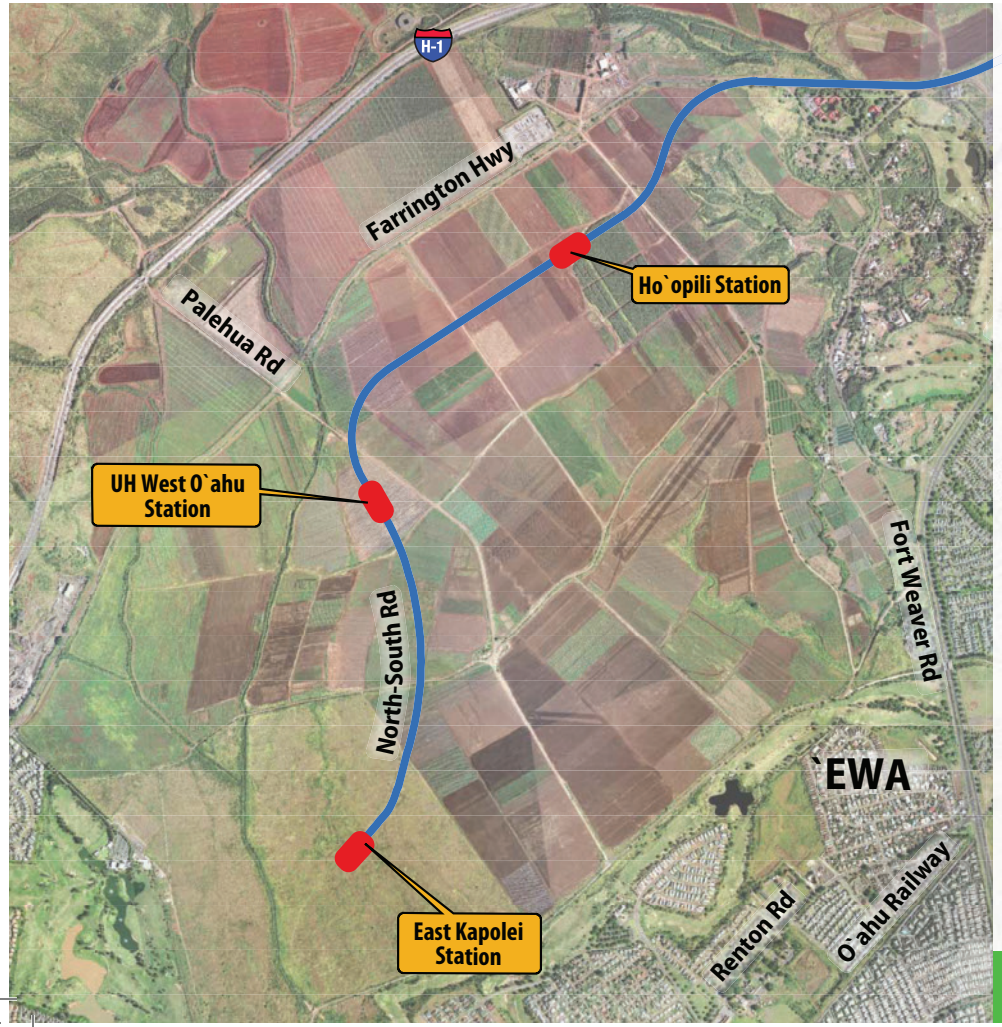


Please join us at the second rail station workshop for West O'ahu.

Thanks to those who participated in the first round of workshops, we have preliminary sketches and designs for the East Kapolei and UH West O'ahu station entrances to share with you. Tell us what you think about the initial designs.

Monday, June 29, 2009
6:30 p.m. to 9:00 p.m.

Kapolei High School Cafeteria
91-5007 Kapolei Parkway

Save the date for the third and final workshop on August 5, 2009.

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

Transit Fact: Rail construction will create 10,000 jobs a year on average, according to the project's Draft Environmental Impact Statement

www.honolulutransit.org

West O‘ahu Rail Stations
FINAL COMMUNITY WORKSHOP

Please join us at the third and final rail station workshop for West O‘ahu.

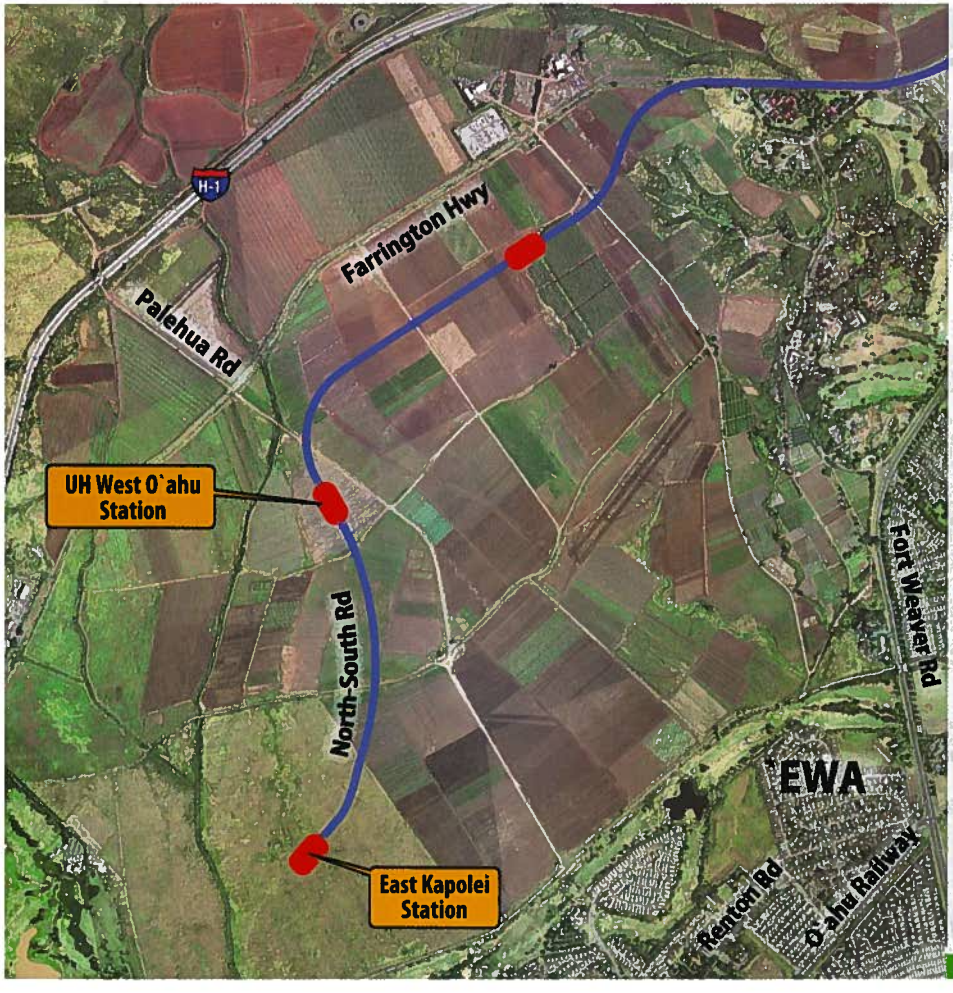
The community’s ideas from the first and second workshops were essential to further developing the landscaping, lobbies and entry buildings for West O‘ahu rail stations. See what the community has accomplished as we unveil new renderings and sketches of the East Kapolei and UH West O‘ahu stations.

Wednesday, August 5, 2009
6:30 p.m. to 9:00 p.m.

Kapolei High School Cafeteria
91-5007 Kapolei Parkway

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

Transit Fact: Rail will take more than 30,000 cars and trucks off our roads.



Please join us at the third and final rail station workshop for West O'ahu.

The community's ideas from the first and second workshops were essential to further developing the landscaping, lobbies and entry buildings for West O'ahu rail stations. See what the community has accomplished as we unveil new renderings and sketches of the East Kapolei and UH West O'ahu stations.

Wednesday, August 5, 2009
6:30 p.m. to 9:00 p.m.
Kapolei High School Cafeteria
91-5007 Kapolei Parkway

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

Transit Fact: Rail will take more than 30,000 cars and trucks off our roads.

Pearlridge Station
COMMUNITY WORKSHOP #1

Please join us at the community rail station workshops and give your ideas about the design of the Pearlridge station.

The project is progressing toward groundbreaking and construction at the end of the year. Your contribution for the appearance and design of the station entrances is important.

Transit Fact: Rail will take more than 30,000 cars and trucks off our roads.

Tuesday, September 1, 2009
6:30 p.m. to 9:00 p.m.
Pearlridge Elementary School
98-940 Moanalua Road

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransti.org**.

Pearlridge Station
COMMUNITY WORKSHOP #2

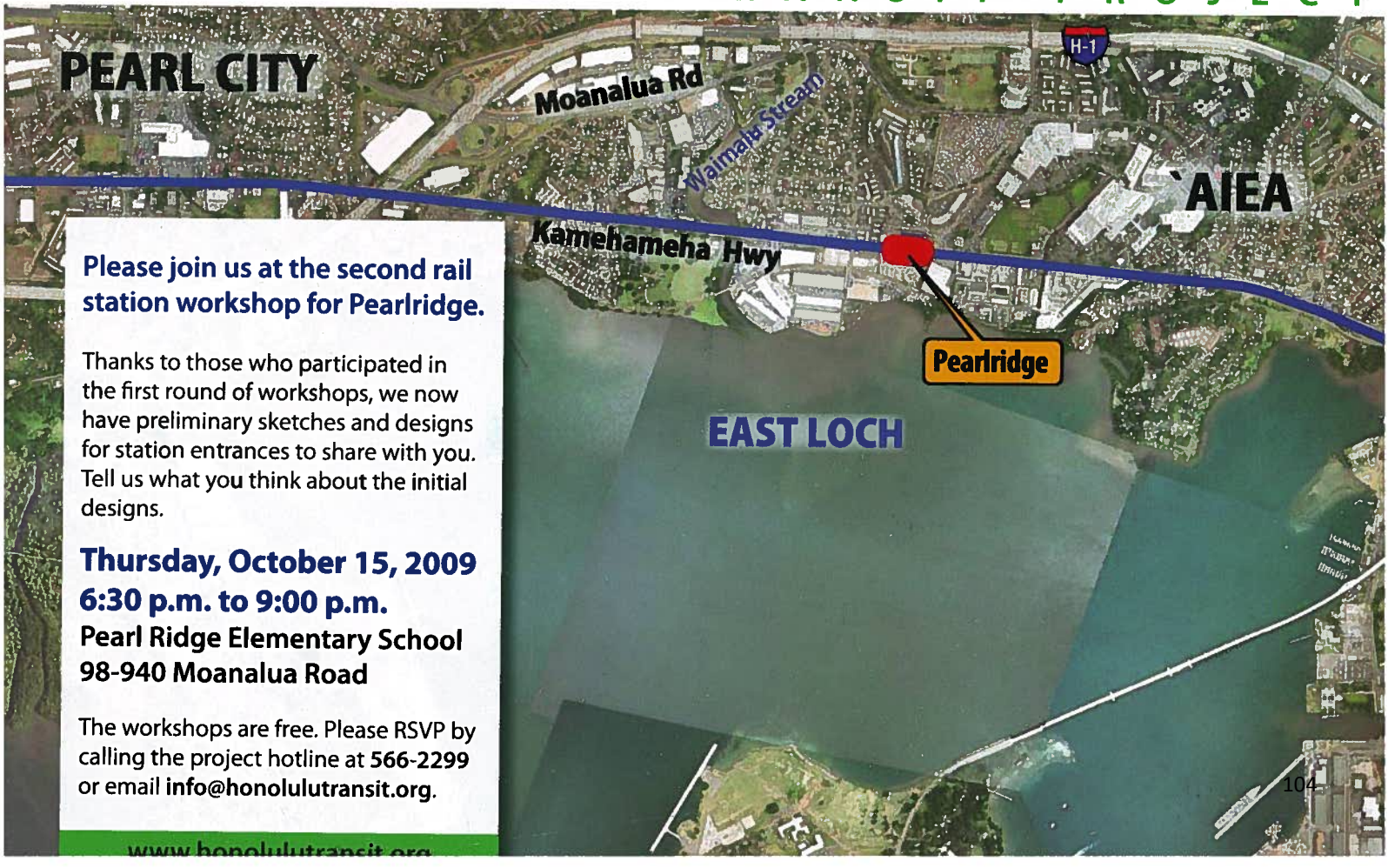
Please join us at the second rail station workshop for Pearlridge.

Thanks to those who participated in the first round of workshops, we now have preliminary sketches and designs for station entrances to share with you. Tell us what you think about the initial designs.

Transit Fact: Rail will take more than 30,000 cars and trucks off our roads.

Thursday, October 15, 2009
6:30 p.m. to 9:00 p.m.
Pearl Ridge Elementary School
98-940 Moanalua Road

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.



Please join us at the second rail station workshop for Pearlridge.

Thanks to those who participated in the first round of workshops, we now have preliminary sketches and designs for station entrances to share with you. Tell us what you think about the initial designs.

Thursday, October 15, 2009
6:30 p.m. to 9:00 p.m.
Pearl Ridge Elementary School
98-940 Moanalua Road

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

www.honolulutransit.org

Pearlridge Station
FINAL COMMUNITY WORKSHOP

Please join us at the third and final rail station workshop for the Pearlridge / ʻAiea area.

Thanks to residents who participated in the first two workshops, we have final sketches and designs of the Pearlridge station to share with the community.

Transit Fact: Rail will take more than 30,000 cars and trucks off our roads.

Wednesday, December 2, 2009
6:30 p.m. to 9:00 p.m.

Pearl Ridge Elementary School
98-940 Moanalua Road

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

Please join us at the third and final rail station workshop for the Pearlridge/'Aiea area.

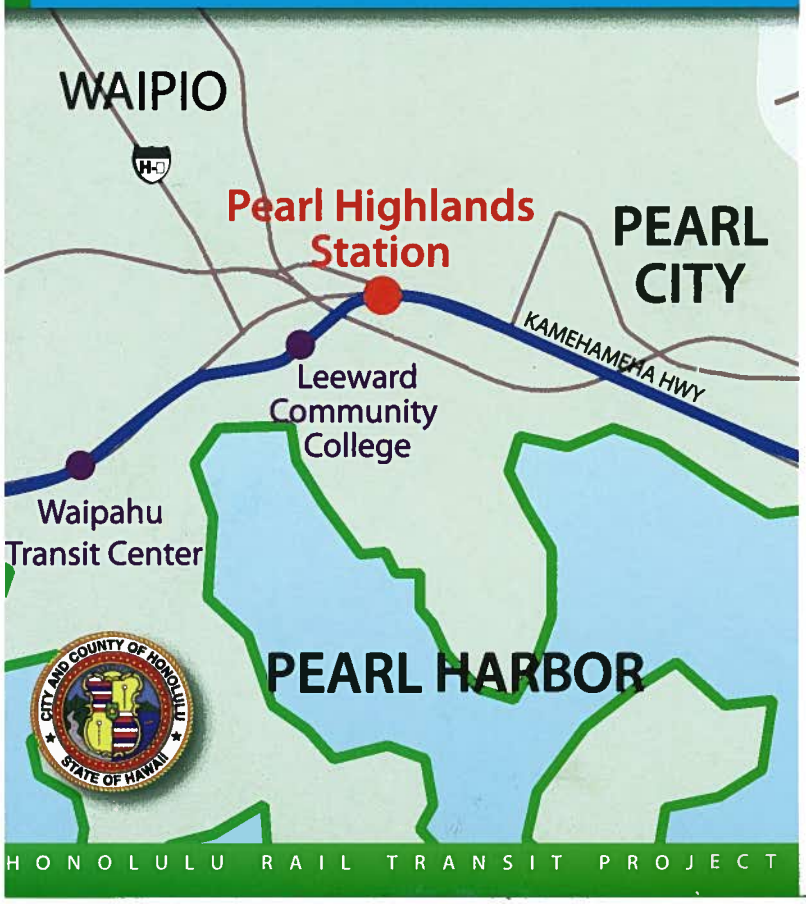
Thanks to those who participated in the first and second workshops, we have final sketches and designs of the Pearlridge station to share with the community.

Wednesday, December 2, 2009
6:30 p.m. to 9:00 p.m.
Pearl Ridge Elementary School
98-940 Moanalua Road

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

www.honolulutransit.org

Pearl Highlands Station
COMMUNITY WORKSHOP #1



Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI. 96813

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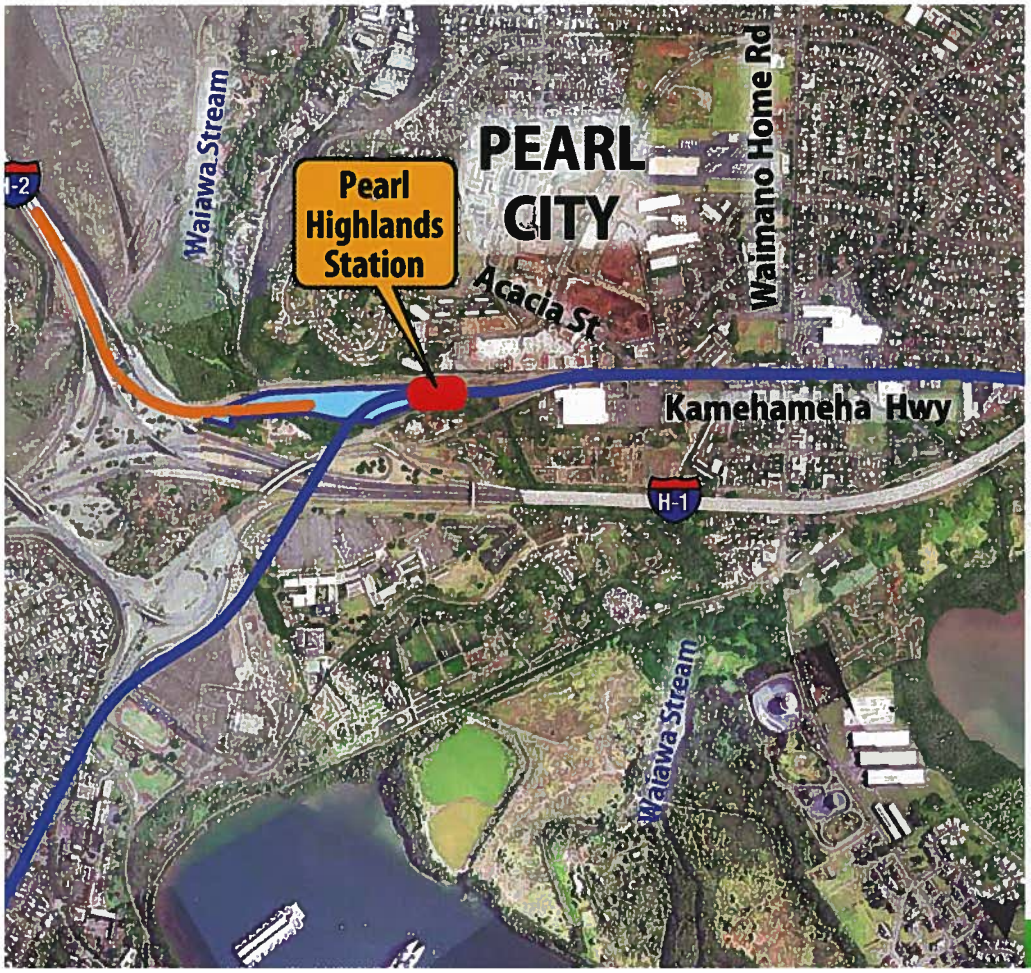
H O N O L U L U R A I L T R A N S I T P R O J E C T



HONOLULU RAIL TRANSIT

Please join us at the community rail station workshops and give your ideas about the design of the Pearl Highlands station. Your contributions and comments on the station, bus transit center, and parking garage are important.

Thursday, February 4, 2010
6:30 p.m. to 9:00 p.m.
Highlands Intermediate School
1460 Ho'olaulea Street
Pearl City, HI 96782-2198

The workshops are free. Please RSVP by calling the project hotline at **566-2299** or email **info@honolulutransit.org**.

www.honolulutransit.org

on land and then separate it among nine kitchens aboard the Star. All dishes have to go up and down in an elevator to the scullery, where our dish room and most of the kitchens are on the other side of the ship — not to mention the obstacles that you face when your ground is always moving!

What are some of the biggest challenges and the kinds of things that an everyday restaurant chef just wouldn't have to consider? We juggle 15 menus daily among four ships, then often we'll add on an outside catering event like Honolulu Marathon (3,000 people), while maintaining 100 people on a dolphin watch, 150 on our whale-watch cruise, 100 on the Starlet and 600 on the Star dinner cruise — and they're all eating different food!

So what's the secret? Organization and planning! And they also are the biggest challenges.

Do you cook at home? Yes, I make breakfast for my family almost every day and I cook dinner at least four nights a week.

Favorite dishes to make for dinner? My sons love pasta, so my wife and I roll out homemade pasta frequently. We make a simple red sauce with herbs from our garden and sausage. And we love grilled pizza. My 4-year-old loves this one because he helps roll out the dough (he loves to try the flip and spin) and he can choose his toppings.

Where do you like to eat when you're not working? Side Street Inn, Nini Kuya, my house … I like simple Asian foods.

What's always in your fridge? Wine, cheese and eggs.

With whom would you most like to have dinner? Anthony Bourdain — I like watching people really enjoy their food with drink and good conversation.

Anything about you that would surprise people? I've been writing a book for quite some time, but it always gets put on the back burner. Hopefully I can finish sooner than later.

—Jo McGarry

Public Hearing Materials

Contact: Chris Harding, 757–322–4741.

EIS No. 20080467, Final EIS, AFS, WA, The Summit at Snoqualmie Master Development Plan (MPD), Proposal to Ensure Long-Term Economic Viability, Mt. Baker-Snoqualmie/Okanogan-Wenatchee National Forests, King and Kittitas Counties, WA, Wait Period Ends: 12/22/2008, Contact: Curtis Spalding, 425–783–6033.

EIS No. 20080468, Revised Draft EIS, BLM, NV, Emigrant Mine Project, Proposed Open Pit Gold Mine, Plan-of-Operation, South of Carlin in Elko County, NV, Comment Period Ends: 01/07/2009, Contact: Tom Schmidt 775–753–0200.

EIS No. 20080469, Draft EIS, FHW, HI, Honolulu High-Capacity Transit Corridor Project, Provide High-Capacity Transit Service on O'ahu from Kapolei to the University of Hawaii at Manoa and Waikiki, City and County of Honolulu, O'ahu, Hawaii, Comment Period Ends: 01/07/2009, Contact: Ted Matley, 415–744–3133.

EIS No. 20080470, Final EIS, FHW, VT, Middlebury Spur Project, Improvements to the Freight Transportation System in the Town of Middlebury in Addison County to the Town of Pittsford in Rutland County, VT, Wait Period Ends: 12/23/2008, Contact: Kenneth Sikora, Jr., 802–828–4573.

EIS No. 20080471, Final EIS, AFS, SD, South Project Area, Proposes Multiple Resource Management Actions, Selected Alternative 3, Hell Canyon Ranger District, Black Hills National Forest, Custer County, SD, Wait Period Ends: 12/22/2008, Contact: Betsy Koncerak 605–673–4853.

EIS No. 20080472, Final EIS, FRC, PA, Holtwood Hydroelectric Project (Docket No. P–1881–050) Application for an Amendment License to Increase the Installed Capacity, Susquehanna River, Lancaster and York Counties, PA, Wait Period Ends: 12/22/2008, Contact: Blake Condo, 202–502–8914.

EIS No. 20080473, Final EIS, USN, FL, Mayport Naval Station Project, Proposed Homeporting of Additional Surface Ships, Several Permits, Mayport, FL, Wait Period Ends: 12/22/2008, Contact: Royce Kemp, 904–542–6899.

Amended Notices

EIS No. 20080353, Draft Supplement, AFS, 00, Gypsy Moth Management in the United States: A Cooperative Approach, Proposing New Treatments that were not Available when the 1995 EIS was written, US, Comment Period Ends: 12/18/2008, Contact: William Oldland, 304–285–1585. Revision to FR Notice Published 09/19/2008: Extending Comment Period from 11/17/2008 to 12/18/2008.

EIS No. 20080396, Draft EIS, AFS, MT, Ashland Ranger District Travel Management Project, Proposing to Designate Routes for Public Motorized Use, Ashland Ranger District, Custer National Forest, Rosebud and Power River Counties, MT, Comment Period Ends: 12/02/2008, Contact: Doug Epperly, 406–657–6205 Ext. 225. Revision to FR Notice Published 10/03/2008: Extending Comment Period from 11/17/2008 to 12/02/2008.

Dated: November 18, 2008.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E8–27729 Filed 11–20–08; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–8392–2]

TSCA Inventory Reset and Inorganic High Production Volume Challenge Programs; Notice of Public Meeting

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: EPA is convening a public meeting to engage interested stakeholders in a public dialogue about the development of two enhancements to the Agency's Chemical Assessment and Management Program (ChAMP): The Toxic Substances Control Act (TSCA) Chemical Substance Inventory Reset (Inventory Reset) and the Inorganic High Production Volume (IHPV) Challenge programs.

DATES: The meeting will be held on December 8, 2008, from 1 p.m. to 4 p.m.

You may register for the meeting on or before December 3, 2008. See Unit III. for additional registration information.

To request accommodation of a disability, please contact any of the persons listed under **FOR FURTHER INFORMATON CONTACT**, preferably at least 10 days prior to the meeting, to give EPA as much time as possible to process your request.

Comments may be submitted at the public meeting or directly to regulations.gov identified by docket ID number EPA–HQ–OPPT–2008–0785 for the Inventory Reset Program and EPA–HQ–OPPT–2008–0807 for the IHPV Challenge Program until January 23, 2008.

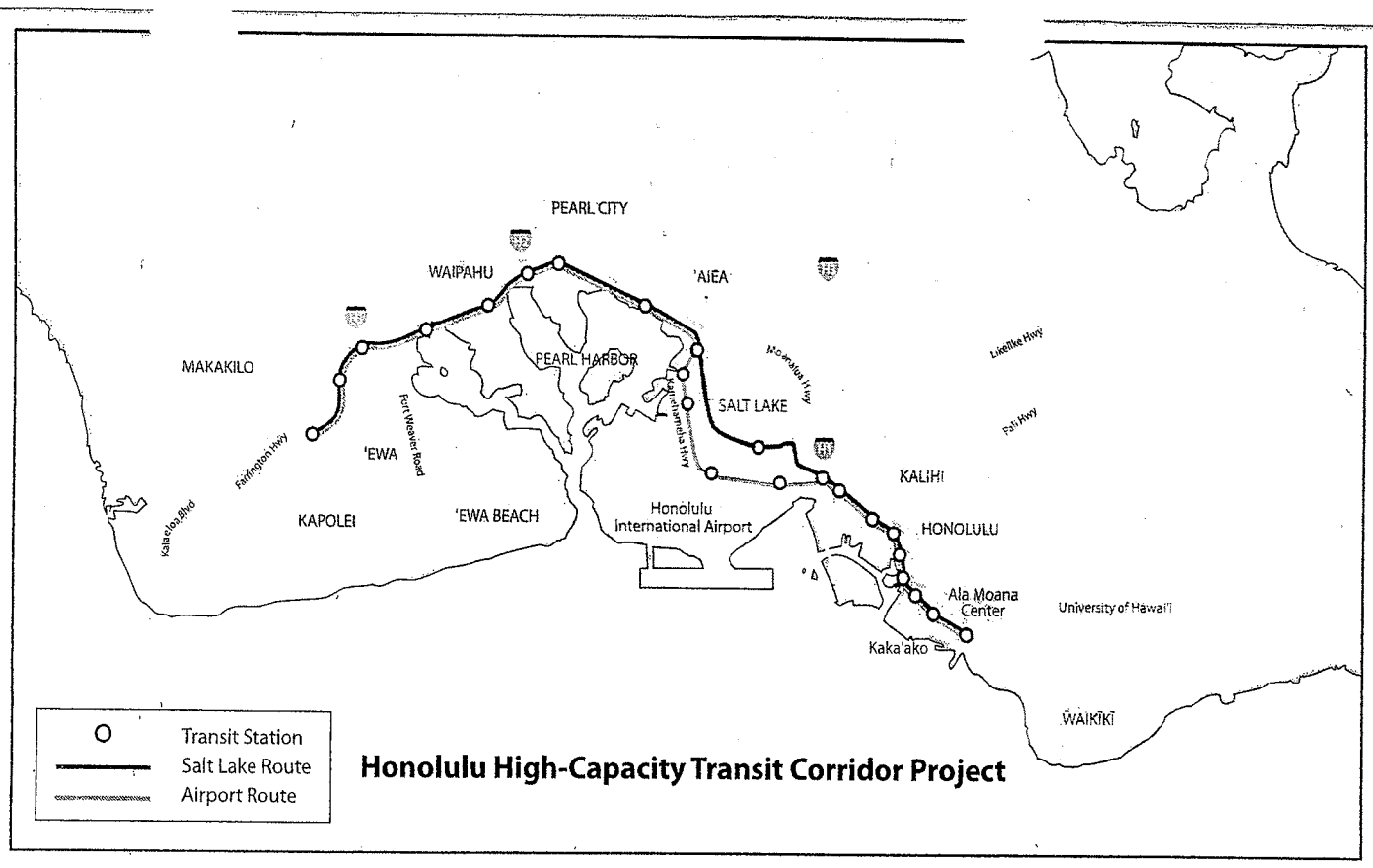
ADDRESSES: The meeting will be held at the Environmental Protection Agency, 2777 Crystal Dr. (One Potomac Yard), Rm. S1204, Arlington, VA 22202.

Requests to make oral comments, identified by docket identification (ID) number EPA–HQ–OPPT–2008–0785 for the Inventory Reset Program and EPA–HQ–OPPT–2008–0807 for the IHPV Challenge Program, may be submitted to the technical person listed under **FOR FURTHER INFORMATION CONTACT.**

Submit your written comments, identified by docket ID number EPA–HQ–OPPT–2008–0785 for the Inventory Reset Program and EPA–HQ–OPPT–2008–0807 for the IHPV Challenge Program, by one of the following methods:

- *Federal eRulemaking Portal*: *http://www.regulations.gov*. Follow the on-line instructions for submitting comments.
- *Mail*: Document Control Office (7407M), Office of Pollution Prevention and Toxics (OPPT), Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460–0001.
- *Hand Delivery*: OPPT Document Control Office (DCO), EPA East Bldg., Rm. 6428, 1201 Constitution Ave., NW., Washington, DC. Attention: Docket ID Number EPA–HQ–OPPT–2008–0785 for the Inventory Reset Program and EPA–HQ–OPPT–2008–0807 for the IHPV Challenge Program. The DCO is open from 8 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The telephone number for the DCO is (202) 564–8930. Such deliveries are only accepted during the DCO's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to docket ID number EPA–HQ–OPPT–2008–0785 for the Inventory Reset Program and EPA–HQ–OPPT–2008–0807 for the IHPV Challenge Program. EPA's policy is that all comments received will be included in the docket without change and may be made available on-line at *http://www.regulations.gov*, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through regulations.gov or e-mail. The regulations.gov website is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through



Notice of Availability of the Draft Environmental Impact Statement/Section 4(f) Evaluation and Notice of Public Hearings for the Honolulu High-Capacity Transit Corridor Project

I. NOTICE OF AVAILABILITY: Pursuant to the National Environmental Policy Act and Hawai`i Revised Statutes Chapter 343, the U.S. Department of Transportation Federal Transit Administration (FTA) and the City and County of Honolulu Department of Transportation Services (DTS) have prepared the Draft Environmental Impact Statement (EIS)/Section 4(f) Evaluation for the Honolulu High-Capacity Transit Corridor Project described below. Copies of the Draft EIS/Section 4(f) Evaluation are available for public inspection at State libraries on O`ahu, regional libraries on the neighbor islands, the DTS office (650 South King Street – 3rd Floor), the DTS – Rapid Transit Division office (1099 Alakea Street – Suite 1700), and at www.honolulutransit.org.

II. DESCRIPTION OF THE PROPOSED ACTION: The proposed project would provide high-capacity transit service in the corridor between East Kapolei and Ala Moana Center on the Island of O`ahu. This Draft Environmental Impact Statement (EIS)/Section 4(f) Evaluation identifies the current and future needs to address mobility and travel reliability issues, to support transportation and land use planning policies, and to improve transportation equity in the corridor between Kapolei and the University of Hawai`i at Mānoa on the Island of O`ahu in the State of Hawai`i. This document considers a No Build and three Build Alternatives that would provide high-capacity transit service in the corridor between East Kapolei and Ala Moana Center. The alternatives range between 19 and 25 miles of elevated guideway and include transit stations, park-and-ride facilities, a maintenance and storage facility, and other ancillary facilities to support the transit system. This Draft EIS evaluates the transportation effects and potential consequences on the natural and human environment, including effects on land use and economic activity; communities and neighborhoods; air quality and energy; noise and vibration; hazardous materials; natural resources; water quality; and archaeological, cultural, and historic resources. Financial implications of construction and operation of the proposed transit system are also evaluated. This document also includes a Section 4(f) Evaluation in compliance with the U.S. Department of Transportation Act of 1966.

III. PUBLIC HEARINGS: The following public hearings have been scheduled to provide the community and all interested persons an opportunity to present comments on the Draft EIS/Section 4(f) Evaluation, Section 106 of the National Historic Preservation Act process, and potential project impacts:

December 6, 9:00 a.m.	Kapolei Hale, 1000 Ulu`ohia Street
December 8, 6:00 p.m.	Blaisdell Center Hawai`i Suites, 777 Ward Avenue
December 9, 6:00 p.m.	Salt Lake District Park, 1159 Ala Liliko`i Place
December 10, 6:00 p.m.	Filipino Community Center, 94-428 Mokuola Street
December 11, 6:00 p.m.	Bishop Museum, 1525 Bernice Street

We are interested in receiving public comment on all aspects of the alternatives described including:

- Public comment on the construction phasing of the project and whether project phasing best addresses transportation needs in the corridor
- Public comment on the location of the East Kapolei Station and whether this is a logical terminus

All interested persons are invited to express their views on the Draft EIS/Section 4(f) Evaluation and the proposed project either orally or in writing. Persons wishing to speak at the hearings should sign up at the hearing site. Speakers will be limited to a three-minute presentation.

The meeting sites for the public hearings are accessible to persons with disabilities. Individuals requiring reasonable accommodation may request written materials in alternative formats, sign language, interpreters, physical accessibility accommodations, or other reasonable accommodations by calling (808) 566-2299 (voice) or e-mailing info@honolulutransit.org at least 48 hours prior to the planned hearing.

The City and County of Honolulu assures full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and related statutes by prohibiting discrimination based on race, color, national origin, and sex in the provision of benefits and services.

Persons unable to attend the hearings may submit written comments to Mr. Ted Matley, FTA Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105 and Mr. Wayne Y. Yoshioka, Department of Transportation Services, City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI 96813 or online at www.honolulutransit.org. Your name, organization or business firm (if applicable), address, and telephone number should be included with your comments. Written comments must be received by 4:30 p.m. on January 7, 2009, or be postmarked by that date.

IV. USE OF COMMENTS: A Final Environmental Impact Statement will be developed based on the comments received during the Draft EIS/Section 4(f) Evaluation review period.

V. CONTACT INFORMATION: If you have any questions about this Project, or about the Draft EIS/Section 4(f) Evaluation, please contact Mr. Matley at (415) 744-3133 or Mr. Yoshioka at (808) 768-8303.

Wayne Y. Yoshioka, Director
Department of Transportation Services
City and County of Honolulu

NOTICE OF PUBLIC MEETING AND I

PLANNING COMMISSION
COUNTY OF HAWAII

NOTICE IS HEREBY GIVEN of the following matter, among others, to be considered by tl Commission of the County of Hawaii in accordance with the provisions of Chapters ! Hawaii Revised Statutes, Section 6-4.3 of the Charter of the County of Hawaii, and tl Commission's Rules of Practice and Procedure.

DATE: December 11, 2008

TIME: 10:15 a.m. (item no. 3)

PLACE: Hapuna Beach Prince Hotel
62-100 Kaunaoa Drive
Kohala Coast, Hawaii

NEW BUSINESS - 10:15 a.m.

3. **APPLICANT: WALUA SUNSETS LLC (SMA 08-000030)**

a. Special Management Area Use Permit to allow the development of a 3-story, 12- use office-residential condominium project.
b. Revocation of Special Management Area Use Permit No. 448 previously issued to Hall for a 3-story, 12-unit apartment complex and related improvements.
The property is located between Walua Road and Kuakini Highway, approximatel northwest of the Walua Road - Lunapule Road junction, Walaha, North Kona, Ha 7-5-18: 92.

The purpose of the public hearing is to afford all interested persons a reasonable opport heard on the above matter.

Pursuant to Rule 4, Contested Case Procedure, of the County of Hawaii Commission Rules of Practice and Procedure, any person seeking to intervene to a contested case hearing on the item above is required to file a written requ must be received in the office of the Planning Department no later than calendar days prior to the Planning Commission's first public meeting on th Such written request shall be in conformity with Rule 4, in a form as provided Appendix A "Petition for Standing in a Contested Case Hearing." Th petition/request shall be filed with the Planning Commission at Aupuni Ce Pauahi Street, Suite 3, Hilo, Hawaii 96720, and accompanied by a filing fee payable to the Director of Finance. Any party may retain counsel if that desires. Rule 4 may be inspected or purchased ($2.50) at the above-cited Rule 4 may also be viewed at the County of Hawaii website (http://www.co.hawai

Submitting Testimony: According to Rule 1 (General Rules) of the Planning Com person desiring to submit oral or written testimony shall indicate her/his name; residenc and whether the testimony is on her/his behalf or as a representative of an orga individual. If testimony is being submitted on behalf of an organization, documentatic membership ratification should accompany the testimony. Written testimony shall be with an original and nine copies prior to testifying. The Commission would apprec submittal to the Planning Department at least one week prior to the hearing date t mailing and thorough Commission review. Testimony that is irrelevant or unduly repetitic limited by the Chairperson pursuant to Rule 1.

Notice to Lobbyists: If you are a lobbyist, you must register with the Hawaii County (five days of becoming a lobbyist (Article 15, Section 2-91.3(b), Hawaii County Code). means "any individual engaged for pay or other consideration who spends more than fi any month or $275 in any six-month period for the purpose of attempting to influence le administrative action by communicating or urging others to communicate with public (Article 15, Section 2-91.3(a)(6), Hawaii County Code) Registration forms and expendi documents are available at the Office of the County Clerk, 333 Kilauea Avenue, 2nd I Hawaii 96720.

Plans of the proposed development is on file and open to inspection during office h Planning Department, Aupuni Center, 101 Pauahi Street, Suite 3, Hilo, Hawaii and a office of the Planning Department, 75 5706 Kuakini Highway, Suite 109, Kailua-Kona, Ha

Any disabled person requiring special assistance or person requiring auxiliary a services to participate in the hearing should contact the Planning Department at 961-82 working days prior to the hearing so that appropriate arrangements can be made.

Hawai'i County is an Equal Opportunity Provider and Employer.

PLANNING COMMISSION
Rodney Watanabe, Chair
Rell Woodward, 1st Vice Chair
C. Kimo Alameda, 2nd Vice Chair

(SB84381 11/21/08)

★ Public Hearings ★ Public Hearings ★ Public Hea

NOTICE OF PUBLIC HEARING

Pursuant to Hawaii Revised Statutes ("HRS") section 431:2-201 and chapter 91 hereby given that the Insurance Division ("Division") will hold a public hearing on W January 7, 2009, at 10:00 a.m., in the Queen Kapiolani Conference Room, 2nd I Kalakaua' Building, Department of Commerce and Consumer Affairs, 335 Mercha Honolulu, Hawaii, to hear all persons interested in the proposed amendments and con Hawaii Administrative Rules ("HAR") Chapter 16-170 entitled "Disclosure of Material Trans The purposes of the proposed amendments to this chapter are to include in the requirements the disclosure of material ceded reinsurance agreements affecting in insurance business.

All interested persons shall be afforded the opportunity to submit data, views, or orally or in writing, to the Insurance Division at the time of hearing. All written submissions regarding the proposed rules shall be fully considered. All persons wishing written testimony are requested to submit 2 copies of their written testimony by Tuesday, 30, 2008, to the Insurance Division at the address noted below.

A copy of the proposed rules will be mailed to any interested person who reques Please submit your request to the Insurance Division at the address noted below or c Division's Office Services Branch via telephone at (808) 586-2790.

A copy of the proposed rules may be obtained at no charge before the date of t between 7:45 a.m. and 4:30 p.m., Monday through Friday, excluding holidays, at th address: Department of Commerce and Consumer Affairs, Insurance Division, 335 Street, Room 213, Honolulu, Hawaii 96813.

Further, the proposed rules may be reviewed in person free of charge at the Insuran at the address and hours of operation noted above. In addition, the full text of the prop is available for review and can be downloaded free of charge from the website of the Dep Commerce and Consumer Affairs: http://www.hawaii.gov/dcca/areas/ins/main/har/.

Individuals who require special needs accommodations are invited to call John Wiene 586-2790 at least four (4) working days prior to the hearing. The Insurance Division make its decision on the proposed rules at the time of the hearing. However, in the Insurance Division decides to take the decision on the proposed rules under advisem announce the date when it intends to make its decision.

J. P. Schmidt
Insurance Commissioner
State of Hawaii

(SB84054 11/21/08)

STAR BULLETIN - BUSINESS SECTION (PAGE 10)
FRIDAY, NOVEMBER 21, 2008

PUBLIC HEARINGS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR HONOLULU RAIL TRANSIT

HONOLULU ON THE MOVE

The Federal Transit Administration and the City & County of Honolulu are holding Public Hearings on the Draft Environmental Impact Statement for the proposed rail transit system. Public comment is sought on all aspects of the project.

PUBLIC HEARING DATES

Dec. 6	9 am - 11 am	Kapolei Hale, 1000 Ulu'ohia St.
Dec. 8	6 pm - 8 pm	Blaisdell Exhibition Hall, Hawai'i Suites, 777 Ward Ave.
Dec 9	6 pm - 8 pm	Salt Lake District Park, 1159 Ala Liliko'i Pl.
Dec 10	6 pm - 8 pm	Filipino Community Center, 94-428 Mokuola St.
Dec 11	6 pm - 8 pm	Bishop Museum, 1525 Bernice St.

In addition, the public can comment online at www.honolulutransit.org or in writing to:

Department of Transportation
650 South King Street, 3rd Floor
Honolulu, HI 96813

Public comment period ends January 7, 2009.

PAID FOR BY THE TAXPAYERS OF THE CITY AND COUNTY OF HONOLULU.

Honolulu Transit
"DEIS Hearings"
PBAI-22469
Radio :60
11-25-08
EY edits

(ANNOUNCER :)

The next stage for Honolulu's rail transit system is community review and comment on the project's Draft Environmental Impact Statement.

The DEIS identifies project impacts and presents possible ways to address those impacts.

You can view the Draft Environmental Impact Statement online at HonoluluTransit.org, at public libraries or other locations islandwide.

Then, you can provide your feedback – online, by fax, by mail, or at a public hearing.

Public hearings will be held:

- Saturday, December 6 at Kapolei Hale, from 9 to 11 a.m...
- Monday, December 8 at Blaisdell Exhibition Hall, from 6 to 8 p.m.,
- Tuesday, December 9 at Salt Lake District Park from, 6 to 8 p.m.
- Wednesday, December 10 at the Filipino Community Center, from 6 to 8 p.m.
- And Thursday, December 11 at Bishop Museum, from 6 to 8 p.m.

For full meeting and testimony details, and more information on Honolulu's rail transit system, visit HonoluluTransit.org.

Paid for by City taxpayers.

We Want Your Comments on the Draft Environmental Impact Statement for Honolulu Rail Transit!

Honolulu Rail Transit is an elevated rail line that will connect West O'ahu with downtown Honolulu and Ala Moana Center. It will:

- improve public transportation
- reduce future traffic congestion
- produce more reliable travel times
- support sustainable growth as Oahu's population increases

You can comment on the Draft EIS

On November 21, 2008 the City and County of Honolulu and the Federal Transit Administration will begin accepting comments on the Draft Environmental Impact Statement (Draft EIS) for Honolulu Rail Transit. The Draft EIS examines the impacts, benefits and costs of three proposed routes for the rail line. Public comments will be accepted for 45 days until January 7, 2009.

Where can I get a copy of the Draft EIS in English?

The Draft EIS is available at all state libraries; the City library; all universities; and the Department of Transportation Services (650 South King Street, 3rd floor); and online at www.honolulutransit.org.

You can order a free electronic version on DVD or order a printed copy for a fee. Call 566-2299 or visit www.honolulutransit.org to order. Leave your full name, address and phone number.

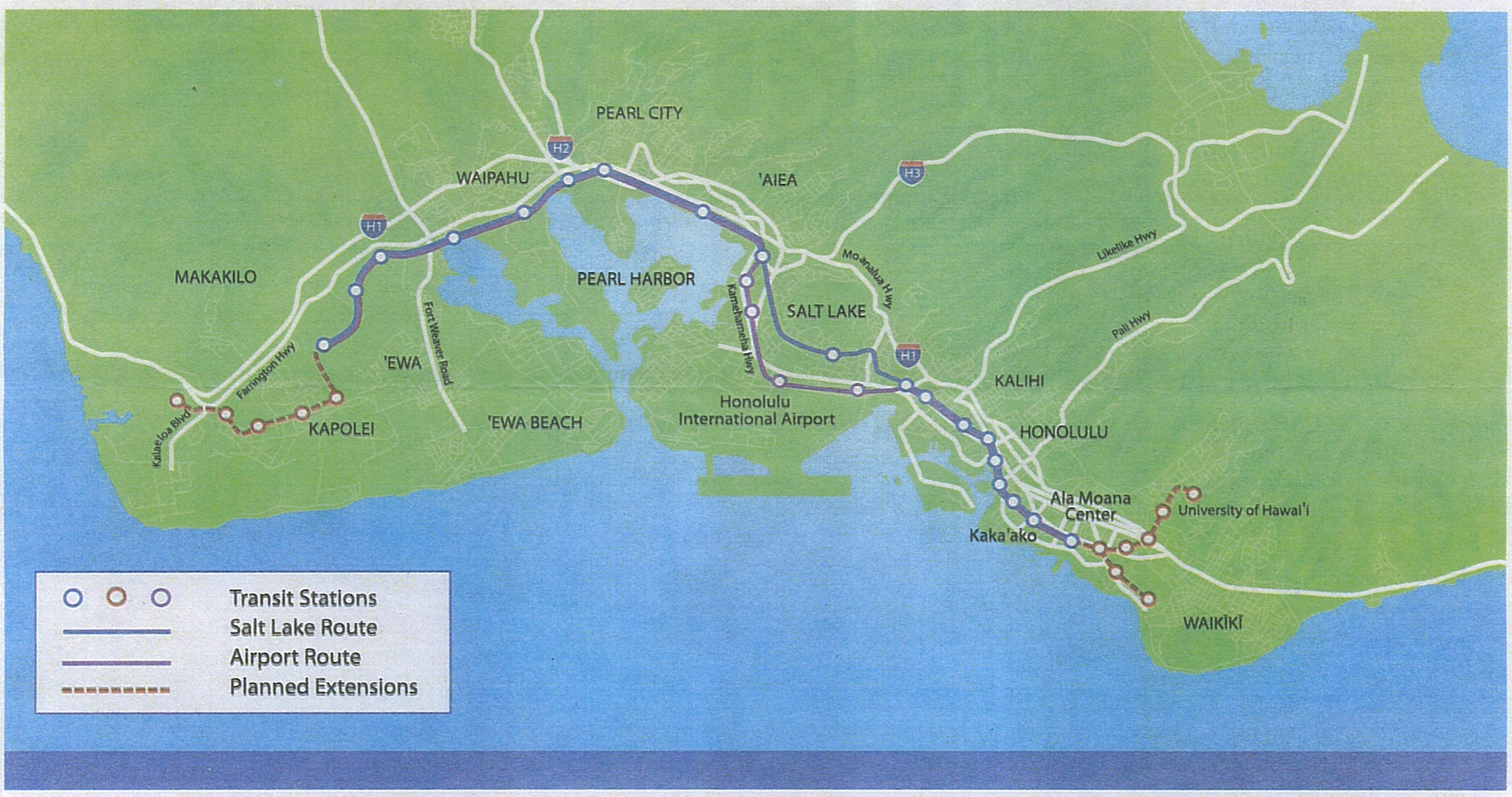
How can I comment?

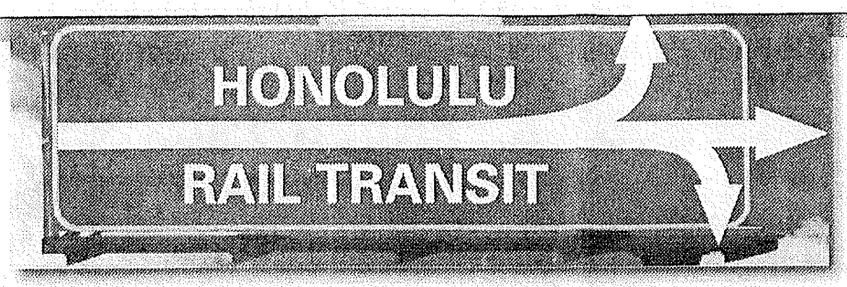
You have a choice:

1. In writing at a Draft EIS Public Hearing or mailed to: Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. In person at a Public Hearing. The City will hold a series of Public Hearings on the Draft EIS soon. Dates for the Public Hearings will be published in the Honolulu Advertiser, the Honolulu Star-Bulletin and online at www.honolulutransit.org
3. Online at www.honolulutransit.org

Can I request an interpreter for the Public Hearing?

Yes. To request an interpreter at a public hearing, call 566-2299 at least 6 days before the meeting. Leave your full name, phone number and your language.





檀香山轻轨是一条贯通瓦胡岛檀香山市区和阿拉莫阿那商业区的高架铁路线。这将：

1. 改善公共交通
2. 减轻将来交通拥挤
3. 产生更可靠的旅途时间
4. 支持合理的人口增长

您可以对环境影响报告初稿提出您的宝贵的意见

从2008年11月21日开始，檀香山市和联邦公共交通司将开始听取公众对环境影响报告初稿的意见。环境影响报告初稿分析轻轨的三条可行性线路的影响，效益和造价。从开始到2009年1月7日截止，公众有45天的时间来提出意见。

我可以从哪里索取英文版环境影响报告初稿？

您可以从您所居住区的州图书馆和城市图书馆，所有大学和社区大学，檀香山市府大楼，交通局(650 South King Street, 3rd floor)；电子网：www.honolulutransit.org 找到环境影响报告初稿。

Draft EIS Public Hearing Schedule

Date	Time	Community	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
Tuesday, Dec 9	6-8 pm	Salt Lake	Salt Lake District Park 1159 Ala Lilikoi Pl
Wednesday, Dec 10	6-8 pm	Waipahu	The Filipino Community Ctr 94-428 Mokuola St
Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St

檀香山轻轨
我们想听取您对檀香山轻轨的环境影响报告初稿的意见！

您也可以从免费索取免费环境影响报告初稿DVD或者购买（59美元）打印好的报告。请打电话566-2299或浏览 www.honolulutransit.org，留下您的名字，地址，电话和您的语种。

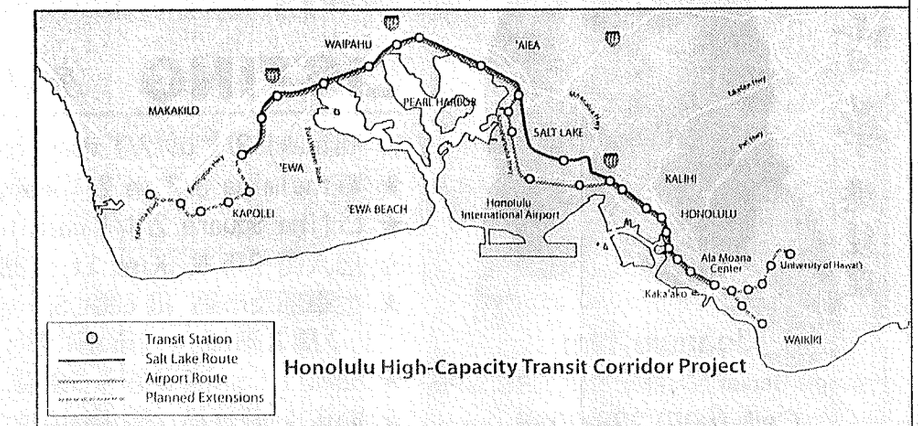
如何提意见？

请选用以下任何一种选择：

1. 在环境影响报告意向会议上写出书面意见或者写信给：Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. 亲自到公众会议上。市政府将举办一系列关于环境影响报告初稿的听众会议。会议时间将公布在Honolulu Advertiser, the Honolulu Star-Bulletin 和网址 www.honolulutransit.org
3. 网址www.honolulutransit.org

在听众会议上我可不可以请翻译？

可以。如果您需要翻译的话请在会议开始前六天打电话给566-2299。留下您的姓名，电话号码和需要翻译的语种。



ホノルルレールトランジット（鉄道輸送）に対しての、環境への影響報告書草案（Draft Environmental Impact Statement 以下Draft EIS）へ、あなたのご意見を聞かせてください。

この鉄道による輸送計画は、西オアフとダウンタウンホノルル、そしてアラモアナを高架線路で繋ぎます。

これにより、

- 公共交通機関の改善
- 今後の交通渋滞の緩和
- より正確な通勤、通学時間の確保
- オアフ島の人口増加の成長維持を可能にします。

ホノルル市郡、及び連邦交通局では、この鉄道による輸送手段に対する、環境への影響報告書草案(Draft EIS)についての意見陳述を２００８年１１月２１日より２００９年1月７日までの４５日間受け付けます。

Draft EIS(環境への影響報告書草案)では、３つの提案ルートに関して、影響、恩恵、費用の面で調査しています。

Q．どこで、Draft EIS(環境への影響報告書草案)が入手できますか？

Draft EIS（環境への影響報告書草案）は、州及び市の図書館、全ての大学、市役所（ホノルルハレ等）、市の交通サービス局（650 South King Street 3rd Floor ）そして、ウェッブサイト www.honolulutransit.org で入手可能です。

また、英語で解説されたＤＶＤが無料で、または、印刷されたものが料金＄59でお求めいただけます。566-2299にお電話下さるか、ウェッブサイトにてお申し込みください。お電話の場合、あなたの氏名、住所、電話番号とあなたの話す言語をメッセージとして残してください。

Q．どのように意見陳述を行えますか？

意見陳述を行うには以下の３つの方法があります。

1) Draft EIS (環境への影響報告書草案) 公聴会に文章で提出、または、下記のあて先へ郵送する。To Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2) Draft EIS 公聴会に参加する。ホノルル市は,近くDraft EIS（環境への影響報告書草案）公聴会を連続して開く予定です。公聴会の日程は、ホノルルアドバタイザー、ホノルルスターブルテン紙上、または、ウェッブサイト www.honolulutransit.org にてお知らせします。
3) ウェッブサイト www.honolulutransit.org

Q．公聴会に通訳を派遣してもらえますか？

公聴会に通訳が必要な場合は、遅くとも公聴会の６日前までに566-2299にお電話ください。その際、あなたの氏名、住所、電話番号、希望の言語をメッセージとして残してください。

Draft EIS Public Hearing Schedule

Date	Time	Community	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
Tuesday, Dec 9	6-8 pm	Salt Lake	Salt Lake District Park 1159 Ala Lilikoi Pl
Wednesday, Dec 10	6-8 pm	Waipahu	The Filipino Community Ctr 94-428 Mokuola St
Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St

Kasapulan mi dagiti komento yo maipapan iti Draft Environmental Impact Statement para iti Honolulu Rail Transit

Iti Honolulu Rail Transit ket naipangatu a dalan iti linya ti riles nga mangisilpo it Laud ti O'ahu ken iti lli ti Honolulu ken sentro ti Ala Moana. Maka:

- pasayaat iti pagluganan dagiti tattao
- paannayas iti pannagna iti trapiko
- ited iti nahushusto wenno mapagtalkan nga oras iti biyahe
- suporta iti idadakkel iti bilang dagiti umili ti Oahu

Mabalin kayo nga agkomento iti Draft EIS

Intunno Noviembre 21, 2008 iti City and County of Honolulu ken iti Federal Transit Administration ket mangrugi nga agawat dagiti komento maipapan iti Draft Environmental Impact Statement (Draft EIS) iti Honolulu Rail Transit. Iti Draft EIS ket sukisuken na dagiti epekto, pagsayaatan ken gatad dagiti tallo nga naisingasing a dalan iti linya iti riles. Dagiti komento dagiti tattao ket maakseptar 45 nga aldaw inggana Enero 7, 2009.

Pang-dawatak iti Ingles a kopya iti Draft EIS?

Iti Draft EIS ket mabalin a magun-od wenno maala iti amin nga labrarya wenno penpenan dagiti pagbasaan iti estado, iti ili, iti syudad; amin nga nangatu a pagadalan; Opisina iti lli kas iti Honolulu Hale, ken iti Department of Transportation Services (650 South King Street, 3rd floor); ken online iti www.honolulutransit.org.

Mabalinka met nga agbilin iti awan bayadna a bersion iti DVD wenno agbilin iti naimprenta nga kopya nga agbalor $59. Dagitoy dua nga bersion ket Ingles laeng. No kayatmo iti agbilin, agtawag idiay 566-2299 wenno bisitaem idiay www.honolulutransit.org.

Kasano iti agkomento?

Adda iti pagpilyam:

1. Agsurat idiay Draft EIS Public Hearing wenno ibuson kenni: Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. Personal nga agparang iti maysa a Public Hearing wenno panangdengngeg iti kapanunutan ti publiko. Iti mabiit, ti siudad ket mangngangay iti agsasaganad nga Public Hearing maipanggep iti Draft EIS. Dagiti petsa iti Public Hearing ket iwaragawag iti Honolulu Advertiser, Honolulu Star-Bulletin ken online iti www.honolulutransit.org
3. Online iti www.honolulutransit.org

Mabalin ti agkiddaw iti interpreter wenno mangipalawag para iti maangay a Public Hearing wenno Panangdenngeg iti Kapanunutan ti Publiko?

Wen. Iti panagkiddao ti interpreter wenno tagapalawag iti public hearing, tumawag iti numero 566-2299, innem (6) nga aldaw sakbay iti panagtataripnong. Ibatim ti kompleto a nagan mo, numero ti teleponom ken pagsasaom.

Draft EIS Public Hearing Schedule

Date	Time	Community	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
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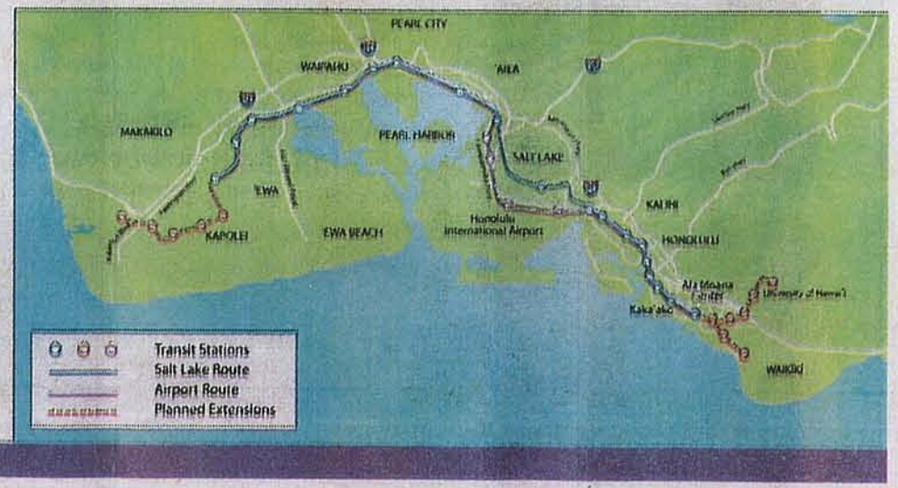
Wednesday, Dec 10	6-8 pm	Waipahu	The Filipino Community Ctr 94-428 Mokuola St
Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St



PUBLIC COMMENT PERIOD FOR HONOLULU RAIL TRANSIT'S DRAFT ENVIRONMENTAL IMPACT STATEMENT EXTENDED TO FEBRUARY 6

The Department of Transportation Services announced today that the public has until the end-of-day February 6, 2009, to comment on the Draft Environmental Impact Statement (Draft EIS) for Honolulu's proposed rail transit system. Previously, the comment period was scheduled to conclude January 7.

The comment period has been extended to allow stakeholders and residents additional time to review and comment on the Draft EIS. Copies of the Draft EIS are available for review at State libraries, the City library, the Department of Transportation Services (DTS) office (650 South King Street – 3rd Floor), and the DTS – Rapid Transit Division office (1099 Alakea Street – Suite 1700). In addition, the Draft EIS is online at the project's website: www.honolulutransit.org.

The public can comment in writing to the Department of Transportation Services (650 South King Street, 3rd Floor, Honolulu, Hawaii 96813) on online at the project website: www.honolulutransit.org. The public comment period is mandated by federal and state laws. All comments received will be considered as the Final EIS is prepared by the Federal Transit Administration and the City. All relevant comments will be responded to in writing.

###

Contact: Wayne Yoshioka at 768-8305

Notice of Extension of Comment Period for the
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement/Section 4(f) Evaluation

Notice is hereby given that the U.S. Department of Transportation, Federal Transit Administration has extended the comment period for the Honolulu High-Capacity Transit Corridor Project Draft Environmental Impact Statement/Section 4(f) Evaluation to February 6, 2009. Written comments must be received by 4:30 p.m. on February 6, 2009, or be postmarked by that date.

If you have any questions, please contact Mr. Ted Matley at (415) 744-3133.

Wayne Y. Yoshioka, Director
Department of Transportation Services
City and County of Honolulu

Finance, 4444 Rice Street, Room 303, Lihue, Kauai, Hawaii, 96766, for the Furnishing and Delivery of FIVE (5) WHEELCHAIR ACCESSIBLE DIESEL PASSENGER BUSES AND ONE (1) WHEELCHAIR ACCESSIBLE HYBRID ELECTRIC PASSENGER BUS for the County of Kauai, Transportation Agency, Lihue, Kauai, Hawaii.

BIDDERS ARE HEREBY NOTIFIED THAT EVIDENCE OF THE AUTHORITY OF THE PERSON(S) SIGNING THE BID DOCUMENT IS REQUIRED TO BE INCLUDED WITH THE BID DOCUMENTS. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY BE CAUSE FOR REJECTION OF A BID AS BEING NON-RESPONSIVE OR NON-RESPONSIBLE.

This bid is subject to a financial assistance contract between the State of Hawaii and the U.S. Department of Transportation. Attention of bidders is particularly called to the following federal requirements, which will obligate the Contractor and sub-contractor(s) to comply in all respects with the Clean Water Act, Clean Air Act, Energy Policy and Conservation Act, Civil Rights Act, No Government Obligation to Third Parties, Cargo Preference, Debarment and Suspension, Program Fraud and False or Fraudulent Statements and Related Acts, Federal Changes, Incorporation of Federal Transit Administration (FTA) Terms and other federal requirements relating to Buy America, Bus Testing, and Lobbying. Accordingly, a prospective bidder shall complete and submit certifications as provided in the solicitation as SCHEDULES "A", "B", and "C".

The Director of Finance reserves the right to reject any or all bids, in whole or in part, if deemed to be in the best interest of the County.

The successful bidder shall be required to submit to the County of Kauai, a tax clearance from the State Department of Taxation and the U.S. Internal Revenue Service, a Certificate of Good Standing from the State Department of Commerce and Consumer Affairs and a Certificate of Compliance from the State Department of Labor and Industrial Relations as a prerequisite to entering into a contract.

Solicitation documents may be obtained from the Division of Purchasing, phone (808) 241-6288 upon application of Invitation For Bid Document No. 2987. Bids must be submitted on County issued forms and must include all addendums.

WALLACE REZENTES, JR.
Director of Finacne
County of Kauai

(SB91410 12/19/08)

★ Public Notice ★ Public Notice ★ Public Notice

Notice of Extension of Comment Period for the Honolulu High-Capacity Transit Corridor Project Draft Environmental Impact Statement/ Section 4(f) Evaluation

Notice is hereby given that the U.S. Department of Transportation, Federal Transit Administration has extended the comment period for the Honolulu High-Capacity Transit Corridor Project Draft Environmental Impact Statement/Section 4(f) Evaluation to February 6, 2009. Written comments must be received by 4:30 p.m. on February 6, 2009, or be postmarked by that date.

If you have any questions, please contact Mr. Ted Matley at (415) 744-3133.

Wayne Y. Yoshioka, Director
Department of Transportation Services
City and County of Honolulu

(SB91743 12/19/08)

★ Notices To Creditors ★ Notices To Creditors

THIRD CIRCUIT COURT NOTICE AND NOTICE TO CREDITORS

P. No. 08-1-316

ESTATE OF FREDERICK R. THOMAS,
aka FREDERICK ROLAND THOMAS, DECEASED

FILED, a document purporting to be the Last Will and Testament of the above-named decedent, together with a Petition praying for probate thereof and issuance of Letters to the Chief Clerk, Third Circuit Court, State of Hawaii, whose address is 75

individual who is not aged, blin
QUEST-ACE. Subsections (c) ar

§17-1728.1-22, Standard
under age twenty-one as descril

§17-1728.1-25, Medical s
available in the QUEST-ACE pro

§17-1728.1-26, Dental ser
to §17-1737-75.1, and for an
federally mandated Early and P
state that the dental services de

§17-1728.1-37, Coverage
applications as the eligible dat
the fee for service program that

§17-1728.1-40, Financial r

§17-1728.1-41, Disenrollm
through (4) are renumbered (1)

CHAPTER 17-1730 - QUEST-SP

§17-1730-2, Definitions. T
17-1721.

§17-1730-8, Categorical
amended by adding a new para
Paragraph (4) is amended by
added.

A public hearing will be held at

Tuesday, January 20, 2009,

All interested parties are in
made available to the presiding

Department of H
Med-QUEST Divis
P. O. Box 70019
Kapolei, Hawaii

Residents of Hawaii, Kauai, Ma
hearing date to have their testin

East Hawaii Secti
88 Kanoelehua A
Hilo, Hawaii 967

West Hawaii Sect
Lanihau Professi
75-5591 Palani
Kailua-Kona, Hav

Kauai Section
4473 Pahee Stre
Lihue, Hawaii 96

Maui Section
210 Imi Kala Str
Wailuku, Hawaii

Molokai Section
State Civic Cente
65 Makaena Stre
Kaunakakai, Haw

Lanai Unit
Call toll free 1-8(

A copy of the proposed rules

Department of H
Med-QUEST Divis
P. O. Box 70019
Kapolei, Hawaii

HONOLULU
RAIL TRANSIT

檀香山轻轨
我们想听取您对檀香山轻轨的环境影响报告初稿的意见！

檀香山轻轨是一条贯通瓦胡岛檀香山市区和阿拉莫阿那商业区的高架铁路线。 这将：

1. 改善公共交通
2. 减轻将来交通拥挤
3. 产生更可靠的旅途时间
4. 支持合理的人口增长

您可以对环境影响报告初稿提出您的宝贵的意见

从2008年11月21日开始，檀香山市和联邦公共交通司将开始听取公众对环境影响报告初稿的意见。环境影响报告初稿分析轻轨的三条可行性线路的影响，效益和造价。从开始到2009年1月7日截止，公众有45天的时间来提出意见。

我可以从哪里索取英文版环境影响报告初稿？

您可以从您所居住区的州图书馆和城市图书馆，所有大学和社区大学，檀香山市府大楼，交通局(650 South King St, 3rd floor)；电子网：www.honolulutransit.org 找到环境影响报告初稿。

您也可以从免费索取免费环境影响报告初稿DVD或者购买（59美元）打印好的报告。请打电话566-2299或浏览www.honolulutransit.org，留下您的名字，地址，电话和您的语种。

如何提意见？

请选用以下任何一种选择：

1. 在环境影响报告意向会议上写出书面意见或者写信给：Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. 亲自到公众会议上。市政府将举办一系列关于环境影响报告初稿的听众会议。会议时间将公布在Honolulu Advertiser, the Honolulu Star-Bulletin 和网址 www.honolulutransit.org
3. 网址www.honolulutransit.org

在听众会议上我可不可以请翻译？

可以。如果您需要翻译的话请在会议开始前六天打电话给566-2299。留下您的姓名，电话号码和需要翻译的语种。

Draft EIS Public Hearing Schedule

Date	Time	Area	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
Tuesday, Dec 9	6-8 pm	Salt Lake	Salt Lake District Park 1159 Ala Lilikoi Pl
Wednesday, Dec 10	6-8 pm	Waipahu	The Filipino Community Ctr 94-428 Mokuola St
Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St

*CHUUKESE

HONOLULU RAIL TRANSIT

Si Mochen Mefiom Won Ewe Anapanapen Taropwen Met Epwe Fis Ngeni Neniach Ren Ewe Honolulu Rail Transit!

Honolulu Rail Transit Efoch Wa Ika 'Kusa' Epwe Sa Asen Ewe Ananap, Epwe Ochufengeni West Oahu Ngeni Downtown Honolulu Me Ewe Ala Moana Center. Epwe:

- aeochuono pekin mokutun aramas seni neni me neni
- ekukunono osukosuken fetanin wa non mwach kan
- awora chommongonon nongonongen fansoun sai
- anisi mamarinon ekkewe tufich usun ren napanon chochon aramas non Oahu.

En Mi Tongeni Awora Mefiom Won Ewe Taropwen Ei Rail Transit

Non November 21, 2008, Ewe City Me County Seni Honolulu Me Ewe Federal Transit Administration epwe poputa ne etiwa memef won ewe taropwen met epwe fis ngeni neniach ren ewe Honolulu Rail Transit. Ei taropwe epwe nengeni ngawan me ochun, tufichin me momon ekkewe unungat anapanapen aan ei wa epwe sa ie. Mefien aramas epwe ketiw non ukukun 45 ran tori January 7, 2009.

Ia upwe tongeni angei copyin ei taropwe non fosun [illegible]ka me ie?

[illegible]pwe mi wor non ekkewe state libraries, City Library, meinisin ekkewe universities, me ewe putain transportation a nom (650 South King St. 3rd floor). Me online www.honolulutransit.org

Ka tongeni chumong noum, ese kamo, non DVD ika chumong noum copyin ren $59.00 eu copy. Ir me ruu ekkei taropwe non DVD me chon taropwe mi kapasen merika. Ka tongeni kokori 566-2299 ika www.honolulutransit.org omw kopwe chumong noum. Ka tongeni watiw itom, omw address, noum tengewa, me kapasen fonuom.

Ika usun ai upwe awora mefiei?

Ka tongeni finata eu:

1. Awora non mak fansoun arongorong won ei taropwe, ika tinano non Post office Ngeni: Mr. Wayne Yoshioka, DTS, 650 S. King St. 3rd floor, Honolulu, Hawaii 96813.
2. Pusin apasata mefiom fansoun mwichen arongorong. Ewe City offes non Honolulu epwe mutir awora chommong arongorong won ei taropwen Rail Transit. Fatafaten fansoun ekkei arongorong, epwe katoou non ewe simpung, Honolulu Advertiser, ewe Honolulu Star-Bulletin me online @ www.honolulutransit.org
3. Tinano won online www.honolulutransit.org

Ngang mi tongeni tungor nei chon chiaku fansoun ewe arongorong ngeni aramas?

Ewer. Omw kopwe tungor noum chon chiaku fansoun ewe arongorong, kopwe kokori 566-2299 onu (6) ran me mwen ewe mwich. Kopwe watiw itom, noum nampan tengewa me menni kapasen fonu kopwe nounou chiaku ren.

Draft EIS Public Hearing Schedule

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* ENGLISH

HONOLULU
RAIL TRANSIT

We Want Your Comments on the Draft Environmental Impact Statement for Honolulu Rail Transit!

Honolulu Rail Transit is an elevated rail line that will connect West O'ahu with downtown Honolulu and Ala Moana Center. It will:

- improve public transportation
- reduce future traffic congestion
- produce more reliable travel times
- support sustainable growth as Oahu's population increases

You can comment on the Draft EIS

On November 21, 2008 the City and County of Honolulu and the Federal Transit Administration will begin accepting comments on the Draft Environmental Impact Statement (Draft EIS) for Honolulu Rail Transit. The Draft EIS examines the impacts, benefits and costs of three proposed routes for the rail line. Public comments will be accepted for 45 days until January 7, 2009.

re can I get a copy of the Draft EIS in English?

... Draft EIS is available at all state libraries; the City library; all universities; and the Department of Transportation Services (650 South King Street, 3rd floor); and online at www.honolulutransit.org. You can order a free electronic version on DVD or order a printed copy for $59. Call 566-2299 or visit www.honolulutransit.org to order. Leave your full name, address and phone number.

How can I comment?

You have a choice:

1. In writing at a Draft EIS Public Hearing or mailed to: Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. In person at a Public Hearing. The City will hold a series of Public Hearings on the Draft EIS soon. Dates for the Public Hearings will be published in the Honolulu Advertiser, the Honolulu Star-Bulletin and online at www.honolulutransit.org
3. Online at www.honolulutransit.org

Can I request an interpreter for the Public Hearing?

Yes. To request an interpreter at a public hearing, call 566-2299 at least 6 days before the meeting. Leave your full name, phone number and your language.

Draft EIS Public Hearing Schedule

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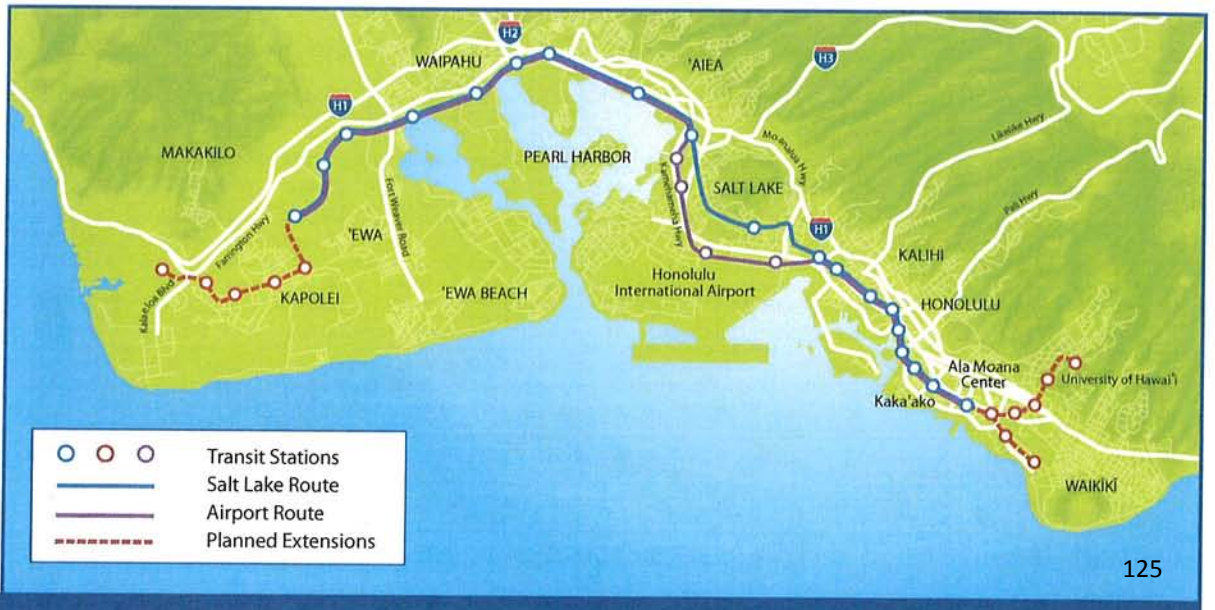

* ILOCANO

HONOLULU
RAIL TRANSIT

Kasapulan mi dagiti komento yo maipapan iti Draft Environmental Impact Statement para iti Honolulu Rail Transit

Iti Honolulu Rail Transit ket naipangatu a dalan iti linya ti riles nga mangisilpo it Laud ti O'ahu ken iti Ili ti Honolulu ken sentro ti Ala Moana. Maka:

- pasayaat iti pagluganan dagiti tattao
- paannayas iti pannagna iti trapiko
- ited iti nahushusto wenno mapagtalkan nga oras iti biyahe
- suporta iti idadakkel iti bilang dagiti umili ti Oahu

Mabalin kayo nga agkomento iti Draft EIS

Intunno Nobiembre 21, 2008 iti City and County of Honolulu ken iti Federal Transit Administration ket mangrugi nga agawat dagiti komento maipapan iti Draft Environmental Impact Statement (Draft EIS) iti Honolulu Rail Transit. Iti Draft EIS ket sukisuken na dagiti epekto, pagsayaatan ken gatad dagiti tallo nga naisingasing a dalan iti linya iti riles. Dagiti komento dagiti tattao ket maakseptar 45 nga aldaw inggana Enero 7, 2009.

Pang-dawatak iti Ingles a kopya iti Draft EIS?

[illegible]ft EIS ket mabalin a magun-od wenno maala iti amin n[illegible]abrarya wenno penpenan dagiti pagbasaan iti estado, iti ili, iti syudad; amin nga nangatu a pagadalan; Opisina iti Ili kas iti Honolulu Hale, ken iti Department of Transportation Services (650 South King Street, 3rd floor); ken online iti www.honolulutransit.org.

Mabalinka met nga agbilin iti awan bayadna a bersion iti DVD wenno agbilin iti naimprenta nga kopya nga agbalor $59. Dagitoy dua nga bersion ket Ingles laeng. No kayatmo iti agbilin, agtawag idiay 566-2299 wenno bisitaem idiay www.honolulutransit.org.

Kasano iti agkomento?

Adda iti pagpilyam:

1. Agsurat idiay Draft EIS Public Hearing wenno ibuson kenni: Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii [illegible]6813
2. Personal nga agparang iti maysa a Public Hearing wenno panangdengngeg iti kapanunutan ti publiko. Iti mabiit, ti siudad ket mangngangay iti agsasaganad nga Public Hearing maipanggep iti Draft EIS. Dagiti petsa iti Public Hearing ket iwaragawag iti Honolulu Advertiser, Honolulu Star-Bulletin ken online iti www.honolulutransit.org
3. Online iti www.honolulutransit.org

Mabalin ti agkiddaw iti interpreter wenno mangipalawag para iti maangay a Public Hearing wenno Panangdenngeg iti Kapanunutan ti Publiko?

Wen. Iti panagkiddao ti interpreter wenno tagapalawag iti public hearing, tumawag iti numero 566-2299, innem (6) nga aldaw sakbay iti panagtataripnong. Ibatim ti kompleto a nagan mo, numero ti teleponom ken pagsasaom.

Draft EIS Public Hearing Schedule

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* JAPANESE

HONOLULU RAIL TRANSIT

ホノルルレールトランジット（鉄道輸送）に対しての、環境への影響報告書草案 **Draft Environmental Impact Statement** 以下 **Draft EIS**）へ、あなたのご意見を聞かせてください。

この鉄道による輸送計画は、西オアフとダウンタウンホノルル、そしてアラモアナを高架線路で繋ぎます。

これにより、

- 公共交通機関の改善
- 今後の交通渋滞の緩和
- より正確な通勤、通学時間の確保
- オアフ島の人口増加の成長維持を可能にします。

ホノルル市郡、及び連邦交通局では、この鉄道による輸送手段に対する、環境への影響報告書草案**(Draft EIS)**についての意見陳述を２００８年１１月２１日より２００９年1月７日までの４５日間受け付けます。

Draft EIS(環境への影響報告書草案)では、３つの提案ルートに関して、影響、恩恵、費用の面で調査しています。

Q．どこで、Draft EIS(環境への影響報告書草案)が入手できますか？

Draft EIS（環境への影響報告書草案）は、州及び市の[illegible]、全ての大学、市役所（ホノルルハレ等）、市の交通サービス局（650 South King Street 3rd Floor ），そして、ウェッブサイト www.honolulutransit.org で入手可能です。

また、英語で解説されたＤＶＤが無料で、または、印刷されたものが料金＄５９でお求めいただけます。566-2299にお電話下さるか、ウェッブサイトにてお申し込みください。お電話の場合、あなたの氏名、住所、電話番号とあなたの話す言語をメッセージとして残してください。

Q．どのように意見陳述を行えますか？

意見陳述を行うには以下の３つの方法があります。

1. Draft EIS (環境への影響報告書草案) 公聴会に文章で提出、または、下記のあて先へ郵送する。To Mr. Wayne Yoshioka, DTS, [illegible] S. King Street, 3rd [illegible]or, Honolulu, Hawaii 96813
2. Draft EIS 公聴会に参加する。ホノルル市は,近くDraft EIS（環境への影響報告書草案）公聴会を連続して開く予定です。公聴会の日程は、ホノルルアドバタイザー、ホノルルスターブルテン紙上、または、ウェッブサイトwww.honolulutransit.org にてお知らせします
3. ウェッブサイト　www.honolulutransit.org

Q．公聴会に通訳を派遣してもらえますか？

公聴会に通訳が必要な場合は、遅くとも公聴会の６日前までに566-2299にお電話ください。その際、あなたの氏名、住所、電話番号、希望の言語をメッセージとして残してください。

Draft EIS Public Hearing Schedule

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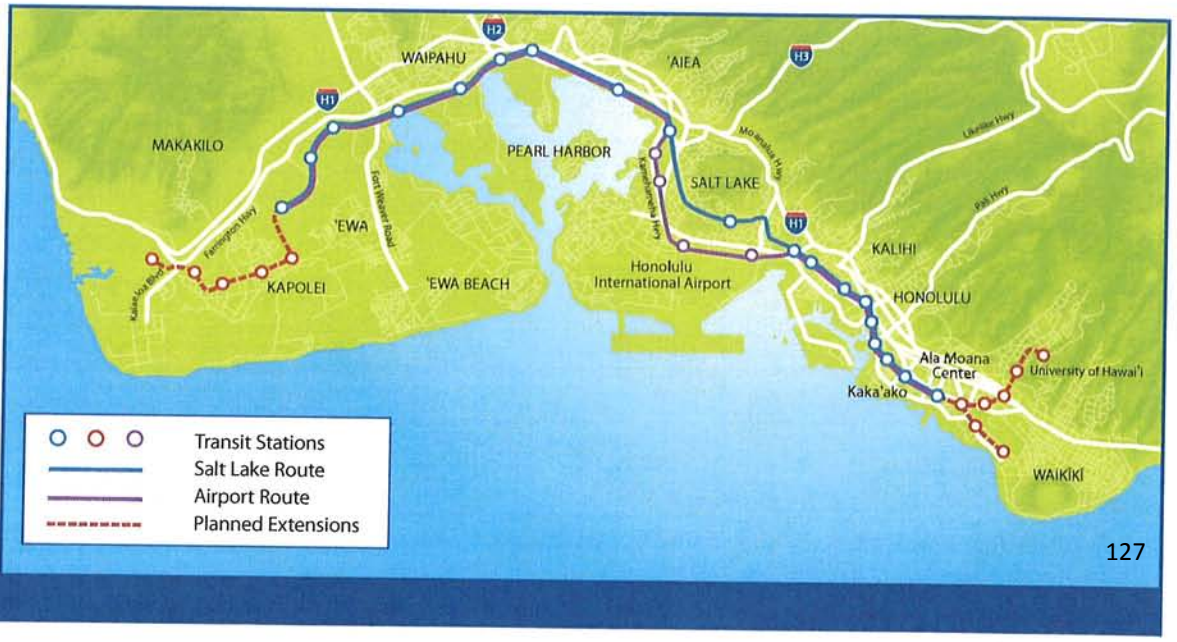

HONOLULU RAIL TRANSIT

우리는 호놀룰루 철도 운송시스템이 환경에 끼칠 영향을 서술한 설계도에 대해 귀하의 견해를 원합니다!

호놀룰루 철도 운송은 호놀룰루 중심가와 알라모아나 센터 와 함께 서쪽 오아후 를 연결할 고가 철도 노선 입니다! 그것은

- 공공 수송기관을 향상 시켜 줍니다
- 미래 교통 혼잡을 줄여 줍니다
- 지속적이며 믿을수 있는 통근과 통학 시간을 산출합니다
- 오아후 섬의 인구가 증가 할때 계속적으로 그 성장과 발맞추며 보조합니다

귀하는 EIS 설계도에 견해를 주실 수 있읍니다

2008년 11월 21일에 호눌루루 시와 군 그리고 연방 통행국 은 호놀룰루 철도 운송으로 인해 환경에 끼칠 영향 설계도(설계도 EIS) 에 관한 논평을 받아들이기 시작 할것입니다. EIS 설계도는 제안된 철도 노선들의 영향들 , 공익들, , 경비들 을 검토 했읍니다. 공개 논평은 2009년 1월 7일이 되기까지 45일간 받아 들여질 것입니다.

영어로 된 EIS 설계도의 복사본을 어디에서 구입할 수 있읍니까?

설계도는 모든 주립 도서관; 시립 도서관; 모든 대학교들; 호눌룰루 할레와 같은 시 사무실 그리고, 교통 기관 서비스부 (650 사우스 킹 스트릿, 3층); 그리고 온라인 www.honolulutransit.org 에서 가능 합니다.

귀하는 무료 전자 DVD 번역판 을 주문 하시거나 혹은 인쇄된 복사본을 $59에 주문 할 수 있읍니다. 두가지 번역판은 영어로 되어 있읍니다. 전화는 566-2299 로 연락 혹은 www.honolulutransit.org 의 웹사이트를 방문 하셔서 주문하실 수 있읍니다. 귀하의 성명, 주소 , 전화 번호 그리고 귀하의 언어를 남겨 주십시요.

내가 어떻게 논평할까?

귀하에게 선택이 있읍니다.

1. EIS 설계도 공청회에 글을 쓰시거나 미스터 웨인 요시오카 (Mr. Wayne Yoshioka)씨에게 이주소로 DTS 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813(DTS 650 사우스 킹 스트릿, 3층, 호놀룰루, 하와이 96813) 으로 우송해 주십시요.
2. 본인 자신이 공청회에 오십시요. 시는 곧 EIS 도안에 대한 일련의 공청회를 열 것입니다. 공청회 날짜들은 호놀룰루 어드버타이저 와 호놀룰루 스타 블리튼 신문 그리고 온라인 www.honolulutransit.org 에 발표 될 것입니다.
3. 온라인 www.honolulutransit.org 에서

내가 공청회에서 통역자를 요청 할수 있나요?

할 수 있읍니다. 공청회에서 통역자를 요청하기 위해서 적어도 공청회의 6일 전에 566-2299로 전화 주십시요. 귀하의 성명, 전화 번호 그리고 귀하의 언어에 대해 남겨주십시요.

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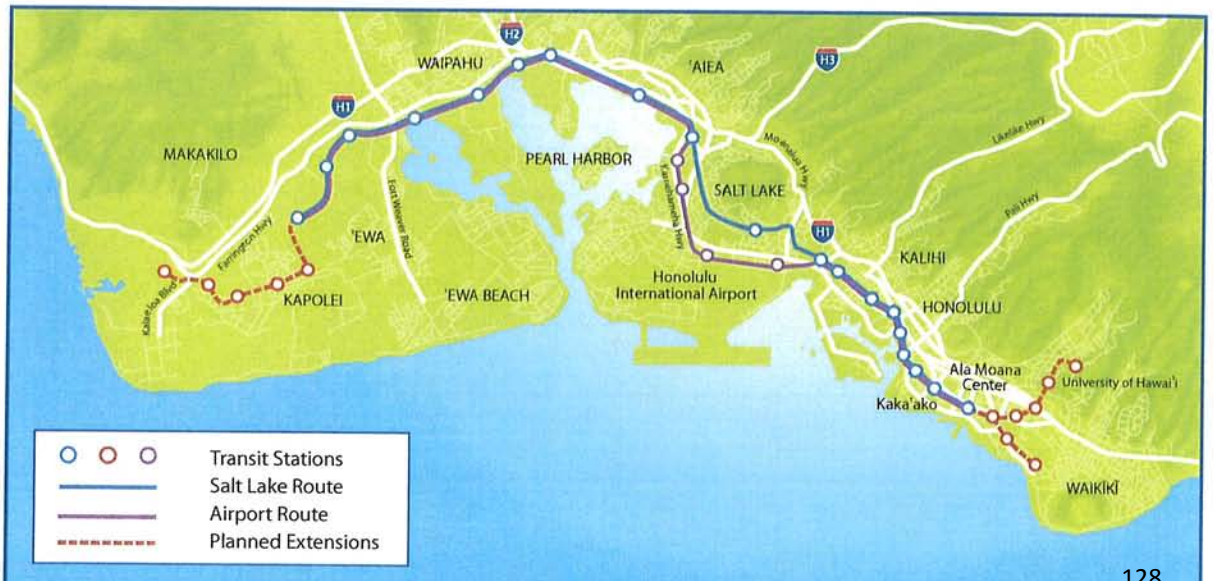


SAMOAN

AUALA U'AMEA MO HONOLULU

Matou te manaomia sou manatu i le Aiaia o le Amataga o le Fuafuaina o le Laufanua ma ona Si'omiaga mo le Auala U'amea i Honolulu nei.

O le Auala U'amea o se ala maualuga lea e feso'ota'i ai le itu i Sisifo o Oahu ma le taulaga i Honolulu faapea le fefa'atauaiga i Ala Moana. Ma o aoga nei:

- o le a fa'aleleia ai ala o femalaga'iina
- e fa'aitiitia ai le tele naunau o ta'avale
- o le a fa'apu'upu'uina ai taimi o femalaga'iga
- ma lagolagoina ai le fa'aopoopoina pea o tagatanu'u i Oahu nei

E mafai ona aumai sou finagalo i le Amataga o Fuafuaga o le Si'osi'omiaga

O le masina o Novema 21, 2008, e amata ai ona talia aloaia ai finagalo lautele o tagatanu'u e le City ma le County o Honolulu faapea le Ofisa o le Feterale. O le a taga'i lelei i ai le aofiaga o le ofisa lea ua ta'ua o le Draft EIS (e pei ona ta'ua i luga) o fea le tulaga e manuia ai ala ia e tolu ua fuafuaina. Tatala atu le avanoa e talia ai sau fautuaga mo le 45 aso, amata ia Novema 21, 2008, ae fa'agata ia Ianuari 7, 2009.

O fea e maua ai sa'u pepa/kopi o ia aiaiga (Draft EIS) i le gagana Peretania?

'a i so'o se faletusi a le Setete po'o le City, so'o se Univesete, o Femalagaina o lo'o i le 650 South King St, fogafale tolu, po'o le internet i le website www.honolulutransit.org.

E mafai fo'i ona maua fua sau DVD, pe faatonu sau pepa/kopi tusitusia lelei i le $59 i le gagana Peretania lava. Vala'au le telefoni (808) 566-2299 po'o le Internet fo'i, website e pei ona taua i luga. la ta'u i ai lou suafa, tuatusi, lau telefoni, ma le gagana o lo'o mana'omia.

E fa'apefea ona fai sa'u manatu i lea tulaga fa'ata'atia?

E mafai ona e faia fa'apea:

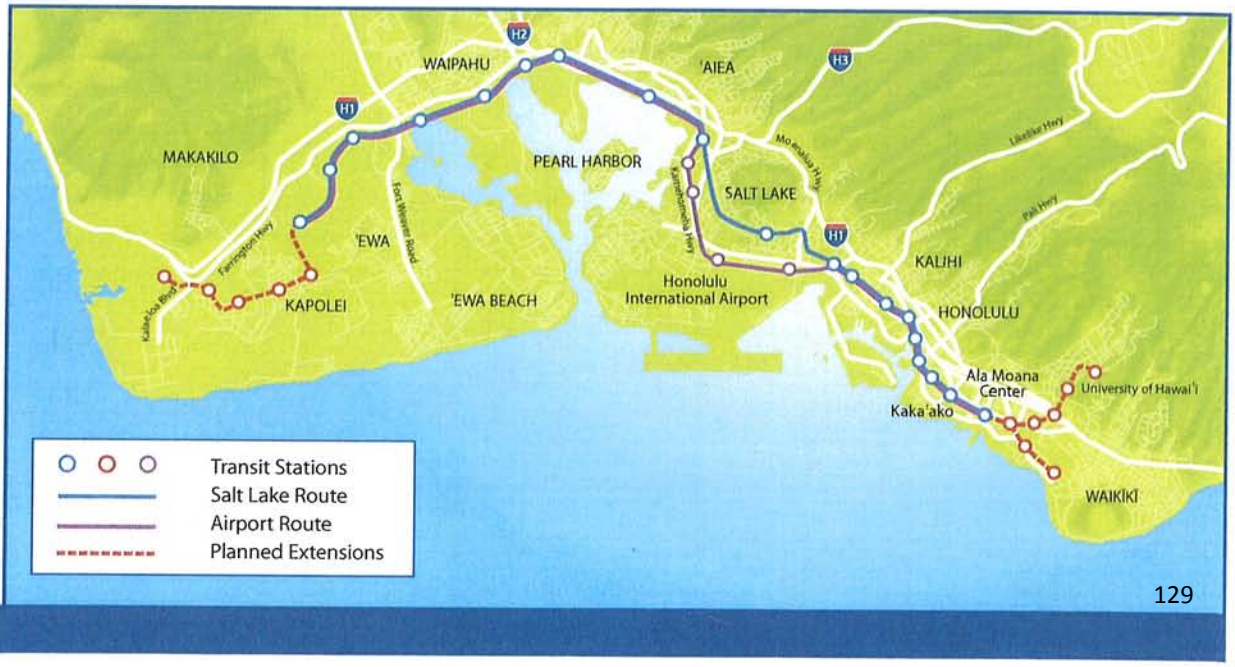
1) Tusi sau manatu/ taofi pe'a faia le iloiloga o le aotelega, pe tusi sa'o ia: Mr. Wayne Yoshioka i le Ofisa lena o Femalagaina, 650 South King St., fogafale tolu, Honolulu, HI 96813.
2) E mafai ona fa'aleo sou manatu/taofi i se iloiloga a le aotelega o le a saunia lea e le City. O aso o ia fono o le a fa'asilasila atu i le Honolulu Advertiser ma le Honolulu Star Bulletin, ma luga o le Inernet i le www.honolulutransit.org
3) Va'ai le Internet lena i le website www.honolulutransit.org

E mafai ona ou vala'auina se tasi e fa'aliliu upu/ gagana i totonu o Fono o le aotelega o tagatanu'u?

Ioe. Vala'au le telefoni (808) 566-2299 i le ono aso a'o le'i o'o i le iloiloga. Ta'u i ai lou suafa, telefoni ma le gagana e mana'omia ai le fesoasoani.

Draft EIS Public Hearing Schedule

Date	Time	Area	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
Tuesday, Dec 9	6-8 pm	Salt Lake	Salt Lake District Park 1159 Ala Lilikoi Pl
Wednesday, Dec 10	6-8 pm	Waipahu	The Filipino Community Ctr 94-428 Mokuola St
Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St



✱ SPANISH

HONOLULU
RAIL TRANSIT

Queremos su Comentarios sobre el Proyecto de Declaración de Impacto Ambiental para el Honolulu Tránsito Ferroviario

Honolulu Tránsito Ferroviario es una elevada línea de ferrocarril que se conectará con West O'ahu, el centro de Honolulu y Ala Moana Center. Con el fin de:

- Mejorar el transporte público
- Reducir la congestión del tráfico futuro
- Hacer más fiables los tiempos de viaje
- Apoyar el crecimiento sostenible de los aumentos en la población de Oahu

Usted puede comentar sobre el Proyecto de EIS

El 21 de noviembre de 2008, la ciudad y el condado de Honolulu y la Administración Federal de Tránsito comenzarán a aceptar comentarios sobre el Proyecto de Declaración de Impacto Ambiental (Proyecto de EIS) del Honolulu Tránsito Ferroviario. El Proyecto de EIS analiza los impactos, los beneficios y los costos de tres propuestas de rutas para la línea de ferrocarril. Los comentarios del público serán aceptados durante 45 días hasta el 7 de enero de 2009.

¿Dónde puedo obtener una copia del Proyecto de EIS (en inglés?

La copia del Proyecto de EIS está disponible en todas las bibliotecas estatales; en todas las universidades; en las oficinas de Honolulu Hale; en el Departamento de Servicios de Transporte (650 King Street del Sur, 3er piso); y en la dirección de Internet www.honolulutransit.org.

Usted puede ordenar gratis una versión electrónica, o por $59 ordenar una versión en DVD o una copia impresa. Las dos son versiones en inglés. Llame al 566-2299 o visite www.honolulutransit.org para ordenar su copia. Deje su nombre completo, dirección, número de teléfono y su idioma.

¿Cómo puedo comentar?

Usted tiene tres opciones:

1. Por escrito, sometido en una Audiencia Pública de la Copia del Proyecto de EIS, o enviado por correo a: Mr. Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813
2. En persona, en una audiencia pública. La Ciudad celebrará pronto una serie de audiencias públicas sobre el Proyecto de EIS. Las fechas de las audiencias públicas se publicarán en el Honolulu Advertiser, el Honolulu Star-Bulletin y en Internet a la dirección www.honolulutransit.org
3. En Internet, en la dirección www.honolulutransit.org

¿Puedo solicitar un intérprete para la audiencia pública?

Sí. Para solicitar un intérprete para una audiencia pública, llame al 566-2299 por lo menos 6 días antes de la reunión. Deje su nombre completo, número de teléfono y su idioma.

Draft EIS Public Hearing Schedule

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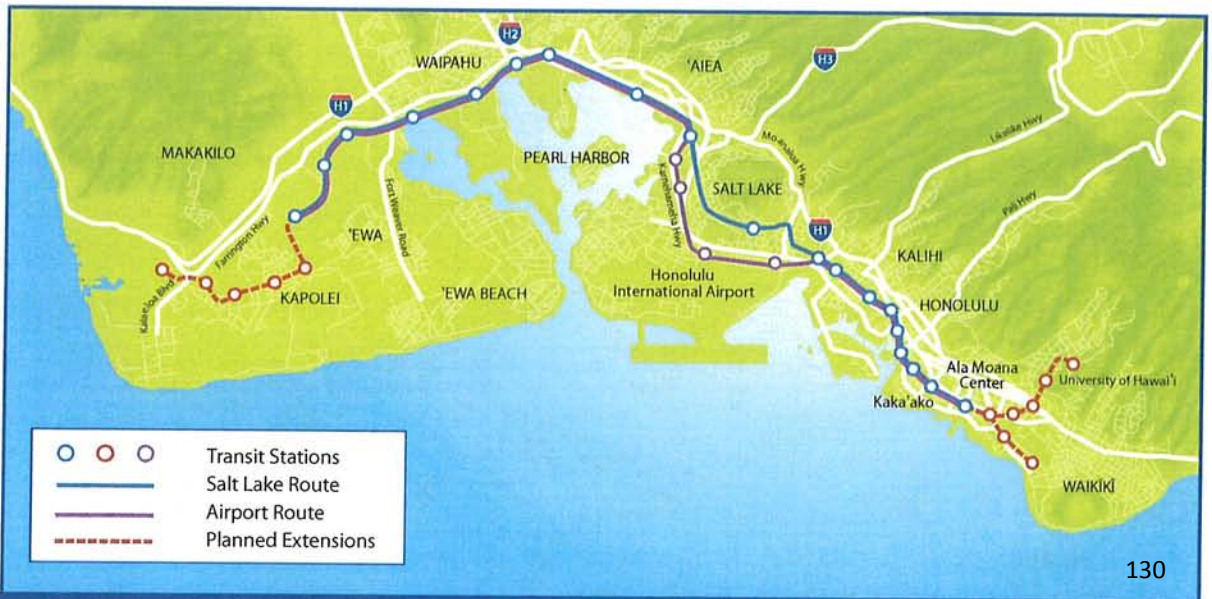

*TAGALOG

HONOLULU RAIL TRANSIT

Gusto naming malaman ang inyong mga puna tungkol sa 'Draft Environmental Impact Statement for Honolulu Rail Transit' (Pahayag tungkol sa tamang kapaligiran ng Honolulu Rail Transit)!

Ang Honolulu Rail Transit ay isang mataas na linya ng riles na magdudugtong mula Kanlurang O'ahu hanggang downtown Honolulu at Ala Moana Center. Ito ay:

- magpapabuti ng transportasyong pampubliko
- magbabawas sa malaonang pagbubuhol-buhol ng trapiko
- magpapabilis ng biyahe
- masusuportahan ang dumadaming populasyon ng O'ahu

Mag-ukol ng puna tungkol sa Draft EIS

Sa Nobyembre 21, 2008 ang City and County Honolulu at ang Federal Transit Administration ay magsisimulang tumaggap ng mga puna tungkol sa Draft Environmental Impact Statement (Draft EIS) para sa Honolulu Rail Transit. Sinuring mabuti ng Draft EIS ang magiging pangkalahatang puna, mga benepisyo at kung magkano ang magagastos sa tatlong pinaplanong ruta o daan ng riles. Tatanggap ng mga puna mula sa publiko sa loob ng 45 araw hanggang Enero 09.

Saan puwedeng kumuha ng kopya nitong Draft EIS sa salitang Ingles?

Makukuha mo ito sa lahat ng state libraries; City library; lahat ng mga unibersidad; at sa Department of Transportation Services (650 South King Street, 3rd floor); at online sa www.honolulutransit.org.

Puwede kang umorder ng DVD o kopya sa halagang $59. Ito ay sa salitang Ingles. Tumawag sa 566-2299 o pumunta sa www.honolulutransit.org para umorder. Ibigay ang buong pangalan, address, numero ng telepono at iyong sariling wika.

Paano ibibigay ang aking mga puna?

Mga pagpipilian:

1. Sumulat ka sa Draft EIS Public Hearing o ipadala kay Mr. Wayne Yoshioka, DTS, 650 S.King Street, 3rd flr., Honolulu, Hawaii 96813.
2. Pumunta ka sa gagawing miting bukas sa publiko (Public Hearing). Ang pamahalaan ay magtatakda ng mga miting tungkol sa Draft EIS sa lalong madaling panahon. Ilalathala ang mga petsa nito sa Honolulu Advertiser, Honolulu Star-Bulletin, at online sa www.honolulutransit.org
3. Online sa www.honolulutransit.org

Puwede ba akong humingi ng isang tagapagsalin/interpreter para sa Public Hearing?

Oo. Upang makahingi ng interpreter sa Public Hearing, tumawag sa 566-2299 anim na araw bago ganapin ang miting. Ibigay ang iyong buong pangalan, numero ng telepono at sariling wika (lenguahe) ginagamit.

Draft EIS Public Hearing Schedule

Date	Time	Area	Location
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Thursday, Dec 11	6-8 pm	Kalihi	Bishop Museum 1525 Bernice St

*VIETNAMESE

HONOLULU
RAIL TRANSIT

Chủng Tôi Muốn Có Những Ý Kiến Của Bạn Về Bản Dự Thảo Ảnh Hưởng Đối Với Môi Trường (Dự Thảo EIS)của Ô-Tô-Ray* Honolulu!

Ô-Tô-Ray Honolulu yận chuyển trên đường ray trên cao, sẽ nối liền Tây Oahu với Trung Tâm Thương Mại Honolulu (Downtown) va Trung Tâm Ala Moana. Nó sẽ:

- cải thiện sự chuyển vận cộng cộng
- giảm thiểu sự quá tải giao thông trong tương lai
- mang lại sự đáng tin cậy hơn về giờ giấc du lịch
- hổ trợ được sự lớn mạnh như sự gia tăng dân số Oahu.

Bạn có thể cho ý kiến về Bản Dự Thảo EIS

Ngày 21 tháng 11 năm 2008 Thành Phố Honolulu và Ban Điều Hành Chuyển Vận Liên Bang sẽ bắt đầu nhận ý kiến về bản dự thảo EIS cho Ô-Tô-Ray Honolulu. Dự Thảo EIS khảo sát những ảnh hưởng, những lợi ích và chi phí cho ba đoạn đường ray được đề nghị. Ý kiến quần chúng sẽ được chấp nhận trong vòng 45 ngày, ngày cuối là ngày 07 tháng 01 năm 2009.

[illegible] có thể có bản sao tiếng Anh dự thảo EIS [illegible]au?

Dự Thảo EIS hiện có ở mọi thư viện tiểu bang; thư việnThành Phố;những văn phòng Thành Phố như Honolulu Hale,và Phòng Ban Bộ Vận Chuyển(650 đường South King, lầu 3); và trên mạng, địa chỉ www.honolulutransit.org.

Bạn có thể gọi để được một dĩa DVD miễn phí hoặc đặt mua bản in giá $59. Cả hai văn bản đều bằng tiếng Anh. Gọi số 566-2299 hay lên trang web www.honolulutransit.org để đặt hàng. Cho biết tên họ,địa chỉ, số điện thoại và ngôn ngữ của bạn.

Tôi có thể cho ý kiến bằng cách nào?

Bạn chọn:

1. Viết thư đến Buổi Họp Đóng Góp Ý Kiến về Dự Thảo EIS hay gởi đến Ông Wayne Yoshioka, DTS, 650 S. King Street, 3rd Floor, Honolulu, Hawaii 96813.
2. Có mặt tại Buổi Họp Đóng Góp Ý Kiến. Thành Phố sẽ sớm tổ chức một loạt các Buổi Họp về Dự Thảo EIS. Những ngày họp sẽ được phổ biến trên báo Honolulu Advertiser, báo Honolulu Star-Bulletin hay trên mạng www.honolulutransit.org
3. Lên mạng tại địa chỉ www.honolulutransit.org

Tôi có thể yêu cầu có người thông dịch cho Buổi Họp không?

Được. Để yêu cầu có người thông dịch cho buổi họp, gọi số 566-2299 trước buổi họp ít nhất 6 ngày. Cho biết tên họ, số điện thoại và ngôn ngữ của bạn.

Draft EIS Public Hearing Schedule

Date	Time	Area	Location
Saturday, Dec 6	9-11 am	Kapolei	Kapolei Hale 1000 Ulu`ohia St
Monday, Dec 8	6-8 pm	Ala Moana/ McCully	Blaisdell-Hawaii Suite 777 Ward Ave
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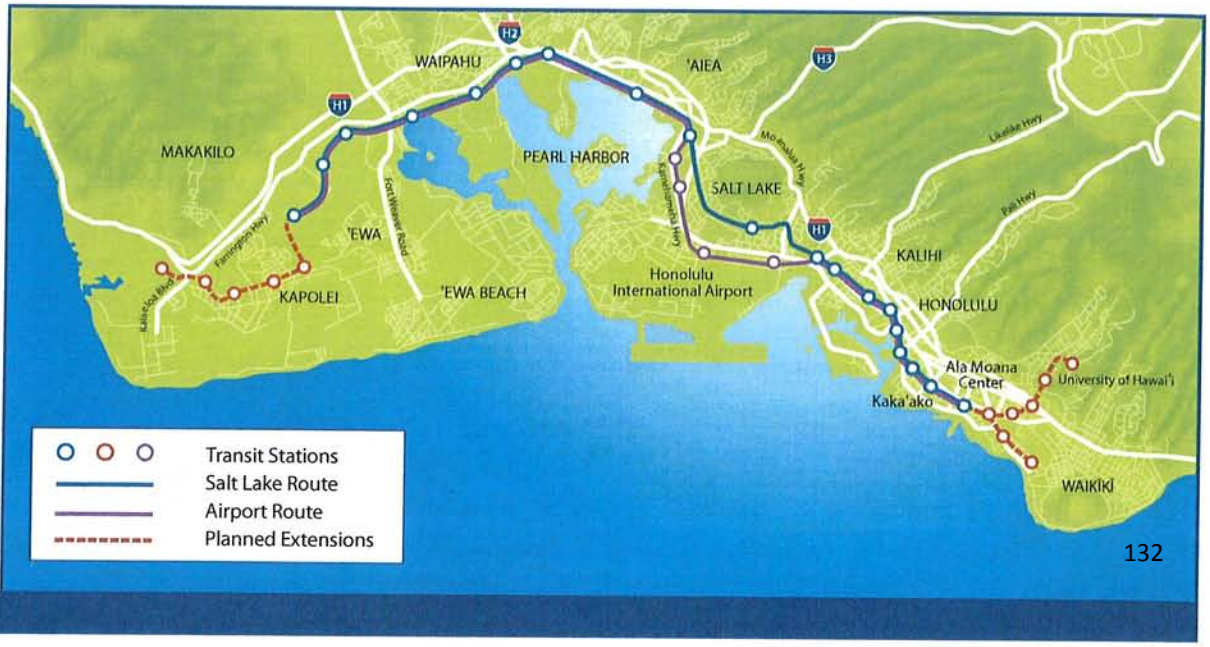


We invite you to review and comment on the Draft Environmental Impact Statement for the proposed Honolulu Rail Transit Project

Your home or business is along the rail transit route.

The Draft Environmental Impact Statement (Draft EIS) analyzes potential routes for a rail transit line from Kapolei to Ala Moana Center. The document was formally released on November 21, 2008. Public comments will be accepted until January 7, 2009. We encourage you to comment on the Draft EIS.

Where can I review a copy of the Draft EIS?

All state libraries on O'ahu, the City library, the Department of Transportation Services (650 South King Street, 3rd Floor), the Rapid Transit Division (1099 Alakea Street, 17th floor), and online at **www.honolulutransit.org**.

You can also request a free DVD that includes a video guide about the Draft EIS. In addition, printed copies of the Draft EIS are available for purchase for $59. To request a copy, call **566-2299** or visit **www.honolulutransit.org** and leave your full name, full address and contact phone number.

HONOLULU ON THE MOVE

How can I comment?

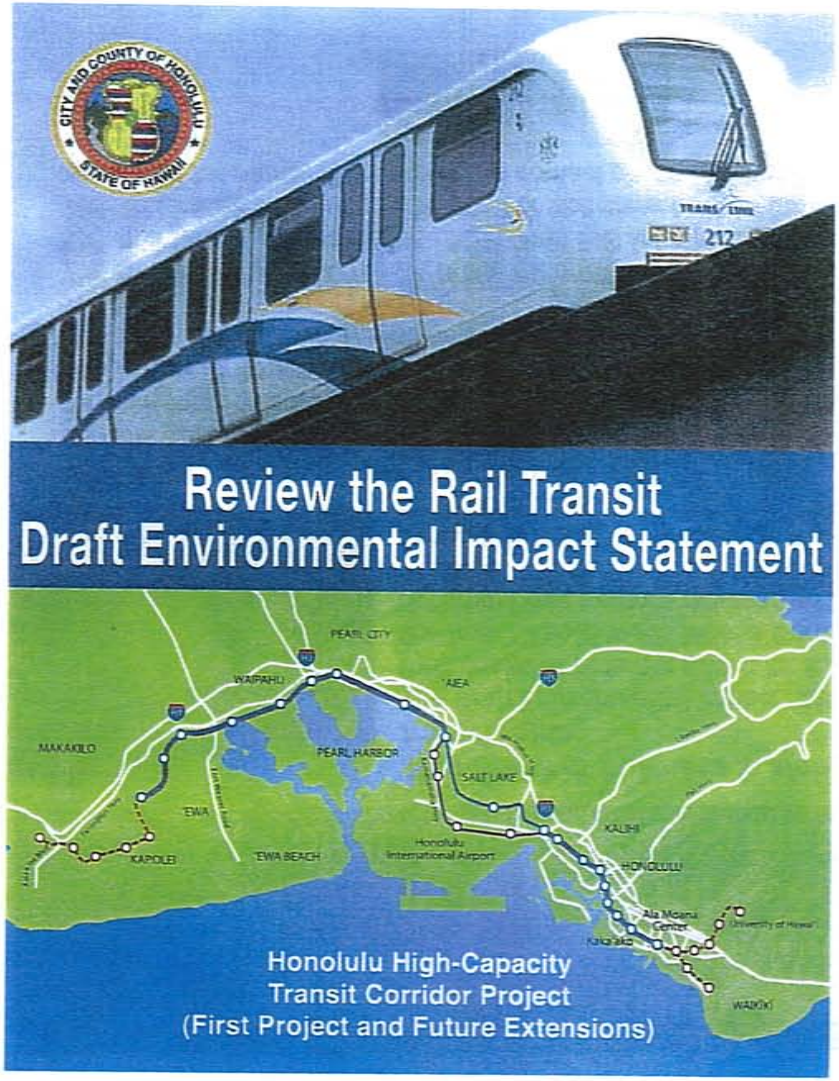
There are three ways to comment:

1. **In writing** at the Draft EIS Public Hearings or mailed to:

   Department of Transportation Services
   650 S. King Street, 3rd Floor
   Honolulu, Hawai'i 96813

2. **In person** at a Draft EIS Public Hearing
   - **December 6, 2008** from 9am - 11am
     Kapolei Hale
     1000 Ulu'ohia Street, Kapolei
   - **December 8, 2008** from 6pm - 8pm
     Neal Blaisdell Center-Hawai'i Suites
     777 Ward Avenue, Honolulu
   - **December 9, 2008** from 6pm - 8pm
     Salt Lake District Park
     1159 Ala Liliko'i Place, Honolulu
   - **December 10, 2008** from 6pm - 8pm
     Filipino Community Center
     94-428 Mokuola Street, Waipahu
   - **December 11, 2008** from 6pm - 8pm
     Bishop Museum
     1525 Bernice Street, Honolulu

3. **Online** at: **www.honolulutransit.org**



Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI. 96813

www.honolulutransit.org

Mr. & Mrs. John Doe
Address along of route
City, Hawaii 96xxx

Honolulu On The Move

Nov-Dec 2008

An Update on the Honolulu High-Capacity Transit Corridor Project

Review the Draft Environmental Impact Statement for Honolulu Rail Transit

Honolulu High-Capacity Transit Corridor Project
(First Project and Future Extensions)

Aloha! You have the opportunity to have your voice heard on one of our community's most important transportation projects. The Draft Environmental Impact Statement (Draft EIS) for the Honolulu High-Capacity Transit Corridor Project is now available. We invite you to review the Draft EIS and submit your comments. The public comment period will end on January 7, 2009.

The Draft EIS examines the environmental, economic and community impacts and benefits of 4 future alternatives between Kapolei and UH Mānoa: 3 potential routes for a rail transit line from East Kapolei to Ala Moana Center are analyzed in comparison to the No Build alternative.

Where can I get a copy of the Draft EIS?

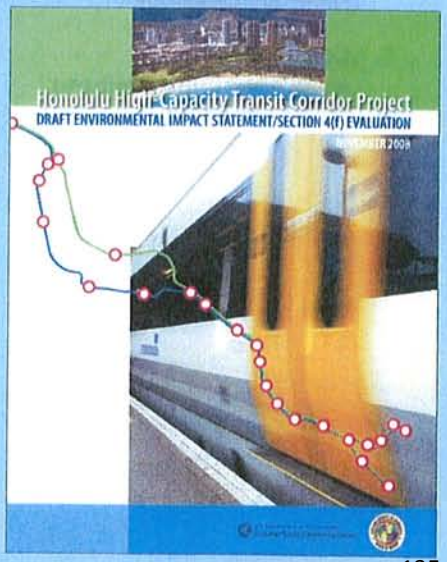
You can review a copy of the Draft EIS at your local state library, the City library, the Department of Transportation Services (650 South King Street, 3rd floor), the Rapid Transit Division (1099 Alakea Street, 17th floor), and online at **www.honolulutransit.org**.

You can also request a free DVD that includes a video about the Draft EIS. In addition, printed copies of the Draft EIS are available for purchase for $59. Call **566-2299** or visit **www.honolulutransit.org** to order. Please include your full name, address and phone number when contacting the project.

– continued on back

Public Hearing Dates for the Draft EIS

- **Saturday, December 6**
  9 to 11 a.m. at Kapolei Hale
  1000 Ulu'ohia Street, Kapolei
- **Monday, December 8**
  6 to 8 p.m. at the Neal S. Blaisdell Exhibition Hall, Hawai'i Suites
  777 Ward Avenue, Honolulu
- **Tuesday, December 9**
  6 to 8 p.m. at Salt Lake District Park
  1159 Ala Liliko'i Place, Honolulu
- **Wednesday, December 10**
  6 to 8 p.m. at the Filipino Community Center
  94-428 Mokuola Street, Waipahu
- **Thursday, December 11**
  6 to 8 p.m. at Bishop Museum
  1525 Bernice Street, Honolulu



Newsletter c/o Dept. of Transportation Services
City and County of Honolulu
650 South King St. 3rd floor
Honolulu, HI 96813

www.honolulutransit.org

Honolulu On The Move

Nov-Dec 2008

Contact Us

You can reach us by calling the project hotline at 566-2299 or by submitting your comments to www.honolulutransit.org.

Call or email us if you would like to receive an electronic version of this newsletter or would like be removed from our mailing list.

– continued from front

How can I comment?

There are three ways to comment:

1. **In writing** at a Draft EIS Public Hearing or mailed to:

   Department of Transportation Services
   650 S. King Street, 3rd Floor
   Honolulu, Hawai'i 96813

   Comments must be postmarked by January 7, 2009.

2. **In person** at a Draft EIS Public Hearing in December.

3. **Online** at **www.honolulutransit.org**.

Here is a look at several of the project's key environmental milestones.

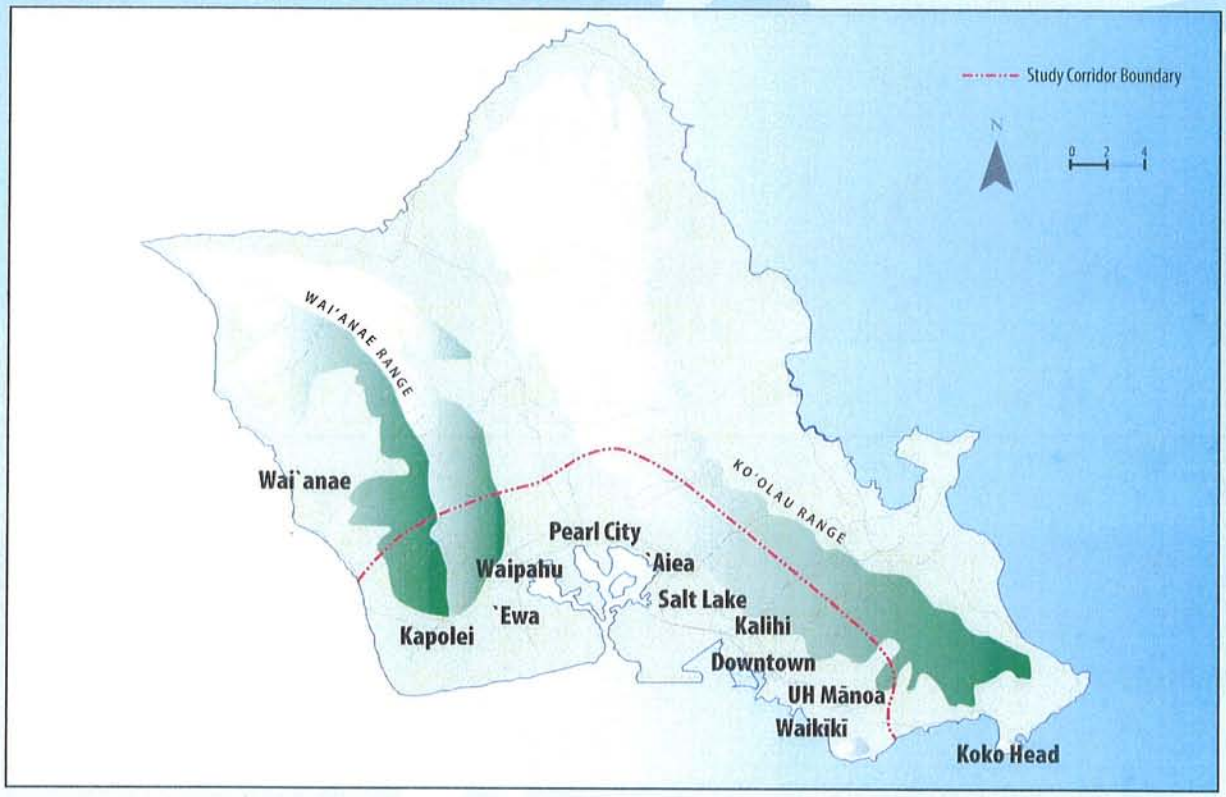
Milestone and Date	Description
EIS Preparation Notice (2005) Scoping (2007)	Scoping identified the alternatives and impacts that are examined in the Environmental Impact Statement. Along with technical studies, the project reached out for the public's ideas and opinions through community meetings, City Council hearings and the Internet.
Alternatives Analysis (2006)	Information from Scoping was used to identify and analyze types of transit and routes that were reasonable and practical.
Honolulu City Council selects Locally Preferred Alternative (January 2007)	Based on the Alternatives Analysis and public testimony, the City Council selected a transit system for the Kapolei to UH Mānoa traffic corridor.
Draft Environmental Impact Statement (November 2008)	The Draft EIS studies the potential impacts of three routes from East Kapolei to Ala Moana Center, as well as a No Build alternative. The public and government agencies can review and comment on the Draft EIS.
Final Environmental Impact Statement (projected for 2009)	The Federal Transit Administration (FTA) will issue the Final Environmental Impact Statement (Final EIS). The Final EIS will respond to comments received on the Draft EIS, identify a preferred alternative, show state and federal environmental laws are followed, and identify any mitigation measures.
Record of Decision (projected for the second half of 2009)	The FTA will issue a Record of Decision (ROD), which will state the FTA's determination that all environmental steps have been completed. The ROD describes the basis for the decision, identifies alternatives that were considered and summarizes specific mitigations for the project.

station 1

PURPOSE and NEED

Honolulu High-Capacity Transit Corridor Project
DRAFT ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

STUDY CORRIDOR

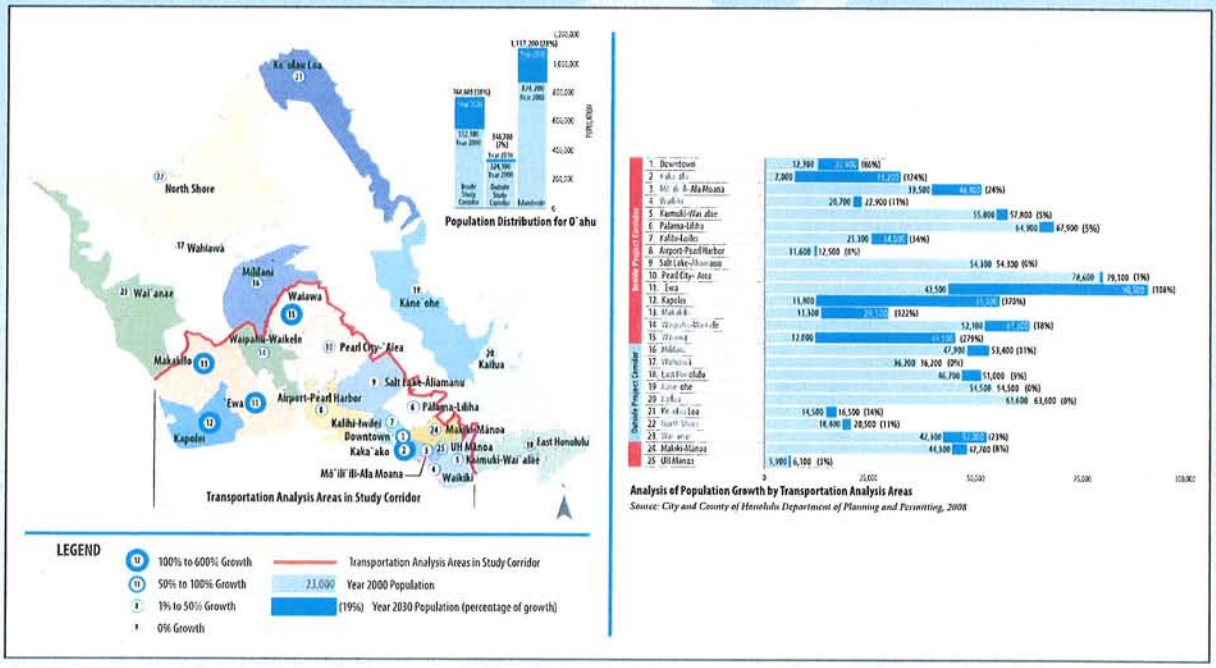


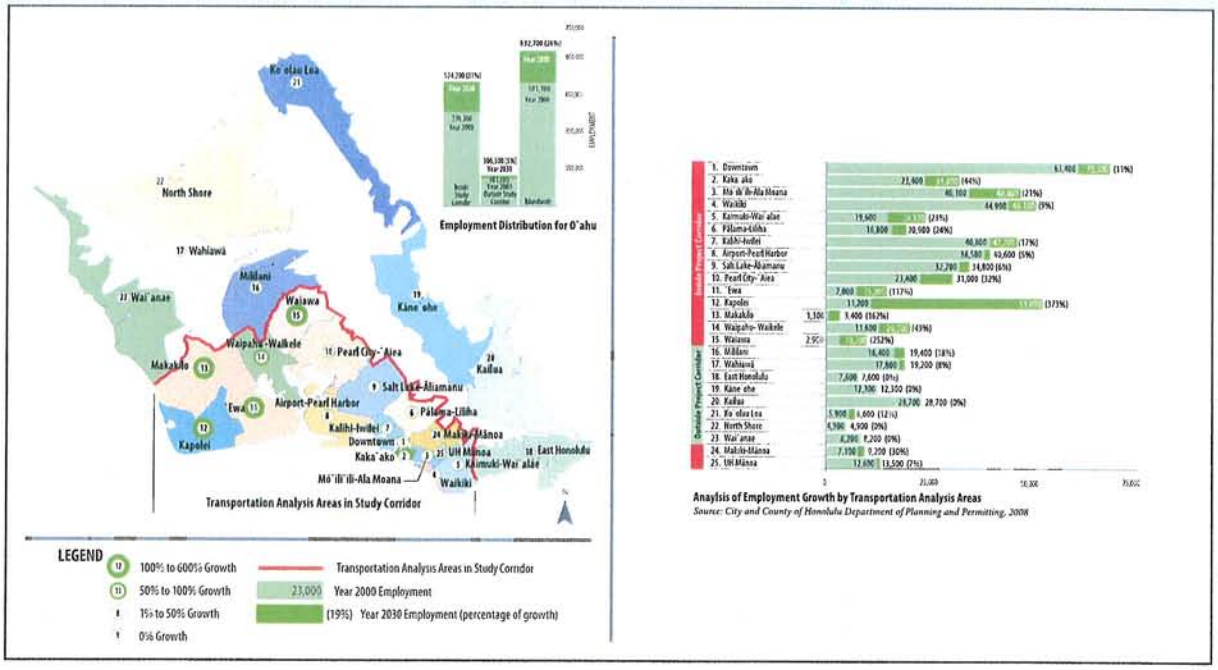
The study corridor for the Honolulu High-Capacity Transit Corridor Project extends from Kapolei to the University of Hawai'i at Mānoa and Waikīkī. The east-west length of the study corridor is approximately 23 miles. The north-south width is about 4 miles.

U.S. Department of Transportation
Federal Transit Administration

PURPOSE and NEED

STUDY CORRIDOR POPULATION AND EMPLOYMENT





U.S. Department of Transportation
Federal Transit Administration

PURPOSE and NEED

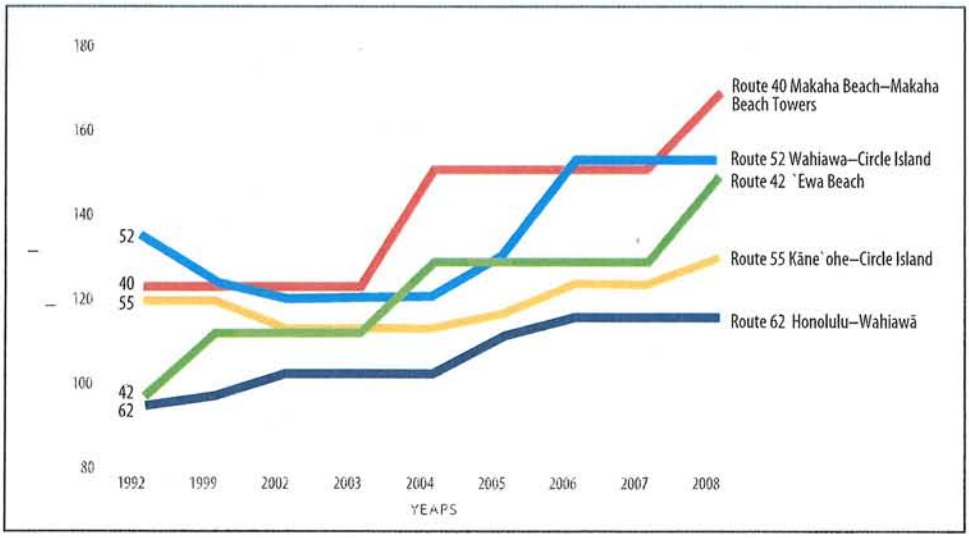
CURRENT TRAVEL TIMES ON O'AHU

Peak-period travel times for both drivers and transit users are affected by traffic congestion.

	Travel Origin and Destination																
	From Wai`anae to Downtown	From Kapolei to Downtown	From `Ewa to Downtown	From Waipahu to Downtown	From Mililani Mauka to Downtown	From Pearlridge Center to Downtown	From Downtown to Ala Moana Center	From Downtown to Waikiki	From Downtown to UH Mānoa	From Airport to Waikiki	From Waipahu to Waikiki	From Downtown to Kapolei	From Wai`anae to UH Mānoa	From Kapolei to Ala Moana Center	From Salt Lake to Downtown	From `Ewa to Airport	From Airport to Downtown
2007 Base Year																	
Walk-to-transit	102	86	88	79	105	52	18	32	29	71	88	67	128	101	39	114	42
Auto travel time	100	89	88	58	84	35	14	19	18	35	69	32	109	94	26	75	25

Existing A.M. Peak-Period Travel Times (in Minutes)

Traffic congestion has caused bus travel times to steadily increase in recent years.



Selected Bus Trip Times for Selected Routes

U.S. Department of Transportation
Federal Transit Administration

PURPOSE and NEED

PURPOSE AND NEED FOR TRANSIT IMPROVEMENTS

Purpose of the Project

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and UH Mānoa, as specified in the O'ahu Regional Transportation Plan 2030 (ORTP). The project is intended to provide faster, more reliable public transportation service in the corridor than can be achieved with buses operating in congested mixed-flow traffic, to provide reliable mobility in areas of the corridor where people of limited income and an aging population live, and to serve rapidly developing areas of the corridor. The project also would provide additional transit capacity, an alternative to private automobile travel, and improve transit links within the corridor. Implementation of the project, in conjunction with other improvements included in the ORTP, would moderate anticipated traffic congestion in the corridor. The Honolulu High-Capacity Transit Corridor Project also supports the goals of the Honolulu General Plan and the ORTP by serving areas designated for urban growth.

Project Goals and Objectives

- Improve corridor mobility
- Improve corridor travel reliability
- Improve access to planned development to support City policy to develop a second urban center
- Improve transportation equity

ALTERNATIVES PREVIOUSLY CONSIDERED

Alternatives Analysis

The Alternatives Analysis evaluated a range of alternatives. The Fixed-Guideway Alternative would perform substantially better than the other alternatives.

Alternative	Daily Islandwide Transit Trips	Vehicle Miles Traveled	Vehicle Hours of Delay	Hours of Transit User Benefits	Total Capital Cost (Millions 2006 Dollars)	Cost per Hour of Transit-user Benefit Compared to No Build
2030 No Build	232,100	13,971,000	82,000	N/A	$660	N/A
2030 Transportation System Management (TSM)	243,100	13,874,000	80,000	4,325,100	$856	$13.54
2030 Managed Lane	244,400– 247,000*	14,002,000– 14,034,000*	78,500– 82,500*	5,528,500– 5,632,700*	$3,601– $4,727*	$50.34–$63.42*
2030 Fixed Guideway	281,900– 294,100*	13,464,000– 13,539,000*	65,000– 73,500*	15,153,600– 18,770,200*	$4,192– $6,075*	$21.32–$27.05*

* Range of values provided represents the range between options reported in the Alternatives Analysis Report (DTS 2006b).

Many Alternatives have been evaluated, and those that would perform poorly were rejected.

	Why Rejected	When Rejected
Alternative		
Pearl Harbor Tunnel	Rejected by O'ahu MPO based on high cost and limited benefit	Screening
Waterborne Ferry Service	Insufficient capacity and uncompetitive travel time	Screening
Transportation System Management	Would not have supported Honolulu General Plan; minimal impact to vehicle miles traveled and vehicle hours of delay	Alternatives Analysis
Managed Lane Alternative	Would not have supported Honolulu General Plan; minimal impact to vehicle miles traveled and vehicle hours of delay	Alternatives Analysis
Technologies		
Diesel Multiple Unit	Not suitable for urban transit	Screening
Personal Rapid Transit	Unproven technology and insufficient capacity	Screening
Commuter Rail	Not suitable for urban transit	Screening
Emerging Concepts	Unproven technology	Screening
Rubber-tired Guided Vehicles	Proprietary technology	After Alternatives Analysis
Magnetic Levitation	Proprietary technology unproven in U.S.	After Alternatives Analysis
Monorail	Proprietary technology	After Alternatives Analysis

ALTERNATIVES

ALTERNATIVES EVALUATED IN THE DRAFT EIS

Four alternatives are evaluated in this Draft EIS. They include the No Build Alternative and three fixed guideway alternatives (Build Alternatives) with different lengths and alignments:

- No Build Alternative
- Fixed Guideway Transit Alternative via Salt Lake Boulevard (Salt Lake Alternative)
- Fixed Guideway Transit Alternative via the Airport (Airport Alternative)
- Fixed Guideway Transit Alternative via the Airport & Salt Lake Boulevard (Airport & Salt Lake Alternative)

ALTERNATIVES

ALTERNATIVES EVALUATED IN THE DRAFT EIS

All Alternatives, including No Build, include substantial committed future transportation projects.

Facility	Description
Farrington Highway	Widen Farrington Highway from Golf Course Road to just west of Fort Weaver Road
Fort Barrette Road	Widen Fort Barrette Road from Farrington Highway to Franklin D. Roosevelt Avenue
Hanua Street	Extend Hanua Street from Malakole Street to Farrington Highway and construct new on- and off-ramps at H-1
H-1 Freeway	Construct new H-1 Kapolei Interchange
H-1 Freeway	Widen H-1 in the eastbound direction from Middle Street to Vineyard Boulevard
H-1 Freeway	Modify the weaving movements on H-1, in the westbound direction, between the Lunalilo Street on-ramp and the Vineyard Boulevard off-ramp
H-1 Freeway	Construct a new eastbound off-ramp and westbound on-ramp to H-1 at the Makakilo Interchange
H-1 Freeway	Widen H-1 in the westbound direction from the Waiau Interchange to the Waiawa Interchange
H-1 Freeway	Widen H-1 in the westbound direction through the Waiawa Interchange
H-1 Freeway	Construct a zipper lane on H-1 in the westbound direction from the Ke`ehi Interchange to the Kunia Interchange
H-1 Freeway	Widen the Waipahu Street off-ramp in the westbound direction
H-2 Freeway	Widen ramps at the Waipi`o Interchange
H-1 Freeway	Improve operations between Ward Avenue and University Avenue
H-1 and H-2 Freeways	Modify the H-1 and H-2 Waiawa Interchange
Kamehameha Highway	Widen Kamehameha Highway between Lanikuhana Avenue and Ka Uka Boulevard
Kapolei Parkway	Extend Kapolei Parkway
North-South Road	Widen and extend North-South Road
Makakilo Drive	Extend Makakilo Drive south to H-1 and connect to North-South Road
Farrington Highway	Widen Farrington Highway from Kunia to Waiawa Interchange
Farrington Highway	Widen Farrington Highway from Hakimo Road to Kalaeloa Boulevard
H-1 Freeway	Widen H-1 in the eastbound direction from Liliha Street to Pali Highway
H-1 Freeway	Modify and/or close various ramps on H-1 from Middle Street to University Avenue
H-1 Freeway	Modify on- and off-ramps at the University Avenue Interchange on H-1
H-1 Freeway	Widen H-1 in the westbound direction from Vineyard Boulevard to Middle Street
H-1 Freeway	Construct HOV lanes from the Waiawa Interchange to the Makakilo Interchange
H-1 Freeway	Widen H-1 in the eastbound direction from the Waiawa Interchange to the Hālawa Interchange
H-1 Freeway	Widen H-1 in the eastbound direction from Ward Avenue to Punahou Street
H-2 Freeway	Construct a new interchange between Meheula Parkway and Ka Uka Boulevard
Kahekili Highway	Widen Kahekili Highway from Kamehameha Highway to Ha`ikū Road
Kunia Road	Widen Kunia Road from Wilikina Drive to Farrington Highway
Likelike Highway	Widen Likelike Highway from Kamehameha Highway to Kahekili Highway
Makakilo Mauka Frontage Road	Construct a new Makakilo Mauka Frontage Road from Kalaeloa Boulevard to Makakilo Drive
Nimitz Highway	Construct a new two-lane elevated and reversible HOV flyover above Nimitz Highway
Pi`ikoi and Pensacola Streets	Reverse the existing one-way Pi`ikoi Street and Pensacola Street couplet
Pu`uloa Road	Widen Pu`uloa Road from Pukuloa Street to Nimitz Highway
Central Mauka Road	Construct Central Mauka Road, a new road from Mililani Mauka to Waiawa
Wahiawā, Second Access	Construct a new second access road between Whitmore Village and Wahiawā
Wai`anae, Second Access	Construct a new second access road to Wai`anae from Farrington Highway

Committed Congestion-relief Projects in the O`ahu Regional Transportation Plan 2030

ALTERNATIVES

FIXED GUIDEWAY SYSTEM FEATURES

Time of Day[1]	System Headway[2]
4 a.m. to 6 a.m.	6 minutes
6 a.m. to 9 a.m.	3 minutes
9 a.m. to 3 p.m.	6 minutes
3 p.m. to 6 p.m.	3 minutes
6 p.m. to 8 p.m.	6 minutes
8 p.m. to midnight.	10 minutes

[1] System is closed from midnight to 4 a.m.

[2] Branch-line headway on Airport and Salt Lake alignments would be twice that of the main line for the Airport & Salt Lake Alternative.

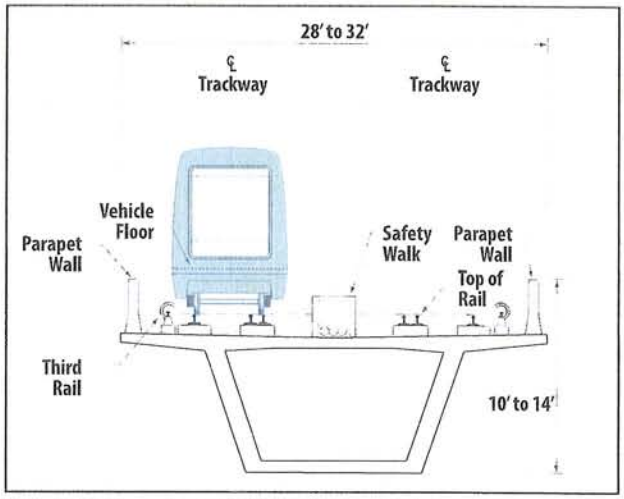
Operating Parameters

The system would operate between 4 a.m. and midnight.

The fare system would be unified with TheBus, TheBoat, allowing transfers or use of a single pass.

Transit Technology

Steel-wheel trains would operate on an elevated guideway with one track in each direction.



Example Vehicle on Elevated Guideway (Cross-section)

Trains would be between 120 and 180 feet in length and able to carry more than 6,000 passengers in each direction during the peak hour.

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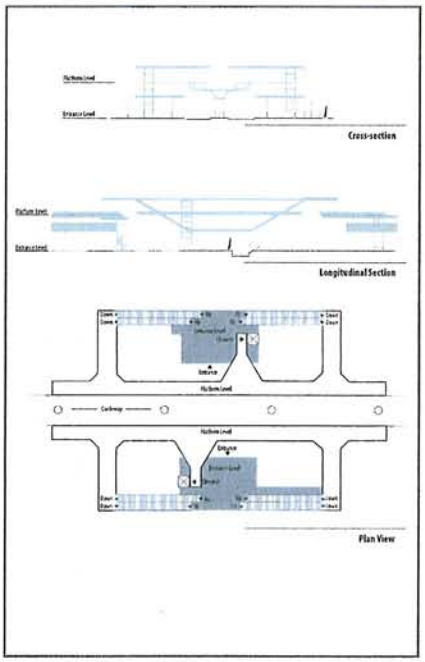
STATION FEATURES

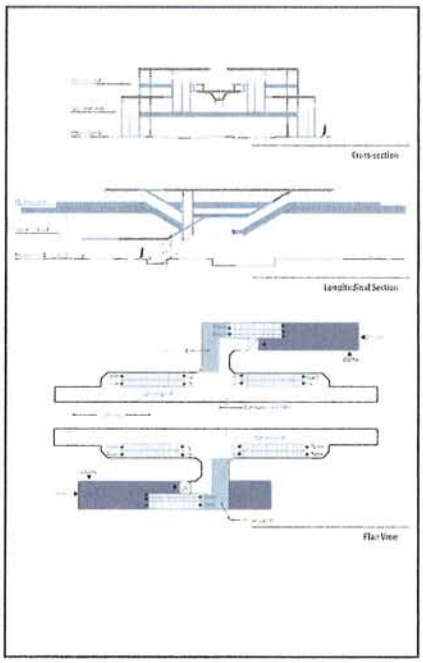
Stations would have one of three basic designs, all with similar elements. Generally station platforms would be between 30 and 50 feet above the ground.

Each station would include:

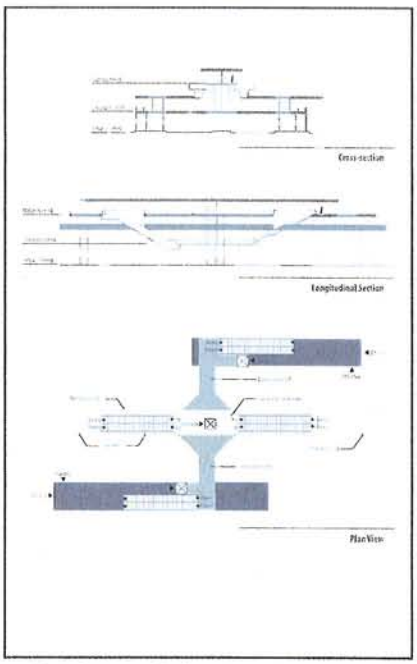
- Stairs, elevators, and escalators
- Ticket-vending machines
- Bicycle parking
- Lighting and landscaping



Typical Side-platform Station Configuration without a Concourse



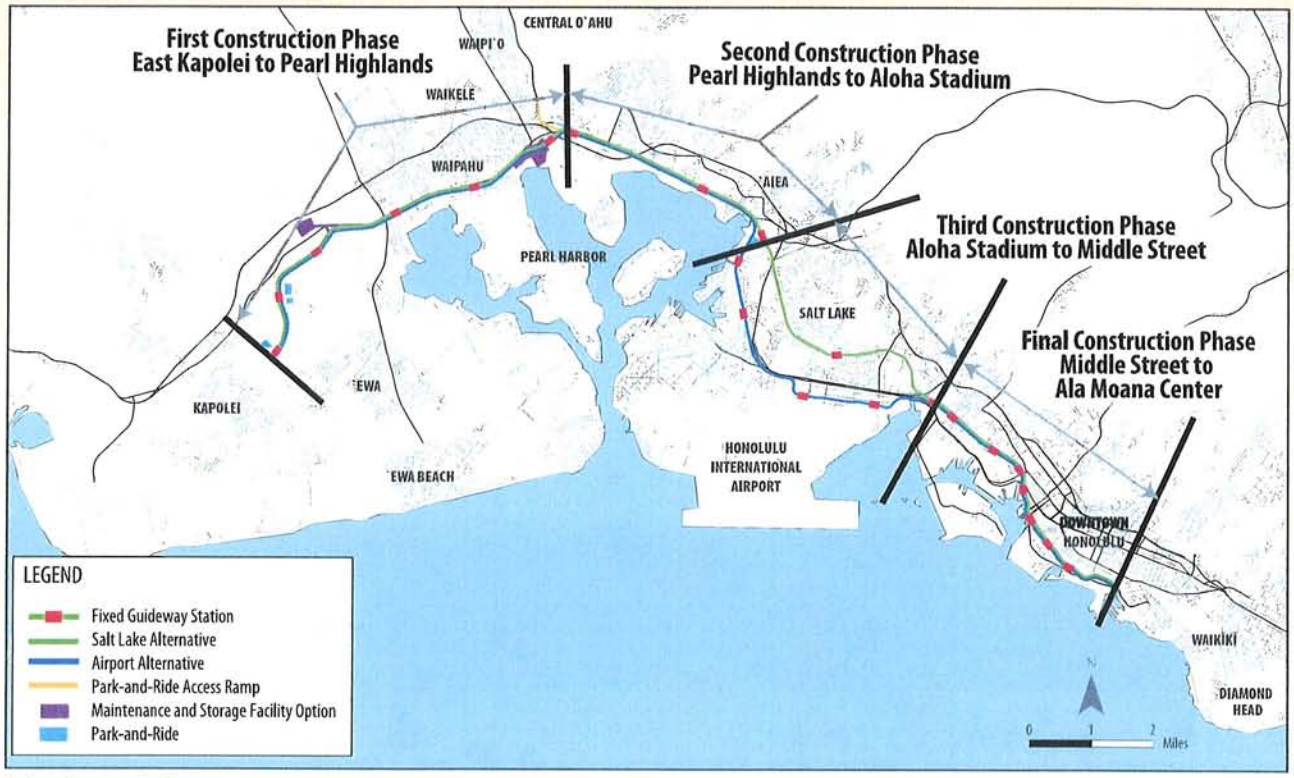
Typical Side-platform Station Configuration with a Concourse



Typical Center-platform Station Configuration with a Concourse

ALTERNATIVES

PROJECT CONSTRUCTION PHASING



Project Construction Phases

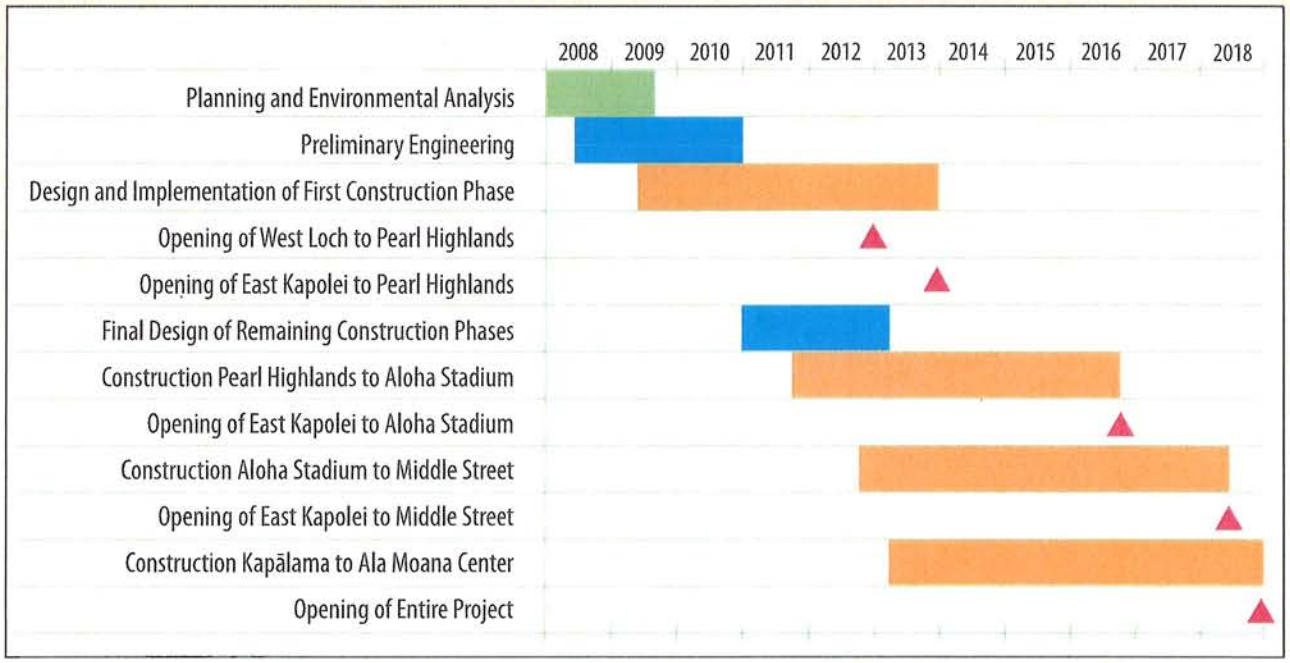
The Project is proposed to be constructed in the following four phases:

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

In addition to the Project, the Locally Preferred Alternative includes three planned extensions connecting the Project to the following areas: West Kapolei, UH Mānoa, and Waikīkī. These extensions are anticipated to be completed at some time in the future as separate projects that would receive detailed environmental review.

ALTERNATIVES

PROJECT SCHEDULE



Construction would be completed in overlapping phases of work beginning in 2009 and completed in 2018. Portions of the project would be opened as progress allows, beginning in 2012.

TRANSPORTATION EFFECTS

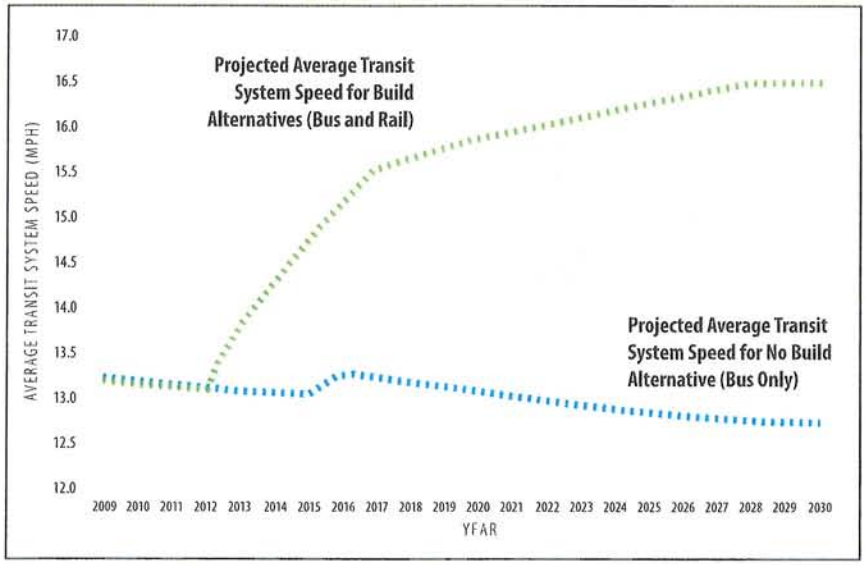
FUTURE (2030) TRAFFIC CONDITIONS

Alternative	Total			Percent Change from No Build		
	Daily VMT	Daily VHT	Daily VHD	Daily VMT	Daily VHT	Daily VHD
No Build	13,583,000	415,000	106,000	n/a	n/a	n/a
Salt Lake	13,096,000	385,000	84,000	-4%	-7%	-21%
Airport	13,086,000	385,000	82,000	-4%	-7%	-23%
Airport & Salt Lake	13,103,000	386,000	83,000	-4%	-7%	-22%

The number of vehicle miles and hours traveled daily would vary among the alternatives. With the project, congestion, as measured in hours of delay, would be between 21 and 23 percent less than for the No Build Alternative. Under congested conditions, even small reductions in traffic volumes can cause large reductions in delay.

TRANSPORTATION EFFECTS

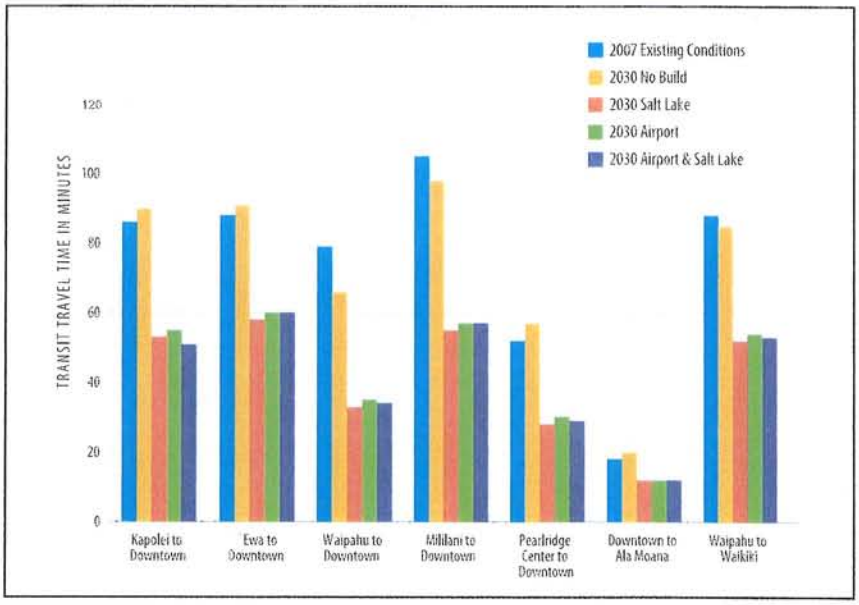
EFFECTS ON TRANSIT TRAVEL TIMES



Transit Average Operating Speeds in Miles per Hour—2030 No Build and Build Alternatives

Average transit operating speeds are projected to continue to decrease with the No Build Alternative. The average transit operating speed would be substantially greater including the Fixed Guideway System.

Travel times on transit between many locations during the A.M. peak would be much shorter with the Build Alternatives.



A.M. Peak-Period Transit Travel Times

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TRANSPORTATION EFFECTS

TRANSPORTATION SYSTEM EFFECTS AND POTENTIAL MITIGATION

Alternative and Street/Intersection	Column Placement	Summary of Potential Effects
Common to All Build Alternatives		
Farrington Highway and Fort Weaver Road	Side/Median	Expand median by 9 feet for column placement. Reduce existing through lanes to 11 feet and left-turn lanes to 10 feet.
Farrington Highway from Kunia Road to Kahualii Street	Median	Expand median. Reduce through lanes to 11 feet and left-turn lanes to 10 feet.
Kamehameha Highway from Acacia Road to Boathouse Entrance	Median	Expand median. Reduce through lanes to 11 feet and left-turn lanes to 10 feet. May restrict left turns at certain driveways.
Kamehameha Highway and Laumaka	Median	Construct 10-foot median. Acquire right-of-way on makai side of roadway.
Dillingham Boulevard from Pu`uhale to Costco Driveway	Median	Acquire 10 feet of additional right-of-way on makai side of roadway. Signal modification may be necessary to account for left-turn phasing.
Dillingham Boulevard from Ka`aahi to King	Varies	Acquire right-of-way to add makai-bound lane for buses to turn left at Ka`aahi.
Nimitz from Maunakea to Halekauwila	Median	Expand median by acquisition of additional right-of-way.
Kona Street and Ke`eaumoku Street	Median	Demolish portions of parking structure ramps.
Kona Street from Ala Moana Center to Mahukona Street	Median	Reduce lanes from 11 feet to 10 feet.
Salt Lake Alternative		
Salt Lake Boulevard from Lawehana Street to Luapele Street	Side	Remove travel lane in `Ewa direction.
Salt Lake Boulevard from Kahuapa`ani Street to Ala Napunani Street	Median	Expand median. Reduce lane widths and sidewalks.
Salt Lake Boulevard/Pūkōloa Street and Pu`uloa Road	Median/Side	Expand median. May need to remove travel/turn lane.
Airport Alternative		
Kamehameha Highway and Radford Drive	Median	Reduce existing through lanes to 11 feet and left-turn lanes to 10 feet.
Kamehameha Highway and Center Drive	Median	Reduce existing through lanes to 11 feet and left-turn lanes to 10 feet.
Airport & Salt Lake Alternative		
Salt Lake Boulevard from Lawehana Street to Luapele Street	Side	Remove travel lane in `Ewa direction.
Salt Lake Boulevard from Kahuapa`ani Street to Ala Napunani Street	Median	Expand median. Reduce lane widths and sidewalks.
Salt Lake Boulevard/Pūkōloa Street and Pu`uloa Road	Median/Side	Expand median. May need to remove travel/turn lane.
Kamehameha Highway and Radford Drive	Median	Reduce existing through lanes to 11 feet and left-turn lanes to 10 feet.
Kamehameha Highway and Center Drive	Median	Reduce existing through lanes to 11 feet and left-turn lanes to 10 feet.

Column Placement Effects on Streets and Highways

With the Build Alternatives, traffic volumes within the corridor would decrease compared to the No Build Alternative.

The roadway system would be modified to accommodate the guideway.

Traffic conditions at local intersections near the Pearl Highlands Station would be affected by the Project. Mitigation could include widening or signalization of the affected intersections.

TRANSPORTATION SYSTEM EFFECTS AND POTENTIAL MITIGATION

Alternative and Street/Intersection			Column Placement	Parking Spaces Lost		
				On-Street		Off-Street
Roadway or Station Name	Cross Street From	Cross Street To		Mauka	Makai	
Common to All Build Alternatives						
West Loch Station	–	–	Median			21
Waipahu Transit Center Station	–	–	Median			13
Ala Ike Street/LCC Station	–	–	Side			180
Kamehameha Highway	H-1/H-2 Interchange	Moanalua Freeway Interchange	Median			43
Dillingham Boulevard	Laumaka Street	Pu`uhale Road	Median			13
Dillingham Boulevard	Pu`uhale Road	Mokauea Street	Median			19
Dillingham Boulevard	Mokauea Street	Kalihi Street	Median			20
Dillingham Boulevard	Kalihi Street	McNeill Street	Median			6
Dillingham Boulevard	McNeill Street	Waiakamilo Road	Median			26
Dillingham Boulevard	Waiakamilo Road	Kohou Street	Side			10
Dillingham Boulevard	Kohou Street	Alakawa Street	Side			15
Dillingham Boulevard	Alakawa Street	Ka`aahi Street	Varies (Median/Side)			130
Ka`aahi Street	Dillingham Boulevard	End of existing road	Side	8	9	
Halekauwila Street	Punchbowl Street	South Street	Side	8	13	
Halekauwila Street	South Street	Keawe Street	Side	9	6	
Civic Center Station	–	–	Off-street			35
Halekauwila Street	Keawe Street	Coral Street	Side	16	22	
Halekauwila Street	Cooke Street	Kamani Street	Side	17	27	12
Kaka`ako Station	Ward Entertainment Center and Ward Gateway Center	–	Off-street			183
Kona Street	Pensacola Street	Pi`ikoi Street	Median	53	39	
Ala Moana Center	–	–	Median			75
Salt Lake Alternative						
Salt Lake Boulevard	Kamehameha Highway	Luapele Drive	Roadside			89
Ala Liliko`i Station	–	–	Median			56
Airport Alternative						
Aloha Stadium Overflow Parking Lot	–	–	Side			20
Kamehameha Highway	Salt Lake Boulevard	Kohomua Street	Roadside	20		
Airport & Salt Lake Alternative						
Salt Lake Boulevard	Kamehameha Highway	Luapele Drive	Roadside			89
Ala Liliko`i Station	–	–	Median			56
Arizona Memorial Station	–	–	Median			14
Kamehameha Highway	Salt Lake Boulevard	Kohomua Street	Roadside	20		

Potential Effects on Parking due to Fixed Guideway Column Placement

On and off-street parking would be reduced in some areas to accommodate the Fixed Guideway. Mitigation measures could include parking permits, providing additional parking, or implementing parking management programs.

TRANSPORTATION SYSTEM EFFECTS AND POTENTIAL MITIGATION

Pedestrian and Bicycle facilities would be modified to accommodate the guideway.

Roadway Name	Cross-street From	Cross-street To	Column Placement	Summary of Potential Effects
Common to All Build Alternatives				
Farrington Highway	Kunia Road	Pupukahi Street	Median	Signed shared roadway would be narrowed from 16 to 14 feet inbound and from 14 to 13 feet outbound.
Farrington Highway	Pupukahi Street	Pupupuhi Street	Median	Existing 4-foot inbound bike lane would be replaced with a 14-foot signed shared roadway.
Farrington Highway	Pupupuhi Street	Awanui Street	Median	Shared roadway (outbound) would be reduced from 15 to 14 feet.
Dillingham Boulevard and Kamehameha Highway	Pu`uhale Road	Mokauea Street	Median	Makai sidewalk would be narrowed to 5 feet (currently 4 to 6.5 feet).
Dillingham Boulevard	Mokauea Street	Kalihi Street	Median	Makai sidewalk would be narrowed from 8 to 5 feet.
Dillingham Boulevard	McNeill Street	Waiakamilo Road	Median	Makai sidewalk would be narrowed to 5 feet (currently 4 to 6 feet).
Dillingham Boulevard	Kokea Street	Alakawa Street	Side	Makai sidewalk would be narrowed to 5 feet (currently 4 to 7 feet).
Dillingham Boulevard	Ka`aahi Street	King Street	Side	Makai sidewalk would be narrowed to 5 to 10 feet (currently 10 to 15 feet).
Halekauwila Street	Punchbowl Street	South Street	Side	Sidewalks would be narrowed to 7 feet.
Halekauwila Street	Keawe Street	Coral Street	Side	Makai sidewalk would be narrowed from 12 to 7 feet.
Salt Lake Alternative [1]				
Salt Lake Boulevard	Lawehana Street	Maluna Street	Median	Width of shared inbound lanes would be reduced.
Salt Lake Boulevard	Ala Liliko`i Street	Peltier Avenue	Median	Removal of the existing inbound bike lane is planned to be replaced with a 14-foot signed shared roadway.
Salt Lake Boulevard	Peltier Avenue	Pu`uloa Road	Median	Both bike lanes are planned to be replaced by a 14-foot signed shared roadway.
Pūkōloa Street	Pu`uloa Road	Ahua Street	Side	Columns may be placed on part of the sidewalk.

Summary of Potential Effects on Bicycle and Pedestrian Systems due to Fixed Guideway Column Placements

TRANSPORTATION EFFECTS

CONSTRUCTION PHASE EFFECTS TO THE TRANSPORTATION SYSTEM

Effects on Transit Service

Bus routes would be maintained but could be temporarily diverted or relocated to provide reliable service during construction.

Minor Effects	Direct Effects
1, 2, 5, 7, 10, 11, 13, 17, 18, 31, 40, 40A, 44, 74, 83A, 86, 86A, 93A, 95, 201, 202, 413, 415, B, F11, F12, F13	2, 3 4, 6, 8, 9, 11, 13, 19, 20, 22, 23, 31, 32, 40, 40A, 42, 43, 52, 53, 54, 55, 56, 57, 57A, 62, 65, 71, 73, 88, 88A, 98A, 201, 202, 203, 434 , A, B, C, E, F2, F3

Bus Routes Affected by Construction

Effects on Parking

On-street parking would be temporarily removed during construction.

Effects on Bicycle and Pedestrian Facilities

Existing facilities would be maintained or detoured during construction as safety allows.

TRANSPORTATION EFFECTS

CONSTRUCTION PHASE EFFECTS TO THE TRANSPORTATION SYSTEM

Roadway Name	Cross Street From	Cross Street To	Number of Lanes	Number of Lanes to be Temporarily Closed	
				Kapolei Bound	Koko Head Bound
Common to All Build Alternatives					
Farrington Highway	Paiwa Street	Kahualii Street	4	1 (a.m.) 0 (p.m.)	0 (a.m.) 1 (p.m.)
Kamehameha Highway	Acacia Road	Boathouse Entrance	6[2]	0	1
Kamehameha Highway	Middle Street	Laumaka Street	5	1	1
Dillingham Boulevard and Kamehameha Highway	Kohou Street	Alakawa Street (Costco rear parking)	4	1	1
Halekauwila Street	Punchbowl Street	South Street	2	1	0
Halekauwila Street	Keawe Street	Ward Avenue	2	0	1
Kona Street	Pensacola Street	Ke`eaumoku Street	2	1	0
Salt Lake Alternative					
Salt Lake Boulevard	Luapele Drive	Maluna Street/Namur Road	6	1	1
Salt Lake Boulevard	Wanaka Street	Kahikolu Place	2	0[3]	0[3]
Salt Lake Boulevard	Ala Liliko`i Street	Ala Napunani Street	5	1	1
Salt Lake Boulevard	Ala Napunani Street	Pu`uloa Road	5	0	1
Pūkōloa Street	Pu`uloa Road	Ahua Street	5	0	1
Airport Alternative					
Kamehameha Highway	Salt Lake Boulevard	Center Drive	5[2]	0	1
Airport & Salt Lake Alternative					
Salt Lake Boulevard	Luapele Drive	Maluna Street/Namur Road	6	1	1
Salt Lake Boulevard	Wanaka Street	Kahikolu Place	2	0[3]	0[3]
Salt Lake Boulevard	Ala Liliko`i Street	Ala Napunani Street	5	1	1
Salt Lake Boulevard	Ala Napunani Street	Pu`uloa Road	5	0	1
Pūkōloa Street	Pu`uloa Road	Ahua Street	5	0	1
Kamehameha Highway	Salt Lake Boulevard	Center Drive	5[2]	0	1

[1] Additional closures could occur in short segments and/or during off-peak travel periods.
[2] Kamehameha Highway narrows to four lanes around the Moanalua Freeway Interchange.
[3] An existing lane may be removed but would be supplemented with an additional lane at the time of construction.

Potential Peak-Period Temporary Lane Closures During Construction [1]

Effects on Traffic

Lane closures would be required in parts of the Study Corridor to accommodate construction of the following features:

- Column foundations
- Columns
- Guideway structure
- Stations
- Park-and-ride and other facilities

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ENVIRONMENTAL EFFECTS

SUMMARY OF ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

Land Use		
Environmental Effects	No Build Alternative	Project would not be built and would not impact land use. However, it is not consistent with local and regional long-range plans.
	Common to All Build Alternatives	Land that would be acquired that is common to all Build Alternatives is included in the numbers presented for each alternative. Included is 88 acres of prime and statewide-important farmlands (included in acreage totals below). This is less than one-tenth of one percent of available agricultural land on O`ahu. The Build Alternatives are consistent with future land use plans and policies.
	Salt Lake Alternative	147 acres of existing land use converted to transportation use.
	Airport Alternative	141 acres of existing land use converted to transportation use.
	Airport & Salt Lake Alternative	160 acres of existing land use converted to transportation use.
	Proposed Mitigation Measures	The acquired acreage under each of the Build Alternatives represents approximately 1 percent of the total acreage within the study corridor. A majority of the land uses being converted to a transportation use represent business uses (approximately 84 percent), which include retail, office, industrial, and warehouse. The remaining 16 percent of land conversions would be residential land uses. Based on the relatively small amount of land that will be acquired, including farmland, no mitigation measures would be needed.
Economic Activity		
Environmental Effects	No Build Alternative	Project would not be built and there would not be a conversion of property and associated reductions in tax base. There would be no mobility enhancements for travel to employment or recreation areas.
	Common to All Build Alternatives	For all of the Build Alternatives, property would be acquired from private owners and converted to a transportation use that is owned by the City. This would result in a direct reduction in property tax revenues. These reductions are estimated to be $1.2 million for any of the Build Alternatives.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	The Project is not expected to result in substantial long-term adverse effects on property tax revenues. No mitigation measures would be needed.
Acquisitions, Displacements, and Relocations		
Environmental Effects	No Build Alternative	Project would not be built and would not have impacts on properties.
	Common to All Build Alternatives	Parcels that would be acquired that are common to all Build Alternatives are included in the numbers presented for each alternative
	Salt Lake Alternative	Acquisitions: 35 full, 155 partial Displacements: 20 residential, 62 businesses, 1 church
	Airport Alternative	Acquisitions: 34 full, 145 partial Displacements: 20 residential, 65 businesses, 1 church
	Airport & Salt Lake Alternative	Acquisitions: 35 full, 170 partial Displacements: 20 residential, 67 businesses, 1 church
	Proposed Mitigation Measures	Where relocations would occur, compensation would be provided to affected property owners, businesses, or residents in compliance with all applicable Federal and State laws and would follow the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as well as procedures outlined in the Real Estate Acquisition Management Plan.
Community Services and Facilities		
Environmental Effects	No Build Alternative	Project would not be built and would not have impacts to community services and facilities.
	Common to All Build Alternatives	There are impacts to schools, libraries, churches, parks, and recreation facilities adjacent to the alignment that are detailed below. All are partial acquisitions of property other than the displacement of one church. A number of properties owned by utility providers would be affected by partial acquisitions. This includes two properties owned by the Hawaiian Electric Company and one owned by the State of Hawai`i Department of Transportation. Relocation and modification of existing utilities would be required.
	Salt Lake Alternative	Partial acquisitions: 12 community facilities Displacements: 1 church Utilities: Partial property acquisition would be needed from the City Sewer Pump Station.
	Airport Alternative	Partial acquisitions: 10 community facilities Displacements: 1 church Utilities: Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Partial acquisitions: 15 community facilities Displacements: 1 church Utilities: Same as Salt Lake Alternative.
	Proposed Mitigation Measures	Measures to reduce adverse effects on community facilities would be evaluated during future design. Mitigation efforts would involve coordination with individual property owners as necessary.

Neighborhoods		
Environmental Effects	No Build Alternative	Project would not be built and would not have any impacts to neighborhoods. The quality of life, however, would be reduced by increased congestion and travel time and reduced mobility.
	Common to All Build Alternatives	All Build Alternatives would provide people living and working in the neighborhoods within the study corridor with increased mobility. The Project would provide an alternative to traveling by personal vehicle or bus transit within the existing transportation corridors. Passengers using the new transit system would experience reduced travel time to other neighborhoods and growth centers along the project alignment and near transit stations. Potential new development and redevelopment along the Project, as well as scale of transit system, would not have substantial effect on community character.
	Salt Lake Alternative	The project alignment would follow Salt Lake Boulevard, which is the northern boundary of the Airport neighborhood and the southern boundary of the Āliamanu-Salt Lake neighborhood. The project alignment would be located on the fringe of the community and, therefore, there would not be changes to community character.
	Airport Alternative	The project alignment would travel along busy, heavily traveled Kamehameha Highway and transition to Aolele Street near the airport. The transit facility is not expected to be a visual or physical barrier in the neighborhood and would not affect community identity or cohesion.
	Airport & Salt Lake Alternative	The Airport & Salt Lake Alternative would have the combined effect on neighborhoods as described above for the Salt Lake Alternative and the Airport Alternative.
	Proposed Mitigation Measures	Since there would be no adverse effects to neighborhoods, no mitigation is required. Ongoing coordination efforts with the public would help develop design measures that would enhance the interface between the transit system and the surrounding community.
Environmental Justice		
Environmental Effects	No Build Alternative	Project would not be built and would not have impacts to O`ahuMPO Environmental Justice (EJ) Areas.
	Common to All Build Alternatives	There would be no disproportionately high and adverse effects on residents in O`ahuMPO EJ Areas. The Banana Patch community was not identified as an EJ area using the O`ahuMPO method. However, after public outreach, the area has been identified as an EJ area of concern. The neighborhood is 100 percent minority and would need to be relocated as part of the Project.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	No disproportionately high and adverse impacts would be caused by the Project. Therefore, no specific mitigation measures to reduce impacts are warranted. Where relocations would occur, compensation would be provided to affected property owners, businesses, or residents in compliance with all applicable Federal and State laws and would follow the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as well as procedures outlined in the Real Estate Acquisition Management Plan. A community meeting will be held in the Banana Patch community. The FTA Civil Rights Officer will attend this meeting.
Visual and Aesthetic Conditions		
Environmental Effects	No Build Alternative	Project would not be built and there would be no impact to the visual and aesthetic conditions.
	Common to All Build Alternatives	The Build Alternatives would be set in an urban context where visual change is expected and differences in scales of structures are typical. However, some viewer groups may perceive that visual changes associated with the Project are substantial, particularly when considered at a single location. The fixed guideway and stations would be elevated structures. They would result in changes to views where project elements would be near existing views or in the foreground of these views. This change would also occur for motorists traveling on the roadways along and under the guideway. The stations would be dominant visual elements in their settings and would noticeably change views. Impacts to visual quality would range from low to high. In some areas, the guideway would block views and contrast with the surrounding buildings in terms of size, scale, and character. In other areas, the guideway would not block any important views or contrast with local development.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	Mitigation measures would focus on preserving visual resources and enhancing the project design to comply with applicable policies: • Develop and apply design guidelines that would establish a consistent design framework for the Project with consideration of local context • Retain existing trees where practical and provide new vegetation • Shield exterior lighting • Coordinate the project design with transit-oriented development planning and DPP • RTD will consult with the communities surrounding each station for input on station design elements

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ENVIRONMENTAL EFFECTS

SUMMARY OF ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

Air Quality		
Environmental Effects	No Build Alternative	There would be no reduction in regional pollutant emissions.
	Common to All Build Alternatives	Study area in attainment for carbon monoxide, no violations of NAAQS. Reduce regional pollutant emissions between 3.2 to 4.0 percent. Study area in attainment for carbon monoxide, no violations of NAAQS.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	Because no substantial air quality impacts are anticipated, no mitigation would be required.
Noise and Vibration		
Environmental Effects	No Build Alternative	Project would not be built and future noise and vibration would be from traffic on local streets and highways.
	Common to All Build Alternatives	The Project would include an integrated noise blocking parapet wall that extends 3 feet above the top of rail and wheel skirts. This will substantially reduce ground-level noise. 94-340 Pupumomi Street: Moderate impact to 5th floor and above 1060 Kamehameha Highway: Moderate impact to 2nd through 5th floors Kamehameha Highway at Kauhale Street: 14 buildings with moderate impact at ground level 860 Halekauwila: Moderate impact to 6th floor and above 1133 Waimanu: Moderate impact to 7th through 9th floors Vibration: no impacts
	Salt Lake Alternative	3215 Ala 'Ilima Boulevard: Moderate impact above 9th floor 2889 Ala 'Ilima Boulevard: 4 buildings with moderate impact above 9th floor
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	No feasible and reasonable mitigation is available to reduce moderate noise impacts that remain.
Energy/Electric and Magnetic Fields		
Environmental Effects	No Build Alternative	Motor vehicle consumption islandwide: 94, 610 MBTUs No EMF-generating features.
	Common to All Build Alternatives	Reduce daily transportation energy demand by 2 percent. EMF could affect one electron microscope.
	Salt Lake Alternative	Motor vehicle consumption islandwide: 91, 082 MBTUs Fixed guideway energy consumption: 1,163 MBTUs
	Airport Alternative	Motor vehicle consumption islandwide: 91,013 MBTUs Fixed guideway energy consumption: 1, 224 MBTUs
	Airport & Salt Lake Alternative	Motor vehicle consumption islandwide: 91, 132 MBTUs Fixed guideway energy consumption: 1,194 MBTUs
	Proposed Mitigation Measures	None required.
Hazardous Waste and Materials		
Environmental Effects	No Build Alternative	Project would not be built and there would be no impacts associated with hazardous materials.
	Common to All Build Alternatives	8 sites of concern.
	Salt Lake Alternative	Same as Common to All Build Alternatives plus 1 additional site of concern.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	Some properties acquired for right-of-way may undergo a Phase I Environmental Site Assessment prior to acquisition. Depending on the outcome, a Phase II assessment may be appropriate. The City will decide the necessity of the Environmental Site Assessment for each property acquisition.

Ecosystems		
Environmental Effects	No Build Alternative	Project would not be constructed and there would not be impacts on ecosystems.
	Common to All Build Alternatives	There would be no effect on any threatened, endangered, or protected species
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	Obtain Certificate of Inclusion for Ko`oloa`ula and implement conditions of the certificate, if warranted
Water		
Environmental Effects	No Build Alternative	Project would not be built and there would not be impacts on water resources.
	Common to All Build Alternatives	There would be no adverse effect to surface and native waters, groundwater, floodplains, and wetlands.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	No mitigation measures would be required based on project design.
Street Trees		
Environmental Effects	No Build Alternative	Project would not be built and street trees would not be affected.
	Common to All Build Alternatives	Notable effects: 2 monkeypods identified as Excellent trees along Kamehameha Highway and 28 Notable true kamani trees would be removed along Dillingham Boulevard.
	Salt Lake Alternative	100 pruned 350 removed 250 transplanted
	Airport Alternative	100 pruned 550 removed 300 transplanted
	Airport & Salt Lake Alternative	150 pruned 650 removed 350 transplanted
	Proposed Mitigation Measures	Mitigation measures would consist of transplanting existing trees or planting new ones. Pruning would be in compliance with City and County ordinances and require supervision by a certified arborist
Archaeological, Cultural, and Historic Resources		
Environmental Effects	No Build Alternative	Project would not be built and there would be no impacts associated with archaeological, cultural, or historic resources.
	Common to All Build Alternatives	There would be adverse effects to 7 historic resources and effects to 7 cultural resources.
	Salt Lake Alternative	Same as Common to All Build Alternatives.
	Airport Alternative	Same as Common to All Build Alternatives.
	Airport & Salt Lake Alternative	Same as Common to All Build Alternatives.
	Proposed Mitigation Measures	Mitigation measures for historic resources affected by the Project are being developed in consultation with the State Historic Preservation Division (SHPD) and other Section 106 consulting parties that will be incorporated into a Memorandum of Agreement. Discussions with SHPD have included preparation of cultural landscape reports. These will be developed in coordination with SHPD and appropriate stakeholders.

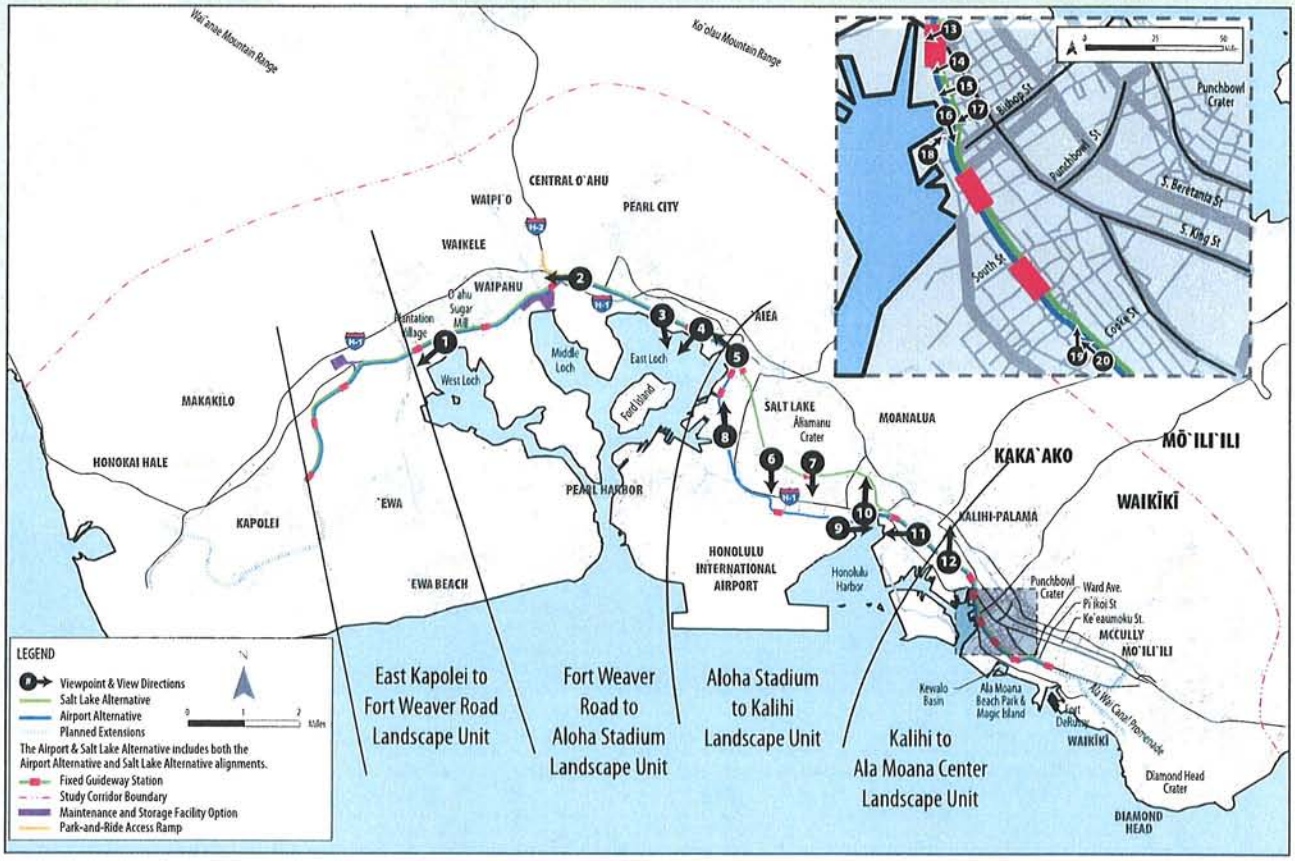
ACQUISITIONS, DISPLACEMENTS, AND RELOCATIONS

Alternative	Parcel Acquisitions			Displacements by Land Use		
	Total*	Partial	Full	Residential Units	Commercial & Industrial Businesses	Churches
Salt Lake	190	155	35	20	62	1
Airport	179	145	34	20	65	1
Airport & Salt Lake	205	170	35	20	67	1

* Total parcel acquisitions includes full and partial acquisitions.
Partial Acquisition = acquisition of only land and possibly minor buildings on a property. The existing owners would continue to be able to own and use the property in the future.
Full Acquisition = acquisition of the entire property—land and all buildings on the property. The existing owner and existing land uses would be displaced by project improvements.

ENVIRONMENTAL EFFECTS

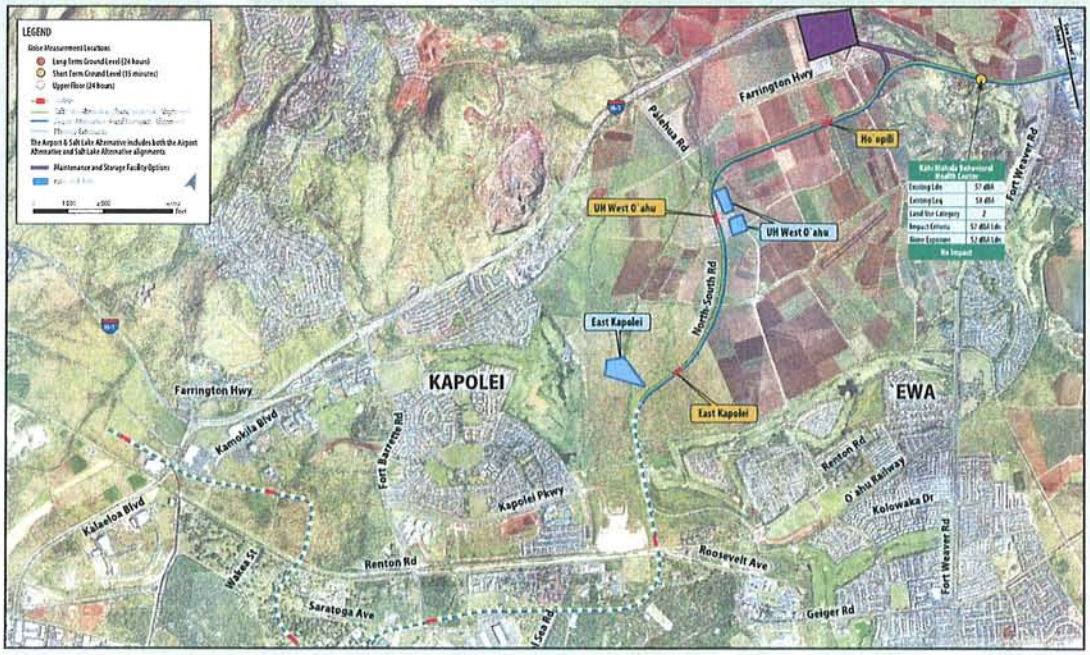
VISUAL AND AESTHETIC CONDITIONS



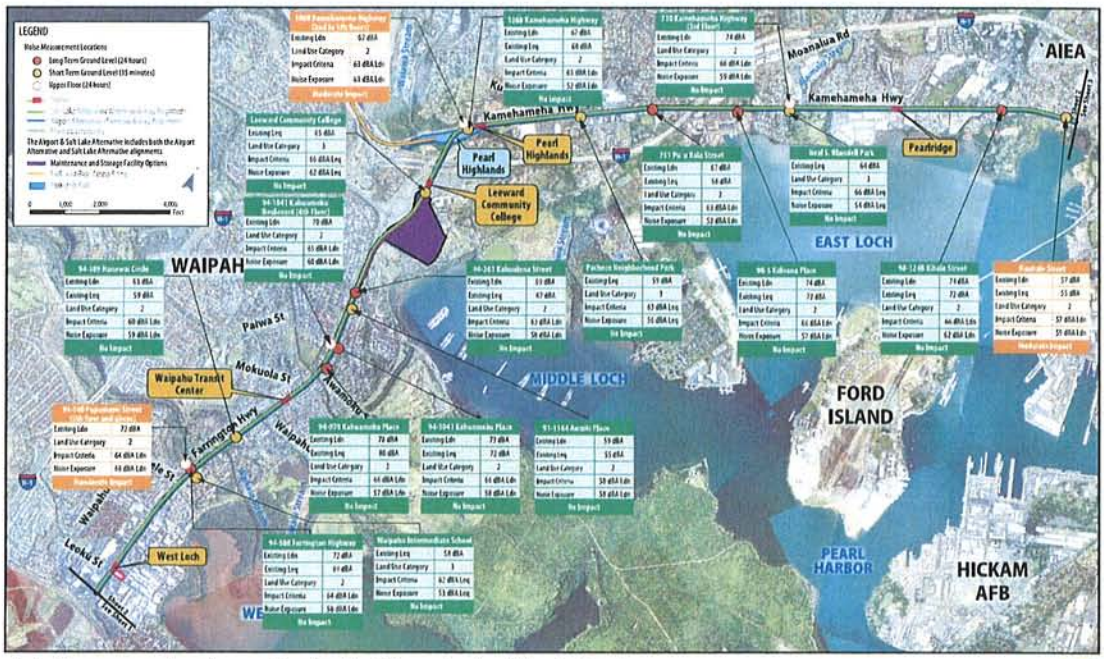
The adjacent screen shows views and simulations from the 20 locations identified on this map.

ENVIRONMENTAL EFFECTS

NOISE LEVELS
KAPOLEI TO ALOHA STADIUM



Noise Measurement Locations and Results (Kapolei to Fort Weaver Road)



Noise Measurement Locations and Results (Fort Weaver Road to Aloha Stadium)

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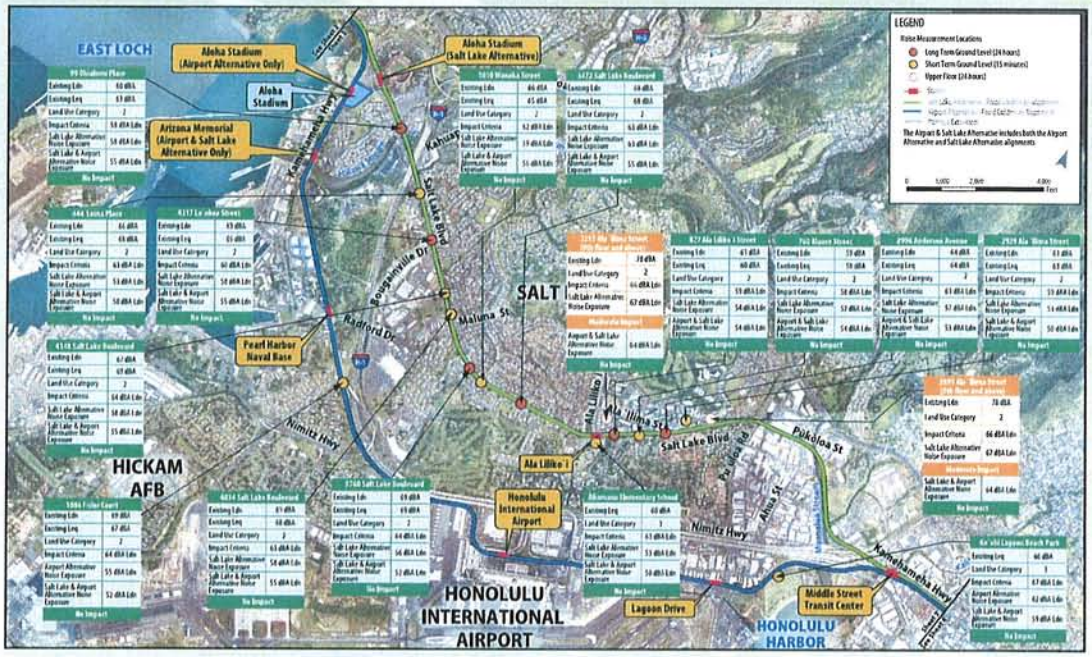
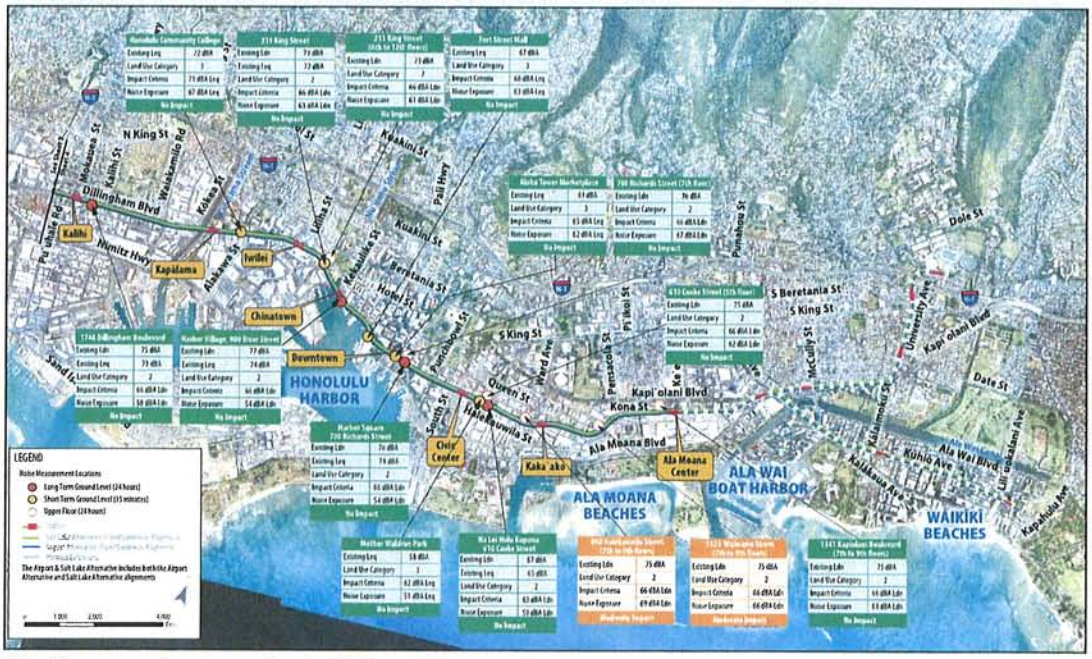
ENVIRONMENTAL EFFECTS

NOISE LEVELS

ALOHA STADIUM TO UH MĀNOA AND WAĪKIKĪ



Noise Measurement Locations and Results (Aloha Stadium to Kalihi)



Noise Measurement Locations and Results (Kalihi to UH Mānoa and Waikīkī)

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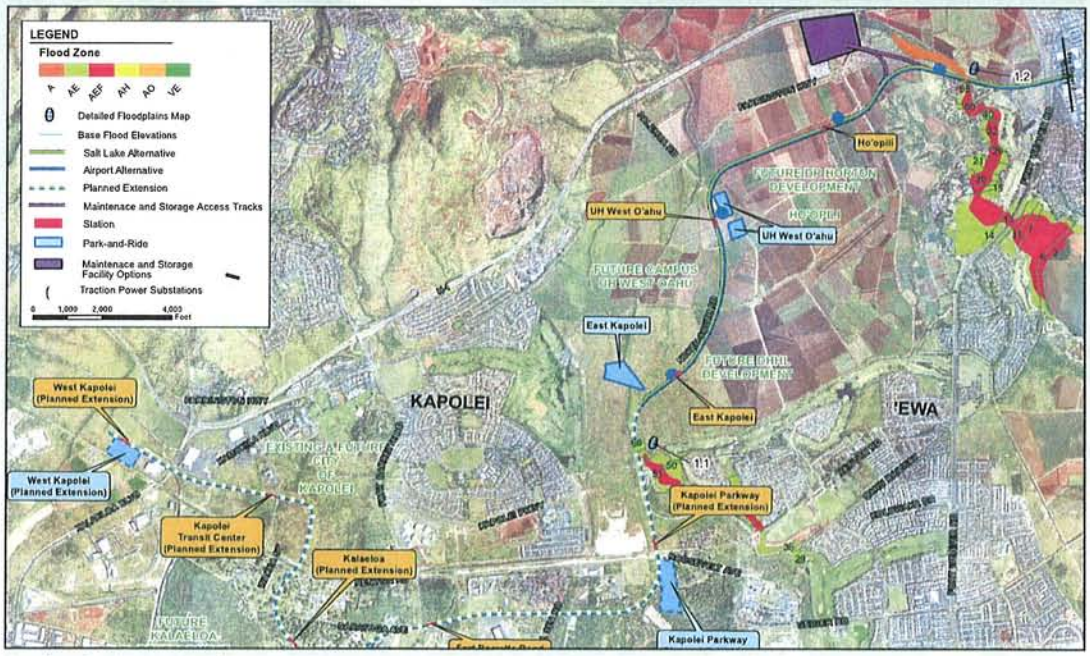
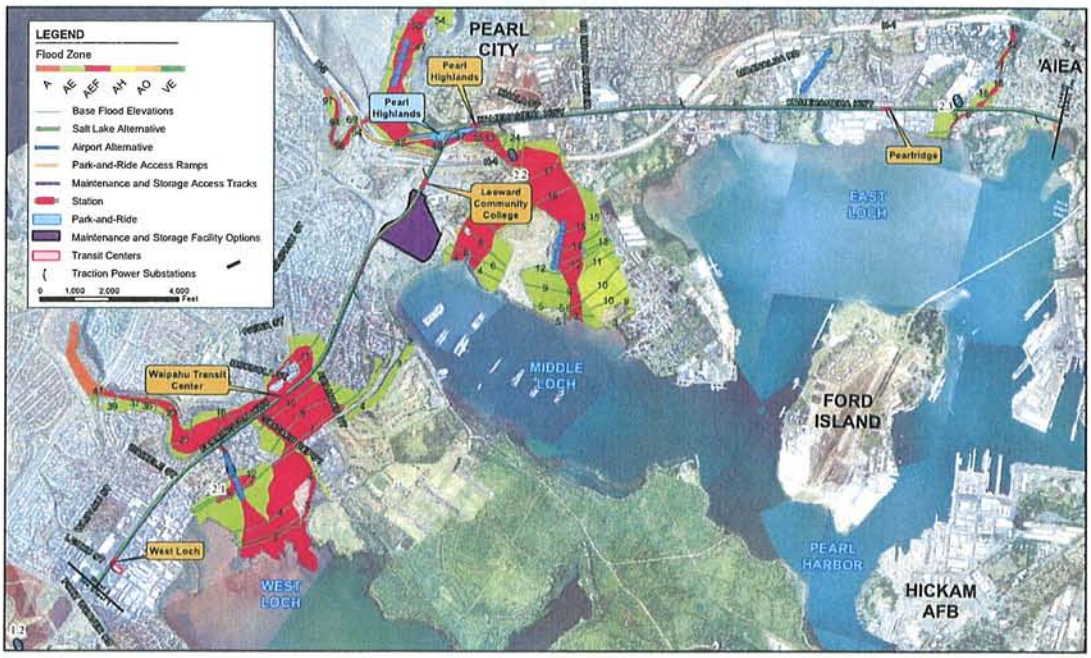
ENVIRONMENTAL EFFECTS

FLOODPLAIN ENCROACHMENTS
KAPOLEI TO ALOHA STADIUM



Kapolei to Fort Weaver Road



Fort Weaver Road to Aloha Stadium

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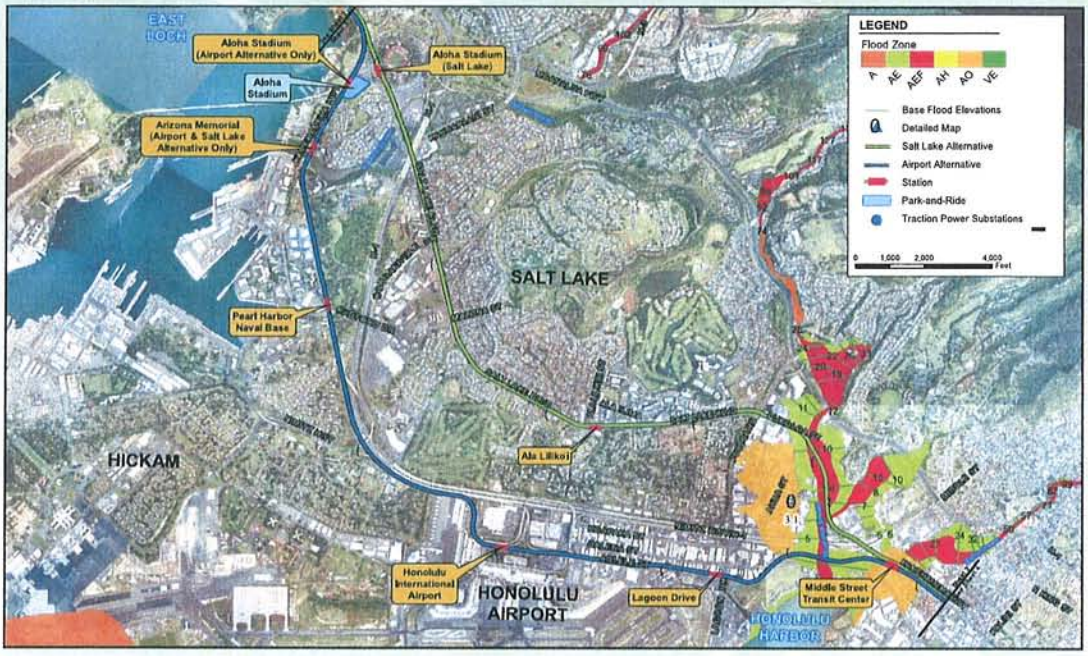
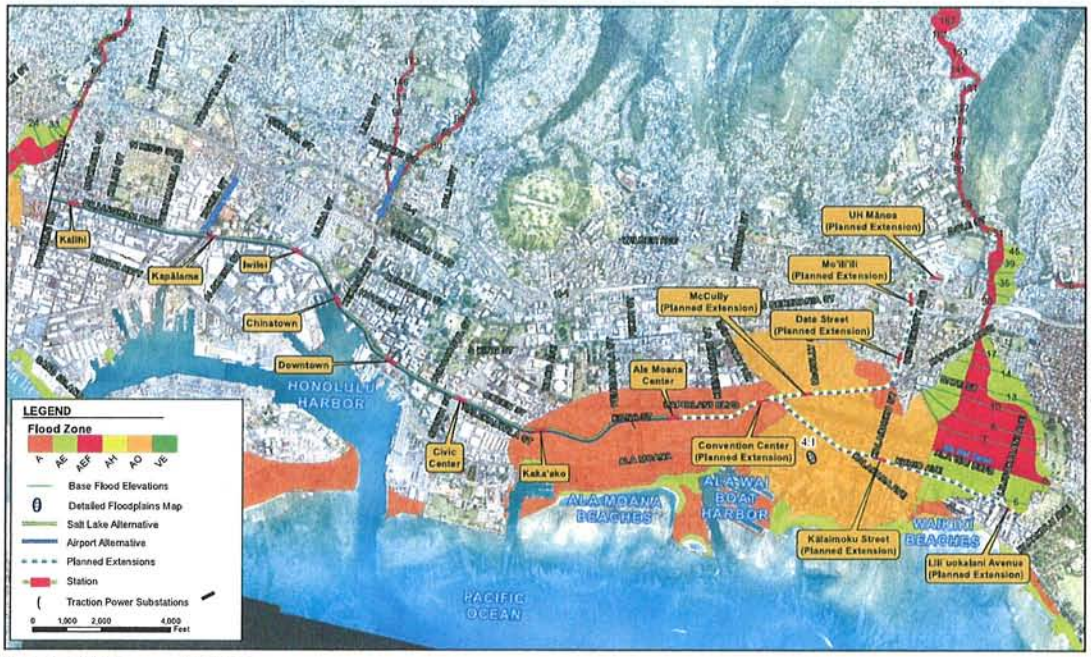
ENVIRONMENTAL EFFECTS

FLOODPLAIN ENCROACHMENTS
ALOHA STADIUM TO UH MĀNOA AND WAIKIKĪ



Aloha Stadium to Kalihi



Kalihi to UH Mānoa and Waikīkī

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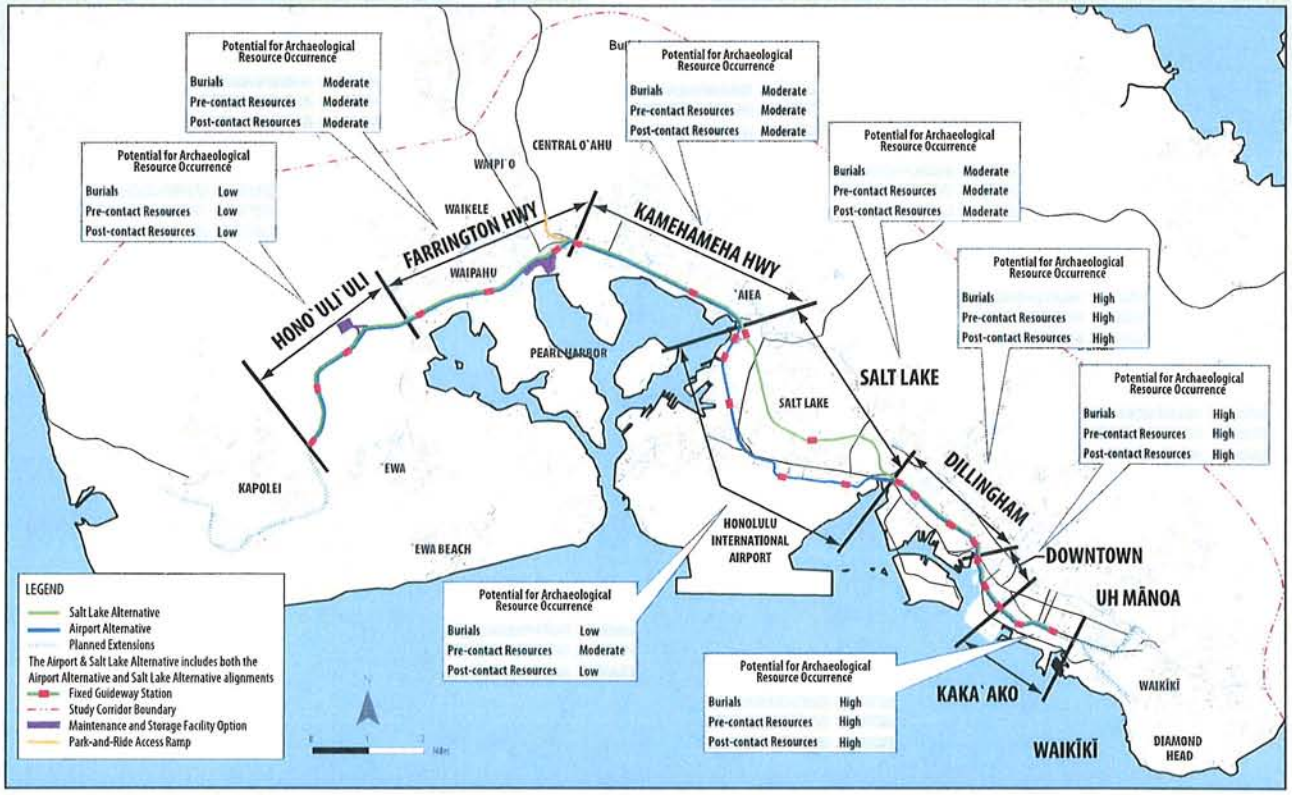
ENVIRONMENTAL EFFECTS

ARCHAEOLOGICAL, CULTURAL, AND HISTORIC RESOURCES

Potential for Archaeological Resources in the Study Corridor



Potential to Affect Archaeological Resources

Cultural Resources Adversely Affected by the Project

Resource	Type	Effect
Waiawa Stream	Resource (water)	Route crosses in two places. May adversely affect access to stream and resources within stream.
Dee Lite Bakery	Practice	Displacement
Aku Bone Lounge & Grill	Practice	Displacement
Hawai`i International Child	Practice	Displacement
Makana Esthetics Wellness Academy	Practice	Displacement
Tio Restaurant	Practice	Displacement
Rock-n-Roll Sushi	Practice	Displacement

These resources are identified as having potentially adverse long-term impacts. Under Act 50, these types of impacts are called "significant effects" (HHB 2000).

Potential Long-term Adverse Effects on Cultural Resources Related to Act 50

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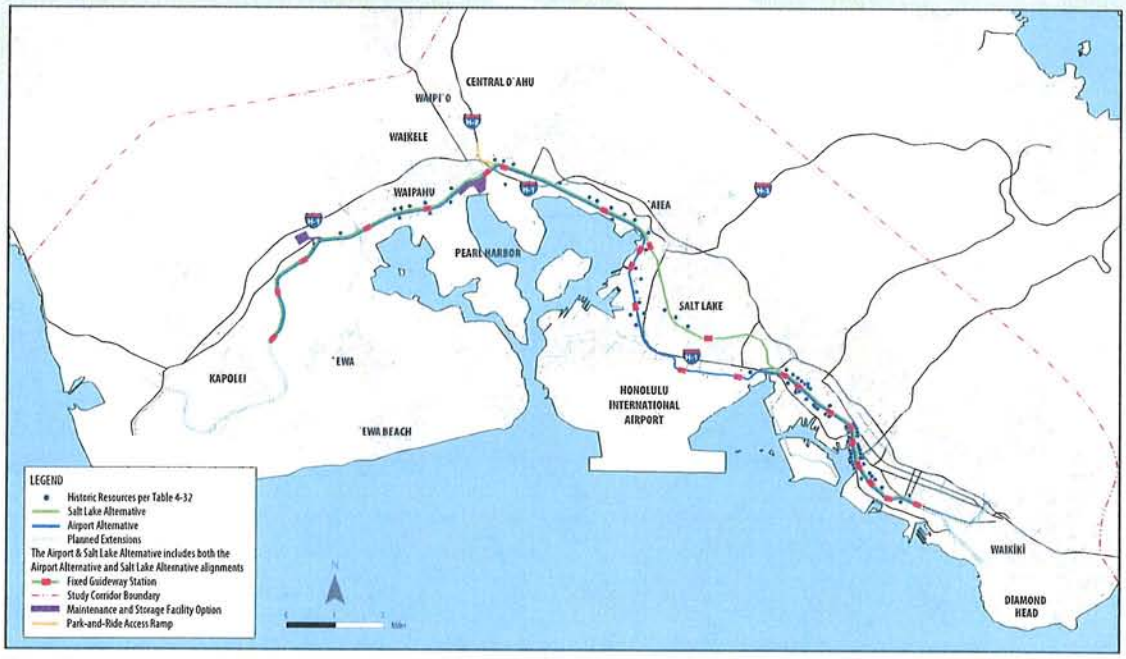
ARCHAEOLOGICAL, CULTURAL, AND HISTORIC RESOURCES

Historic Resources in the Area of Potential Effects and those that would be Adversely Affected by the Project



Historic Resources

Tax Map Key	Resource Name	Description of Effect	Preliminary Section 106 Determination
Common to All Build Alternatives			
[illegible]	Aliiolani Hale	No property acquisition	No Adverse Effect
9-1-027:027	Ward Old Village Christ Hermes American Security Bank Tenant Plaza	No property acquisition	No Adverse Effect
9-1-016:071	Waipahu Ward Cane, Church of Jesus Christ of Latter-Day Saints	No property acquisition	No Adverse Effect
9-1-017:012	Tahitian Apartments	No property acquisition	No Adverse Effect
9-1-017:041	Casuina Apartments	No property acquisition	No Adverse Effect
9-1-017:021	Ohana Apartments	No property acquisition	No Adverse Effect
9-1-020:010	Sunnyside House	No property acquisition	No Adverse Effect
9-1-020:018	Salvation House	Full acquisition, including building	Adverse Effect
9-1-020:043	Hawaiian Electric Company Kahe Plant	No property acquisition	No Adverse Effect
9-1-020:024	Yacht Service	No property acquisition	No Adverse Effect
9-1-020:047	Sunset Kai Homes Tract	No property acquisition	No Adverse Effect
9-1-021:043	Aloha Nurse (Quonset)	No property acquisition	No Adverse Effect
[illegible]	Ferry Store Salvation Factor Store	No property acquisition	No Adverse Effect
9-1-022:021	Waimalu Shopping Center	No property acquisition	No Adverse Effect
9-1-022:034, 9-1-050:001	Aiea Japanese Cemetery (Okinawa Plantation) Cemetery	No property acquisition	No Adverse Effect
9-2-013:066	Fraternal Party	No property acquisition	No Adverse Effect
9-2-013:067	Gasoline Station	No property acquisition	No Adverse Effect
9-2-016:104	Quarter House	No property acquisition	No Adverse Effect
9-2-020:111	Pan Courtyard Nurses	No property acquisition	No Adverse Effect
9-2-020:097	Aliiolani House	Acquisition, including building	Adverse Effect
9-2-020:097	Hiiaka Properties	Acquisition, including building	Adverse Effect
9-2-020:018	Pohukaina Houses	Full acquisition, including building	Adverse Effect
9-2-021:019	Pu'uhale Shower	No property acquisition	No Adverse Effect
9-2-029:060	Boulevard Saimin Restaurant	Minor parcel acquisition of 0.01 acre, close to building	Adverse Effect
9-2-019:001	Six Quonset Huts	Minor strip acquisition (0.3 acres) along Kamehameha Highway	No Adverse Effect
9-2-022:004	Two-story Quonset Shop House	No property acquisition	No Adverse Effect
9-2-022:005	AC Electric	No property acquisition	No Adverse Effect

Tax Map Key	Resource Name	Description of Effect	Preliminary Section 106 Determination
None	Dole Cannery Times on Dillingham Boulevard	Removal of approximately 28 trees along Dillingham Boulevard	Adverse Effect
1-5-007:005 & 1-5-007:002	ORIX, 5 one-story and 50-story buildings and Bernard Building	Visual impacts to historic resources	No Adverse Effect
1-5-007:016 & 1-5-007:003	ORIX, 5-level street parking	Visual impacts to historic resources	No Adverse Effect
1-5-007:001	Samuel Wilder Weaver (SHPD) Property	Visual impacts to historic resources	No Adverse Effect
1-5-007:001	Tong Kee Co.	No property acquisition	No Adverse Effect
1-5-007:003	Wood Tenement Building	No property acquisition	No Adverse Effect
1-5-007:033	Tamura Building	No property acquisition	No Adverse Effect
1-5-007:1, 1-5-008:8, 1-5-009:plans	Chinatown Historic District	Minor parcel acquisition from Chinatown Manifestation (0.3 acre), minor visual impacts to building	No Adverse Effect
See Map Key in plan 17-02-76	Merchant Street Historic District	No property acquisition	No Adverse Effect
2-1-002			
2-1-021:001	Fire HQ-111 Building	No property acquisition	No Adverse Effect
2-1-021:005	Bus station and Transportation Hubert Branson Office	No property acquisition	No Adverse Effect
2-1-019:017	Irwin Park	No property acquisition	No Adverse Effect
2-1-014:003	Dillingham Transportation Building	Minor parcel acquisition (0.04 acre), close to building	Adverse Effect
2-1-019:006	Hawaiian Electric Company Downtown Plant	Minor parcel acquisition (0.34 acre), incompatible building	No Adverse Effect
various	Honua'ula Capitol Historic District	No property acquisition	No Adverse Effect
None	Walker Park	No property acquisition	No Adverse Effect
2-1-051:006 & 2-1-051:005	Western Addition Playground	No property acquisition	No Adverse Effect
2-1-052:006	Fuji Soba Brewing Co.	No property acquisition	No Adverse Effect
2-1-009:029	Pacific Development Office Building	No property acquisition	No Adverse Effect
2-1-039:023	Hawaiian Life Building	No property acquisition	No Adverse Effect
2-1-040:[illegible]	Bus Mission Building	No property acquisition	No Adverse Effect
Salt Lake Alternative			
1-1-[illegible]	Building A of Governor Paul J. Fasi Public Access Center	No impact to historic resources	No Adverse Effect

Tax Map Key	Resource Name	Description of Effect	Preliminary Section 106 Determination
9-9-002:021	Radford High School	Minor parcel acquisition (0.01 acre)	No Adverse Effect
1-1-020:014	Aliamanu Pumping Station (Board of Water Supply)	No property acquisition	No Adverse Effect
1-1-007:036	Fort Kamehameha—Moanalua Branch	No property acquisition	No Adverse Effect
1-1-021:006 & 1-1-018:004	Potential Salt Lake Explorers Historic District	No property acquisition	No Adverse Effect
Airport Alternative			
[illegible]	Pearl Harbor Naval Base National Historic Landmark	Minor parcel acquisition (0.6 acre)	No Adverse Effect
9-9-002:004	CINCPACFLT Admin Building CINCPAC Headquarters — Facility 250	No property acquisition	No Adverse Effect
9-9-019:018	Chaplain's Alaia Chapel, SMART Office, and Navy Marine Corps Relief Society — Facility 1534	No impact to historic resources	No Adverse Effect
9-9-001:004	Navy Bachelor Enlisted Quarters Shelter — Facility S-33	No property acquisition	No Adverse Effect
9-9-001:028	Navy Rehab Center/Former Fire Station — Facility 888	No property acquisition	No Adverse Effect
9-9-003:004	Potential Makalapa Housing Historic District	No impact to historic resources	No Adverse Effect
9-9-002:049	Potential Camp Malakole Housing Historic District	No impact to historic resources	No Adverse Effect
1-1-021:004	[illegible]	No property acquisition	No Adverse Effect
Airport & Salt Lake Alternative			
1-1-020:011	Facility H-216 Governor Paul J. Fasi Public Access Center	No impact to historic resources	No Adverse Effect
9-9-002:021	Radford High School	Minor parcel acquisition (0.01 acre)	No Adverse Effect
1-1-020:014	Aliamanu Pumping Station (Board of Water Supply)	No property acquisition	No Adverse Effect
1-1-007:036	First Hawaiian Band—Moanalua Branch	No property acquisition	No Adverse Effect
1-1-021:006 & 1-1-018:004	Potential Salt Lake Explorers Historic District	No property acquisition	No Adverse Effect
9-9-002:029	Pearl Harbor Naval Base National Historic Landmark	Minor parcel acquisition (2.5 acres)	No Adverse Effect
9-9-002:004	CINCPACFLT Admin Building CINCPAC Headquarters — Facility 250	No property acquisition	No Adverse Effect
9-9-019:029	Chaplain's Alaia Chapel, SMART Office, and Navy Marine Corps Relief Society — Facility 1534	No impact to historic resources	No Adverse Effect
9-9-001:004	Navy Bachelor Enlisted Quarters Shelter — Facility S-33	No property acquisition	No Adverse Effect
9-9-003:001	Fuel Oil Pump House — Facility S-864	No impact to historic resources	No Adverse Effect
9-9-003:004	Potential Makalapa Housing Historic District	No impact to historic resources	No Adverse Effect
9-9-002:004	Potential Little Makalapa Housing Historic District	No property acquisition	No Adverse Effect
1-1-018:001	Hawaii Employers Council	No property acquisition	No Adverse Effect

Historic Properties within Project's Area of Potential Effect that are anticipated to be Affected

CONSTRUCTION PHASE EFFECTS

Construction effects would be temporary and limited in area as construction proceeds along the length of the project alignment. Effects could include dust, noise, and traffic disruption congestion, and diversion, as well as limited or temporarily lost access and parking to residences and businesses. The following measures could be used to reduce adverse effects to businesses during construction:

- Access to businesses would be maintained during construction.
- A public involvement plan would be developed prior to construction to inform business owners of the construction schedule and activities
- Initiating public information campaigns to reassure people that businesses are open during construction and to encourage their continued patronage
- Minimizing the extent and number of businesses, jobs, and access affected during construction
- To the extent practicable, coordinating the timing of temporary facility closures to minimize impacts to business activities—especially those related to seasonal or high sales periods
- Minimizing, as practical, the duration of modified or lost access to businesses
- Providing signage, lighting, or other information to indicate that businesses are open
- Providing public information (e.g., press releases or newsletters) regarding construction activities and ongoing business activities, including advertisements in print and on television and radio
- Phasing construction in each area so as to maintain access to individual businesses for pedestrians, bicyclists, passenger vehicles, and trucks during business hours and important business seasons
- Providing advance notice if utilities would be disrupted and scheduling major utility shut-offs during non-business hours

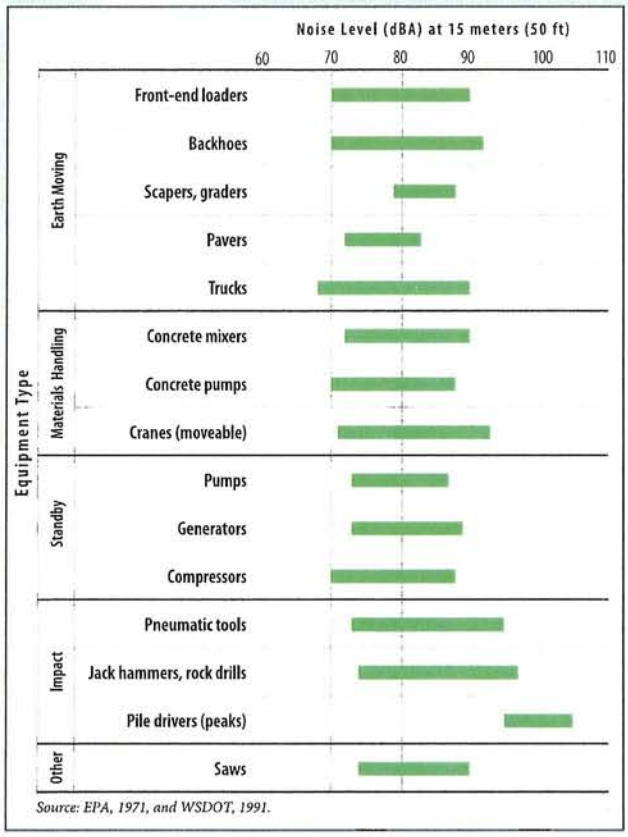
Alternative	Construction Cost 2007 $ (millions)	Average Number of Jobs per Year (9 years of Construction)[1]			
		Direct	Indirect	Induced	Total
No Build	$0	0	0	0	0
Salt Lake	$3,921	4,000	1,700	3,900	9,600
Airport	$4,125	4,200	1,800	4,100	10,100
Airport & Salt Lake	$4,803	4,900	2,100	4,700	11,700

[1] Multipliers of 9.25 for direct, 4.03 for indirect, and 8.90 for induced jobs are based on the 2008 State of Hawai`i Input-Output factor for heavy civil construction (jobs per million $)

Employment Effects

CONSTRUCTION PHASE EFFECTS

Noise would be disruptive to nearby residents.



Typical Construction Equipment Noise Levels

Measures such as the following would be incorporated to minimize the potential for stormwater contamination:

- Minimize land disturbance
- Stabilize or cover the surface of soil piles
- Maintain stabilized construction area ingress/egress areas
- Wash or clean trucks prior to leaving the construction site
- Install silt fences and stormwater intake filters
- Prevent off-site stormwater from entering the construction site
- Implement other stormwater management techniques

INDIRECT AND CUMULATIVE EFFECTS

Indirect Effects

The project is likely to change development patterns on O'ahu by concentrating future development into areas within walking distance of transit stations that otherwise would be spread more widely across the island. Other systems have experienced this effect and an associated increase in property values near stations.

Rail System	Rail Technology	Increase in Home Sales Price	Source
BART—San Francisco	Rapid rail	$1,578 increase for every 100 feet closer to a station	Lewis-Workman and Brod 1997
MTA—New York City	Rapid rail	$2,300 increase for every 100 feet closer to a station	Lewis-Workman and Brod 1997
San Diego	Light rail transit	$82.90 increase for every 100 feet closer to a station	Landis, et al., 1995
San Jose	Light rail transit	$60 increase for every 100 feet closer to a station	Landis, et al., 1995
MAX—Portland	Light rail transit	$202 increase for every 100 feet closer to a station	Al-Mosaind, et al., 1993
Metro—Washington, D.C.	Rapid rail	$0.23 increase in per square foot rent for every 100 feet closer to a station	FTA 2000

Rail System Benefits on Real Estate Values

Cumulative Effects

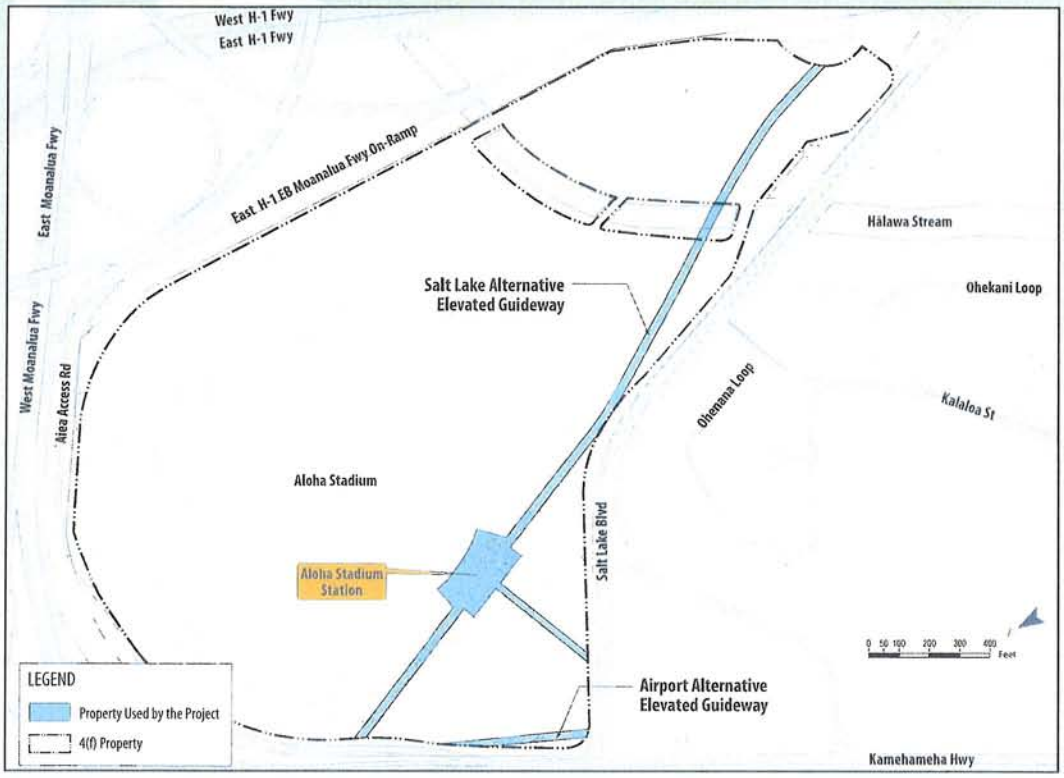
In addition to the other planned transportation projects, the following development projects are anticipated to occur on O'ahu. They would have additional effects to the environment.

Corridor Area	Present and Known Planned Developments	Foreseeable Actions
`Ewa Development Plan Area	• Ka Makana Ali`i, a 1.1-million-square-foot mixed-use development with commercial, office, and hotel space on 67 acres developed by DeBartolo on behalf of DHHL • Salvation Army-sponsored Kroc Center in Kapolei • Disney hotel and timeshare with 800 units at Ko `Olina Resort • Kapolei Commons, a 610,000-square-foot shopping center on 50 acres • University of Hawai`i West O`ahu campus—a 76-acre planned campus near the proposed UH West O`ahu station; 4,000 homes and commercial areas would be developed around the campus as part of the plan • Ho`opili, a mixed-use community planned by DR Horton on land it already owns, which would include 11,700 homes • Ocean Pointe residential, harbor, and golf course development by Haseko Homes on 1,100 acres • Makaiwa Hills, a planned community of 4,100 homes plus business areas • Mehana at Kapolei, a single- and multi-family residential development by DR Horton with 1,000 homes • New electric power plant for peak demand in Campbell Industrial Park • Transportation projects in the 2030 ORTP • Kalaeloa Harbor 2020 Master Plan improvements • Kalaeloa Airport improvements • Redevelopment of Kalaeloa (former Barbers Point Naval Air Station) • Near complete buildout of residential, commercial, and public facilities as planned in the `Ewa Development Plan by 2030 • Planned fixed guideway extension to West Kapolei	• Development of a Downtown Kapolei • Redevelopment of Kalaeloa (former Barbers Point Naval Air Station) • Near complete buildout of residential, commercial, and public facilities as planned in the `Ewa Development Plan by 2030
Central O`ahu Sustainable Communities Plan Area	• A TOD plan in two station site areas initiated by DPP • Koa Ridge, a master planned development with 3,500 homes by Castle and Cooke • Transportation projects in the 2030 ORTP	• Near complete buildout of residential, commercial, and public facilities as planned in the Central O`ahu Sustainable Communities Plan
Primary Urban Center Development Plan Area	• Plans by Kamehameha Schools to redevelop land it owns in Kalihi into mixed-use developments, including residential and retail • Potential redevelopment in Kaka`ako on land owned by Kamehameha Schools, General Growth Properties, and others • Transportation projects in the 2030 ORTP • Honolulu International Airport Master Plan improvements • Honolulu Harbor 2020 Master Plan improvements • Planned fixed guideway extension to UH Mānoa • Planned fixed guideway extension to Waikīkī	• Possible development of the downtown HECO power-plant site • Redevelopment of aging and underutilized land to higher-density uses

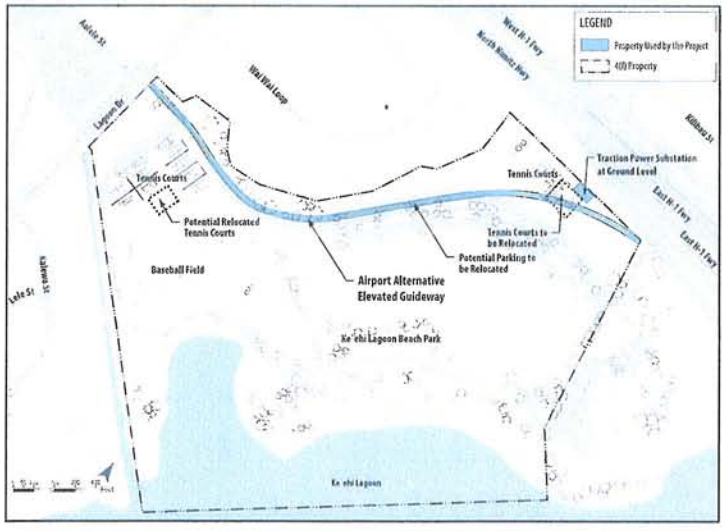
Planned and Foreseeable Actions in the Study Corridor

ENVIRONMENTAL EFFECTS

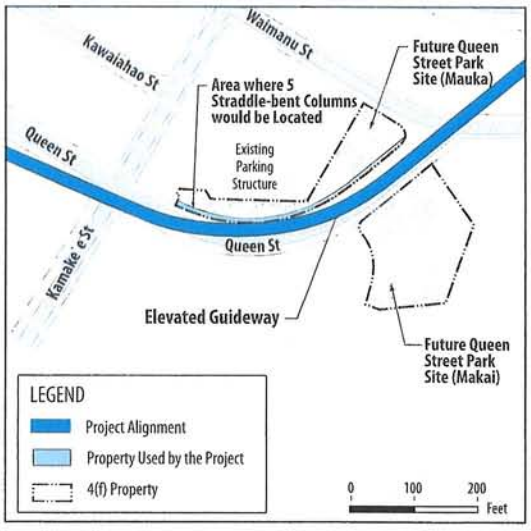
USE OF RECREATIONAL RESOURCES



Aloha Stadium Project Alternative Alignments and Features



Ke`ehi Lagoon Beach Park Project Alignment and Features

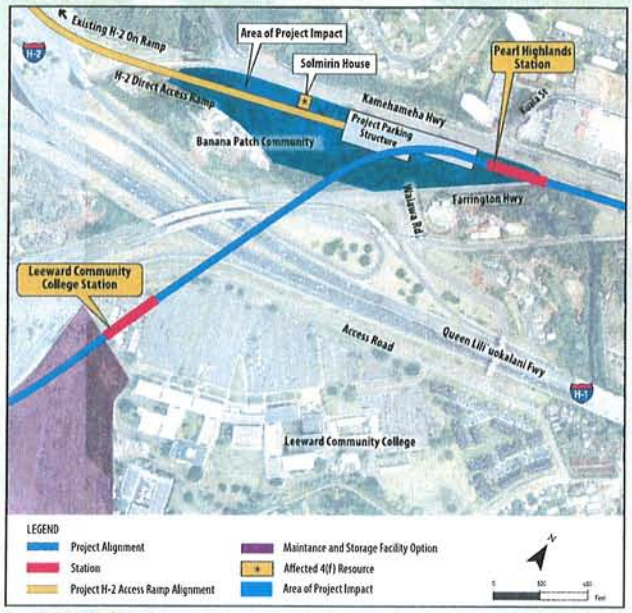


Future Queen Street Park Project Alignment and Features

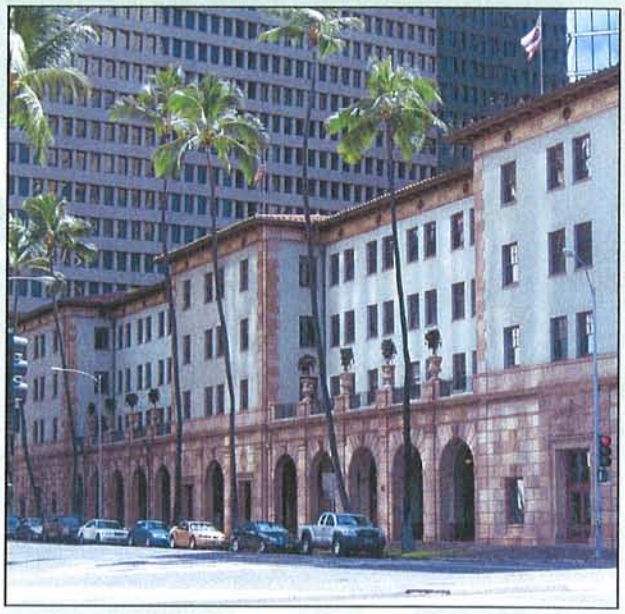
U.S. Department of Transportation
Federal Transit Administration

ENVIRONMENTAL EFFECTS

USE OF HISTORIC RESOURCES

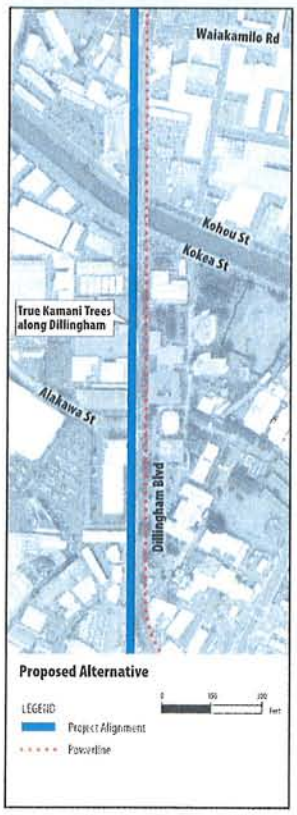


Pearl Highlands Station

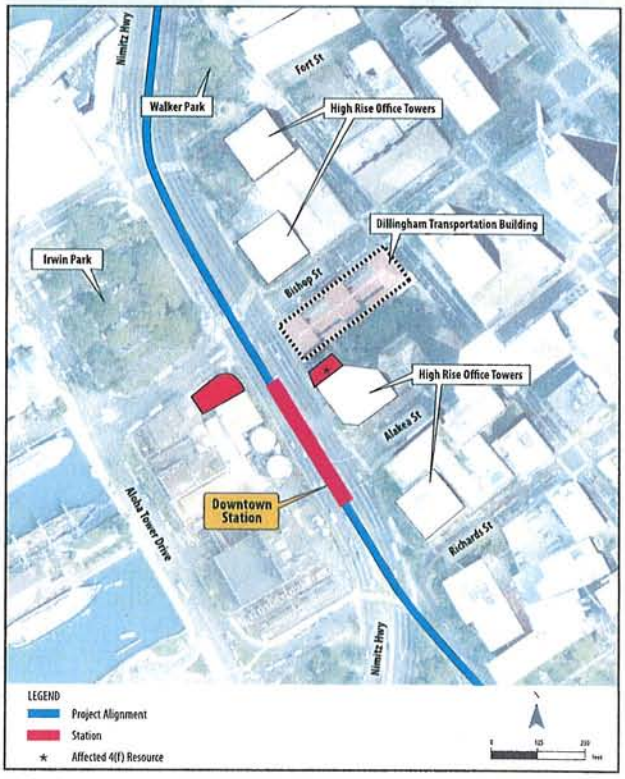


Dillingham Transportation Building

Afuso House, Higa Fourplex, and Teixeira House



True Kamani Trees on Dillingham Boulevard



Dillingham Transportation Building

U.S. Department of Transportation
Federal Transit Administration

FINANCIAL

CAPITAL COSTS

Cost Categories	Salt Lake Alternative		Airport Alternative		Airport & Salt Lake Alternative	
	2008 $M	YOE $M	2008 $M	YOE $M	2008 $M	YOE $M
Guideway construction	$1,239	$1,522	$1,300	$1,547	$1,633	$1,961
Station construction	255	328	297	359	325	396
Yard, shops, and support facilities	120	137	120	138	120	138
Site work and special conditions	668	781	664	763	732	849
Systems	239	307	272	341	329	417
Right-of-way	137	159	150	174	157	183
Vehicles	286	355	295	357	295	357
Professional services	756	937	795	972	941	1,129
Unallocated contingency (project reserve)	221	270	232	278	271	324
Total Cost Excluding Finance Charges	**$3,921**	**$4,797**	**$4,125**	**$4,927**	**$4,803**	**$5,753**
Finance charges	356	479	378	506	538	727
Total Cost	**$4,277**	**$5,276**	**$4,503**	**$5,433**	**$5,341**	**$6,480**
Project cost (construction, vehicles, right-of-way, soft costs)	$3,100	$3,824	$4,263	$3,897	$3,796	$4,546
Contingency	821	973	862	1,030	1,007	1,206
Total Cost Excluding Finance Charges	**$3,921**	**$4,797**	**$4,125**	**$4,927**	**$4,803**	**$5,753**

Totals may not add due to rounding.

Capital Cost Estimates for the Build Alternatives by Cost Category (millions of 2008 and YOE dollars)

Alternative		Fixed Guideway Implementation	Fixed Guideway Rehabilitation and Replacement	TheBus and TheHandi-Van Expansion and Replacement	Total
No Build	2008 $M	$0	$0	$978	$978
	YOE $M	$0	$0	$1,421	$1,421
Salt Lake	2008 $M	$3,921	$59	$902	$4,867
	YOE $M	$4,797	$113	$1,305	$6,182
Airport	2008 $M	$4,125	$62	$902	$5,084
	YOE $M	$4,927	$116	$1,305	$6,336
Airport & Salt Lake	2008 $M	$4,803	$73	$902	$5,767
	YOE $M	$5,753	$136	$1,305	$7,173

Totals may not add due to rounding.

Overview of Capital Expenditures through 2030 (millions of 2008 and YOE dollars)

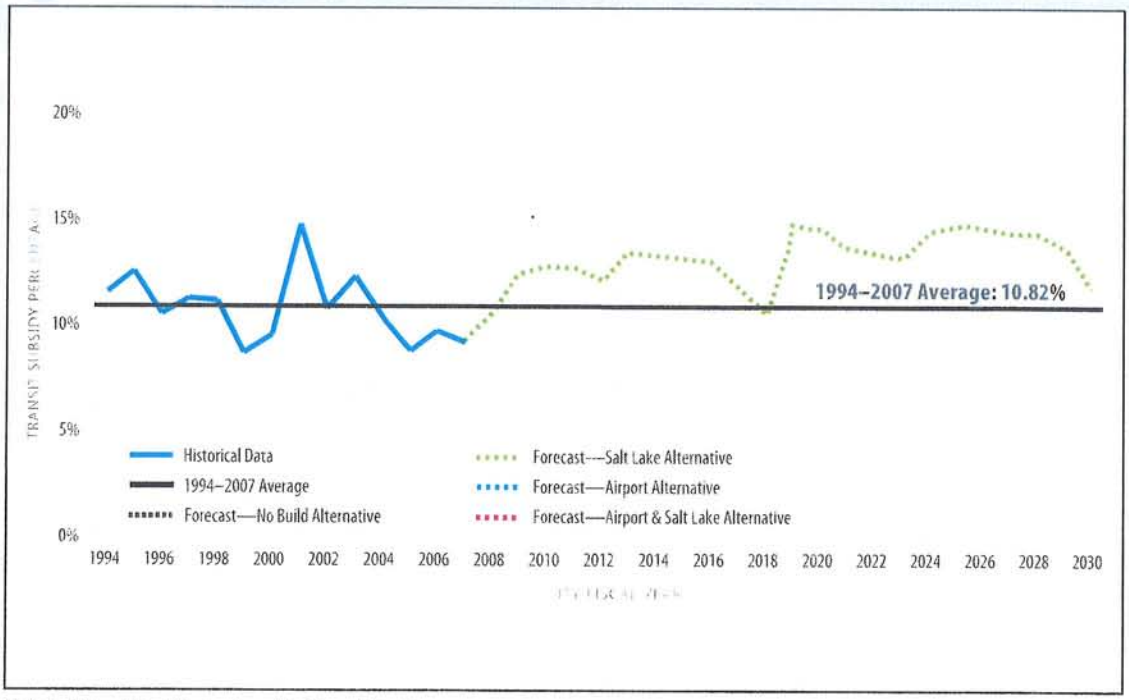
FINANCIAL

OPERATING COSTS AND FUNDS

Alternative	TheBus		Fixed Guideway		TheHandi-Van		Total		Difference from No Build	
	YOE $M	2007 $M	YOE $M	2007 $M	YOE $M	2007 $M	YOE $M	2007 $M	YOE $M	2007 $M
No Build	$363	$186	—	—	$48	$25	$411	$211	—	—
Salt Lake	$348	$179	$123	$63	$48	$25	$519	$267	$109	$56
Airport	$349	$179	$133	$68	$48	$25	$530	$272	$119	$61
Airport & Salt Lake	$348	$179	$187	$96	$48	$25	$583	$300	$172	$88

Totals may not add due to rounding.

2030 Operating and Maintenance Cost by Alternative, by Mode



Projected Transit Contribution from the General Fund

U.S. Department of Transportation
Federal Transit Administration

SUMMARY

EFFECTIVENESS AT MEETING PURPOSE AND NEED

Objective	2007 Existing Conditions	Alternative			
		2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Transit Travel Time (minutes)					
Wai`anae to UH Mānoa	128 minutes	121 minutes (1 transfer)	91 minutes (2 transfers)	93 minutes (2 transfers)	92 minutes (2 transfers)
Kapolei to Ala Moana Center	101 minutes	105 minutes	57 minutes	59 minutes	58 minutes
Transit Performance*					
Transit ridership (daily linked trips)	183,500	225,500	270,300	272,800	271,900
Transit user benefits (hours per year)	n/a	n/a	16,246,000	17,043,000	16,643,000
Highway Performance					
Daily islandwide VMT	11,581,000	13,583,000	13,097,000	13,086,000	13,104,000
Daily islandwide VHT	334,000	415,000	386,000	385,000	385,000
Daily islandwide VHD	74,000	106,000	85,000	84,000	83,000

*FTA is currently reviewing the estimates made for ridership and user benefits.

Effectiveness of Alternatives in Improving Corridor Mobility

Objective	2007 Existing Conditions	Alternative			
		2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Percent of transit trips carried on fixed guideway	0%	0%	31%	33%	32%
Percent of transit passenger miles in exclusive right-of-way	3%	4%	63%	65%	64%

Effectiveness of Alternatives in Improving Corridor Travel Reliability

Objective	Alternative			
	2030 No Build	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Development within Station Area Compared to Existing Amount of Development				
Growth in population 2007 to 2030	n/a	59,580	59,720	59,640
Growth in employment 2007 to 2030	n/a	26,440	27,070	27,600

Effectiveness of Alternatives in Supporting Planned Development

Effect on Transit Travel Time	Percent of Islandwide Population		
	Within Communities of Concern	Outside Communities of Concern	Total
Travel-time savings compared to the No Build Alternative	23%	42%	65%
Negligible travel-time change compared to the No Build Alternative	12%	21%	33%
Travel-time increase compared to the No Build Alternative	0%	2%	2%
Total	35%	65%	100%

Equity Comparison of 2030 Transit Travel-Time Savings for Build Alternatives Compared to the No Build Alternative

SUMMARY

FINANCIAL FEASIBILITY AND COST EFFECTIVENESS

	2030 No Build Alternative	2030 Salt Lake Alternative	2030 Airport Alternative	2030 Airport & Salt Lake Alternative
Other City revenues required for capital (million year-of-expenditure dollars)	n/a	$0 ($24 surplus)	$0	$1,080
Average percentage of City General and Highway Funds needed for operating and maintenance	12%	14%	14%	14%

Financial Feasibility

Measure	Alternative		
	2030 Salt Lake	2030 Airport	2030 Airport & Salt Lake
Cost per hour of transportation system user benefits*	$17.53	$17.78	$22.86

*FTA is currently reviewing the estimate of user benefits.

Cost-effectiveness of the Build Alternatives

U.S. Department of Transportation
Federal Transit Administration

station 7

PUBLIC INVOLVEMENT

Honolulu High-Capacity Transit Corridor Project

DRAFT ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

PUBLIC MEETING AND HEARING

This public meeting and hearing has been designed to inform the public about the transit project, explain materials contained in the Draft EIS, answer questions, and collect public input on project issues related to the Draft EIS, Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act, and floodplains affected by the project.

How to give testimony:

- Public spoken testimony to the hearing official in the Public Hearing Room
- Individual spoken testimony for the record to the hearing recorder
- Written testimony may be handed in or mailed by January 7, 2009
- Online testimony by January 7, 2009 at **www.honolulutransit.org**

U.S. Department of Transportation
Federal Transit Administration

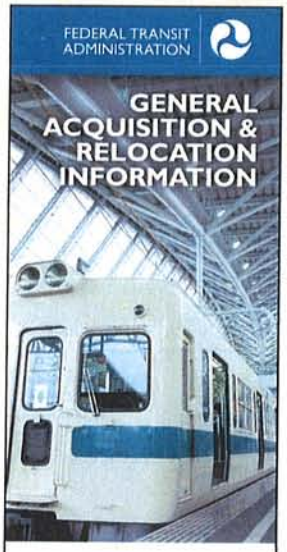
CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

RIGHT OF WAY

ACQUISITION & RELOCATION INFORMATION

FEDERAL TRANSIT ADMINISTRATION

GENERAL ACQUISITION & RELOCATION INFORMATION



FTA | U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR INFORMATION ON CONTACTING YOUR LOCAL AGENCY

GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:

1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.

Relocation

Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*

A message from the FTA and your local transit agency

It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:

More Relocation Information

Business

A business that is relocated as a result of the project may be entitled to benefits such as:

1. *Moving and Related Costs*
2. *Reestablishment Costs*
3. *Fixed Payment*

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

U.S. Department of Transportation
Federal Transit Administration

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

Public Hearings for the Draft Environmental Impact Statement for Honolulu Rail Transit

DATE	DAY	TIME	COMMUNITY	LOCATION
Dec. 6	Sat	9-11am	Kapolei	Kapolei Hale 1000 Ulu'ohia St. Kapolei, HI 96707
Dec. 8	Mon	6-8pm	Ala Moana/ McCully	Blaisdell Center-Hawai'i Suite, 777 Ward Avenue Honolulu, HI 96814
Dec. 9	Tues	6-8pm	Salt Lake	Salt Lake District Park 1159 Ala Liliko'i Pl. Honolulu, HI 96818
Dec. 10	Wed	6-8pm	Waipahu	Filipino Community Center 94-428 Mokuola St. #302 Waipahu, HI 96797
Dec. 11	Thurs	6-8pm	Kalihi	Bishop Museum 1525 Bernice St. Honolulu, HI 96817

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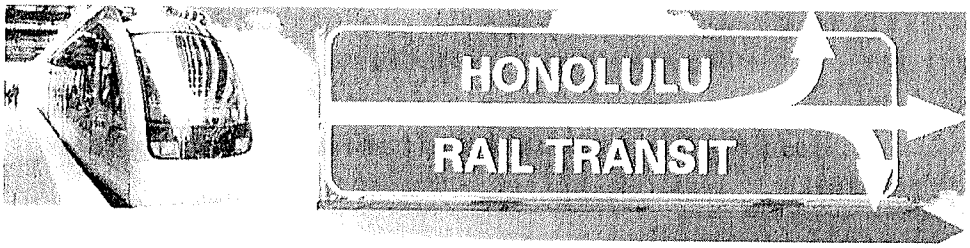
HONOLULU ON THE MOVE



FREQUENTLY ASKED QUESTIONS

Draft EIS Impacts Review

November 2008

DRAFT

Honolulu Rail Transit is a proposed 20-mile elevated rail line being developed that will connect West O'ahu with downtown Honolulu and Ala Moana and, one day, will extend to Honolulu International Airport, Waikīkī, UH Mānoa and Kalaeloa. The system features 120- to 180-foot long electric, steel-wheel trains capable of carrying more than 300 passengers each. The system can carry more than 6,000 passengers per hour in each direction. By 2030, up to 95,000 passengers per day are expected to use rail transit every weekday.

This document provides an overview of key information in the Draft Environmental Impact Statement (Draft EIS) for the Honolulu Rail Transit Project. Published by the Federal Transit Administration and the City and County of Honolulu, the Draft EIS identifies the potential impacts, benefits and financial costs of the Project.

Frequently Asked Questions

What routes are studied in the Draft EIS?

The Draft EIS examines three options from East Kapolei to Ala Moana Center. One route goes via Salt Lake Boulevard, the other via the Honolulu International Airport. Both of these options are affordable with identified funding sources. The third option includes both a route serving Salt Lake Boulevard and one that goes past the Honolulu International Airport.

All routes include rail stations at:

- University of Hawai'i-West O'ahu

- Waipahu
- Leeward Community College
- Pearlridge Center
- Aloha Stadium
- Kalihi
- Honolulu Community College
- Downtown Honolulu
- Kaka'ako

Future extensions are planned to serve the University of Hawai'i-Mānoa, Waikīkī, and West Kapolei, pending funding sources.

The following chart highlights findings from the Draft EIS. For more information, please review the Draft EIS. The Draft EIS is available at all state libraries; the City library; and the City's Department of Transportation Services (Fasi Municipal Building, 650 S. King Street, 3rd floor) and the City's Rapid Transit Division (Ali'i Place, 1099 Alakea Street, Suite 1700).

The Draft EIS is also available online at www.honolulutransit.org. In addition, you can request a free electronic version on DVD or order a printed copy at cost. To order call 566-2299 or visit www.honolulutransit.org to order. Include your full name, address and phone number when ordering.

Internal Working Draft – not for distribution

Draft EIS Impacts Summary

		Salt Lake Alternative	Airport Alternative	Combined Airport and Salt Lake Alternative
	Number of Stations	19	22	24
Cost	Capital Cost including financing	$4.3 Billion* $5.3 Billion**	$4.5 Billion* $5.4 Billion**	$5.3 Billion* $6.5 Billion **
Cost	Annual Operating and Maintenance Cost in year 2030	$63 million (current dollars)	$68 million (current dollars)	$ 96 million (current dollars)
Transportation Effects	Reduction in Future Traffic Congestion (daily vehicle hours of delay)	21%	23%	22%
Transportation Effects	Daily Rail Ridership in 2030	88,000	95,000	93,000
Transportation Effects	Daily Public Transportation System Ridership in 2030	270,000 19% more riders than No Build	273,000 21% more riders than No Build	272,000 20% more riders than No Build
Transportation Effects	Transportation System Effects and Potential Mitigation	Roadway traffic volume decreases. Travel times would be reduced for private autos and public transportation. Roadways would be adjusted to accommodate guideway columns. Some on and off-street parking spaces would be reduced and alleviation could include parking permits, additional lots, and new parking programs.		
Transportation Effects	Temporary Construction Effects	Some temporary lane closures where construction is on-going. Temporary lane closures would occur primarily during off-peak hours. Contractors would create site specific plans to facilitate traffic flow during construction.		

Environmental Effects	Right of Way	34 full acquisitions 155 partial	35 full acquisitions 145 partial	35 full acquisitions 170 partial
	Cultural and Historic Sites Adversely Impacted	7 cultural and 7 historic	7 cultural and 7 historic	7 cultural and 7 historic
	Noise Impacts	0 Severe; 23 Moderate	0 Severe; 18 Moderate	0 Severe; 18 Moderate
		The guideway is designed to keep noise from escaping and vehicles will have wheel skirts to dampen noise.		
	Visual Impact and Aesthetics	Impacts to visual quality would range from low to high. In some areas, the guideway would block views and contrast with the surrounding buildings in terms of size, scale and character. In other areas, the guideway would not block any important views or contrast with local development. Impacts also would include removing some trees and new lighting and shadow effects. To minimize these impacts, local input will shape external station features, new trees and existing trees will be replanted, and exterior lighting will be shielded.		
	Air Quality	Improved over 2030 No Build		
	Water Quality	Improved over 2030 No Build		
	Flood Plain Impacts	Structures will be designed to avoid altering the floodplains and to withstand flooding in the event it occurs.		
Summary	Effectiveness at Meeting goals	Excellent	Excellent	Excellent
	Affordability and Cost Effectiveness	Best (slightly lower cost than Airport, but lower ridership)	Very Good (slightly higher cost than Salt Lake, but higher ridership)	Worst (not financially feasible with currently identified sources)

* Fiscal Year 2008 dollars

**adjusted for inflation over the 8 year construction period

Additional Facts:

Average Transit Travel Time Savings for all Build Alternatives

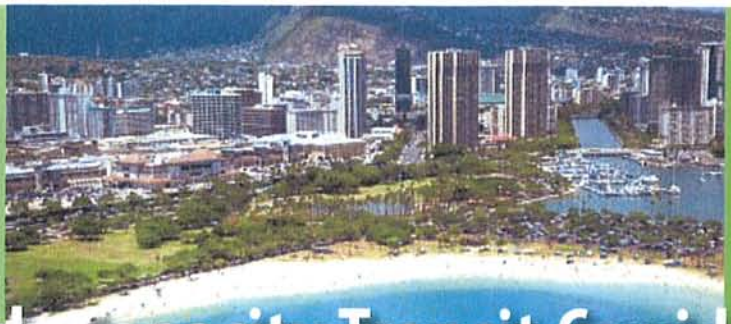
Kapolei to downtown	'Ewa to downtown	Waipahu to downtown	Mililani to downtown
30 min average savings	25 min average savings	45 min average savings	45 min average savings

- Two out of three residents islandwide would have shorter travel times with the rail system.

- Future energy consumption will be lower with rail.

- The projected construction schedule is:
  - Groundbreaking – end of 2009
  - Operations begin – 2013
  - First Phase complete – 2018

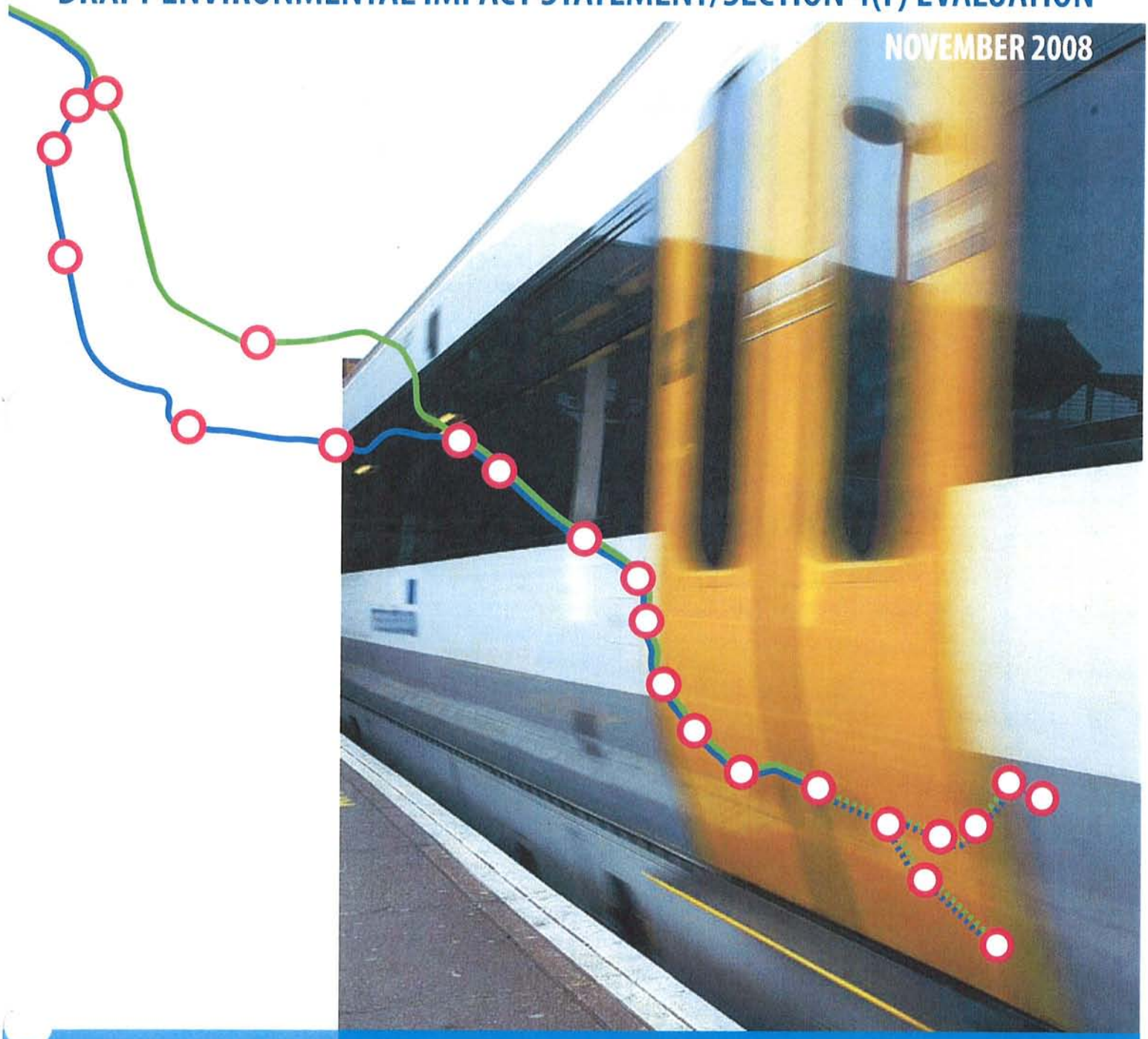
- Construction will be done in several phases, beginning from East Kapolei to Pearl Highlands. That phase will be completed in 2013 and open to the public. Additional phases will be opened to the public as they are finished.



Honolulu High-Capacity Transit Corridor Project

DRAFT ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

NOVEMBER 2008



U.S. Department of Transportation
Federal Transit Administration

Executive Summary

The U.S. Department of Transportation Federal Transit Administration (FTA) and the City and County of Honolulu Department of Transportation Services Rapid Transit Division (RTD) are considering a project that would provide high-capacity transit service on the Island of O'ahu.

The study corridor extends from Kapolei in the west (the Wai'anae or 'Ewa direction) to the University of Hawai'i at Mānoa (UH Mānoa) in the east (the Koko Head direction). It is confined by the Wai'anae and Ko'olau Mountain Ranges in the mauka direction (toward the mountains, generally to the north within the study corridor) and the Pacific Ocean in the makai direction (toward the sea, generally to the south within the study corridor) (Figure S-1). This corridor includes the majority of housing and employment on O'ahu. Its east-west length is approximately 23 miles, and between Pearl City and 'Aiea its width is less than one mile between Pearl Harbor and the base of the Ko'olau Mountains.

Purpose of and Need for Transportation Improvements

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and UH Mānoa, as specified in the *O'ahu Regional Transportation Plan 2030* (ORTP) (O'ahuMPO 2007). The Project is intended to provide faster, more reliable public transportation service than can be achieved with buses operating in congested mixed-flow traffic. It would provide reliable mobility in areas of the corridor where people of limited income and an aging population live and would serve rapidly developing areas of the corridor. The Project would also provide additional transit capacity and an alternative to private automobile travel, as well as improve transit links within the corridor. In conjunction with other improvements included in the ORTP, the Project would help moderate anticipated traffic congestion in the corridor. It also supports the goals of the *City and County of Honolulu General Plan* (DPP 2002a) and the ORTP by serving areas designated for urban growth.

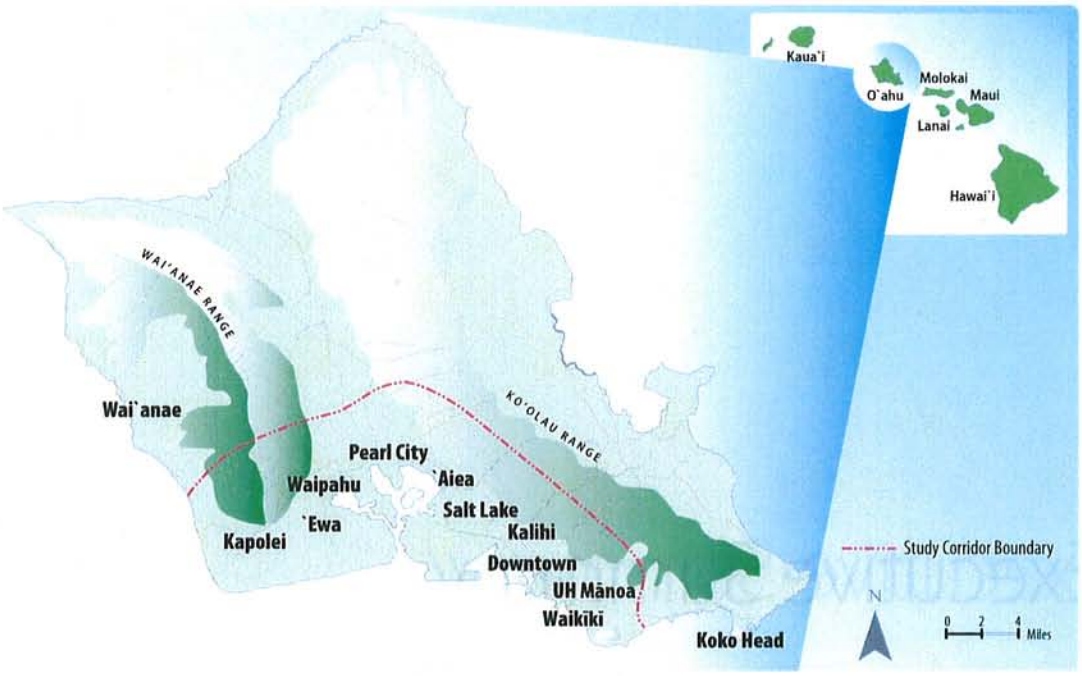


Figure S-1 Honolulu High-Capacity Transit Corridor Project Vicinity

The project would improve mobility for travelers who face increasingly severe traffic congestion, improve transportation system reliability, provide accessibility to new development in the 'Ewa-Kapolei-Makakilo area in support of the City's policy to develop this as a "second city," and improve transportation equity for all travelers.

Alternatives Considered

Prior to completing this Draft Environmental Impact Statement (EIS), alternatives were evaluated at three stages. First, a broad range of alternatives was considered and screened to four alternatives for evaluation in the Alternatives Analysis. Second, the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Report* (DTS 2006b) recommended (and the City Council selected) the Fixed Guideway Alternative as the Locally Preferred Alternative. Third, scoping for the National Environmental Policy Act (NEPA) process confirmed that no alternatives that had not been previously studied and eliminated for good cause would satisfy the Purpose and Need at less cost, with greater effectiveness, or with less environmental or community impact.

During the fall of 2005 and winter of 2006, the City and County of Honolulu (City) conducted an alternatives screening. This is documented in the *Honolulu High-Capacity Transit Corridor Project Alternatives Screening Memorandum* (DTS 2006a).

Scoping is an open process involving the public and other Federal, state, and local agencies to identify the important issues for consideration in the EIS process.

The alternatives were screened through a series of steps, including gathering data, creating a comprehensive list of potential alternatives, developing screening criteria, and presenting viable alternatives to the public and interested public agencies

and officials for comment during the Hawai'i Revised Statutes (HRS) Chapter 343 (the State of Hawai'i's environmental impact statement law) preparation notice comment period and the Alternatives Analysis scoping process. Lastly, input from the scoping process was analyzed, and the alternatives were refined based on this input.

Once this evaluation was complete, the modal, technology, and alignment options were combined to create the following alternatives, which were evaluated in the Alternatives Analysis Report:

- **No Build Alternative**
- **Transportation System Management Alternative**
- **Managed Lane Alternative**
  - Two-Direction Option
  - Reversible Option
- **Fixed Guideway Alternative**
  - Kalaeloa-Salt Lake–North King–Hotel Option
  - Kamokila–Airport–Dillingham Option
  - Kalaeloa–Airport–Dillingham–Halekauwila Option

Chapter 2 of the Alternatives Analysis Report describes these alternatives in detail, and Chapter 6 of that report compares them. After review of the Alternatives Analysis Report and consideration of public comments, the City Council selected a Locally Preferred Alternative that was signed into law by the Mayor, becoming Ordinance 07-001. This ordinance authorized the City to proceed with planning and engineering of a fixed guideway project from Kapolei to UH Mānoa with an extension to Waikīkī. The City Council also passed Resolution 07-039, which directed the first construction project to be fiscally constrained to anticipated funding sources and to extend from East Kapolei to Ala Moana Center via Salt Lake Boulevard.

During the NEPA scoping process, several scoping comments were received requesting reconsideration of the Managed Lane Alternative. This was considered and rejected during the Alternatives Analysis process. Because no new information was provided that would have substantially changed the findings of the Alternatives Analysis process regarding the Managed Lane Alternative, this alternative is not included in this Draft EIS.

In addition to suggestions to reconsider previously eliminated alternatives, three separate proposals were received and documented in the *Honolulu High-Capacity Transit Corridor Project National Environmental Policy Act Scoping Report* (DTS 2007). One proposal was to provide additional bus service with either school buses or private vehicles. The second was for a High-Speed Bus Alternative to include aspects of the Fixed Guideway Alternative and the Managed Lane Alternative (which was eliminated during the Alternatives Analysis process). These proposals were similar to alternatives that had already been considered and eliminated during the Alternatives Analysis process. Therefore, they are not considered in this Draft EIS. The third proposal was for an additional fixed guideway alternative serving the Honolulu International Airport. This alternative is included in this Draft EIS.

During the scoping process, comments were requested on five transit technologies. The comments received did not substantially differentiate any of the following five considered technologies as being universally preferable to the other technologies:

- Light-rail transit
- Rapid-rail transit
- Rubber-tired guided vehicles
- Magnetic levitation system
- Monorail system

Subsequent to the scoping process, a technical review process that included opportunities for public comment was used to select a transit technology. This process included a broad request

for information publicized to the transit industry. Transit vehicle manufacturers submitted 12 responses detailing the features of these different vehicle technologies. The responses were reviewed in February 2008 by a selection panel that ranked the performance, cost, and reliability of the proposed technologies and accepted public comment on the technology selection. The panel's findings are summarized in its report to the City Council dated February 22, 2008. The panel's report resulted in the City establishing steel wheel operating on steel rail as the technology for the Build Alternatives evaluated in this Draft EIS. This eliminated the other technologies from further consideration.

The alternatives evaluated in this Draft EIS are the result of this process of developing alternatives and reflect comments received during the scoping process. This information is summarized in the *Honolulu High-Capacity Transit Corridor Project National Environmental Policy Act Scoping Report* (DTS 2007).

The following four alternatives are evaluated in this Draft EIS. They were developed to comply with the Locally Preferred Alternative adopted by the City Council and to address the public and agency comments received during the comment period for the HRS 343 preparation notice for this project and the NEPA scoping process:

- No Build Alternative
- Fixed Guideway Transit Alternative via Salt Lake Boulevard (Salt Lake Alternative)
- Fixed Guideway Transit Alternative via the Airport (Airport Alternative)
- Fixed Guideway Transit Alternative via the Airport and Salt Lake (Airport & Salt Lake Alternative)

The No Build Alternative is included in this Draft EIS to provide a comparison of what future conditions would be if none of the Build Alternatives were implemented. This alternative includes completion of the committed transportation projects identified in the O'ahu Metropolitan Planning Organization (O'ahuMPO) ORTP.

The Build Alternatives would provide a fixed guideway transit system from East Kapolei to Ala Moana Center (the Project). Planned extensions are anticipated to West Kapolei, UH Mānoa, and Waikīkī. The Locally Preferred Alternative selected by the City Council includes the Project and the planned extensions. Detailed plans of the Project are included in Appendix A. The system would use steel-wheel-on-steel-rail technology and could be either automated or employ drivers. All parts of the system would either be elevated or in exclusive right-of-way. The guideway would follow the same alignment for all Build Alternatives through most of the study corridor, except between Aloha Stadium and Kalihi.

In addition to the guideway, the Project would require construction of transit stations and supporting facilities. Supporting facilities would include a vehicle maintenance and storage facility, transit centers, park-and-ride lots, and traction power substations. The maintenance and storage facility would be located either in Ho'opili near Farrington Highway between North-South Road and Fort Weaver Road or near Leeward Community College.

Some bus service would be reconfigured to bring riders on local buses to nearby fixed guideway transit stations. To support this system, the bus fleet would be increased. All Build Alternatives assume completion of the committed transportation projects identified in the ORTP.

Geographic areas of effect are typically discussed in four categories:

- **Project Region**—the entire Island of O'ahu
- **Study Corridor**—the southern coast of O'ahu where the Project would be located
- **Project Station Area**—all areas within one-half mile of a proposed project station

- **Project Alignment**—the fixed guideway's proposed route and properties adjacent to the alignment

Transportation

Existing and future (planning horizon year 2030) transportation system conditions, service characteristics, performance, and transportation effects for each of the alternatives (including the No Build Alternative) were evaluated. This evaluation was organized into four sections:

- Existing (2007) conditions and performance
- Future (2030) No Build conditions and performance, with comparisons made to existing conditions
- Future (2030) Build Alternatives conditions and performance, with comparisons made to 2030 No Build conditions
- Construction-related effects

The existing transportation network (streets, highways, parking, bicycle and pedestrian network, and public transportation) was evaluated. Current transit service in the corridor is heavily used, resulting in bus service productivity that is among the highest in the U.S. Congestion-related delays occur on roadways within the study corridor. This includes peak a.m. and p.m. congestion, especially in the peak direction (i.e., toward Downtown in the morning) and on existing HOV lanes.

These congestion-related delays increase travel times for the entire network; and increasing congestion and constrained operating conditions for public transit services have led to transportation conditions that are becoming less reliable. Although the bus system's productivity exceeds several systems that operate in larger metropolitan areas, gradually slower speeds, increased costs, and reduced service reliability have resulted from buses operating in mixed traffic. Even with the $3 billion in planned roadway improvements outlined in the ORTP, congestion will increase, making it more difficult for bus transit to effectively serve the population.

Under the No Build Alternative, transit service would experience somewhat slower operating speeds and reduced reliability through the 2030 horizon year.

Under the Build Alternatives, overall transit speeds would increase, which would reduce travel times and improve operating efficiency as a result of the fixed guideway system. The Build Alternatives would reduce travel time to major activity centers, such as Downtown and Ala Moana Center. For example, transit travel times from Kapolei to Ala Moana Center in the a.m. peak would be 105 minutes in 2030 with the No Build Alternative and between 57 and 59 minutes with the Build Alternatives. Trips to and from Central O'ahu and Waikīkī, while not directly served by the Project, also would benefit from reduced transit travel times.

Transit service would be improved through local bus routes and pedestrian and bicycle access to guideway stations, resulting in an increased transit share of total trips (particularly for work-related trips). A fixed guideway system would also improve transit equity by reducing travel times for transit-dependent populations to major employment areas. Total congestion would be reduced by 21 to 23 percent with the Build Alternatives.

With the Build Alternatives, the fixed guideway would affect existing streets, parking capacity, and pedestrian and bicycles facilities. Potential effects of the Project could include reduced travel lane widths, parking, bike lanes, and sidewalks. Careful design and placement of guideway columns would minimize these potential effects. The Build Alternatives would also have temporary effects on the transportation system, and mitigation would include a Maintenance of Traffic Plan and Transit Mitigation Plan.

Environmental Analysis, Consequences, and Mitigation

The study corridor's environmental aspects were analyzed, including existing conditions, future consequences, and required mitigation. All aspects of the natural and social environment were evaluated per NEPA and HRS 343 regulations. All probable adverse environmental effects and proposed mitigation measures are futher summarized in Table 4-1 of this Draft EIS.

Displacements and Relocations

Property acquisition ranging from 179 to 205 parcels would be required. The Project would require 34 or 35 full acquisitions, depending on the alternative selected. Partial acquisitions would range from 145 to 170 parcels. A partial acquisition could represent a portion of a parcel, possibly involving a structure or other facilities. However, for properties that would be partially acquired, existing land uses would not change.

Full acquisition of land used for residential and commercial purposes would result in displacements and relocations. Displaced residents would need to purchase or rent new dwellings. Displaced businesses would need to purchase or lease new commercial/industrial space, and the location where employees would work would change.

Depending on the alternative selected, 20 residences, 1 church, and between 62 and 67 businesses would be relocated by the Project. Acquisition of property for the Build Alternatives would be conducted in accordance with Federal and State regulations and procedures outlined in the *Real Estate Acquisition Management Plan* (RTD 2008q). Where relocations would occur, affected property owners, businesses, or residents would receive compensation in compliance with all applicable Federal and State laws. Compensation would be in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (CFR 1989).

Visual and Aesthetics

Visually sensitive resources in the study corridor include landmarks, significant views and vistas, historic and cultural sites, and Exceptional Trees. These resources are important because of their scenic quality, scale, and prominence within the visual environment.

The Project's potential visual effects include removing trees, altering 'Ewa-Koko Head and mauka-makai views, affecting light and shadow effects, and introducing project components that are out of scale or character with their setting.

Mitigation measures would focus on preserving visual resources and enhancing the project design to comply with applicable policies. The following measures would be included with the Project to minimize negative visual effects and enhance the visual and aesthetic opportunities that it creates:

- Develop and apply a Design Language Pattern Guidebook to establish a consistent design framework for the Project with consideration of local context
- Retain existing trees where practical and provide new vegetation
- Shield exterior lighting
- Coordinate the project design with transit-oriented development planning
- Consult with the public and local design community regarding design theme

Noise and Vibration

Noise impacts from the Project were evaluated using criteria established by the FTA, which are based on community reaction to environmental noise exposure (FTA 2006b).

Noise levels were measured at locations along the Build Alternative alignments and near proposed station locations to establish the most sensitive existing environment (i.e., existing baseline noise levels). This was done by performing a series of measurements at representative locations. All

noise measurements were made in accordance with American National Standards Institute procedures for community noise measurements.

Noise measurements were taken at ground-level and elevated noise-sensitive locations along the study corridor. Moderate noise impacts are anticipated at between 18 and 23 residential buildings, depending on the alternative selected. Potential noise effects from transit park-and-ride lots and maintenance and storage facility operations were also evaluated.

A solid parapet wall and vehicle wheel skirts would be included in the Project design to reduce noise levels. In areas with high-rise apartments and hotels that have lanais above the elevation of and facing the rail, this wall and the wheel skirts would have some benefit (between a 2- and 5-dBA noise reduction) at floors above the level of the guideway. Additional mitigation measures to reduce noise levels above the track elevation will be evaluated during preliminary engineering of the Project.

The Project would not create vibration effects, so no mitigation is proposed.

Hazardous Materials

A number of sites within the study corridor were identified as potential sites of concern for hazardous materials. In some locations, large or specialized hazardous waste or hazardous materials sites may be affected by right-of-way acquisition. These include underground and aboveground storage tanks (USTs and ASTs), fuel islands, and engineered storage facilities. In a few cases, the Project may displace hazardous materials operations. This includes relocating gas station fuel islands and USTs and ASTs. Environmental Site Assessments would be conducted for potentially contaminated sites, and remediation would be completed where needed.

Water Resources

Although floodplains and surface and marine waters are found at various sections of the study corridor, mitigation to control stormwater quality and quantity using permanent best management practices (BMPs) would promote a natural, low-maintenance, sustainable approach where possible. An integral part of all permanent BMPs is implementing an Inspection and Maintenance Plan to ensure that BMPs operate as designed. As part of the permitting process, written plans would be prepared to establish good housekeeping practices that would help prevent stormwater pollution.

Where the guideway would cross floodplains, the columns supporting the guideway and stations would be designed to withstand flooding, as necessary. Facilities in floodplains at ground level (e.g., stairs and elevators) would be designed to function and remain safe during flooding. Traction power substations would be placed outside of floodplains. Hydraulic studies for specific locations where the Project would cross floodplains would be performed during project design. If hydraulic studies reveal that piers in the floodway would raise base flood elevations, these increases may be avoided by the design. In particular, the Pearl Highlands parking structure would be designed to allow floodwaters to pass unimpeded.

Street Trees

Coordination regarding street trees has been initiated with the City Department of Parks and Recreation Division of Urban Forestry and community groups such as the Outdoor Circle and Sierra Club. This has resulted in identifying Exceptional Trees along the project alignment. Coordination will be ongoing as the Project progresses.

The Build Alternatives would require tree pruning and removal. Tree removal would be minimized to the greatest extent possible, but if a street tree is close to the guideway, it would likely require periodic pruning, if not removal.

Effects on street trees would be mitigated by transplanting existing trees or planting new ones. Most of the trees along Farrington Highway that would be affected could be transplanted.

Archaeological, Cultural, and Historic Resources

Under the National Historic Preservation Act (NHPA) (USC 1966a), Section 106 requires Federal agencies to consider the effects of their actions on historic properties. This includes archaeological and traditional cultural properties, which are the beliefs, customs, and practices of a living community of people that have been passed down through the generations. Hawai'i's historic preservation review legislation (HAR 2002) includes similar requirements.

Known and potential historic resources were identified and evaluated, and the Project's effects on them were determined. Properties within the Area of Potential Effect (APE) were identified as those with construction dates before 1969. Field observations were made and photographs were taken of these properties.

Archaeological resources already documented within the study corridor include remnants of fishponds, human burials, subsurface layers related to traditional Native Hawaiian occupation, historic building and structure foundations, and historic trash pits and privies. Because of the level of existing development along the study corridor, many of these resources have been destroyed or altered beyond repair.

The analysis of cultural resources was based on compliance requirements for NEPA, NHPA Section 106, and Act 50 (HHB 2000), as it amends the State of Hawai'i EIS law (HRS 343) to include "effects on the cultural practices of the community and State."

The APE contains 84 historic resources (individual or districts). Up to 61 of the resources could be affected by the Project. Potential long-term effects on these resources include permanent modification (e.g., moving, damage, or destruction). The permanent destruction of sub-surface resources, including filled fishponds, filled/covered terraces, enclosures, shrines, and 'auwai (irrigation ditch system) is another potential long-term impact. Full and partial acquisitions would occur from parcels that contain historic resources.

Because archaeological resources could be affected during construction, appropriate mitigation measures are discussed in the following Construction Effects section. Where cultural resources remain or may be discovered, all effort would be made to avoid destruction. A plan for restoration and care would be made for each existing cultural site. Mitigation measures for historic resources are being developed in consultation with the State Historic Preservation Division. The current project design avoids affecting historic resources wherever possible.

Construction Effects

Construction effects would be temporary and limited in area as construction proceeds along the project alignment. These effects would vary depending on the land use in each sub-area. Construction-related effects would primarily result during construction of the main structural components: the foundations and columns, superstructure (the elevated guideway structure), and stations. Construction of other system components, such as traction power substations, would also have associated effects, but to a lesser degree. Construction activities at the maintenance and storage facility, park-and-ride lots, transit centers, and staging and support facilities would result in effects that are localized to the vicinity of those facilities.

During construction, access to businesses near construction activities could be affected. Mitigation would be implemented to reduce adverse

economic hardships on existing businesses along the project alignment during construction.

The construction contractors would implement a project-specific Safety and Security Management Plan to mitigate effects on community services, such as fire prevention and emergency preparedness and response. This plan would also protect the general public, private property, and workers from construction risks.

During construction, visual quality may be altered for all viewer groups. Construction-related signage and heavy equipment would be visible at and near construction sites. Mature vegetation, including trees, may be removed from some areas or pruned to accommodate construction of the guideway, stations, and park-and-ride lots. This would degrade or partially obstruct views or vistas.

Noise during construction would be bothersome and annoying to nearby residents, visitors, and businesses. All of the Build Alternatives would generate similar types of noise, which would occur intermittently in different locations throughout the construction period.

Common sources of vibration during construction activities include jackhammers, pavement breakers, hoe rams, bulldozers, and backhoes. Pavement breaking and soil compaction would likely produce the highest levels of vibration. Depending on soil conditions in a given sub-area, activities such as pile driving can generate enough vibration to result in substantial short-term noise impacts.

Various mitigation methods may be utilized to minimize noise and vibration impacts during construction.

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 (USC 1966b) protects public parklands, recreational lands, wildlife refuges, and historic sites of National, State, or Local significance from acquisition and conversion to transportation use. Because avoiding Section 4(f) resources was an important consideration, most public parks, recreational resources, and historic properties identified within the study corridor were avoided in designing the Build Alternatives. However, the Project would result in the direct use of between seven and eight Section 4(f) resources. The Project would result in *de minimis* (of minimum importance) impacts on between six and seven Section 4(f) resources. No temporary or constructive use would occur.

Cost and Financial Analysis

The capital cost of the Build Alternatives, in fiscal year 2008 dollars, would range from $3.9 billion for the Salt Lake Alternative to $4.8 billion for the Airport & Salt Lake Alternative. The capital cost for the Airport Alternative is estimated to be about $200 million higher than the Salt Lake Alternative.

The local funding source for the Project is a dedicated 0.5-percent surcharge on the State of Hawai'i's General Excise and Use Tax (GET). This GET surcharge revenue is to be exclusively used for the Project's capital and/or operating expenditures and is expected to generate $4.1 billion (year-of-expenditure dollars) through 2022. The FTA has agreed to consider $1.2 billion (year-of-expenditure dollars) for the Federal contribution to the Project from the New Starts program.

The City receives Federal assistance through various funding programs from the FTA for ongoing capital investments to maintain and overhaul its transportation system. The financial analysis performed assumes the City will continue to receive these funds, some of which would increase noticeably after implementation of the Project.

Comments and Coordination

Agencies, non-governmental groups, and the public have been engaged throughout the project

planning process, as required by Federal and State law. Public involvement efforts, including agency coordination and consultation, have been continuous throughout the Project, beginning with the Alternatives Analysis phase in December 2005. In accordance with Executive Order 12898, particular attention has been paid to reaching low-income and minority populations, which are traditionally underserved and underrepresented in the public involvement process.

Public involvement in the form of opportunities for comment and information sharing will continue through the remainder of the Project. The public involvement effort will continue to make use of existing citizen groups, neighborhood boards, and a wide variety of community organizations to inform the public and allow for community input into the project process.

Consultation with the State Historic Preservation Division and other Section 106 consulting parties has been on-going and will continue.

As part of the NEPA and Chapter 343 process, the Draft EIS is being circulated for a 45-day review and comment period. A formal public hearing will also be held during this period. The hearing's purpose is to give interested parties an opportunity to formally submit comments on the Project and the analysis contained in the Draft EIS. Attendance at the hearings is not required to submit comments.

Honolulu High-Capacity Transit Corridor Project
Draft EIS Public Hearing

Your number for oral testimony is:

Oral Testimony Guidelines

- When your name and testifier number are called, please approach the microphone.
- You will have up to 3 minutes for oral testimony.
- Please state your name at the beginning of your testimony.
- When the red light appears, you will have 1 minute remaining. When the buzzer sounds, the 3 minute period is over.
- After your oral testimony is complete, you can give additional testimony in writing or in private to the hearing recorder in the main room.

Mahalo for your participation.

Honolulu High-Capacity Transit Corridor Project

DRAFT ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

PUBLIC MEETING and HEARING

This public meeting and hearing is being held to inform the public about the transit project, explain materials contained in the Draft EIS, answer questions, and collect public input on project issues related to the Draft EIS, Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act, and floodplains affected by the project.

How to give testimony:

- Public spoken testimony to the hearing official in the Public Hearing Room
- Individual spoken testimony for the record to the hearing recorder
- Written testimony may be handed in or mailed by January 7, 2009
- Online testimony by January 7, 2009 at **www.honolulutransit.org**

U.S. Department of Transportation
Federal Transit Administration

CITY AND COUNTY OF HONOLULU · STATE OF HAWAII

www.honolulutransit.org • (808) 566-2299

PUBLIC TESTIMONY INFORMATION

Public input can be made in four ways:

1. Public spoken testimony to the hearing official in the Public Hearing Room;

2. Individual spoken testimony for the record to the hearing recorder;

3. Written testimony may be handed in at this meeting, mailed or faxed by January 7, 2009 to the **Department of Transportation Services,** 650 N. King Street, 3rd Floor, Honolulu, Hawaii, 96813, fax: **(808) 523-4730**;

4. Online testimony by January 7, 2009 at **www.honolulutransit.org**.

The hearing procedures for spoken testimony in the Public Hearing Room are as follows:

1. Elected and public officials will be heard first. Persons desiring to testify should register at the entrance to the hearing room, and will be called in order of registration.

2. Any individual may appear and speak for him or herself, or if duly authorized, for any local civic group, organization, club or association, subject to the rules provided herein. Speakers should give their name and address. If representing a group, this information should also be given.

3. Speakers must limit their statements to three minutes. Additional prepared statements or literature, pertaining to the project, may be submitted at this hearing or by 4:30 p.m. January 7, 2009 to: **Department of Transportation Services**. These statements will be made part of the official record if they include a legible name and address.

4. For these hearings, all statements, oral or written, should be directed to the Hearing Officer and must be related to the subject matter of the hearing.

5. Each person speaking before the audience must do so at the floor microphone. We will call testifiers in groups of three to facilitate orderly progress. Please ensure you are in the hearing area at the time you are called. A court stenographer will record and transcribe the hearing proceedings. If required the Hearing Officer will announce any other specific rules governing this hearing.

6. As part of this public hearing process, the Honolulu Rail Transit Project Team is not allowed to respond to any questions or concerns raised by the speaker in the Hearing Room. The Project Team will be available to address your questions in the Project Information Area outside this hearing venue.

Sign-in Sheets

The Honolulu High-Capacity ɪnsit Corridor Project

Kapolei Community Outreach Meeting

Kapolei Hale

December 6, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Sandra Duchesne	84-770 Kili Dr. #436	Sandyshron@hotmail.com		
FRANK GENADIO	92-1370 KIKAHA ST, KAPOLEI 96707	genadiof001@hawaii-rr.com		✓
PAT PATTERSON	84-755 ALAMAHIKO #72-A	wilanipat@yahoo.com		
THOMAS J. STROUT	871-5 ALA LILIKOI ST. HON.,	TOMSTROUT@MSN.COM		
Kim Rabellia	CM Dela Cruz Office - City Hall	Kribellia@hotmail.com		

The Honolulu High-Capacity ansit Corridor Project

Kapolei Community Outreach Meeting
Kapolei Hale
December 6, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Robert Sato	530 South King St. Honolulu 96813 (Office of Councilmember Gary Okino)	rsato@honolulu.gov	~~X~~	X
REP KIMBERLY PINE	STATE CAPITOL ROOM 313		✓	
WILL HOOVER	92-1553-B ALIINUI DR	whoover@honolulutoverets.com		X
Ken Stanley	240 McKee Road #3D 96815	kstanley0@gmail.com		X
VINA		PC NB #24		X

Honolulu On The Move

The Honolulu High-Capacity ansit Corridor Project

Kapolei Community Outreach Meeting

Kapolei Hale

December 6, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Zoe Jarvis	Apt A-234 85-175 Farrington Hwy Waianae, HI 96792		✓	
Maurice Morita	1142 Ala Aloalo Pl Hono 96818	mmorita@hsta.org		✓
Megan Inouye	94-1265 Lumikula St. #1D, Waipahu 96797	mfinouye@hawaii edu		✓
Ruby Silva	PO Box 116, Waianae 96792		✓	
NELSON T MORIWAKI	1471 KALAUIPO ST PEARL CITY HI 96782		✓	
Sue Arsiga	94-941 Awamoku Pl Waipahu	suearsiga@hotmail.com		✓
Mike Golojuch	92-954 Makakilo Dr 71 Kapolei 96707	mjgolu@email.phoenix.edu		✓
Carolyn Golojuch	" "	golojuchc@hawaii.rr.com		✓
John Higgins	91-503 Pupu St 96706	John@J-Higgins.com		✓
Dennis Galolo	Staff - CM Cachola	dgalolo@honolulu.com		
Darrell Young	530 S. King St Room 401	dyoung4@honolulu.gov		✓

Honolulu On The Move

The Honolulu High-Capacity Transit Corridor Project

Kapolei Community Outreach Meeting

Kapolei Hale

December 6, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Rodlyn Brown	85-303 Kohai Place Waianae 96792	RODLYNB@JUNO.COM		✓
Angela Sacrider	84-755 Ala Mahiku St Waianae 96792	asacrider21@yahoo.com		✓
Dennis Egge	2920 Ala Ilima 96818	dne39@isp.com		✓
Barbara Keola	86-886 Alamihi Waianae 96792	bjkeola86@msn.com		✓
Michael Golojuch Jr	92-954 Makakilo Dr. #71 96707	mgolojuch@hotmail.com		✓
ROSITA SIPIROK-SIREGAR	92-1179 Palahia St J102 Kapolei HI 96707	rsipirok@ahldesign.com		✓
TOM BERG	91-203 HANAPOULI CIRCLE EWA BEACH, HI 96706	TOMBERG00@YAHOO.COM		✓
STACY ARMSTRONG	92-1305 PUNAWAINUI ST KAPOLEI HI 96707	tscbarm@hotmail.com		✓
TESHA MALAMA	91-818 LAWALU PL. EB 96706	Tesha96706@yahoo.com		✓
Rep. Sharon Har	State Capitol Rm 438	rephar@capitol.hawaii.gov		✓
John Higham	44-048 Kaimalu Pl Kaneohe 96744	jlhigham@aol.com		✓

The Honolulu High-Capacity ɪnsit Corridor Project

Kapolei Community Outreach Meeting
Kapolei Hale
December 6, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
M. GIBLIN	91-253 Lukini Pl.	MGIBLIN4@YAHOO		

The Honolulu High-Capacity ansit Corridor Project

Kapolei Community Outreach Meeting
Kapolei Hale
December 6, 2008

	Name	Affiliation (Optional)
1	Rodlyn BROWN 85-303 Kohai Pl Waianae 96792	
2	TIMBERLY PINE	PER PINE State Capitol Rm 333
3	FRANK GENADIO 92-1370 Kikaha St Kapolei 96707	
4	Michael Golojuch Jr.	
5	Mike Golojuch 92-954 MaKakilo Dr #7 96707	
6	~~Barbara Steele~~	
7	PAT PATTERSON 84-755 Ala Mahiko #72-A	member AARP and Concerned Elders of Waianae
8	TESHA MALAMA 91-818 Lawalu Pl 96706	EWA BEACH RESIDENT
9	John Higgins 91-503 Puapua St 96706 Ewa Beach	
10	Rep. Sharon Har	State legislature State Capitol Rm 438
11	ROSITA SIPIROK-SIREGAR 92-1179 Palailai St #102 96707	Resident

Hearing Room

Honolulu On The Move

The Honolulu High-Capacity ansit
Corridor Project
Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

79

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Michelle Matson	3931 Gail St. 96815			
KATHERINE KUPUKAA	95-685 MANAUNULAU ST MILILANI 96789			
Dennis Wiens	P.O. BOX 34 Hon. HI 96810			
Lennette Hinton	820 Nalekauwila ST 96813			
Annie Nakao	909 Kapiolani 703 Hon 96814			

Honolulu On The Move

The Honolulu High-Capacity ansit
Corridor Project
Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Ralph Sato	176 Kaai St Hon 96821			
Mike Kuhl	Hono 96813 725 Kapiolani Blvd #3102	KUHL1962@yahoo.com		✓
Bart Travaglio	400 Hobron Ln	TRAVAGLIOB800@AOL		—
Michael U (MD)				
Mike Day	567 Kaa Rd	midog@kcbe.edu		
Sally Mist	2747 Puehonua St.	sallymmist@aol.com		
Richard Kawano	1420 Victoria St 803			
Wally Parcels.	920 WARD.	wparcels@hawaii.rr.com		

Honolulu On The Move

The Honolulu High-Capacity ansit Corridor Project

Ala Moana/Mc Cully Community Outreach Meeting

Blaisdell-Hawaii Suite

December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Niko Salvador	2312-A Kalihi St.	nikogs@hawaii.edu		✓
Michael Sakata				
Ryan Toyomura	Hon City Council CM. Romy Cachola	rctoyomura@honolulu.gov		✓
Shirley Hansen	~~2831~~	shansenca@aol.com		✓
Richard				✓
Hersh Singer	45T Kamakea Rd Kailua			
Kevin Killeen				
Edmund Lee				
C Newman	86 Haleakaula			
Jeanne Aeby	1511 Nuuanu #18			
Jack Aeby	" " "			

The Honolulu High-Capacity ansit
Corridor Project
Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
FRED ABE	855 MAKAHIKI WAY #301 96826		✓	
John ~~Kao~~ KATO	910 [illegible] St. [illegible]	[illegible]		✓
[illegible]	1910 Ala Moana			
Licia Lau	318 Hema Pl.			
DAVID AKINAKA	733 BISHOP ST., STE 2020	DAVID@FERRATO aol.com		✓
LES AMONG WNB#9				
Glenn Ida	45-284 Pahikaua St. Kaneohe, Hi. 96744	glennida@hotmail.com		✓
GLADYS KAEO	225 LiLiuokalani #7A Hon HI 96815		✓	
Bobbie Slater	3105 Pacific Hts Rd	bobbie60@hawaii.rr.com		
STEVE SCOTT	1212 KONA St. 96814	STEVE@SCOTTHAWAII.COM		✓
McKibbin Mist	91-1088 Lnaulu St. 96706	mckibbinm@gentryhawaii.com		

Honolulu On The Move

The Honolulu High-Capacity ansit
Corridor Project
Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
RALPH BRUINSSLOT, PTA	P.O. Box 4151, Hon, Hi 96812	~~RALPH~~ RBRUINSSLOT@GMR-HAWAII.COM	X	
SIDNEY CHAR	700 BISHOP ST. #1800 HON HI 96813	schar@watg.com		X
~~[illegible]~~ Tom Brower	State Capitol (REPRESENTATIVE)	repbrower@capitol.hawaii.gov		X
TERRY CONLAN	1535 PUNAHOU ST #707	TERRYCONLAN@AOL.COM		X
Amy Kimura	1310 Heulu St 1002 96822		X	
Lois Cain	3015 Hibiscus Dr HNL 96815	loiskc@hawaii.rr.com		X
TOM HEINRICH	2426 ARMSTRONG ST HONOLULU, HI 96822-1932	jtomheinrich@hotmail.com	✓	✓
TOM SMYTH	700 Richards St. #2303 Honolulu, HI 96813	tjsmyth6@aol.com		
Bum Harrod	60 N. Beretania #2610 HONOLULU, HI 96813			
Pam Young	P.O. BOX 4444 Hon, HI 96812	pamyco@yahoo.com		
SCOTT WILSON	3524 Woodlawn Dr Hon. 96822	scottrw@hawaiiantel.net		✓

The Honolulu High-Capacity Transit Corridor Project

Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
~~Jeff~~ Nishi	928 Nuuanu Ave #201	jeff@jn-architects.com		✓
Shirly Lin	Kalakaua Home	~~0~~	~~0~~	~~0~~
STU MURRAY	2909 WAIALAE AVE #26	(already on lists)		
Sue Anderson	41-505 Kalanianaole Hwy Waimanalo	ega@hawaii	✓ P.O. Box 25550, Hono. 96825	
CLIFF SLATER	3105 PACIFIC HTS. 96813	cslater@lava.net.		✓
Karen Shimizu	2850 Pukuloa #300, Hon HI 96814			
BRYAN HOERNIG	1211 KONA	BRYANT@ALOHA.NET		
GARY O'DONNELL	P.O. BOX 31041 HONOLULU, HI 96820-1041	GARY.ODONNELL@HICKAM.AF.MIL	✓	✓
Geoffrey Paterson AIA	217 Kailua Rd. Kailua Hi 96734	ggp@hawaii.rr.com		✓
FRANK GENADIO	92-1377 KIKAHA ST, KAPOLEI			✓
Robert Kuo	1911 East west Road #692 HNL Honolulu HI 96848	ChingKuo@hawaii.edu		✓

Honolulu On The Move

The Honolulu High-Capacity ansit Corridor Project

Ala Moana/Mc Cully Community Outreach Meeting

Blaisdell-Hawaii Suite

December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
MARK BAUMAN	1425 KALAKAUA AVE #1906	MOLEKOB@[illegible].COM		✓
BOB CRONE	218 KUUPUA ST / KAILUA 96734	bobcrone@earthlink.net		✓
JAMES MCMANUS	860 - HALEKAUWILA ST #2708 HONOLULU HI 96813		✓	
Michael Cummings	1629 B [illegible] Honolulu, Hi 96813			
Kyla Loris	P.O.Box 240104 Honolulu, HI 96824			
Philip Blockman	Waikiki	phil@aloha.net		✓
Richard Berry	2979 KalaKaua Ave, #713	r.s.berry.@earthlink.net		✓
JAN BAPPE	2957 KALAKAUA AVE #210			
B. Hudman	2333 Kapiolani #2903	nabaldivo@ [illegible] hawaii.org	✓	
D. Geer	2920 Ala Ilima #205 Honolulu 96818			
Christine Olah	POB 3294 Honolulu 96801	TropicalHawaii@AOL.com		✓

The Honolulu High-Capacity Transit
Corridor Project
Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suite
December 8, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
JACK HAMADA	1450 KANUNU ST. #1418 96814			
Laura Millman	2611 Ala Wai Blvd #202	mslauralhawaii@aol.com	✓	
JON LOTT	2345 Ala Wai Blvd. #716	lottj001@hawaii.rr.com	✓	✓
Melissa Chan	2239 Piimauna St.		✓	
Jing Meng	1048 Wong Ho Lane #1	jing@hawaii.edu	✓	✓
Jadine Lee	3569 Harding #D		✓	
Andrew Le	1355 Uila Street	AMLE@HAWAII.EDU		✓
Esther [illegible]	[illegible]	[illegible]@gmail.com	✓	✓
CLIFF GARCIA	911 QUEEN ST. Hon Hi 96814		✓	
J. FRIERSON	1169 KONA ST HON 96814		✓	
CORY				

The Honolulu High-Capacity ansit Corridor Project

Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suites
December 8, 2008

Name	Affiliation (Optional)
BRYAN HERNIG 1211 KONA	CEO HONOLULU HARDWOODS
Eve L. Anderson P.O. Box 25550 Hono. 96825	
Barbara Hudman 96826 2333 Kapiolani #2903 96815	The Love & Concern for Hawaii, Oahu
JAN BAPPE 2957 KALAKAUA AVE AA 210	
STU MURRAY 2909 Waialae #26	Advisor Associates
LESLIE AMONG 1720 ALA MOANA BLVD #103 HON, HI, 96815	WAIKIKI NEIGHBORHOOD DISTRICT-9, LESLIE.AMONG@YAHOO.COM
Estie Kinder 90 Lake Isle	DS News & Safety Board
JONATHAN W. LOTT	2345 ALA WAI BLVD. # 716 96815 (commuter citizen)

The Honolulu High-Capacity ansit Corridor Project

Ala Moana/Mc Cully Community Outreach Meeting
Blaisdell-Hawaii Suites
December 8, 2008

Name	ADDRESS	Affiliation (Optional)
Bob KILTHAU	1310 HALA ST	FOSTER Village
Herbert T. C. LOO	1569 ONIPAA ST HONOLULU HI 96819	Moanalua GARDENS
LEN PEPPER	1352 OLINO ST. HON 96818	FOSTER VILLAGE
RUTH BOYETTO	4336 LAAKOA HON. HI 96818	FOSTER VILLAGE
Dennis Egge	2920 Ala Ilima #703 Honolulu 96818	Salt lake
Kenneth Tsumoto	3038 Ala Ilima ST	〃 〃

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

1

Name Bob Loy
The Outdoor Circle

Address 1314 So. King St. Ste 306
Honolulu, HI 96814

Email bobloy@outdoorcircle.org

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

2

Name FRED ABE

Address 855 MAKAHIKI WAY #301
HONOLULU HI 96826

Email

Public Hearing Testim ny Sign-In
Honolulu High-Capacity Tran Corridor Project
Draft Environmental Impact Statement

3

Name John Kato

Address 910 Pumehana St. Apt L
Honolulu, HI 96826

Email zatoichiclcanc@yahoo.com

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

4

Name SIDNEY CHOCK, AIA

Address AIA HONOLULU

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

5

Name RALPH BRUNOSSLOT, AIA

Address P.O. Box 4151, Hon. Hi, 96812

Email RBRUNOSSLOT@GMR-HAWAII.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

6

Name HERB ROTHOUSE

Address 1910 ALA MOANA BLVD
HONOLULU 96815

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

7

Name LESLIE A AMONG

Address 1720 ALA MOANA BLVD E103
HONOLULU, HI 96815

Email LESLIE.AMONG@YAHOO

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

8

Name RICHARD UBERSAX

Address 41-1013 LAUMILO ST 96795

Email UBERSAX@GMAIL.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

9

Name CHRIS DOLPH

Address 400 HOBRON LN
HONOLULU, HI

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

10

Name STEVE SCOTT

Address 1212 KOOLA ST.
HONOLULU, HI 96814

Email STEVE@SCOTTHAWAII.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

12

Name TERRY CONLAN

Address 1535 PUNAHOU ST #704
HONOLULU HI 96822

Email TERRYCONLAN@AOL.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

13

Name Amy Kimura

Address 1360 Hewlett St 1002
Hnl 96822

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

14

Name TOM HEINRICH, CHAIR
MANOA NEIGHBORHOOD BOARD NO. 7

Address 2426 ARMSTRONG ST.
HONOLULU, HI 96822-1932

551-4098

Email jtomheinrich@hotmail.com

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

15

Name Charles Carole

Address 1310 Heulu St #1002
Hon HI 96822

Email Chcarole@hotmail.com

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

16

Name Bobbie Slater

Address 3105 Pacific Hts

Email bobbie6a@hawaii.rr.com

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Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

17

Name PHILIP BLACKMAN

Address 1676 ALA MOANA BLVD 406
HONOLULU HAWAII 96815

Email PHIL@aloha.net

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

18

Name SCOTT WILSON

Address 3524 WOODLAWN DR
Hon 96822

Email scottrw@hawaiiantel.net

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

19

Name JAMES F. McMANUS

Address 860 HALEKAUWILA ST #2708
HONOLULU - HAWAII - 96813

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

20

Name MIKE UECHI

Address 98-111 KAAHELE PL
AIEA 96701

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

21

Name Michelle Matson

Address 3931 Gail St. Honolulu 96815

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

22

Name KATHERINE T. KUPUKAA
(Ku-pu-ka-a)

Address 95-685 MAKAUNLILAU ST
MILILANI TOWN, HI 96789

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

23

Name BART TRAVAGLIO (Tra-vah'-lee-oh)

Address 400 HOBRON LN
#1506
HNL 815

Email TRAVAGLIOF808@AOL.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

24

Name Kevin Killeen

Address 1750 Kalakaua Ave 3-3179
Honolulu HI 96826

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

25

Name GARY O'DONNELL

Address P.O. BOX 31041
HONOLULU, HI 96820-1041

Email GARY.ODONNELL@HICKAM.AF.MIL

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

11

Name BRYAN HOERNIG

Address 1211 KONA

Email

The Honolulu High-Capacity ansit Corridor Project

59

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Kenneth Tait	3434 Ala Ilima St			
Naomi Watanabe	4535 Ekolu St. Lihue, Hi 96766			
Jane Au	3415 Kahikolu Way 96818			
JANICE FUKAWA	95-1065 KOPALANI 96789	janice.fukawa@navy.mil		X

The Honolulu High-Capacity ansit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
MIKE CLEVA	98-111 KAAHELE PL AIEA HI			
MARK TAYLOR	3427 ALA HINALO ST.			
Vern Rapez	4510 Salt Lake Blvd. #C-4	embroiderygiftshop@yahoo.com		✓
Scott Vocke	3434 Ala Hinalo Pl Hon, HI	scottvocke11@gmail.com	✓	✓
Paul Imoue	1188 ala Hinano Pc			
LUTHER FLYNN	94-510 Lamaloa ST WAIPAHU HI			

The Honolulu High-Capacity ansit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Phillip Kepper	2424 ALA ILIMA ST #1204 Honolulu, HI 96818	alohawaii@hawaii.rr.com		✓
Dawn Hayashi	5122 Likini St #209 Hon 96818	amyprettygorilla@aol.com		✓
IRENE TSUMOTO	3434 ALA ILIMA ST 96818		✓	
Karen Chang	" " " " "		✓	
Richard Weigel	801 Ala Noi Pl. #1106 Hon HI 96818		✓	
Kathleen Adams	95-1035 Ainamakua Dr #151 Mililani 96789	caseyadamshawaii@gmail.com	✓	✓

The Honolulu High-Capacity ansit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
William TROEGNER	4260 HALUPA ST Honolulu HI	troegnerw001@hawaii.rr.com		✓
Douglas TORRES	99-199 Kalaloa St Aiea			
Maikalani Lum	909 Ala Nanala St #903	Coconutgri@aol.com		✓
Timothy Lee	2929 Ala Ilima St. #1103	timleedude@hotmail.com		✓
Ruth Boyette	4336 Laaka St Hon. HI 96818	—	✓	
Jim Brierly	5210 Likini St #905		✓	
Janice Soon Fah	1318 Wanaka St. Hon HI. 96818	fah@hawaii.edu		✓
Colin Ishikawa	1133 Waimanu St. Hon 96814		✓	
Romy M. CACHOLA	936 KALIH ST HON 96819			
RICHARD MOR				

The Honolulu High-Capacity ansit
Corridor Project
Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Marc Lum	2850 Pukoloa St. #300	marcl@servco.com		X
LEN PEPPER		PEPPER002@Hawaii.rr.com		X
FRANK GENADIO	92-1370 KIKAHA ST., KAPOLEI			
Keanu Young	Honolulu Hale Rm 506	kyoung@honolulu.gov		✓
Shirley Chang	3020 Ala Napuaa Pl. #803		X	
T.R. Chun	2646-B Haili Rd. Honolulu	TKCASSOCIA@AOL.COM		X
Herbert T.C. Loo	1569 ONIPAA ST HONOLULU HI 96819-1737		X	
Tom McCabe	158 Kuupu St Kailua HI	tomccabe@aol.com		X
Doug Pyle	55 S. Kukui St. #606 Hon HI 96813			
Pat TOBARA	POB 17363 Hon 96817			
[illegible]	1148 ALA LILIKOI St Hon HI 96818		✓	X

Honolulu On The Move

The Honolulu High-Capacity Transit Corridor Project

Salt Lake Community Outreach Meeting

Salt Lake District Park

December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Russ Honma	P.O. Box 1201 Hon 96827	russellhonma@yahoo.com		✓
Sana Ahlo	99-251 Ohenana Lp. Aiea	-	✓	
Violet Dudoit	1338 Wanaka St Hon. 96818		✓	
Renate Alarcon	3020 Ala Napuaa Pl. 96818		✓	
Maurice Morita	1142 Ala Aloalo St Hono 96818	mmorita@hsta.org		✓
Dennis Gabbo	CM Cachola staff		✓	✓
Tracy Enos	1475 Linapuni St., Apt. 1411 Hon. HI 96819	Tracye@hawaii.edu		
Hersh Singh	457 Kaawakea Rd			
Homer A. Chang	5210 Likini St. #405 Hon. HI 96818		✓	
Joan Higashihara	819-1 Ala Lilikoi St 96818			
Tony Soon	1318 Wanaka St. 96818.			

The Honolulu High-Capacity ransit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Michael Barton	2889 Ala Lilima St #16A Hono. HI 96818			
Robert Wells	5320 Likini St #6 Hon, HI 96818			
Lillian Chow	1105 Ala Lilikoi Pl.		✓	
Claudia Torre	99-199 Kalaloa ST			
* Bob & Ingrid KILTHAU	1310 Haloa Dr.			
Ricardo Soon Fah	4546 Likini St.			
Joanna Bayette	4336 LAAKEA ST	—	✓	
JOE HOLOWATY	975 ALA LILIKOI ST,	—	✓	
THOMAS J. STROUT	871-5 ALA LILIKOI ST.			
KENNETH THONG	3282 Ala Lanlani			
Sue Welch	823-3 Ala Lilikoi	—	✓	

The Honolulu High-Capacity ansit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

	Name	Affiliation (Optional)
#1	MICHAEL BORTON	self employed
2	ROBERT WEBB	
3	Douglas Torres	
4	T.K. Chun	
5	Thomas STraut	
6	TONY SOON	
7	DOUG PYLE	
8	Maurice Morita	
9	JANICE SOON FAH	
	LEIN PEPPER	
	Mark Taylor	

The Honolulu High-Capacity ansit Corridor Project

Salt Lake Community Outreach Meeting
Salt Lake District Park
December 9, 2008

Name	Affiliation (Optional)
~~Mar~~ Rep Mark Takai, chair of Kamehameha	Hwy Task Force
Michael Uechi	
Frank Genadio	
Renee Ing	
Herbert Loo	
?	
Doug Pyle, speaking on behalf of himself	

Public Hearing Testimony Sign-In

Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

1

Name MICHAEL BURTON

Address

2889 ALA ILIMA ST #16A
HONO. HI 96818

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

2

Name Robert Webb (Robert Webb)

Address 5320 Likini St, #6
Honolulu, HI 96818

Email ~

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

3

Name Douglas Torres (Torres)

Address 99-199 Kalaloa St

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

4

Name T. K. Chun

Address 2646-B Hali Rd.
Honolulu HI 96813

Email TKCASSOCIATES AOL.COM

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

5

Name THOMAS J. STROUT

Address 871-5 ALA L,'LIKOI ST.
HON.) HI. 96818

Email tomstrout@msn.com

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

6

Name TONY SOON

Address 1318 WANAKA ST.
HON
HI 96818

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

7

Name Doug Pyle
Chair, Labor Caucus of The Democratic Party of HI

Address
55 S. Kukui St. Apt. 606
Honolulu, HI 96813

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

8

Name Maurice Morita

Address 1142 A'a Aloalo St
Honolulu 96818

Email MMorita@hsta.org

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

9

Name JANICE SOON FAH

Address 1318 WANAKA ST.
HONOLULU, HI 96818

Email fah@hawaii.edu

The Honolulu High-Capacity ansit Corridor Project

Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Maurice Morita	1142 Ala Aloalo St Hon 96818	mmorita@hsta.org		✓
Ray Suganuma	94-550 Lumiauau St J101	raysuganuma@gmail.com		

The Honolulu High-Capacity ansit Corridor Project

Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Reed Matsumura	City Hall	rmatsumura@honolulu.gov		
Van Peterson	Waipahu	vanp@servco.com		
Jessica Chong	94-415 Alapine St Waipahu, HI 96797	mahea07@gmail.com		X
Michael Dau	94-500 G. Kam Hwy Waipahu HI 96797	Daumool at Hawaii RR. com		
Robert Allocco	Waipahu	—		
Paul Maehara	94-210 Papukahua St. Waipahu HI 96797	paul.maehara@centralpacificbank.com	✓	
Monique Chaehara	Mililani HI			
Connie Heralaga	Waipahu			
Elaine Cole	Mililani, HI			

Honolulu On The Move

The Honolulu High-Capacity ansit Corridor Project

Waipahu Community Outreach Meeting

The Filipino Community Center

December 10, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Frank Genadio	92-1370 Kikaha St., Kapolei	genadiof001@hawaii.rr.com		✓
George Yakowenko	94-260 Kipa St Waipahu			
Jerry + Sharon Denis	92-1491 Aliinui Dr Kapolei	Gdenisff@aol.com		✓
Shirley Tamamoto	94-354 Ii Pl. Waipahu		✓	
Thomas J. Strout	871-5 Ala Lilikoi St. Hon.			
Paulina Wong	94-011 Waipahu St			
Sharon Nishioka	95-679 Hinalea St Mililani			
Elaine A. Yoshioka	" " " "			
Baybee Hufana-Ablan	98-1347 Hoohonua St	bablan@honolulu.gov		✓
Mito Ablan	" "	mito.ablan@gmail.com		✓
Dennis Gabo	Staff - CM Cachola		✓	✓

(12)

Honolulu On The Move

The Honolulu High-Capacity ansit
Corridor Project
Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Joyce Tamamoto	94-354 Ii Pl., Waipahu		✓	
Jamie Hikiji	94-662 Lumiauau St #22-103 Waipahu	jhikiji@gmail.com		x
Susan Estores	94-1200 Mopua Lp 57 Waipahu		✓	
scott, miguel	94-011 waipahu st E#205		V	
ROBERT KAKALIA	94-272 KAHUAWAI ST WAIPAHU	ROBERTKAKALIA@GMAIL.COM		✓
Young Kim	94-536 Lumiauau St Waipahu		✓	
Mauren Andrade	94-686 Kahue Pl. Waipahu	mandrade@capitol.hawaii.gov	✓	✓
Christina Santos	94 1026 Awanani St Waipahu	soccerwidowhawaii@yahoo.com		
Amy Sakuma	98-1040 Alania St, Aiea			
Kathryn Accordo	3002 Hibiscus Hon HI 96815	Kathryn.accordo@[illegible].com		X
Michael [illegible]	2889 Ala Ilima St Hono. HI 96818			

11

Honolulu On The Move

The Honolulu High-Capacity ansit
Corridor Project
Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Natlynn Cunningham	94-1098 Awalua St. Waipahu 96797			
Sally Kale Watanabe	94-117 Moko Kaua St - Waipahu 96797			
STEVEN PANG	94 976 AKANEI ST. WAIPAHU 96797			
BLAINE TSUGAWA	94-517 OHELO PL 96797			
Dev Braganza	220 Poopoo Place 96734			
Maria Torres Kitamura	1515 Makamua St 96782	mkitamura@honolulu.gov		
Wilhelmina Bartolome	94-126 Awalau St 96797	wela@hawaii.rr.com		
ERIC J. MINTON	719 MAHIAI ST 96826	TRAIN@ERICMINTON.BIZ		
Clarence Nishihara	94-465 Loaa St. 96797	nishihara003@hawaii.rr.com		
Lynn Nishihara	94-465 Loaa St. 96797			
Alan Suwa	95-1093 Kelakela St. Mililani 96789	asuwa@wilsonokamoto.com		

(11)

The Honolulu High-Capacity ansit Corridor Project

Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

	Name	Affiliation (Optional)
#1	Frank Gregadio	–
#2	YOUNG KIM	
#3	SCOTT MIGUEL	
#4	MICHAEL BURTON	
#5	NATHANN CUNNINGHAM	
#6	ERIC MINTON	

Testifin - Waipahu

The Honolulu High-Capacity ansit Corridor Project

Waipahu Community Outreach Meeting
The Filipino Community Center
December 10, 2008

Name	Address	Affiliation (Optional)
[illegible]	91-1179 [illegible]	[illegible]
MICHAEL BURTON	2885 ALAIUMA ST #16A HONO. HI 96818	

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

1

Name FRANK GENADIO

Address 92-1370 KIKAHA ST.
KAPOLEI, HI 96707

Email genadiof001@hawaii.rr.com

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

2

Name Young Kim

Address 94-536 Lumiauau St F102
Waipahu, Hi 96797

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

3

Name Scott, miguel

Address 94-011 waipahu St E #205
waipahu, Hawaii-96797

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

4

Name Michael Burton (BUR-TON)

Address 1889 Ala Aliamia St #16A
Hono. HI 96818

Email

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

5

Name Natlynn Cunningham
NAT-LYNN

Address 94-1098 Awalua St.
Waipahu HI 96797

Email natlynn.cunningham@usmc.mil

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

6

Name ERIC MINTON (MIN'-TON)

Address 719 MAHIAI ST
HONOLULU 96826

Email

Honolulu On The Move

The Honolulu High-Capacity nsit
Corridor Project
Kalihi Community Outreach Meeting
Bishop Museum-Atherton Hālau & Hale Wa'a
December 11, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Jewelle Yamada	209 Kaumakani Street	jewelle-yamada@[illegible].com		X
Arnold Widder	1888 Kalakaua Av		✓	
Dorothy Sin	PO Box 160933 Hon. HI 96816			
Robert Wong	4530 Waikui St 96821	robertdwa@hawaii.rr.com		
Jim Brewer				
Mary [illegible]				
Mike Crozier	92-955 Welo St #116			
Mike Wong				

The Honolulu High-Capacity [illegible]nsit Corridor Project

Kalihi Community Outreach Meeting

Bishop Museum-Atherton Hālau & Hale Wa'a

December 11, 2008

Name	Address	E-mail	Notification List Mail	Notification List E-mail
Evie Kobayashi	ServcoPacific Inc. P.O. Box 2788 Hon 96803	eviek@servco.com		✓
Russ Hornut	P.O. Box 1201 Hon 96807		✓	
Keith Sin	P.O. Box 160933 Hon Hi 96816	kcssiu@aol.com	✓	✓

The Honolulu High-Capacity ɹnsit Corridor Project

Kalihi Community Outreach Meeting
Bishop Museum-Atherton Hālau & Hale Wa'a
December 11, 2008

	Name	Affiliation (Optional)
1	ARNOLD E. WIDDER	
2	ROBERT WONG	

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

1

Name ARNOLD E. WIDDER (Wid-er)

KALAKAUA

Address 1888 KALAKAUA AVE # 1105
HONOLULU HI 96815

Email 979-2007

Public Hearing Testimony Sign-In
Honolulu High-Capacity Transit Corridor Project
Draft Environmental Impact Statement

2

Name ROBERT WONG

Address 4530 WAIKUI ST Hon 96821

Email ROBERTDWA@HAWAII.RR.COM

Scoping Reports

2005 Scoping Media

The Hawaii Hochi
【3】WEDNESDAY, DECEMBER 7, 2005
2005年12月7日

お知らせ

ホノルル大衆交通機関経路企画

ホノルル市郡政府では、カポレイからハワイ大学マノア本校間に設置予定の大衆交通機関に関し、これまで以上効率的、かつ大量、さらに信頼が置ける方法を模索しています。現在、移動に要する時間や工事費用、さらに環境問題などに関して、さまざまな角度から検討が加えられているところです。

このため、公聴会が開催されます。

公聴会には、一般の住民も参加でき、意見の発表を行うことが可能です。内容としては、鉄道以外も、代替案の提示も可能です。発表される意見を中心に進められる会合は、次の通り。

2005年12月13（火）午後5時から8時まで
会場：ニール・ブレイズデル・センター
ピカケ・ルーム
（ワード・アベニュー777番地）
バス路線は、3 , 9, 40, 11, 15, 43, 52, 54, 62

2005年12月14日（水）午後7時から9時まで。
会場：カポレイ中学校内食堂
（カポレイ・パークウェイ91-5335番地）
バス路線は41

尚詳細は、www.honolulutransit.orgをご覧下さい。

PUBLIC NOTICE

Honolulu High-Capacity Transit Corridor Project

The City and County of Honolulu is evaluating options to move more people, more efficiently, quickly and reliably between Kapolei and UH Manoa. A wide range of alternatives is being identified and evaluated against many criteria, including community benefits, shortening travel times, project costs, environmental impacts, and more.

PUBLIC MEETINGS

The public is invited to provide input on the purpose of and need for the project, the alternatives being evaluated and the scope of the analysis that will be included in the environmental impact statement. Scoping meetings will be held on:

December 13, 2005 from 5 PM to 8 PM
Blaisdell Center, Pikake Room
777 Ward Avenue (Bus 3,9,40, 11, 15,43,52,54,62)

December 14, 2005 from 7 PM to 9 PM
Kapolei Middle School, Cafeteria
91-5335 Kapolei Parkway (Bus 41)

For more information, visit www.honolulutransit.org

According to the American Academy of Cosmetic Dentistry (AACD), virtually all Americans (99.7 percent) believe a smile is an important social asset, while 96 percent of adults believe an attractive smile makes a person more appealing to members of the opposite sex. Three-quarters (74 percent) of adults feel an unattractive smile can hurt a person's chances for career success.

The demand for cosmetic dentistry has increased as the public becomes more educated about the power of healthy teeth and an attractive smile. In the last five years, teeth bleaching procedures have increased 300 percent and porcelain veneer procedures have increased 250 percent.

It is of the utmost importance to my staff and me to be at the forefront of this evolution, and help to transform the way people perceive the dental profession.

After some pretty horrifying experiences at the dentist's as a child — I can remember one instance where I actually ran and hid in terror — I decided i the seventh grade that I wante to become a new kind of de tist. I was determined to he the anxiety and fear many pe ple associate with dental work

I have always had a love f art. Several years into my dent career I realized there is a co

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For more information, visit www.honolulutransit.org

6 West Oahu Current November 30, 2005

PUBLIC NOTICE

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91-5335 Kapolei Parkway (Bus 41)

For more information, visit www.honolulutransit.org

2005 Scoping Report

Scoping Report
Honolulu High-Capacity Transit Corridor Project

February 3, 2006

Prepared for:
City and County of Honolulu

Prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.

Table of Contents

Table of Tables

Chapter 1 Introduction

The City and County of Honolulu Department of Transportation Services (DTS) and the Federal Transit Administration (FTA) are preparing an Alternatives Analysis (AA) and Environmental Impact Statement (EIS) for a proposed project to provide high-capacity transit service in an approximately 25-mile travel corridor between Kapolei and the University of Hawaii at Manoa and Waikiki. The notice of intent to prepare the EIS appeared in the Federal Register on December 7, 2005 and the EIS Preparation Notice (EISPN) appeared in the State of Hawaii Environmental Notice on December 8, 2005. The scoping comment period under the National Environmental Policy Act (NEPA) and the EISPN consultation period officially began on the respective dates of publication and closed on January 9, 2006.

All interested individuals and organizations, and federal, state, and local agencies were invited to comment on the purpose and need, project alternatives, and scope of the AA and EIS, rather than stating a preference for a particular alternative. The opportunity to express preference for a particular alternative will be after the release of the AA Report, which compares various alternatives.

Public scoping meetings were held at two locations within the study corridor. They were conducted in an open-house format that presented the purpose of and needs for the project, proposed project alternatives, and the scope of analysis to be included in the AA and the draft EIS. The meetings allowed members of the public to ask their individual questions of project staff and provided an opportunity for the public to provide either written testimony or oral testimony, recorded by court reporters.

The first scoping meeting was held at Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 5:00 p.m. to 8:00 p.m. and was attended by approximately 450 people. The second meeting was held at Kapolei Middle School Cafeteria, at 91-5335 Kapolei Parkway on December 14, 2005 from 7:00 p.m. to 9:00 p.m. and was attended by approximately 200 people. The high attendance at these meetings was a result of DTS's substantial media and community outreach efforts, which included targeted outreach to underrepresented non-English speaking populations.

The two public scoping meetings were supplemented with an agency scoping meeting targeted to those federal, State and County agencies potentially interested in the project. The agency scoping meeting was held at Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 2:00 p.m. to 4:00 p.m. and was attended by approximately 20 agencies and utility companies.

Following closure of the public scoping process, continued public outreach activities will include meetings with interested parties or groups. The project web site, www.honolulutransit.org, will be periodically updated to reflect the project's current status. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Anyone wishing to be placed

on the project mailing list may do so by registering on the web site at www.honolulutransit.org, or by calling (808) 566-2299.

Chapter 2 Outreach Efforts

Project scoping meetings were publicized through newsletter mailings, website and phone-line information, newspaper advertisements, radio advertising, distribution of informational flyers, and news service coverage. Informational flyers were distributed in ten languages that were identified as being spoken by population groups within the corridor: Chinese, English, Ilocano, Japanese, Korean, Laotian, Samoan, Spanish, Tagalog, and Vietnamese. No requests were received for materials or presentations in any language except English.

Newsletters were mailed to approximately 15,400 addresses. Radio advertising appeared on sixteen stations. Three stations catering to non-English speaking demographics carried advertising in Chinese, Ilocano, Japanese, Korean, Laotian, Samoan, Tagalog, and Vietnamese. Also, Mayor Mufi Hannemann appeared on the KINE radio morning program on December 13, 2005 and invited listeners to the scoping meetings. Table 2-1 summarizes radio advertisement and coverage.

Table 2-1. Radio Advertising

Station	Air Date	Format
KSSK	Dec 7-13	Adult Contemporary
KCCN	Dec 7-13	Hawaiian
KGMZ	Dec 7-13	Oldies
KHUI	Dec 7-13	Hawaiian
KHVH	Dec 7-13	Talk
KINE	Dec 7-13	Hawaiian
KPHW	Dec 7-13	Urban/New Age
KPOI	Dec 7-13	Rock
KUMU	Dec 7-13	Easy Listening
AM1540	Dec 7-13	Korean
FISH	Dec 7-13	Christian
KHNR	Dec 7-13	News/Talk
KKEA	Dec 7-13	Sports and Talk
KKNE-AM	Dec 7-14	Hawaiian-Traditional
KNDI	Dec 7-13	Ethnic
KQMQ	Dec 7-13	Edge
KZOO	Dec 7-13	Japanese

Informational flyers were posted at the following community organizations and churches in the languages of the groups served by the organization:

Boys & Girls Club Waiola	Korean Presbyterian Church of Honolulu
Boys & Girls Club Plantation Road	Kaimuki Christian Church
Young Men's Christian Association	University Avenue Baptist Church
Hawaii Pacific University	Kalihi Palama Health Center
Lanakila Health Center	Kalihi Child Care Pre-School
Hawaii Literacy	Pauahi Community Center
New Hope Christian Fellowship	Youth Basketball Association - Honolulu
First Chinese Church of Christ	United Chinese Society
Nuuanu Baptist Church	The Filipino Community Center

Legal advertisements were placed in the Honolulu Star-Bulletin on November 30 and December 7, 2005. Display advertisements were placed in twelve newspapers for a total of twenty run-dates. The newspapers included island-wide papers, local papers, and ethnic targeted papers. The advertising placement is summarized in Table 2-2.

Table 2-2. Newspaper Advertising

Publication	Run Dates
Honolulu Advertiser	12/7/2005, 12/11/2005, 12/12/2005, 12/13/2005
Star Bulletin	11/30/2005, 12/1/2005
Hawaii Hochi	12/7/2005, 12/12/2005
Korean Times	12/7/2005, 12/11/2005
Filipino Chronicle	11/26/2005, 12/10/2005
MidWeek	12/7/2005
Leeward Current	11/30/2005, 12/7/2005
Ka Nupepa	12/7/2005
Hawaii Herald	12/2/2005
Fil-Am Courier	12/1/2005
West Oahu Current	11/30/2005
Ka Wai Ola	December Issue

The December 13th Scoping Meeting received substantial media coverage, including spots on the KHON, KFVE, KITV, KGMB, and KHNL television news and KHPR radio. The news coverage included notice of the following evening's scoping meeting at Kapolei Middle School.

On November15, 2005, the project website became active with public involvement information about the project. The project's EISPN and scoping information package

were posted to the website. Project informational flyers were posted to the website in 10 languages and publicized in the newsletter. The website also provided a page to enter scoping comments.

Chapter 3 Notice of Intent

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement for High-Capacity Transit Improvements in the Leeward Corridor of Honolulu, Hawaii

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the City and County of Honolulu, Department of Transportation Services (DTS) intend to prepare an EIS (and Alternative Analysis (AA)) on a proposal by the City and County of Honolulu to implement transit improvements that potentially include high-capacity transit service in a 25-mile travel corridor between Kapolei and the University of Hawaii at Manoa and Waikiki. Alternatives proposed to be considered in the AA and draft EIS include No Build, Transportation System Management, Managed Lanes, and Fixed Guideway Transit. Other transit alternatives may be identified during the scoping process.

The EIS will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations. The FTA and DTS request public and interagency input on the purpose and needs to be addressed by the project, the alternatives to be considered, and the scope of the EIS for the corridor, including the alternatives and the environmental and community impacts to be evaluated.

DATES: *Scoping Comments Due Date*: Written comments on the scope of the NEPA review, including the alternatives to be considered and the related impacts to be assessed, should be sent to DTS by January 9, 2006. See **ADDRESSES** below.

Scoping Meetings: Meetings to accept comments on the proposed alternatives, scope of the EIS, and purpose of and needs to be addressed by the alternatives will be held on December 13 and 14, 2005 at the locations given in **ADDRESSES** below. On December 13, 2005, the public scoping meeting will begin at 5:00 p.m. and continue until 8:00 p.m. or until all who wish to provide oral comments have been given the opportunity. The meeting on December 14, 2005 will begin at 7:00 p.m. and continue until 9:00 p.m. or until all who wish to provide oral comments have been given the opportunity. The locations are accessible to people with disabilities. A court reporter will record oral comments. Forms will be provided on which to provide written comments. Project staff will be available at the meeting to informally discuss the EIS scope and the proposed project. Governmental agencies are also invited to a separate scoping meeting to be held on December 13 from 2:00 p.m. until 4:00 p.m. Further information will be available at the scoping meeting and may also

be obtained by calling (808) 566-2299, by downloading from www.honolulutransit.org, or by e-mailing info@honolulutransit.org.

ADDRESSES: Written comments on the scope of the EIS, including the alternatives to be considered and the related impacts to be assessed, should be sent to both the Department of Transportation Services, City and County of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI, 96813, Attention: Honolulu High-Capacity Transit Corridor Project, or by the internet at www.honolulutransit.org and to Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Suite 2210, San Francisco, CA 94105 or by email: Donna.Turchie@fta.dot.gov.

The scoping meetings will be held at the Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 5:00 p.m. to 8:00 p.m. and at Kapolei Middle School Cafeteria, at 91-5335 Kapolei Parkway on December 14, 2005 from 7:00 p.m. to 9:00 p.m.

FOR FURTHER INFORMATION CONTACT: The FTA contact is Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Room 2210, San Francisco, CA, 94105. Phone: (415) 744-2737. Fax: (415) 744-2726.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and DTS invite all interested individuals and organizations, and federal, state, and local agencies, to comment on the purpose and need, project alternatives, and scope of the EIS. During the scoping process, comments should focus on the purpose and need for a project, identifying specific transportation problems to be evaluated, or on proposing transportation alternatives that may be less costly, more effective, or have fewer environmental impacts while improving mobility in the corridor. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the AA final report, which will compare various alternatives.

Following the public scoping process, public outreach activities with interested parties or groups throughout the duration of work on the EIS will occur. The project web site, www.honolulutransit.org, will be updated periodically to reflect the status of the project. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Those wishing to be placed on the project mailing list may do so by registering on the web site at www.honolulutransit.org, or by calling (808) 566-2299.

II. Description of Study Area

The proposed project study area is the travel corridor between Kapolei and the University of Hawaii at Manoa (UH Manoa) and Waikiki. This narrow, linear corridor is confined by the Waianae and Koolau mountain ranges to the north (mauka

direction) and the ocean to the south (makai direction). The corridor includes the majority of housing and employment on Oahu. The 2000 census indicates that 876,200 people live on Oahu. Of this number, over 552,000 people, or 63 percent, live within the corridor between Kapolei and Manoa/Waikiki. This area is projected to absorb 69 percent of the population growth projected to occur on Oahu between 2000 and 2030, resulting in an expected corridor population of 776,000 by 2030. Over the next twenty-five years, the Ewa/Kapolei area is projected to have the highest rate of housing and employment growth on Oahu. The Ewa/Kapolei area is developing as a "second city" to complement downtown Honolulu. The housing and employment growth in Ewa is identified in the General Plan for the City and County of Honolulu.

III. Purpose and Need

Existing transportation infrastructure in this corridor is overburdened handling current levels of travel demand. Travelers experience substantial traffic congestion and delay at most times of the day, both on weekdays and on weekends. Automobile and transit users on Oahu currently experience 42,000 daily vehicle-hours of delay. By 2030, this is projected to increase nearly seven-fold to 326,000 daily vehicle-hours of delay. Because the bus system primarily operates in mixed traffic, transit users experience the same level of delay as automobile drivers. Current morning peak-period travel times for motorists from Kapolei to downtown average between 40 and 60 minutes. By 2030 the travel times are projected to more than double. Within the urban core most major arterial streets will experience increasing peak congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalakaua Avenue, Kapiolani Boulevard, King Street and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Manoa study corridor is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways.

Numerous lower-income and minority workers live in the corridor outside of the urban core and commute to work in the primary urban center. Many of these workers rely on public transit because they are not able to afford the cost of vehicle ownership, operation, and parking.

The intent of the proposed alternatives is to provide improved person-mobility in this highly congested east-west corridor. A high-capacity improvement project would support the goals of the regional transportation plan by serving areas designated for urban growth, provide an alternative to private automobile travel and improve linkages between Kapolei, Honolulu's Urban Center, UH Manoa, Waikiki, and urban areas between these points.

III. Alternatives

The alternatives proposed for evaluation in the AA and draft EIS were developed through a screening process that identified the best reasonable alternatives from the range of possible alternatives. At a minimum, FTA and DTS propose to consider the following alternatives:

1. No Build Alternative, which would include existing transit and highway facilities and planned transportation projects to the year 2030.

2. Transportation System Management (TSM) Alternative, which would provide an enhanced bus system based on a hub-and-spoke route network, community bus circulators, conversion of the present morning peak hour only zipper lane to both a morning and afternoon peak hour zipper lane configuration, and relatively low-cost capital improvements on selected roadway facilities to give priority to buses. These capital improvements may include: transportation system upgrades such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, express and limited-stop service, signalization improvements, and timed-transfer operations.

3. Managed Lanes Alternative, which would include construction of a two-lane grade-separated guideway between Waipahu and Downtown Honolulu for use by buses high-occupancy vehicles (HOVs), and toll-paying single-occupant vehicles. The lanes would be managed by setting the minimum occupancy for HOVs and the tolls for single-occupant vehicles at levels that would preserve free-flow speeds on the facility.

4. Fixed-Guideway Alternatives, which would include the construction and operation of a fixed transit guideway between Kapolei and UH Manoa and Waikiki on one of several possible alignments. Alignment alternatives to be considered include, but are not limited to:

    - Kamokila Boulevard/Salt Lake Boulevard/King Street/Hotel Street/Alakea Street/Kapiolani Boulevard Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including UH West Oahu, Waipahu, Pearlridge, Aloha Stadium, Salt Lake, Kalihi, Downtown Honolulu, Kakaako, Ala Moana Center, and Moiliili.

    - North-South Road/Camp Catlin Road/King Street/Queen Street/ Kapiolani Boulevard Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including UH West Oahu, Waipahu, Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Salt Lake, Kalihi, Downtown Honolulu, Kakaako, Ala Moana Center, and Moiliili.

    - Ft. Weaver Road/Farrington Highway/Kamehameha Highway/ Dillingham Boulevard/Kaaahi Street/Beretania Street/King Street/Kaialiu Street Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including Kalaeloa, Ewa Villages, Waipahu, Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Kalihi Kai, Downtown Honolulu, Thomas Square, and Moiliili.

    - North-South Road/Farrington Highway/Kamehameha Highway/ Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with a Waikiki Spur Alignment, which would serve various communities and activity centers between Kapolei and UH Manoa, including Kalaeloa, UH West Oahu, Waipahu,

Pearlridge, Aloha Stadium, Pearl Harbor, Honolulu International Airport, Kalihi Kai, Downtown Honolulu, Kakaako, Ala Moana Center, Moiliili, and Waikiki.

After appropriate public involvement and interagency coordination, other alternatives suggested during scoping may be added if they are found to be environmentally acceptable, financially feasible, and consistent with the purpose of and need for major transportation improvements in the corridor.

IV. Probable Effects

The EIS will evaluate and fully disclose the environmental consequences of the construction and operation of an expanded transit system on Oahu. The EIS will evaluate the impacts of all reasonable alternatives on land use, zoning, displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, air quality, noise and vibration, wildlife, vegetation, threatened and endangered species, farmland, water quality, wetlands, waterways, floodplains, energy, hazardous materials, and cultural, historic, and archaeological resources. Impacts to parklands and historic resources covered by Section 4(f) of the 1966 U.S. Department of Transportation Act also will be addressed.

To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions are invited from all interested parties. Comments and questions should be directed to the DTS as noted in the **ADDRESSES** section above.

V. FTA Procedures

The EIS is being prepared in accordance with: the National Environmental Policy Act of 1969 (NEPA), as amended, and its implementing regulations by the Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508); the FTA/Federal Highway Administration's "Environmental Impact and Related Procedures" regulations (23 CFR part 771); and Federal transit law (49 USC 5300) and its implementing regulations for major capital improvements (49 CFR 611). In accordance with FTA policy, the NEPA process will also address the requirements of other applicable environmental laws, regulations, and executive orders, such as the National Historic Preservation Act of 1966, as amended, Section 4(f) of the 1966 U.S. Department of Transportation Act, the Executive Orders on Environmental Stewardship and Transportation Infrastructure Project Reviews, Environmental Justice, Floodplain Management, and Protection of Wetlands.

The first step in preparation of the EIS will be an AA that will be consistent with both the requirements of NEPA for evaluation of a range of reasonable alternatives and the requirements of Federal transit law for consideration of alternatives during the development of major capital investment projects proposed for Federal funding. Upon completion, the AA final report will be available to the public and agencies for review and comment, and public hearings on the AA will be held at advertised locations within the study area. Based on the AA and public and agency comments

received, the City and County of Honolulu will identify a locally preferred alternative (LPA). The second step in preparation of the EIS will be the development of a Draft EIS to add further detail about the LPA and its impacts. Based on the findings in the Draft EIS and comments from the public and agencies, the City and County of Honolulu may decide to request that the LPA enter preliminary engineering (PE) of the LPA. FTA requires that the LPA be adopted and/or confirmed in the conforming Regional Transportation Plan (RTP) for Oahu as a condition for initiation of PE. With adoption into the RTP, and if the LPA meets the evaluation criteria identified in Federal law, FTA will approve the project into PE, which will include the simultaneous preparation of the Final EIS.

Issued on: December 7, 2005

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Leslie T. Rogers
Regional Administrator

Notification of Agency Scoping Meeting

The agency scoping meeting was held to provide an opportunity for those agencies potentially interested in the project, or having relevant expertise pertaining to the project, to have input at an early stage. Invitation letters were sent on December 5th, 6th and 7th, 2005 to 87 Federal, State and County agencies and utility companies that had either participated in prior transit planning efforts on Oahu, or had responsibilities or expertise that were considered to play a role in the current transit planning program. Agencies that received invitations are indicated in Table 4-1.

Table 4-1. Agency Scoping Meeting

Agencies and Organizations Invited to and/or Attending Agency Scoping Meeting	Attended Agency Meeting	Scoping Input Received	Further Consultation Requested
Federal			
Department of Agriculture (Natural Resource Conservation Service)			
Department of Defense (U.S. Air Force-Hickam)			
Department of Defense (U.S. Army Corps of Engineers)			
Department of Defense (U.S. Army Garrison-Hawaii)			
Department of Defense (U.S. Army Garrison-Hawaii (APVG-GWE-M))			
Department of Defense (U.S. Naval Base Pearl Harbor)			
Department of Homeland Security (U.S. Coast Guard – 14th Coast Guard District)			
Department of the Interior (Fish and Wildlife Service)			
Department of the Interior (National Park Service)			X
Department of the Interior (U.S. Geological Survey Pacific Island Ecosystems Research Center)			
Department of Transportation (Federal Aviation Administration)	X		
Department of Transportation (Federal Highway Administration)	X		
Environmental Protection Agency			X
Federal Emergency Management Agency			

Table 4-1 (continued). Agency Scoping Meeting

State of Hawaii			
Department of Accounting and General Services			
Department of Business, Economic Development and Tourism			
Department of Business, Economic Development and Tourism (Strategic Industries Division)			
Department of Business, Economic Development and Tourism (Office of Planning)	X		
Department of Defense			
Department of Education			
Department of Hawaiian Home Lands			
Department of Health			
Department of Health (Clean Air Branch)			
Department of Health (Clean Water Branch)			
Department of Health (Environmental Planning)	X		
Department of Health (Noise, Radiation, and Indoor Air Quality Branch)			
Department of Health (Solid and Hazardous Waste Branch)			
Department of Land and Natural Resources			
Department of Land and Natural Resources (Commission on Water Resource Management)	X		
Department of Land and Natural Resources (Land Division)			
Department of Land and Natural Resources (State Historic Preservation Division)			
Department of Land and Natural Resources (State Parks Division)			
Department of Transportation			
Department of Transportation (Airports Division)			
Department of Transportation (Harbors Division)	X		
Department of Transportation (Highways Division – Planning)	X		
Hawaiian Community Development Authority	X		
Hawaii State Library			
Legislative Reference Bureau			
Office of Environmental Quality Control			
Office of Hawaiian Affairs			
Office of Hawaiian Affairs (Native Rights, Land and Culture Division)	X		
University of Hawaii			
University of Hawaii (Environmental Center)			
University of Hawaii, Manoa (Facilities Planning and Management Office)	X		
University of Hawaii, Manoa (Water Resources Research Center)			

Table 4-1 (continued). Agency Scoping Meeting

City and County of Honolulu			
City and County of Honolulu			
Department of Design and Construction	X		
Department of Environmental Services			
Department of Parks and Recreation			
Honolulu Board of Water Supply			
Honolulu City Council			
Honolulu Fire Department	X		
Honolulu Municipal Reference and Records Center			
Honolulu Police Department (Traffic)	X		
Libraries			
Aiea Public Library			
Ewa Beach Public and School Library			
Kaimuki Public Library			
Kalihi-Palama Public Library			
Kapolei Public Library			
Library For The Blind and Physically Handicapped			
Liliha Public Library			
McCully-Moiliili Public Library			
Mililani Public Library			
Neighborhood Boards			
No. 1, Hawaii Kai			
No. 2, Kuliouou/Kalani Iki			
No. 16, Kalihi Valley			
No. 23, Ewa			
No. 26, Wahiawa			
No. 27, North Shore			
No. 28, Koolauloa			
No. 29, Kahaluu			
No. 31, Kailua			
No. 35, Mililani Mauka/Launani Valley			

Table 4-1(continued). Agency Scoping Meeting

Other Organizations			
Aloha Tower Development Corporation			
Chaney Brooks and Company	X		
Charlier Associates, Inc.	X		
Hawaiian Electric Company	X		
Hawaiian Electric Company (Project Management Division, Engineering)			
Hawaiian Telephone Company	X		
Honolulu Advertiser			
Honolulu Star-Bulletin			
Kaneohe Business Group			
Kailua Chamber of Commerce			
Leeward Oahu Transportation Management Organization			
Oahu Metropolitan Planning Organization	X		
The Gas Company	X		

Summary of Agency Scoping Meeting

The agency scoping meeting was held from 2 p.m. to 4 p.m. on December 13 2005, at Neal S. Blaisdell Center. Twenty agencies and utility companies attended the scoping meeting. Table 4-1 provides information on the agencies invited to the scoping meeting, those who attended, those who provided scoping input, and those who requested further consultation. More than the 87 invited agencies and utility companies are shown in Table 4-1 because a specific branch or division of an agency was represented at the meeting, while the agency invitation had been sent to the agency as a whole.

The meeting was recorded on a digital audio recorder, and notes of the discussions were taken. The meeting was moderated by DTS, and the presentation included the meeting purpose, introduction to the project, alternatives under consideration, planning process overview and schedule, and plans for public scoping. DTS stated that comments pertaining to purpose and need, alternatives, and scope of analysis would be particularly useful at this time.

Following the presentation, questions were requested. The subsequent discussion is summarized below.

Station Locations

QUESTION: Wally Gretz from University of Hawaii at Manoa asked if station locations have been established.

ANSWER: Consideration of station locations is just beginning. Some general areas where stations are expected to be desirable have been identified, but nothing specific has been proposed. Comments on candidate station locations are appreciated.

Public Involvement Program

QUESTION: Liz Fischer of FHWA asked, "What will be the ongoing public involvement program?"

ANSWER: The public will have the opportunity to comment at ongoing public meetings and an active project web-site - other mechanisms of public involvement are still being developed. The availability of the Alternatives Analysis will be publicly announced and opportunities for public input on alternatives will be provided. Public hearings will occur prior to the City Council's decision on the LPA. Public hearings will also be held when the DEIS is released.

Coordination with the Transportation Planning Process

QUESTION: One commenter asked if there will be coordination with local transportation planning processes.

ANSWER: Yes.

Alternatives

QUESTION: Darice Young of the FAA asked if only one alternative would be selected.

ANSWER: It is unlikely that there will be sufficient funding for more than one major transit project, although the alternative selected could include a phased construction schedule. Should rail be selected, it is possible to select an alternative that incorporates elements of Alternatives 4a through 4d, or additional elements to be developed subsequently.

Wally Gretz stated that the rail alternative did not include a managed lanes component.

Alignments and Technologies

QUESTION: Is it possible that different fixed-guideway technologies could have different alignments?

ANSWER: Yes, because of the different operating characteristics of the different technologies.

QUESTION: Stanton Enomoto of the Hawaii Community Development Authority asked whether it is possible to combine several technologies.

ANSWER: Only one technology is likely to be chosen for ease of maintenance and cost. However, in areas such as downtown, a single technology could have the option to run above ground, underground or at-grade.

Maintenance Facilities

QUESTION: Carlos Hernandez of Charlier Associates asked if maintenance facilities have been examined.

ANSWER: At this time, little planning has been devoted to maintenance facilities because maintenance facility requirements will change based on the alternative. For example, if rail is selected, the maintenance facility will need to be on or near the alignment. If managed lanes are selected, the bus maintenance facility could be located away from the managed lanes facility/roadway.

Technical Analyses

QUESTION: Oahu Metropolitan Planning Organization (OMPO) Director, Gordon Lum asked what will be different in this analysis compared to prior analyses.

ANSWER: The project extends the study corridor further Ewa (west) than prior planning efforts. Inclusion of Kapolei in the area of detailed analysis will allow more potential for transit-oriented development in less developed areas. The technology comparison will be updated, and a different technology may be selected than previously (the Honolulu Rapid Transit Project proposed a fully-automated, elevated rail technology). Because of the extension of the project into less developed areas, at-grade technologies may be more feasible in some sections.

In addition, the transportation baseline has changed based on new population and employment projections and increased development. The Oahu Regional Transportation Plan (ORTP) is currently being updated, and the updated plan will be incorporated into the analysis.

The agency scoping meeting ended after this discussion.

Agency Scoping Comments and Responses

After the scoping meeting, comments were received from the following agencies and utility companies:

United States Department of Transportation, Federal Aviation Administration
United States Environmental Protection Agency
United States National Park Service
Hawaii Community Development Authority
State of Hawaii Department of Accounting and General Services
State of Hawaii Department of Education
State of Hawaii Department of Hawaiian Home Lands

State of Hawaii Department of Land and Natural Resources
State of Hawaii Office of Environmental Quality Control
State of Hawaii Office of Hawaiian Affairs
University of Hawaii
Honolulu Department of Design and Construction
Honolulu Fire Department
Downtown Neighborhood Board
Hawaiian Electric Company

The following is a summary of the comments from these organizations. Responses to the comments follow each comment as indented text.

United States Department of Transportation, Federal Aviation Administration

The Federal Aviation Administration (FAA) requested ongoing coordination as the project continues to develop.

> The project team will continue to coordinate with the FAA during project development.

United States Environmental Protection Agency

The Environmental Protection Agency (EPA) identified that a Clean Water Act Section 404 individual permit may be required for the project and provided guidance on interagency coordination. They also identified the need to evaluate air quality, invasive plant species management, environmental justice and indirect and cumulative impacts as part of the draft EIS.

> These issues will be addressed in the Alternatives Analysis and draft EIS.

United States National Park Service

The National Park Service provided information that there are over 4,000 daily visitor trips to the USS Arizona Memorial. The service identified a preference for an alternative that would provide a transit stop at the memorial (makai of Kamehameha Highway), rather than at the mauka side of Kamehameha Highway.

> Station locations will be evaluated in the Alternatives Analysis, and information provided by the Park Service will be considered in station analysis.

Hawaii Community Development Authority

The Hawaii Community Development Authority (HCDA) commented that Alternative 4d appeared to be most consistent with the Kalaeloa Master Plan. Also, they noted that there is space within Kalaeloa for a transit maintenance facility and

for park-and-ride facilities. They also expressed interest in transit oriented development along Saratoga Avenue.

The project team will engage in ongoing coordination with HCDA about the location of support facilities and transit oriented development.

State of Hawaii Department of Accounting and General Services

The State of Hawaii Department of Accounting and General Services noted that Alternatives 3 and 4 would likely affect properties managed by the department and requested ongoing coordination.

The project team will organize ongoing coordination with the Department of Accounting and General Services.

State of Hawaii Department of Education

The State of Hawaii Department of Education (DOE) noted that students and facilities of the DOE would be affected by the proposed project and requested that the effects be considered during project evaluation. Impacts on school lands, the safety of students that would use the system, and noise levels at schools were noted as issues of concern.

These issues will be addressed in the Alternatives Analysis and draft EIS.

State of Hawaii Department of Hawaiian Home Lands

The State of Hawaii Department of Hawaiian Home Lands expressed a preference for a route following Saratoga Avenue and North-South Road in the Kapolei area. They also commented that UH West Oahu, Leeward Community College, and UH Manoa should be connected by the route.

While selection of a locally preferred alternative will not occur until after publication of the Alternatives Analysis, the above alignments and service to the listed colleges will be considered within the range of alternatives being evaluated.

State of Hawaii Department of Land and Natural Resources

The State of Hawaii Department of Land and Natural Resources noted that Stream Channel Alteration Permits and other water resource approvals may be required. The draft EIS should address whether stream beds or banks would be affected. They also requested future consultation on aquatic resource concerns.

The issues of required permits and approvals will be addressed in the EIS. The project team will organize ongoing coordination with the Department of Land and Natural Resources.

State of Hawaii Office of Environmental Quality Control

The State of Hawaii Office of Environmental Control identified several items that should be included in the draft EIS, including:

- Acronyms and glossary
- Aesthetics discussion including landscaping plans
- Comparison of currently studied alignments to alignments considered by prior studies
- Evaluation of hazardous materials and remediation measures proposed, and
- A list of permits, approvals, and funding sources.

The Office of Environmental Quality Control also requested that a copy of the EISPN be sent to additional groups and requested information about overall project schedule.

> The project team will address the requested topics in the draft EIS and the Alternatives Analysis as appropriate. Copies of the EISPN were sent to the requested groups. The draft EIS is expected to be issued in the spring of 2007 following selection of a locally preferred alternative (LPA). The earliest date that construction would begin is the year 2009 and the likely duration of construction has not yet been determined and will vary based on the selected alternative.

State of Hawaii Office of Hawaiian Affairs

The State of Hawaii Office of Hawaiian Affairs raised two issues based on available information, including:

- Whether archaeology and historic studies will be completed
- Protection of kooloaula plant.

> These issues will be addressed in the Alternatives Analysis and draft EIS.

University of Hawaii

The University of Hawaii emphasized the importance of compatibility of the proposed transit system to their planned West Oahu campus. After coordination with other major land owners in the Kapolei area, they identified the alignment presented in Alternative 4d as their preferred alignment in the Kapolei area.

> The project team will be evaluating Alternative 4d as part of the Alternatives Analysis process.

Honolulu Department of Design and Construction

The Department of Design and Construction requested coordination on project planning with several other city projects.

The project team will organize ongoing coordination with the Department of Design and Construction.

Honolulu Fire Department

The Honolulu Fire Department provided three references related to fire, life, and safety issues for guidance in developing the alternatives. The three references provided are:

"Road and Hydrants for Private Developments,"

A Letter from Attilio K. Leonardi, Fire Chief, Fire Department of the City and County of Honolulu. "Subject: Traffic Calming Program and Roadway Beautification Projects," and

"NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems, 2003 Edition."

The project team will review and consider the guidance documents during the alternatives analysis and project development process.

Downtown Neighborhood Board Number 13

Downtown Neighborhood Board No. 13 requested consulted party status on the EISPN.

The Downtown Neighborhood Board status will be changed to consulted party.

Hawaiian Electric Company

Hawaiian Electric Company, Inc. (HECO) provided a letter stating that HECO may have planned or existing public utility facilities along proposed alignments for the fixed-guideway alternatives. If relocation is necessary, Public Utilities Commission approval may be required and HECO will seek reimbursement for relocation costs.

The project team will coordinate with HECO during project development. It is likely that utility relocations would be required under all of the alternatives being studied except the No-Build Alternative.

Consulted Party Status under HRS Chapter 343

Hawaii Revised Statutes (HRS) Chapter 343 and the implementing regulations contained in Title 11, Chapter 200 of the Hawaii Administrative Rules (HAR) require that agencies, citizen groups, and concerned individuals be consulted for input. Interested parties may request consulted party status, to receive ongoing project information and coordination. Several agencies and entities requested consulted

party status under Hawaii Revised Statutes (HRS) Chapter 343. The parties requesting and being granted consulted party status are shown in Table 4-2.

Table 4-2. Parties with Consulted Party Status

Party
Downtown Neighborhood Board Number 13
The Outdoor Circle

Chapter 5 Public Scoping

Summary of Public Comments

During the scoping and EISPN comment period, 528 comment submissions were received via mail, website, telephone, and the scoping meetings. Correspondence requesting to be placed on the mailing list is not included in this report. Comments that focus on a preference for a particular alternative are included in the appendices to this report, but are neither summarized nor considered, as the technical information required to select an alternative has not yet been developed. Likewise, comments on taxation do not relate to the technical analysis nor to the comparison of transit alternatives and are neither summarized nor considered in this report, but have been included in the appendices.

Comments that relate to process, presentation materials, and website design have been included in the appendices, as well as reviewed and considered, but are not summarized or responded to in this report. Comments regarding transportation issues not related to planning and development of a high-capacity transit system, such as comments on existing traffic signal or bus operations, were forwarded to the appropriate agency, but are not summarized or responded to in this report.

The majority of comments received related to a preference for one of the alternatives or a proposed modification to one of the alternatives. Several questions were asked about cost, schedule, and project phasing. Cost, schedule and project phasing information will be developed during the Alternatives Analysis process and will be provided when it becomes available.

Substantive Comments on Purpose and Need, Alternatives, and Scope of Analysis

Comments Related to Purpose and Need

Several comments suggested that the study corridor should be expanded beyond the current study corridor (extending from Kapolei to the University of Hawaii at Manoa). Areas proposed to be included within the study corridor were:

- Waianae Coast
- Central Oahu
- The Primary Urban Core Koko Head of Kapahulu Avenue, including Kaimuki and part of Kahala
- East Oahu, including Hawaii Kai and part of Kahala, and
- The entire island.

> The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Additional comments suggested that the purpose of the project should be expanded to address traffic congestion.

> A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. The purpose of the project has been modified to reflect that a high-capacity transit system would reduce congestion compared to the No-Build Alternative, but can not be expected to reduce congestion to the extent that automobile traffic would flow freely in the corridor at all times.

Comments were received that the purpose and need statement should be expanded to address mobility for commercial goods and services and for private automobiles.

> The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu MPO, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be added to the purpose of the Honolulu High-Capacity Transit Corridor Project. Any projects relating to commercial or private automobile mobility included in the Oahu 2030 Metropolitan Transportation Plan (when it is adopted by the Oahu MPO) will be included in all alternatives evaluated in the Alternatives Analysis process.

Other comments on purpose and need stated that the project had to consider both existing development and future planned development.

As described above, the study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Comments Related to Alternatives

The majority of substantive public comments related specifically to the proposed alternatives. Several comments suggested alternatives such as additional freeway lanes, conversion of existing arterial lanes to contra-flow, construction of bike lanes in place of transit, construction of a roadway for automatically guided automobiles, and construction of new freeways.

These alternatives are outside the project's purpose of providing a high-capacity transit system and are not being considered in the Alternatives Analysis process.

Several other comments suggested policy changes related to requiring driver education, limiting car ownership, changing development patterns through tax incentives, restricting parking, mandating carpools, and limiting the number of people who may move to Oahu.

Some of these proposals could be considered social policies, which are not generally within the jurisdiction of the City and County of Honolulu, and other policies mentioned are outside the purpose of providing a high-capacity transit system.

Several comments suggested either near-term or long-term improvements to the existing bus and paratransit system.

Recommendations for near-term improvements have been passed on to TheBus staff, while suggestions for longer-term improvements are being considered while defining the TSM Alternative.

No alternative alignments were proposed related to Alternative 3 except for general comments that the system should be more widespread and applied to existing freeway lanes. Comments were received that elevated bus-only lanes should be constructed, instead of a shared HOV and HOT lane configuration.

The number of buses anticipated to be required is less than the available capacity of the facility, therefore, high-occupancy (HOV) or toll-paying (HOT) vehicles could be allowed to use the excess capacity available under Alternative 3 without degrading bus travel times.

Other comments suggested that Alternative 3 should be evaluated as a reversible two-lane system rather than providing one lane in each direction of travel. One comment

suggested evaluation of a bus rapid transit system (such as being evaluated in Alternative 3) but using tour buses.

> Alternative 3 will be evaluated both as a two-way and as a two-lane one-way reversible system. The use of tour buses would be an alternative technology but not substantially different from the types of buses being considered for Alternatives 2 and 3; therefore, it will not be evaluated separately.

Commenters also recommended the evaluation of fixed-guideway alignments along several routes. The following fixed-guideway routes were identified:

- Abandoned OR&L rail line
- North-South Road
- H-1 Freeway
- Farrington Highway
- Fort Weaver Road
- Kamehameha Highway
- Aolele Street
- Salt Lake Boulevard
- Pearl Harbor Crossing
- Middle Street
- Nimitz Highway
- Dillingham Boulevard
- North King Street
- Queen Street
- South King Street
- Kona Street
- Kapiolani Boulevard
- Kalakaua Avenue
- Ala Moana Boulevard between downtown and Ala Moana Center
- Kuhio Avenue
- Ala Wai Canal

> Many of these proposed alignments are included in one or more of the Fixed Guideway Alternatives that were presented during the scoping process. Others were previously evaluated and rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives. The only alignment that was not included in one or more of the alternatives not previously reviewed and eliminated was Ala Moana Boulevard between downtown and Ala Moana Center. It was reviewed prior to publication of the final screening report and eliminated based on the same criteria used to evaluate the other alignments.

As discussed above, suggestions for routes outside of the study corridor may be considered for a future project, but are not being considered for the current project.

Several comments and questions were asked regarding the configuration of the alternatives, and if sections proposed as part of one could be combined with sections of another alternative.

Combining sections of one alternative with another is possible – the alternatives are all being reviewed and different ways to combine the various alignments are being considered as part of the Alternatives Analysis.

Several comments pertained to profiles, specifically inquiring about the elevated, at-grade, and underground alignments for the alternatives.

All three profiles are being considered for various alignments where they are feasible and practical. The profile of the various alignments will be evaluated in further detail in the Alternatives Analysis. Issues such as groundwater, soil conditions, safety and operation of at-grade crossings, and emergency egress from elevated systems will be considered during the evaluation of each of the possible transit technologies (light rail, rapid rail, monorail, people mover, and magnetic levitation).

The following suggestions for station locations along the Fixed Guideway Alternative were included in the comments:

- Aloha Stadium
- Pearlridge
- Waikele Shops
- Ala Moana Center
- Airport
- Kapolei
- University of Hawaii at Manoa
- Waikiki
- Kakaako
- Downtown
- University of Hawaii West Oahu future campus
- Ewa
- Leeward Community College
- Intersection of Salt Lake Boulevard with Arizona Road
- Waipahu
- Kalihi
- Aiea
- Aloha Tower
- HECO Downtown Power Plant (convert site to a station)
- Pearl Harbor/Hickam

- USS Arizona Memorial
- Hawaii Convention Center
- Ala Wai Golf Course

> Each location suggested will be reviewed as the station locations are determined for each of the fixed-guideway alignments. The station locations being evaluated in the Alternatives Analysis will be presented in the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Definition of Alternatives Report*.

Several comments were made regarding fixed-guideway technologies; in particular a request was made to reconsider personal rapid transit (PRT).

> PRT was previously eliminated because it has limited speed and ridership capacity. It will not be included in the Alternatives Analysis. Fixed-guideway technologies that will be evaluated in the Alternatives Analysis include: light rail, rapid rail, people mover monorail, and magnetic levitation.

Speed and noise were two issues identified related to technology alternatives.

> Speed and noise issues will be considered in the evaluation of the alternatives. Vehicle operating speeds will be presented in the definition of alternatives section, while differences in noise generated by the various technologies will be presented in the noise section of the Environmental Effects chapter of the Alternatives Analysis.

Several comments related to the operation of a specific alternative and how it would connect and interface with other modes of transportation. Park-and-ride lots, bus feeder service, and bicycle amenities were all identified as important to consider during the alternative development process. Other operational comments related to the transit fare system, hours and frequency of service, integration with TheBus, whether or not there should be operators on the vehicles, consideration of long-term maintenance, transit oriented development around stations, and amenities at stations for senior and disabled riders.

> The project team will consider these issues as the alternatives are refined for analysis during the AA process.

Comments Related to Scope of Analysis

A wide range of issues were identified for consideration in the analysis. No comments were received identifying previously unknown resources or hazards located along the proposed alignments of any of the alternatives.

Aesthetics and views were widely mentioned. Other concerns were raised about construction impacts, noise impacts, displacements, economic impacts, community connectivity, energy consumption and conservation options, emergency services and

public safety, service to elderly and disadvantaged populations, natural hazards, and impacts to parks and recreational facilities. Questions were also raised about compatible land use development, and any ordinances or regulations requiring changes or modifications to accommodate the implementation of a high-capacity transit project. Interface with pedestrian and bicycle facilities was also identified as a topic of interest.

> The identified topics of concern will all be evaluated in the Alternatives Analysis. The evaluation of each alternative for the range of environmental topics identified will be presented in individual sections within an Environmental Effects chapter in the Alternatives Analysis. For example, differences between noise impacts that would occur as a result of the Managed Lanes Alternative or the Fixed Guideway Alternative will be presented in the Noise Section of the Environmental Effects chapter. Where needed, additional analysis will be provided in the draft EIS for the Locally Preferred Alternative.

One question was raised about whether the project would institute mitigation measures beyond those required by legal environmental regulations.

> The project intends to minimize negative environmental effects where practical, but does not intend to undertake environmental improvement activities that are not related to the implementation of the proposed project.

Chapter 6 Conclusions

The goals of the scoping process were to establish the purpose of and the needs for the Honolulu High-Capacity Transit Corridor Project, identify the alternatives that should be evaluated for the project, and determine the scope of the analysis that will be conducted to support the Alternatives Analysis and draft EIS.

A preliminary purpose and need, list of alternatives, and list of topics to be evaluated were presented to the public and other interested parties. The comments received from members of the public and consulted agencies resulted in several changes to the proposed purpose and need and alternatives being evaluated. A statement was added to the discussion of the purpose of the project that the project, in conjunction with other Oahu Regional Transportation Plan improvements, would moderate anticipated traffic congestion in the corridor. A second option was added to the Managed Lanes Alternative that would include operating the managed lanes as a two-lane reversible facility.

Several elements of the Fixed Guideway Alternative were reviewed. An alignment along Ala Moana Boulevard was evaluated and eliminated because it would be longer, further from the downtown core, and have greater potential visual impacts than other alignments evaluated. The presentation of the Fixed Guideway Alternative was changed to allow for a simpler combination of various alignment options in different portions of the study corridor. Also, an elevated alignment along Halekauwila Street was added to the range of alternatives being considered in the Alternatives Analysis because Halekauwila Street is wider than Queen Street in many areas and the alignment would draw similar numbers of riders as the Queen Street Alignment that is under consideration.

Comments on station locations for the Fixed Guideway Alternative were reviewed. A set of proposed station locations for each alignment was developed considering the input and several other criteria, such as available space, local land use, and spacing between stations.

The final alternatives selected for evaluation in the Alternatives Analysis, including station locations, are documented in the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Definition of Alternatives Report*.

Comments received on the scope of the environmental analysis included concerns about such topics as: noise, environmental justice, visual impacts, wetlands, natural hazards, energy, and displacements. The Alternatives Analysis and draft EIS will evaluate the effects of each alternative under consideration at the time that the document is being prepared on each of the elements of the environment discussed in Chapter 5 of this report. The analysis will follow applicable U.S. Department of Transportation guidelines. Appropriate mitigation measures will be noted in the Alternatives Analysis and evaluated during preparation of the draft EIS.

Appendix A Agency Scoping Comments

List of Comment Authors

United States Department of Transportation, Federal Aviation Administration
United States Environmental Protection Agency
United States National Park Service
Hawaii Community Development Authority
State of Hawaii Department of Accounting and General Services
State of Hawaii Department of Education
State of Hawaii Department of Hawaiian Home Lands
State of Hawaii Department of Land and Natural Resources
State of Hawaii Office of Environmental Quality Control
State of Hawaii Office of Hawaiian Affairs
University of Hawaii
Honolulu Department of Design and Construction
Honolulu Downtown Neighborhood Board
Honolulu Fire Department
Hawaiian Electric Company

Tp 1/09-135406

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Real Estate and Utilities Section, AHNL-54B

P. O. Box 50109
Honolulu, Hawaii 96850-5000

January 5, 2006

Mr. Kenneth Hamayasu, Project
Manager
Department of Transportation
Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Dear Mr. Hamayasu:

Your letter of December 7, 2005, invited us to participate in a resource agency scoping meeting for the Environmental Impact Statement (EIS) for the Honolulu High-Capacity Transit Corridor Project.

As more specific plans and alternatives are developed, we ask that you continue to coordinate with us to determine any impacts that may affect aviation and the supporting infrastructure involved.

We appreciate this opportunity to cooperate with you on this project and look forward to its success. If there are any questions, I may also be contacted at 541-1236 or by email at darice.b.young@faa.gov.

Sincerely,

Darice B. N. Young
Realty Contracting Officer

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

January 9, 2006

Ms. Donna Turchie
Federal Transit Administration
Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105

Subject: Scoping Comments for High-Capacity Transit Improvements in the Southern Corridor, Honolulu, HI

Dear Ms. Turchie:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on December 7, 2005, requesting comments on the Federal Transit Administration (FTA) and City and County of Honolulu Department of Transportation Services (DTS) decision to prepare a Draft Environmental Impact Statement (DEIS) for High-Capacity Transit Improvements in the Southern Corridor in Honolulu, Hawaii. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

This project may require a Clean Water Act Section 404 individual permit from the Army Corps of Engineers. If impacts to waters of the United States require an individual permit, EPA recommends initiation of the "Memorandum of Understanding for the NEPA/Clean Water Act Section 404 Integration Process for Surface Transportation Projects in the State of Hawaii" (NEPA/404 MOU). This project will benefit from early and continued interagency coordination among resource agencies by ensuring that the Clean Water Act Section 404(b)(1) Guidelines are followed (40 CFR 230). EPA's additional concerns, as described in the enclosed detailed comments, focus on impacts to air quality, invasive species management, environmental justice, and indirect and cumulative impacts.

We appreciate the opportunity to provide comments on the preparation of the DEIS, and look forward to continued participation in this process as more information becomes available. When the Alternatives Analysis and DEIS are released for public review, please send two copies

to the address above (mail code CED-2). If you have any questions, please contact me at 415-972-3988, or Connell Dunning, the lead reviewer for this project. Connell can be reached at 415-947-4161 or dunning.connell@epa.gov.

Sincerely,

Duane James, Manager
Environmental Review Office

Enclosure: EPA's Detailed Scoping Comments

CC: Nelson Sagum, Hawaii Department of Transportation
Abraham Wong, Federal Highway Administration, Hawaii Division
Alfred A. Tanaka, County and City of Honolulu Department of Transportation Services
Ryan Smith, Oahu Invasive Species Committee

EPA SCOPING COMMENTS FOR THE HIGH-CAPACITY TRANSIT IMPROVEMENTS IN THE SOUTHERN CORRIDOR, HONOLULU, HAWAII, JANUARY 9, 2006

Interagency Coordination

Should this project require a Clean Water Act (CWA) Section 404 individual permit from the Army Corps of Engineers (ACOE), the Environmental Protection Agency (EPA) recommends coordination with ACOE and EPA through the "Memorandum of Understanding for the National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Surface Transportation Projects in the State of Hawaii" (NEPA/404 MOU). In addition, the Federal Transit Administration (FTA) and City and County of Honolulu Department of Transportation Services (DTS) should coordinate with the Federal Highway Administration (FHWA) and Hawaii Department of Transportation (HDOT) to ensure that alternatives considered can be integrated with existing and future road improvements in the transit corridor.

Water Resources

The Draft Environmental Impact Statement (DEIS) should disclose the approximate area of waters of the United States that occur within the study area of the proposed project, including permanent and intermittent streams and wetlands. The CWA Section 404(b)(1) Guidelines (Guidelines) at 40 CFR Part 230.10(a) state that "... no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." FTA and DTS will have to demonstrate that potential impacts to waters of the United States have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)). We urge FTA and DTS, in planning alternative designs for the project, to incorporate the following recommendations into the DEIS:

- Demonstrate that all potential impacts to waters of the United States have been avoided and minimized. If these resources cannot be avoided, the project-level analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.

- Quantify the benefits from measures and modifications designed to avoid and minimize impacts to water resources for each alternative studied; for example, number of stream crossings avoided, acres of waters of the United States avoided, etc.

- Identify all protected resources with special designations and all special aquatic sites[1] and waters within state, local, and federal protected lands. Additional steps should be taken to avoid and minimize impacts to these areas.

[1] Special aquatic sites are defined at 40 CFR 230.40 – 230.45 and include wetlands, mud flats, vegetated shallows, coral reefs, and riffle and pool complexes.

The DEIS should also address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces. The project will require a National Pollutant Discharge Elimination System (NPDES) permit and an accompanying Stormwater Pollution Prevention Plan (SWPPP). Where the proposed project will widen existing roads, the current stormwater detention basins and structures should be evaluated to determine if they will continue to be effective. If new stormwater detention facilities are needed, this provides an opportunity to work with municipal planners and vector control agencies to develop siting, design, and maintenance strategies that incorporate guidelines to minimize or eliminate mosquitoes and other vector species, in addition to stormwater control.

Air Quality

The DEIS should include a thorough analysis of impacts from the construction and operation of the proposed alternatives and should include estimates of all criteria pollutant emissions. EPA recommends including a Construction Emissions Mitigation Plan in the DEIS and adopting this plan in the Record of Decision. EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with vehicle emissions and other air toxics from construction-related activities:

- Establish an activity schedule designed to minimize traffic congestion around the construction site.
- Utilize EPA-registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter and other pollutants at the construction site.
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly as well as away from fresh air intakes to buildings and air conditioners.
- Use low sulfur fuel (diesel with 15 parts per million or less) if available.
- Reduce use, trips, and unnecessary idling from heavy equipment.
- Lease newer and cleaner equipment (1996 or newer).
- Periodically inspect construction sites to ensure construction equipment is properly maintained at all times.

Invasive Species

In accordance with Executive Order 13112, EPA recommends that the DEIS identify proposed methods to minimize the spread of invasive species and utilize native plant and tree species where revegetation is planned. The islands of Hawaii are particularly vulnerable to invasive species, and construction associated with the project has the potential to aid in the

establishment of invasive plants along any newly disturbed corridors. EPA recommends that FTA and DTS coordinate invasive species management with local agencies and organizations, such as the Oahu Invasive Species Committee: a voluntary partnership organized to prevent new invasive species infestations on the island of Oahu, to eradicate incipient invasive species, and to stop established invasive species from spreading on Oahu (http://www.hear.org/oisc/). Measures to reduce the potential for the spread of invasive species will be more effective when they are coordinated with other ongoing planning efforts. Additional resources related to Federal and State programs to address invasive species can be found at: http://www.invasivespeciesinfo.gov/

Environmental Justice

Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf). The Federal Register Notice published for this project (December 7, 2005) states that numerous lower-income and minority workers live in the corridor outside the urban core and commute to work in the primary urban center. Community involvement activities supporting the project should include opportunities for incorporating public input into the facility area design and location process, especially from any members of the community who may benefit or be adversely affected by proposed project. The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts.

Indirect Impacts

EPA is concerned about the potential indirect impacts (40 CFR Part 1508(b)) of this project. The DEIS should discuss how the proposed project may affect the location and pattern of residential, commercial, and industrial development. The DEIS should also identify modifications to the transportation system that may provide new access to residential areas and open space and should discuss the potential for new access points to affect future development and land use changes. The DEIS should also address the feasibility, extent, and expected duration of potential mitigation measures.

Cumulative Impacts

The DEIS should provide a thorough analysis of the cumulative impacts of the proposed project. Cumulative impacts analyses examine "the impact of the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR Part1508.7). The DEIS should identify cumulative impacts study areas relative to the resources of concern and should identify a baseline from which impacts are measured. The analysis should disclose the past, present, and reasonably foreseeable impacts on resources of concern from transportation and non-transportation activities and should analyze the rate of loss and magnitude (relative importance) of impacts to resources.

TP 1/06 136243

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, California 94607-4807

IN REPLY REFER TO:

A8817(PWR-C)

JAN 09 2006

JAN 13 1 48 PM '06
DTS
TRANS PLANNING

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd floor
Honolulu, HI 96813
Attn: Honolulu High-Capacity Transit Corridor Project
www.honolulutransit.org/get_involved

Dear Sir:

This comment concerns the Honolulu High Capacity Transit Corridor Project and its impact on the safe arrival and departure of visitors to the USS Arizona Memorial, a unit of the National Park System. The USS Arizona Memorial receives 1.5 million visitors annually who arrive at the Visitor Center by public transit or private car.

The National Park Service understands the project is studying how to improve the ability of people to move in the highly congested east-west corridor between Kapolei and the University of Hawaii at Manoa. We also understand that over 60 percent of Oahu's population lives with the area served in this corridor and that the population is projected to grow.

Several of the alternatives do not consider a High Capacity Transit stop at the USS Arizona Memorial, instead proposing a single stop for the stadium across King Kamehameha Highway from the Memorial. The National Park Service opposes this concept because it encourages some of the 4,000 daily visitors to attempt the dangerous walk across this busy dual road into the Visitor Center rather than wait for the shuttle. Further, it will discourage or confuse our visitors about taking public transit, including bus service, increasing the number of cars attempting to make the dangerous left hand turn into the Memorial.

We believe these safety concerns point to the reason why the public and the Corridor Project will benefit from a transit stop for the USS Arizona Memorial, the most popular tourist destination on Oahu.

Thank you for providing this comment period. We remain interested in this project.

A copy of this letter has also been sent to the above website.

Sincerely,

George J. Turnbull

Jonathan B. Jarvis
Regional Director, Pacific West Region

TAKE PRIDE IN AMERICA

TP 406-136363

HAWAII COMMUNITY DEVELOPMENT AUTHORITY

KAKAAKO KALAELOA

Linda Lingle
Governor

James S. Kometani
Chairperson

Daniel Dinell
Executive Director

677 Ala Moana Boulevard
Suite 1001
Honolulu, Hawaii
96813

Telephone
(808) 587-2870

Facsimile
(808) 587-8150

E-Mail
contact@hcdaweb.org

Web site
www.hcdaweb.org

Ref. No.: PL TRANS 7.18

January 12, 2006

Mr. Kenneth Hamayasu
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

JAN 17 9 16 AM '06
DTS TRANS PLANNING

Dear Mr. Hamayasu:

Re: The Honolulu High-Capacity Transit Corridor Project
Environmental Impact Statement ("EIS") Preparation Notice

Thank you for the opportunity to comment on the EIS Preparation Notice. The Hawaii Community Development Authority ("HCDA") is the redevelopment agency for the Kakaako and Kalaeloa Community Development Districts as authorized under Chapter 206E, Hawaii Revised Statutes. Our comments specifically pertain to the portions of the various fixed-guideway alignments that impact the Kalaeloa and Kakaako districts. We offer the following comments for your consideration.

Kakaako. The EIS Preparation Notice indicates that the Draft EIS will assess impacts of the alternative alignments with respect to social, environmental and financial resources. However, in addition, please include detailed information on the various alignments through Kakaako, including sections of the tunnels, the system's transition into an above-grade alignment as well as the above-grade alignment through the district. We are especially concerned with the project's impact on properties and infrastructure along the proposed alignment. Please identify any required relocation and/or land acquisitions along the alignment route.

The proposed action may require HCDA's Development Permit approval for any construction-related activities along the alignment route within the Kakaako District.

Kalaeloa. We find that Alternative 4d will better serve future residents and business in the area for the following reasons:

- Alternative 4d is more centrally located within the Kapolei/Kalaeloa district and will serve a greater number of people who live and work in Kalaeloa.

- Alternative 4d most closely resembles the transit alignment proposed in the Kalaeloa Master Plan ("Master Plan"). The Master Plan incorporates transit oriented development ("TOD") along the realigned Saratoga Road, which is compatible with Alternative 4d. TOD would provide a new opportunity for the residents of Kapolei and Ewa to take full advantage of the transit system. Such a housing type would provide an alternative to the single family and townhouses that dominate Ewa today.

- There is ample land in Kalaeloa to accommodate a park and ride type facility for commuters from Ewa. Residents from Ewa and Ocean Pointe could enter and egress Kalaeloa from Geiger Road and the planned extension of North South Road.

- Use of land in Kalaeloa for a transit/rail base yard was specified in our Kalaeloa Master Plan and was favorably received by the community as an opportunity to create jobs and further transit oriented development.

We appreciate the opportunity to comment on the subject EIS Preparation Notice and look forward to additional information on the Alternative Analysis. We are generally supportive of the proposed high-capacity transit system and anticipate that the project will enhance the livability of the Kalaeloa and Kakaako districts. Should you have any questions with regard to Kakaako, please call Teney Takahashi and with regard to Kalaeloa, Stanton Enomoto. Both can be reached at 587-2870.

Sincerely,

Daniel Dinell
Executive Director

DD/ST:ll

TP 12/05-134133

LINDA LINGLE
GOVERNOR

RUSS K. SAITO
COMPTROLLER

KATHERINE H. THOMASON
DEPUTY COMPTROLLER

STATE OF HAWAII

DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

(P)1299.5

DEC 23 2005

DEC 23 3 28 PM '05
DTS PLANNING

Mr. Kenneth Hamayasu
Transportation Planning Division
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Hamayasu:

Subject: Honolulu High-Capacity Transit Corridor Project, EISPN

Thank you for the opportunity to comment on the Honolulu High-Capacity Transit Corridor Project. An improved transportation system would enhance peoples' quality of life, safety, and economic well being. I request that you keep us informed and work with us throughout the project's planning, design, construction and operation phases as we expect to be directly affected by most of the alternatives proposed. To cite some examples:

1. Alternative 3: Managed Lane Alternative will likely directly affect our Aloha Stadium Complex.

2. Alternative 4: Fixed-Guideway Alternative support facilities and other impacts could directly affect our facilities at Kakuhihewa (Kapolei State Office Building), Aloha Stadium, Liliha Civic Center (O. R. & L. Building and site), the State Capitol, and other State buildings, and State-owned land. Alternative 4c may cut off the main vehicular access to the Capitol via Miller Street if the proposed tunnel below Beretania Street mauka of the Capitol, is built.

The State will work with you to address any and all costs it would incur as a result of this project.

If you have any questions, please call me at 586-0400, email me at russ.k.saito@hawaii.gov , or have your staff call Mr. Bruce Bennett of the Public Works Division at 586-0491, email bruce.e.bennett@hawaii.gov.

Sincerely,

Russ K Saito

RUSS K. SAITO
State Comptroller

c: Ms. Genevieve Salmonson, OEQC

TP/06-135826

LINDA LINGLE
GOVERNOR

PATRICIA HAMAMOTO
SUPERINTENDENT

STATE OF HAWAI'I
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAI'I 96804

OFFICE OF BUSINESS SERVICES

RECEIVED
06 JAN 11 P2:43

January 10, 2006

Mr. Alfred A. Tanaka, Acting Director
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Tanaka:

The Department of Education (DOE) has reviewed the Scoping Information Package and the State of Hawaii Environmental Impact Statement (EIS) Preparation Notice for the High-Capacity Transit Corridor Project.

The DOE notes that there was no reference in the document to the students or facilities of the DOE. We assume that students commuting to school would also be users of a new urban transportation system in Honolulu. We note that under social and economic conditions, the Draft EIS will evaluate direct and indirect impacts of the proposed system on parks and recreation areas; historic resources; and visual and aesthetic resources. We hope that you will consider adding educational resources.

The DOE would like to see that schoolchildren could use a new transit system safely, economically and efficiently. Since they are not likely users of park and ride facilities, our concern would center on how students could safely access the transit stops and then use the system.

The DOE would like to know where the system might be relying on school lands or future school lands and the levels of noise when routes are located close to school facilities.

If you have any questions, please call me at 586-0430 or Heidi Meeker of the Facilities Development Branch at 733-4862.

Sincerely,

Duane Kashiwai, Public Works Manager
Facilities Development Branch

DK:ly

cc: Patricia Hamamoto, Superintendent
Clayton Fujie, Deputy Superintendent
Assistant Superintendent, OBS

TP 1/06-134350

LINDA LINGLE
GOVERNOR
STATE OF HAWAII

MICAH A. KANE
CHAIRMAN
HAWAIIAN HOMES COMMISSION

BEN HENDERSON
DEPUTY TO THE CHAIRMAN

KAULANA H. PARK
EXECUTIVE ASSISTANT

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

December 29, 2005

JAN 3 9 26 AM '06
DTS TRANS PLANNING

Mr. Toru Hamayasu
Transportation Planning Division
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Hamayasu:

Subject: Honolulu High-Capacity Transit Corridor Project
East Kapolei Region
Preferred Route

Please allow this letter to express the Department of Hawaiian Home Land's (DHHL) preferred route for the high-capacity transit corridor. As a major developer in the East Kapolei region, the DHHL would prefer that the transit corridor follow the route as shown on the attached exhibit. Essentially, this would be similar to your department's Alternative 4d as it pertains to the East Kapolei area. The DHHL fully supports the University of Hawaii West Oahu campus and this route would allow the high capacity transit system to access the West Oahu Campus at its main entrance and focal point.

This route would also serve a major commercial center planned by the DHHL at the intersection of the North-South Road and the Kapolei Parkway. Because the DHHL is of the opinion that education is the key to success for its beneficiaries, it would like to see the University of Hawaii West Oahu campus, the Leeward Oahu Community College and the University of Hawaii Manoa campus connected by the high-capacity transit system. As far as the balance of the route is concerned, the DHHL withholds its comments in favor of those along the proposed routes.

If you have any questions or require more information, please call me at 586-3801 or Larry Sumida at 630-7141.

Aloha and mahalo,

Micah A. Kane, Chairman
Hawaiian Homes Commission

Encl.

TP/106 - 136056

LINDA LINGLE
GOVERNOR OF HAWAII

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR

DEAN NAKANO
ACTING DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

January 10, 2006

C&CoHTRANSPORTATION

LD→NAV

RECEIVED

Alfred A. Tanaka, P.E.
Acting Administrator
Department of Transportation Services
City and County Of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Tanaka:

Subject: Honolulu High Capacity Transit Corridor Project

Thank you for the opportunity to review and comment on the subject matter.

A copy of the document pertaining to the subject project was transmitted or made available to the following Department of Land and Natural Resources' Divisions for their review and comment:

- Division of Aquatic Resources
- Engineering Division
- Division of Forestry and Wildlife
- Commission on Water Resource Management
- Office of Conservation and Coastal Lands
- Land-Oahu District Land Office
- Special Project Coordinator Oahu Branch

Enclosed please find a copy of the Division of Aquatic Resources, Commission on Water Resource Management and Oahu District Land Office response.

Based on the attached responses, the Department of Land and Natural Resources has no other comment to offer on the subject matter.

Should you have any questions, please contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0384.

Very truly yours,

RUSSELL Y. TSUJI
Administrator

C: ODLO

LINDA LINGLE
GOVERNOR OF HAWAII

RECEIVED
LAND DIVISION
2005 DEC 30 A 7:51
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR

DEAN NAKANO
ACTING DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

December 13, 2005 LD-NAV
C&CoHTRANSIT Suspense Date: 12/28/05

MEMORANDUM:

TO:
XXX Division of Aquatic Resources
XXX Office of Conservation and Coastal Lands
XXX Engineering Division
XXX Commission on Water Resource Management
✓XXX Oahu District Land Office
XXX Division of Aquatic Resources
XXX Special Projects Coordinator (ODLO)
XXX Division of Forestry and Wildlife

FROM: Russell Y. Tsuji, Administrator
Land Division

SUBJECT: Document Review (Draft)
Environmental Impact Statement Preparation Notice
Titled: Honolulu High Capacity Transit Corridor

Please review the attached document pertaining to the subject matter and submit your comments (if any) back to us on Division letterhead signed and dated by the suspense date.

If you have any questions, please contact Nicholas A. Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

(✓ We have no comments.) Comments attached.

Signed: Cecil Santos Date: 12/28/05

Name: Cecil Santos Division: Land - Oahu District

LINDA LINGLE
GOVERNOR OF HAWAII

05 DEC 29 P3:53

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR

DEAN NAKANO
ACTING DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 13, 2005
C&CoHTRANSIT

LD-NAV
Suspense Date: 12/28/05

MEMORANDUM:

TO:
XXX Division of Aquatic Resources
XXX Office of Conservation and Coastal Lands
XXX Engineering Division
✓ XXX Commission on Water Resource Management
XXX Oahu District Land Office
XXX Division of Aquatic Resources
XXX Special Projects Coordinator (ODLO)
XXX Division of Forestry and Wildlife

FROM: Russell Y. Tsuji, Administrator
Land Division

SUBJECT: Document Review (Draft)
Environmental Impact Statement Preparation Notice
Titled: Honolulu High Capacity Transit Corridor

Please review the attached document pertaining to the subject matter and submit your comments (if any) back to us on Division letterhead signed and dated by the suspense date.

If you have any questions, please contact Nicholas A. Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

( ) We have no comments. (✓) Comments attached.

Signed: Edwin T. Sakuda Date: DEC 23 2005

Name: Edwin T. Sakuda Division: CWRM

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

DEC 23 2005

REF:

TO: Russell Tsuji, Administrator
Land Division

FROM: Dean A. Nakano, Acting Deputy Director
Commission on Water Resource Management

SUBJECT: EISPN Honolulu High Capacity Transit Corridor

FILE NO.: C&CHTRANSIT

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at *http://www.hawaii.gov/dlnr/cwrm*.

Our comments related to water resources are checked off below.

☐ 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.

☐ 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.

☐ 3. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM: Additional information and forms are available at *www.hawaii.gov/dlnr/cwrm/forms.htm*.

☐ 4. The proposed water supply source for the project is located in a designated ground-water management area, and a Water Use Permit is required prior to use of ground water.

☐ 5. A Well Construction Permit(s) is (are) required before the commencement of any well construction work.

☐ 6. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.

☐ 7. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.

DRF-LD 04/15/2005

☐ 8. Ground-water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.

☒ 9. A Stream Channel Alteration Permit(s) is (are) required before any alteration can be made to the bed and/or banks of a stream channel.

☐ 10. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is constructed or altered.

☐ 11. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.

☐ 12. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.

☐ 13. We recommend that the report identify feasible alternative non-potable water resources, including reclaimed wastewater.

☒ OTHER:

The Draft EIS should address whether bed or banks of streams would be affected by this project.

This project may require other agency approvals regarding wetlands, water quality, grading, stockpiling and floodways.

If there are any questions, please contact David Higa at 587-0249.

AQUATIC RESOURCES:	
DIRECTOR	
COMM. FISH.	
AQ RES/ENV	
AQ REC	
PLANNER	
STAFF SVCS	
RCUH/UH	
STATISTICS	
AFRC/FED AID	
EDUCATION	
SECRETARY	
OFFICE SVCS	
TECH ASST	
Return to:	
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Due Date:	

LINDA LINGLE
GOVERNOR OF HAWAII

RECEIVED
LAND DIVISION
2005 DEC 29 A 9:30
DEPT OF LAND & NATURAL RESOURCES
STATE OF HAWAII

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR

DEAN NAKANO
ACTING DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
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KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 13, 2005 LD-NAV
C&CoHTRANSIT Suspense Date: 12/28/05

MEMORANDUM:

TO: ✓ XXX Division of Aquatic Resources
XXX Office of Conservation and Coastal Lands
XXX Engineering Division
XXX Commission on Water Resource Management
XXX Oahu District Land Office
XXX Division of Aquatic Resources
XXX Special Projects Coordinator (ODLO)
XXX Division of Forestry and Wildlife

RECEIVED DEC 21 2005 AQUATIC RESOURCES

FROM: Russell Y. Tsuji, Administrator
Land Division

SUBJECT: Document Review (Draft)
Environmental Impact Statement Preparation Notice
Titled: Honolulu High Capacity Transit Corridor

Please review the attached document pertaining to the subject matter and submit your comments (if any) back to us on Division letterhead signed and dated by the suspense date.

If you have any questions, please contact Nicholas A. Vaccaro at 587-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

( ) We have no comments. (✓ Comments attached.

Signed: Don Polhemus Date: 27 Dec. 2005

Name: Don Polhemus Division: Aquatic Resources

Suspense Date:December 28, 2005

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Division of Aquatic Resources
Honolulu, Hawaii

MEMORANDUM

To: Dan Polhemus, Administrator
From: Richard Sixberry, Aquatic Biologist
Subject: Comments on Draft Environmental Impact Statement Preparation Notice

Comments Requested By: Russell Y. Tsuji, Land Division

Date of Request: 12/13/05 Date Received: 12/21/05

Summary of Project

Title: Honolulu High-Capacity Transit Corridor Project

Proj. By: C&C, Department of Transportation Services

Location: Various, Oahu

Brief Description:

The City & County of Honolulu Department of Transportation Services will be preparing an EIS to evaluate alternatives that would provide high-capacity transit service on Oahu. The primary study area is the travel corridor between Kapolei and the University of Hawaii at Manoa.

Comments:

We will review the DEIS when it is completed and comment on any significant impacts adverse to aquatic resource values at a later date. Specific impacts from some of the projects described cannot be identified at this time.

Many previous transportation proposals have been reviewed by our Division and comments have been provided. We do not expect any significant adverse effects on the aquatic environment from the future activities anticipated. However, when additional information about the projects becomes available, we would appreciate further opportunity to address any potential aquatic resources concerns.

TP, 12/05 - 13/206

LINDA LINGLE
GOVERNOR OF HAWAII

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186
E-mail: oeqc@health.state.hi.us

December 6, 2005

Alfred Tanaka
Department of Transportation Services
650 South King St. 3rd floor
Honolulu, Hawaii 96813

Attn: Kenneth Hayamasu

Dear Mr. Tanaka:

Subject: Environmental Impact Statement (EIS) Preparation Notice
Honolulu High-Capacity Transit Corridor Project

We have the following comments to offer:

Acronyms/glossary list: A list of acronyms, abbreviations and a glossary of terms would be useful for the reviewer. Please include such a list in the draft EIS.

Aesthetics: In this (or another) section of the draft EIS include a discussion of landscaping plans. Note that HRS 103D-408 requires the use of native Hawaiian flora whenever and wherever possible. For your treatment of visual impacts include photos or renderings of proposed facilities superimposed onto photos taken from existing vantage points.

Consultations: Send a copy of the EISPN to other community groups besides those listed in section 4.0, such as Hawaii's Thousand Friends, Sierra Club and the Historic Hawaii Foundation. If affected trees in the corridor are exceptional or may be relocated, consult with The Outdoor Circle. Have you received any correspondence to date about the project? If so, include copies in the EIS.

Alternative alignments:

Give a comparison of the current proposed alignments to those considered in the 2002 *Primary Corridor Final Supplemental EIS* and explain significant differences.

Is alternative 4d the only one with a Waikiki spur? The lack of a Waikiki spur in the others should be fully explained in the alternatives section in the draft EIS.

Hazardous Materials: In this section of the draft EIS include remediation measures.

Permits and approvals: In the draft EIS be sure to include the status of each. For those yet to be filed, list the expected date of application.

Timeframe: What are the anticipated start and end dates of this project?

Funding: In the draft EIS disclose Federal, state and county funds involved or funding percentages from these sources.

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

Genevieve Salmonson

GENEVIEVE SALMONSON
Director

c: Mark Sheibe, Parson Brinckerhoff
David Pendleton, Office of the Governor

TP/06-135777

PHONE (808) 594-1888

FAX (808) 594-1865

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813

HRD05/2156B

January 4, 2005

Kenneth Hamayasu
Transportation Planning Division
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

RE: Environmental Impact Statement Preparation Notice (EISPN) for the Proposed Honolulu High-Capacity Transit Corridor Project, Various Ahupua'a, O'ahu, Various TMKs.

Dear Mr. Hamayasu,

Staff members from the Office of Hawaiian Affairs (OHA) attended your December 13 scoping meeting and received a copy of the Environmental Impact Statement Preparation Notice (EISPN) for the above listed proposed project. OHA offers the following comments:

1) As listed on page 21 of the EISPN, several of Honolulu's Historic Districts may be adversely impacted by some of the proposed alternatives. These include the Pearl Harbor Historic District, the Merchant Street Historic District, Chinatown Historic District and the Hawai'i Capitol Hill District. Our staff is interested in knowing whether an archaeologist and/or cultural historian have been contracted to consult your agency as to which alternatives will have the least impact to these, and other, areas of historical and cultural significance.

2) Some of the proposed alternative alignments may negatively impact specimens of ko'oloa'ula (Abutilon menziesii). This plant is particularly important in Native Hawaiian culture as it is known to been used medicinally. It is also worth noting that the Federal government is currently drafting a conservation plan to protect this plant; estimates made during observations have figured that only 500 individual ko'oloa'ula plants exist today in Hawai'i. Because of this, it is crucial that the specimens in Kapolei not be disturbed.

At this time, our staff does not have enough specific information to make additional comments concerning the proposed Honolulu High-Capacity Transit Corridor Project. Please forward our office a copy of the upcoming Alternatives Assessment in which the above stated concerns will likely be addressed.

OHA further requests your assurances that if the project goes forward, should iwi or Native Hawaiian cultural or traditional deposits be found during ground disturbance, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment. If you have further questions or concerns, please contact Jesse Yorck at (808) 594-0239 or jessey@oha.org.

'O wau iho nō,

Clyde W. Nāmu'o
Administrator

TP 1/06-13472

UNIVERSITY OF HAWAI'I

CHANCELLOR, UNIVERSITY OF HAWAI'I—WEST O'AHU

January 4, 2006

Mr. Toru Hamayasu
Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

SUBJECT: UH WEST O`AHU - MASS TRANSIT ALTERNATIVES - PREFERRED TRANSIT ALIGNMENT (IN THE VICINITY OF THE UH WEST O`AHU PROPERTY)

Dear Toru:

Thank you for spending time with us in mid-November to discuss the proposed transit system and alignment options. As we had indicated at the meeting, the University of Hawai`i – West O`ahu (UHWO) has already incorporated provisions for a transit route and transit stop in its Long Range Development Plan (LRDP) that can service the campus. This route is based on the Ewa Sustainable Communities Plan. The UHWO strongly supports a fixed rail transit system. We recognize its value as an alternative mode of transportation for future students and residents in the rapidly growing West O`ahu region.

For the transit system to be most effective, we believe it is critical that the selected alignment be in close proximity to our campus and easily accessible to our students. In addition, the alignment should be compatible with our land use plan and the transportation network we will establish for the campus. We are also cognizant of the regional implications of the proposed transit corridor and have coordinated our review of the proposed transit alignment with adjacent landowners, including the Department of Hawaiian Home Lands (DHHL) and DR Horton-Schuler Division. After review of the alternatives, our preferred alignment within the Ewa region, would be a route that runs along Farrington Highway and turns down the North-South Road to a transit stop on our property, continues along the North-South Road to a possible second stop on or near the southern portion of our property, and then into the City of Kapolei. (See attached)

96-129 ALA IKE • PEARL CITY, HAWAI'I 96782 • TELEPHONE (808) 454-4750 • FAX (808) 453-6076

We would also like to mention that in selecting a preferred transit route, consideration should be given to accessibility to transit stops for each of the UH campuses within the transit corridor, including Leeward Community College, Honolulu Community College, and the University of Hawai`i - Manoa. If each of the campuses is within close proximity to a transit station, there will be greater opportunity for students and faculty to move easily between campuses using the transit system. We know from the experience of other cities that have recently established fixed rail systems such as Salt Lake City students are among the early adopters of this kind of transportation alternative and can contribute significantly to the success of the project.

Thank you for providing us with an opportunity to provide written comment on this project. We look forward to continuing our coordinated efforts in incorporating the proposed transit system into our plans for the campus. Should you have any questions, please contact me at 454-4750 or Allan Ah San at 692-0918.

Sincerely,

Gene Awakuni
Chancellor

Attachment

cc: Micah Kane, Department of Hawaiian Home Lands
Mike Jones, DR Horton – Shuler Division
Sam Callejo, Vice President for Administration (UHM)
Jan Yokota, Director of Capital Improvements

bc: Ramsey Pederson, Chancellor (HCC)
Peter Quiqley, Interim Chancellor (LCC)
Denise Konan, Interim Chancellor (UHM)

TP 1/06-135432

DEPARTMENT OF DESIGN AND CONSTRUCTION

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4564 • FAX: (808) 523-4567
WEB SITE: www.honolulu.gov

MUFI HANNEMANN
MAYOR

WAYNE M. HASHIRO, P.E.
DIRECTOR

EUGENE C. LEE, P.E.
DEPUTY DIRECTOR

CDA 06-135405

January 9, 2006

MEMORANDUM

TO: ALFRED TANAKA, P.E., ACTING DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

FROM: for WAYNE M. HASHIRO, P.E., DIRECTOR
DEPARTMENT OF DESIGN AND CONSTRUCTION

SUBJECT: HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT, ALTERNATIVES ANALYSIS AND DRAFT EIS – SCOPING INFORMATION PACKAGE

JAN 9 3 32 PM '06
DTS
TRANS PLANNING

We wish to provide comments to the Scoping Information Package dated December 5, 2005, for the subject project. Several of the fixed guideway alternative alignments reflected in the report impact corridors that major roadway rehabilitation projects are being scheduled for improvements with both City and FHWA funding. In addition, there are new roadway facilities being planned that are also along your alternative alignments.

To provide consistency with on-going planning, design, and construction efforts, we request that you and your consultants coordinate with our office regarding the following projects:

- Kapolei Parkway (Renton to N-S Road) – new roadway for which FHWA funding participation is being sought
- Salt Lake Boulevard (Maluna to Ala Lilikoi) – major roadway widening for which FHWA funding participation will be sought
- Beretania Street (Alapai Street to N. King Street) – construction contract awarded; construction anticipated to start in 2nd quarter 2006. FHWA participation obtained
- Dillingham Boulevard (Laumaka St. to Waiakamilo St.) – rehabilitation of the roadway being planned
- Kapiolani Boulevard (South to Kalakaua) – rehabilitation of the roadway is being designed utilizing FHWA funding participation

- Kapiolani Boulevard (Waialae Avenue to University Avenue) – rehabilitation of the roadway is being planned
- Farrington Highway (Fort Weaver Road to N-S Road) – major roadway widening planned

The above represents the major roadway projects along the fixed guideway alternative alignment. There may be other facilities that may also be impacted by the fixed guideway alternative alignments.

If there are any questions, please contact Marvin Char at 527-6381.

MC:pto

c: Department of Facility Maintenance
Department of Planning and Permitting

DOWNTOWN NEIGHBORHOOD BOARD NO. 13

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

January 4, 2006

Mr. Kenneth Hamayasu
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, HI 96813

Re: Honolulu High-Capacity Transit Corridor Project (HRS 343 FEA-EISPN)

Dear Mr. Hamayasu:

This is to advise you, pursuant to the notice in the OEQC bulletin dated December 8, 2005, that the Downtown Neighborhood Board wishes to be a consulted party in the FEA and EISPN.

Sincerely,

Lynne Matusow

Lynne Matusow, Chair

December 13, 2005

Kenneth Hamayasu
Project Manager
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Subject: Honolulu High-Capacity Transit Corridor Project

Dear Mr. Hamayasu:

Thank you for inviting Hawaiian Electric Company (HECO) to participate in the scoping process for the subject project.

Based on the scoping package dated December 7, 2005, addressed to Ken Morikami, it appears that HECO may have existing and planned facilities along or near the alignments of the Fixed-Guideway Alternative. Therefore, the Alternatives Analysis (AA) and Environmental Impact Statement (EIS) should consider the impacts if any, to HECO's facilities. Please note that if relocation of HECO's facilities is requested, then Public Utilities Commission approval may be required and HECO will seek reimbursement for costs associated with such relocation. In addition, the EIS should consider electrical load and infrastructure requirements to operate a fixed-guideway transit system.

We look forward to reviewing the AA and EIS when available for comment. If you have any questions, please call Rouen Liu at 543-7245.

Sincerely,

Kerstan J. Wong
Director, Project Management Division
Engineering Department

cc: K. Morikami
P. Nakagawa/C. Chang
R. Shiroma/D. K. Lau
R. Liu
E. Che
B. Lane
R. Tanonaka
D. Fukuda/K. Tomita

Appendix B Scoping Comment Letters

List of Comment Authors

Peter Bloom
Booze Allen Hamilton
Charles Carole
Robert Chang
Charley's Taxi
DR Horton
E Noa Corporation
Estate of James Campbell
Susan Estores
Darci Evans
Charles Ferrell
Senator Carol Fukunaga
Wayne Gau
Richard Hanaoka
Hawaii Highway Users Alliance
Honolulutraffic.com
Janet Inamine
Kapolei Property Development LLC
Walter Kelley
Amy Kimura
Cassie Lee
Larry Lee
Wendy Lee
Life of the Land
Steve Madson
Helen McCune
Marilyn Michaels
Daisy Murai
Ruth Nakasone
The Outdoor Circle
Mitsuru Takahashi
Mark Takai
A. Talat
Paul Tyskinski
Ronald Verga
Tami Witt
Alvey Wright

Peter M. Bloom
4918 Waa Street
Honolulu, HI 96821-1446

12/12/05

Mayor Mufi Hannemann
Honolulu Hale 530 S. King St.
Honolulu, Hawaii, 96813

RE: High Capacity Transit Corridor Project

Dear Mr. Mayor:

Please accept my comments in your evaluation for alternatives to improve public transportation in the subject high-density corridor as well as throughout greater Honolulu.

My wife and I moved to Honolulu 2 years ago. I have been riding the bus as my main form of transportation since our arrival. When we arrived we decided not to buy a car because we did not want to contribute to traffic congestion, the consumption of non-renewable resources, or the generation of pollution. We heard Honolulu had a good public bus system, which made our initial decision not to buy a car easier.

Unfortunately, we soon learned that Honolulu's bus system was not that good and, in fact, was seriously lacking in the elements required to provide consistent and pleasant alternative transportation. We live in the Aina Haina area and my wife works in Waikiki. She get off work at 10:00 p.m. and at that time of night there are no direct busses to take her home. We decided that having her wait alone at night for a bus and then again for a transfer was not a viable option. Not only is it unsafe for a young lady to walk at night several blocks to a bus stop or to be waiting alone at night for a bus which is often late, but the amount of time it took for her to get home via the alternative route and transfers (normally a 15 minute drive) was ridiculous (an hour or more). After the first year of frustration and disappointment with riding the bus we reluctantly purchased a car—contributing yet one more vehicle to Honolulu's nightmare gridlock. My wife drives the car for reasons stated above. I continue to ride the bus along with riding my bike.

Over the past two years I have found the bus to be consistently inconsistent. It is not uncommon for me to wait 45 minutes for a bus that is supposed to arrive every 20 minutes. Sometimes the wait is over an hour. When the bus does arrive, it is often so crowded that I'm forced to stand next to the bus driver in the door well (yes I know its not legal, but that's how crowded the bus is and at the end of the day people just want to get home!). The same crowded conditions often exist in the morning on my way to work too. Sometimes the crowd in the aisles is so thick, it's difficult to get off the bus!

Please consider the following recommendation for improving the bus to make it more attractive for people to leave their cars at home. I would gladly pay an extra $10 to $20 on my monthly bus pass to help fund these suggestions:

1) **On the main corridors increase bus service to every 15 minutes. Customers should not have to wait more than 15 minutes for a bus.**

2) **Increase, not decrease, bus service on the weekends.**

3) **Increase late night bus service (until at least 12:00 a.m.) to your customers.**

4) Provide overhead storage for small bags, groceries, etc.

5) Proved rain/sun shelter at every public bus stop.

6) Proved a listing of bus schedules and routs at each public bus stop.

7) Train drivers to be more courteous and less aggressive while driving. By the time I get home I often feel like I have whiplash and motion sickness from the poor driving habits of some pretty grumpy bus drivers. (Many drivers are very courteous and friendly, and I appreciate them greatly!)

These are just a few suggestions to implement as an incentive for more people to ride the bus and leave their cars at home. If you want to encourage people drive less and use more public transportation, you have to create incentives for them to do so and disincentives for them not to. Currently, traffic is a huge disincentive not to drive. But there is another, better disincentive I would encourage you to consider--the price of fuel. I recommend placing a tax on each gallon of gas sold to help subsidize improvements in public transportation. According to many analysts the true cost of a gallon of gasoline is in excess or $16, when you factor in all the hidden costs (pollution, environmental destruction, public health, war, etc.) and remove the multitudes of federal subsidies for its extraction and production. If people want to drive irresponsibly, create pollution, traffic, and contribute to all the social and environmental ills associated with the automobile, than they should have to pay the true costs for it. Give them a choice between excellent public transportation or road rage, high fuel costs, pollution and gridlock. I choose the alternative.

Pleas also consider improving conditions for bicyclists. Riding a bicycle on Honolulu' streets is a terrifying experience! Please install bike lanes/paths and encourage the enforcement of traffic violations that endanger pedestrians and bicyclists. Also pleas initiate a driver's public safety campaign on the rights of pedestrians and bicyclists.

Thank you for your efforts and consideration.

Sincerely,

Peter Bloom
4918 Waa St.,
Honolulu HI 96821

Sent: Monday, December 12, 2005 7:24 PM
To: Turchie, Donna (TRO-09)
Subject: Honolulu Transit Study

Hello Donna,

I was reading about the Honolulu transit study and noticed that PRT was considered and eliminated for capacity and speed. Booz Allen is currently conducting a viability study of PRT for the State of New Jersey. Our findings reveal that PRT could provide comparable speed and capacity for many urban settings such as many elements of the Honolulu study at considerable cost savings to the technologies being considered in the study.

Could you share the projected demand numbers for the Honolulu study and the rationale for the elimination of PRT? I would like to calibrate our findings. I would also suggest that perhaps the capacity and average speed numbers used in the Honolulu study need to be calibrated with current technology capabilities. PRT is definitely an emerging technology but may be an excellent part of the solution for Honolulu given the right application.

I would be glad to share our results with you if you are interested and I receive clearance from NJ DOT. They are still preliminary findings.

With Best Regards,

Paul Hoffman
Booz Allen Hamilton
703-377-0496

Tp 1/06-135449
1/09/06

Charles H. Carole
1310 Heulu St., Apt. 1002
Honolulu, HI 96822
(808) 531-2503
chcarole@hotmail.com

SCOPE OF ALTERNATIVES ANALYSIS

My choice for the proposed alternative of the Honolulu High-Capacity Transit Corridor Project is combination of No Built Alternative, Transportation System Management and Managed Lanes Alternative for Oahu. Their various components will have to be coordinated and some might have to be eliminated, but that is what your analysis should do. Your analysis shouldn't treat these alternatives separate but combine them for their total impact on congestion giving mode split results, daily transit ridership, daily vehicle miles traveled, dailyvehicle hours traveled, average auto travel time to downtown.

Another important question in your scope of analysis, you only consider traveling to downtown in the morning and leaving downtown in the afternoon. Consider the reverse flow of traffic from residential areas to Pearl City, Waipahu, Ewa, Wahiawa, Pearl Harbor-Aiea area, Airport area, Kahala to Hawaii Kai area and finally Kaneohe-Kailua area. These areas will become satellite business centers by the year 2030 with the right government and private incentives. The satellite centers would create a different traffic patterns from the existing traffic flow towards downtown.

In fact, I would like to see our highways provide access not only commuters and cargo, but also data and other inter-office communication through fiber optics transmission lines in the right of ways of highways. Utah State is doing this in portion of their highway, partially federally funded. By 2030, it willn't be necessary to have all the workers in the downtown office instead they will be working at home or satellite office. Even the main office could be at a satellite center. Fifteen years ago, we didn't have inter-net and other communications means. What would we have in another 15 years?

As your consultants pointed out rail will not eliminate congestion, but will provide another alternative travel means for commuters. I am against the rail alternative for the following reasons,

The 2030 population projection didn't take in the following considerations that might reduce population figure.

AFFORDABLE HOUSING: According to a New York Times article(11/07/05, Pgs A1 & A18) that San Francisco had more people leaving than arriving between 2001 and 2004 because of soaring home prices. Honolulu is in the same category as San Francisco for raising home prices and having less affordable housing. The 2030 population projection didn't take into account the effect of higher medium home prices on the population growth for Honolulu. Rents are going up following home prices. Rental owners are selling their units which will cause the new owners to raise the old rents to pay for the new cost of the units purchase prices.

TAXES: Honolulu ranks in the highest category for State and City taxes in the country. These taxes will continue to go up providing incentives for people to leave and discentives for people to come to Hawaii.

COST OF LIVING: The effect of the raising cost of living is not reflected in the population projection which will hinder poppulation growth.

The cost of the complete rail system including the stations and parking areas will be much higher that $2.6 Billion that the draft 2030 Oahu Regional Transportation Plan (ORTP) has estimated. The ORTP consultant used a 2.7% inflation factor which is much lower than 3.3% Honolulu 2004 Cost of Living. Since the Social Security 2006 inflation adjustment is 4.1%, the Honolulu 2005 cost of living is at least that or more. Also, the cost of construction materials and labor has been increasing more than the cost of living figure for the past few years. This will require more than 1/2% increase in the excise tax and an increased fees and other taxes.

With rail, the ORTP consultants are only projecting a shift down for car commuting from 86% to 81% and a raise in transit commuting from 8% to 13%. In the past, these kinds of projections have been optimistic because of changes in social and economic circumstances.

If alternative analysis proposes a rail scheme, then the proposal should include Waikiki, airport and University of Hawaii connections, description of bus connections to the rail stations, the use of elevated and tunnel rail line and finally the parking capacity at designated rail stations.

TP 12/05 - 131256

Dec. 5, 2005

Department of Transportation Services
City and County of Honolulu
650 south King Street, 3rd Floor
Honolulu, HI 96813

Attn: Honolulu High –Capacity Transit Corridor Project

To whom it may concern;
Thank you for the information regarding helping to alliviate our terrible traffic problems.

I do not belive any kind of train, whether it be light rail, monorail or magnetic levitation is the answer to our traffic problems. I do not feel that many will ride these vehicles more than once just to say that they tried it. People in Honolulu rely on their automobiles to get around.

The best answer to this is the bus in managed lanes alternativ-construction of a two-lane gade-separated guideway bwrween Waipahu and Downtown Honolulu for use by buses. The lanes would be managed to maintain free flow speeds for buses, while allowing high occupancy vehicles and variable pricing for toll –paying single –occupant vehicles. We do have an efficient bus system in most places. Lightly used routes do not need busses as vans will work in places like St. Louis Heights, Maunalani Heights, etc. where busses are usually empty or have few customers. Improving the existing system and toll roads are the most viable answer.

Has anyone taken a poll to see how many people will leave their cars at home and ride the train to work every day. Simply take a poll of the transportatin department employees and you should have an idea.

I also think Honolulu should not continue to discourage small businesses by imposing another .5% tax on this. Why aren't the developers who are making all the money with their developments paying for better infrastructure? This and tolls should pay for these improvements.

I hope the DOT does not waste any more money with the studies that have been done everytime we have a new administration. Didn't a City Council make trips all over to do the studies being done now? Please seriously consider this plan as if you build a train an nobody rides it we will still have to maintain it. If we build alternative roads that require a toll, people will always use them.

Sincerely,

Robert Chang

Robert Chang
758-16th Ave
Honolulu, HI 96816

TP 1/06-135433

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January 9, 2006

Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Honolulu High-Capacity Transit Corridor Project

Re Comments on Scoping process, purposes, goals

The city's Alternatives Analysis selection process will determine whether we win or lose the war against traffic congestion. The people and businesses of Honolulu deserve to win.

We question the direction, worthiness and integrity of the AA scoping process thus far. The effort requires reexamination of fundamental purposes, criteria and priorities and closer public scrutiny affecting the input and output.

Having the purpose be "to provide an alternative to private automobile travel" [1] evidences a defeatist attitude, the mantra that the only way out of traffic congestion is to ride a train. Focus on rail, a presently non-existing mode, instead of the infrastructure, is disturbing.

And then, what?
The December 5th scoping meeting gave us an empty, uneasy feeling. If rail is a done deal, we must put the question that Admiral Yamamoto replied to his superiors when instructed to bomb Pearl Harbor: "And then, what?"

Considering the Rail project's magnitude — the biggest and costliest public works project in the history of Hawaii — Hawaii's taxpayers are entitled to be provided with a fair and balanced comparison of the alternatives to clearly justify the undertaking and investment.

- There are real opportunities for traffic congestion relief, ways to achieve faster, reliable travel times for transit and other motorists, and innovative financing sources to lessen burden on taxpayers, and avoid massive subsidies for O&M costs. To do so, we need to improve the quality and carrying capacity of our transportation infrastructure and utilize traffic management strategies. Adding a HOTway alternative is one good step.
- Accommodate multi-mode and intermodal needs to move people, to deliver services and distribute goods, materials and equipment efficiently, safely, at reasonable costs.
- Support public safety and security services to be able to respond immediately in case of emergencies, disasters and national defense.

[1] Project purpose, p 2-1

- Vulnerability to power outages and spiking fuel prices impacting operations and costs.

Defeatist mentality re Traffic Congestion?
The scoping process makes no promise to provide the public with a comparison of alternatives in terms of traffic congestion relief, which alternatives would reduce traffic congestion, and by how much.

Honolulu has the lowest urban road miles per capita in the U.S. [2] Our highway system is antiquated, exacerbating congestion and hazardous driving conditions, contributing to avoidable accidents and fatalities. Like most of our nation's highways, H-1 was constructed over 50 years ago. The design of our highway system is outdated. Highway-operating levels must be improved from Level F to Level C. With a HOTway alternative, free flow traffic will make Level A available for a significant amount of travel in the entire corridor including West, North and Central Oahu.

The U.S. Congress in SAFETEA-LU, transportation agencies worldwide and nationally, Texas Transportation Institute and other transportation research institutes are all validating the benefits and opportunities to expand highway capacity and tolling strategy to mitigate traffic congestion.

While rail proponents claim there is no room to expand highway capacity and build alternative routes, the scoping information package offers several routes for a more costly, wholly government-financed rail system with numerous rail stations, and to add housing and retail developments. Traffic is indeed worsening through neglect and dismissal of many traffic engineering and management techniques to open up additional capacity and throughput in the urban core and through the corridor.

Costs, Liabilities, Advantages, Benefits, Performance Comparisons?
There is no attempt to show why a rail system for Honolulu is likely to succeed, given our small population and tax base. We question why taxpayers should expend billions on a "leap of faith" given rail's dismal record of overall low occupancy and high costs.

The scoping should compare the alternatives as to potentials for additional funding through private financing, not be totally dependent on taxpayer subsidies for capital and O&M costs. SAFETEA-LU officially embraces tolls as a means to defray the cost of future needed transportation improvements.

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[2] **Table: URBANIZED AREAS - 2000,**
USDOT FHWA, Highway Statistics 2000
http://www.fhwa.dot.gov/ohim/hs00/hm72.htm
Note: Honolulu ranks lowest with 1.5 miles of roads per person
Petersburg, VA ranks highest for 56.9 MRPP

To suggest that a two-lane freeway on slender columns running the same route(s) as Rail would cost as much as an electric-powered heavy Rail system with stations, trains, tracks, labor and O&M is disingenuous.

Inconsistent with Public Policy and Purpose?
We had expected some assurances as to the alternatives' consistency with transportation policy and purposes expressed in federal, state and county codes, plans, charters, policies and purposes. [3]

Transportation policy fully recognizes the public's need for efficiency, safety and mobility for people and goods. The policy contemplates multi-modal, intermodal needs and uses and the development and improvement of coordinated transportation service to be provided by private enterprise to the greatest extent feasible. Federal policy mandates accommodation for people with disabilities. The U.S. Congress' appropriations bill clearly proscribes fiscal restraints and accountability in its act entitled, "Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU or SAFETEA)".

What about Emergency Services?
The scoping information package overlooks the need to mitigate traffic congestion to ensure quick response in case of emergency, disaster and national security.

Elderly and Disabled, whose problem?
"What alternative(s) address the burgeoning travel needs for elderly and disabled people, the Baby Boomer generation, the first of whom this year will become physically and/or mentally disabled over the next 25 years?" (I asked this of Mark Scheibe of Parsons Brinckerhoff Quade & Douglas Inc. at the scoping meeting.) He replied, "That's not my problem."

There are not sufficient plans, no comprehension of the impending explosion of special travel demands of elderly and disabled people who require automobile transport and door to door escort service from caregivers, family and friends – not in trains and busses that require walking and crossing streets. Herding them in Handivans make for long, time-wasting trips with numerous stops en route, degrading their quality of life. Elderly people are entitled to have as fast travel times, as convenient travel experiences as other transit users. Failure to address elderly and disabled peoples' need to use private automobiles is a significant flaw.

What about mobility for Families?
The scoping process furthers social-engineering tendencies to forego car use. Families are auto-dependent. Families need freedom of mobility. Family cars are vital to the family's quality of life, going to schools, jobs, doctors, lessons

[3] See attached "PUBLIC POLICIES & PURPOSES"

and practices, entertainment and household chores. Moms and dads share responsibilities and tasks, necessitating more than one car per family in most cases. Families take care of elderly parents, grandparents and friends who are physically and mentally incapable of driving, sparing taxpayers the cost and effort.

Freedom of School Choice?
While traffic congestion is particularly problematic during school sessions, the phenomenon is simply an exercise of parents and students' freedom of school choice.

Road to Wealth (Jobs) is Transit?
Ch. 2 -2 re transportation equity assumes that low-income workers rely on transit for jobs. Car ownership actually increases potentials for job choices and higher earning jobs. See: "Job Seekers Need Wheels to Wealth" at http://www.cascadepolicy.org/pdf/labor/2005_1.pdf

What "other alternatives"?
The list of alternatives is missing real, practical, better and less costly alternatives to Rail. Other proposed alternatives were summarily dismissed without supportable justification. For example, the HOTway alternative (reversible 2-lane, grade separated highway for high occupancy vehicles and toll-paying motorists) is completely missing.

A Managed Lanes Alternative has been concocted to extend the Hotel Street transit mall out to West Oahu, with one lane in and one lane out, even though we don't need another empty lane headed in the opposite direction of peak traffic. The Managed Lanes Alternative is custom-designed to lose, handicapped by limiting its carrying capacity to one lane per direction, not two lanes reversible.

How much effort on other alternatives?
The scoping information package contains many references to "transit alternatives", "transit technologies", "transit alignments", "transit vehicles", "transit stations", transit facilities", "transit-dependent communities", focused on the scope of possibilities and perspective of Rail transit. Of the four alternatives, three are covered on one page (see p. 4-1), while nine pages on the Rail alternative are covered in pp 4-4 to 4-10. Clearly, the level of effort on the rail alternative greatly outweighs efforts above all other alternatives combined.

Not Highest and Best Use?
There seems to be no criteria to determine the highest and best use as to each alternative. The alternatives analysis should tell us things we need to know about the market, uses and users: what is the market share of motorists compared to transit, what is the overall occupancy (peak and non peak periods, weekdays, weekends, nights) of transit lanes compared to motorists' use of regular lanes and HOT lanes. (Except for peak periods,

Hotel Street is pretty empty most of the time compared to King Street, which is constantly full except from late evening.)

"High Capacity" vs. "Low Occupancy" Transit?
High capacity transit is misleading terminology. Transit is a poor performer; its overall occupancy or productivity is low compared to high usage highway options. Chasing rail transit's declining share of the market at huge cost to taxpayers is dubious. (TheBus' Middle Street garage is packed full of transit buses sitting idle at 2:30 pm each weekday, i.e. transit usage is narrow and limited to short peak periods.)

Is the Project Purpose slanted for Rail outcome?
We question the Project Purpose that is posed in the Scoping Information Package on page 2-1:

- Refers to "person" mobility, ignoring the mobility needs for services, and commercial distribution of goods, materials and equipment that require reliable on-time delivery to be global market competitive.
- Refers to "public transportation services" in the corridor, ignoring the greater majority of many, diverse users of our transportation infrastructure/system.
- Refers to "serving areas designated for urban growth," to simply deny the needs for already existing areas
- Refers to "alternative to private automobile travel," offering no alternative solutions for legitimate personal and business uses.
- Refers to improved mobility for travelers, dismissing goods and freight deliveries that impact, business commerce and economic stability.

The Scoping Information Package contains vague, superficial and simplistic purposes, assumptions and goals to clearly favor Rail.

- "Other Alternatives" should be included in the forms intended by their proponents. Having proponents' input as to the intended features, routes, cost, design is advisable.
- Each alternative should be presented in the best form practicable, not doctored so as to be dismissed for being unfeasible or too costly.
- The information backing such decisions must be open and available to the general public, which apparently is not the case as the city refuses to furnish information requested for ridership and costs.
- The criteria for judging the values, advantages, total costs, and time schedule to install each of the alternatives should also include consideration of market forces.

How alternatives would be stacked up against each other should be explained.

"Smart Growth" bias?
There has been insufficient public information about smart growth policy guiding the determinant process of selecting the alternatives. *(Chapter 3 lists among the Goals and Objectives "Encourage Patterns of Smart Growth and Economic Development".)*

Most people do not know what the term "smart growth" means or its implications on transportation planning and the massive public subsidies to underwrite transportation infrastructure and affordable housing. The public is mostly unaware that OMPO's OWP incorporated smart growth policy in 2004.

Using smart growth goals and objectives prejudices the outcome to a smart growth-choice. Anti-highway, anti-motorist "Smart Growth" policies in Portland, Oregon continue driving away people and businesses as traffic congestion there is among the worst in the nation. *See attached Portland Tribune article, "Stalled freight costs big bucks" 12/21/04.*

A Monopoly for Transit Travelers?
The scoping information package, chapter 2, broadly refers to "travelers facing increasingly severe traffic congestion in study corridor", "travelers experience substantial traffic congestion and delay at most times of the day, on both weekdays and weekends" and "travelers on Oahu's roadways."

Yet, the scoping process is focused mainly on transit and transit-dependent, and public transit. We are unable to find anywhere in the scoping information package, any reference whatsoever addressing the needs of non-transit travelers, commercial activities and essential services.

No Private Sector Involvement?
Contrary to federal requirements to fully involve the private sector transportation providers,[4] the city and its consultants have produced a work that is absent of stakeholders' input.

Deception and Supression of Public Information, Involvement?
The general public is being misled and confused through a pattern of misinformation and suppression of information that infect the selection process.

- Rail is "The" solution to traffic congestion, takes cars off the roads (Congressman Abercrombie, Mayor Hannemann etal.)
- Traffic Sucks! Gridlock is inevitable, the only way to get out of it is to ride a train (Councilman Okino)
- There is no other alternative to Rail, we have no more space for highways, we need a rail to keep up with new developments, growing population and new jobs looming on West Oahu
- Rail will not solve traffic congestion (Okino, Garcia)
- Cars and drivers are evil, bad for environment, get rid of motorists (Smart Growth)
- We are going to have a "light" rail system, not "heavy" rail, a monorail like Seattle and Las Vegas.

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[4] Procedures and Technical Methods for Transit Project Planning (PTMTPP), Part I, p. 2-10. "Private Sector Involvement

- HOTlanes cost as much as Rail, FTA will not fund HOTlanes anyway.
- Forget costs, we need to do it all, rail, buses, highways, everything!
- Rail is a legacy for future generations, not for today.
- All great or rich cities have trains, e.g. we need a train to make Honolulu a great and rich city.

The scoping meeting provided no opportunity for open, interactive public discourse between the city's consultants with the general public and stakeholders.

The process has been secretive, failing to provide data and justification for their conclusions (p. 3-1, 2nd paragraph):

> *"Others may not be included because of lack of funding or other issues. The Pearl Harbor bridge or tunnel crossing options will likely not be included because of cost, lack of funding, and operational and security concerns associated with a crossing of the harbor. A reversible toll roadway alongside H-1 may also not be included because of cost and funding concerns."*

The process has not been forthright, depriving the "public's right to know." The information at the scoping meeting was already on the website honolulutransit.org, nothing new. (The city is just going through the motions.)

If our leaders really believe in the people's right to decide, they should join us to support a charter amendment allowing our voters to have the same rights as taxpayers in other places to vote on the taxes and the locally preferred alternative.

Conclusion?
The Alternatives under consideration are "rotten apples".

Respectfully submitted,

Dale Evans
Chairman and President

Charley's Taxi is a small business enterprise, woman-owned, a private transportation paratransit provider, in Honolulu since 1938. Charley's Taxi Radio Dispatch Corp. is a Hawaii corporation dba Charley's Taxi, Limousine, Vans & Shuttles

Attachments:
"Stalled freight costs big bucks", Lisa Baker, Portland Tribune, 12/21/04
"Job Seekers Need Wheels to Wealth", John A. Charles, Jr., Cascade Policy Institute, January 2005, No. 2005-1

TP 1/06-135288

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DTS
TRANS PLANNING

January 5, 2006

Mr. Toru Hamayasu
Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

SUBJECT: EWA HIGH CAPACITY TRANSIT CORRIDOR
DR HORTON – SCHULER DIVISION

Dear Toru,

Thank you for sharing with us your thoughts on transit as it relates to our 1,500-acre "East Kapolei" property. We appreciate your input and are hopeful that we can maintain an active and meaningful dialogue going forward. Along those lines and with the recent rail scoping meetings conducted by the City, we thought it timely to register in writing our comments on the Scoping Information Package.

As you know, we are working to closely align our community planning efforts with those of the nearby property owners in the East Kapolei region. These include UH West Oahu, the Department of Hawaiian Home Lands (DHHL) and the Hawaii Community Development Authority (HCDA – Kalaeloa). We have also invited over twenty community leaders representing Waipahu, Kunia, Ewa, Ewa Beach, Kapolei and Makakilo to join a "Task Force" to comment on, vet and take a stake in our community plan as it is crafted. It is our conviction that there is a unique opportunity to master plan *regionally* (rather than *individually)* to realize the overall objectives of the Ewa Development Plan, and, just as importantly, collectively contribute to and support Honolulu's high capacity transit system. In many respects, this is truly unprecedented. Also, the four developers are all working together as a group with the Department of Permitting and Planning and various other City and State agencies to coordinate plans for nearly 3,000 acres representing what could be 20,000 residences and millions of commercial square footage.

During this process, the importance of having a high capacity transit system that would directly serve UHWO has become central. In our opinion, it should not be overlooked. The new UHWO campus could be a key element of realizing the Ewa DP vision and could play a major role in shaping the urbanization of the surrounding areas to higher density levels and mixed use development patterns needed for the Second City's ultimate success. Failing to connect directly to the campus would result in the loss of an important transit ridership market in Ewa. For this and other reasons, we believe Alternative 4D will have the highest potential ridership.

828 Fort Street Mall ▪ 4th Floor ▪ Honolulu, Hawaii 96813 ▪ (808) 521-5661 ▪ Fax: (808) 538-1476
www.drhortonhawaii.com

In their current raw state, the lands along Alternative 4D can be planned at appropriate densities and in the kind of transit–oriented development pattern needed to support a thriving high capacity transit system. Ridership is the principal factor that will create a return for the City on its substantial investment. Rail should be brought to districts capable of producing the greatest ridership over the long term. Please review the attached detailed comments on the scoping information package which offers for your consideration further perspective from our planning team on the purpose and needs statement, project objectives and alignment alternatives. Lastly, as incremental support for the project, we are open to discussing with you the possibilities of accommodating a base yard, maintenance or other rail facilities within our East Kapolei lands.

We appreciate the opportunity to provide our written comments. Should you have any questions or want to discuss how our planning of East Kapolei can best support your planning effort, please contact myself or Bob Bruhl.

Sincerely,

Mike Jones
Division President
D.R. Horton–Schuler Homes, LLC

attachments

cc: Bob Bruhl
PBR
Jim Charlier
Tim Van Meter
Micah Kane/Larry Sumida – DHHL
Gene Awakuni – UHWO
Stanton Enomoto - HCDA

DR Horton – Schuler Division
Comments - Scoping Information Package

Introduction

DR Horton – Schuler Division is in the process of planning the approximately 1,500 acres of East Kapolei that is envisioned as a "transit-ready" community in the Ewa Development Plan. As envisioned in the Ewa DP, this area is envisioned to provide up to 16,300 units with several transit oriented development areas with a mix of uses. Refer to attached Regional Plan that highlights the subject lands.

Background

The "Scoping Information Package" (December 5, 2005) document represents one step in the federal EIS/AA (environmental impact statement/alternatives analysis) process. Later steps in the process are supposed to be driven by the purpose and needs statement contained in this document. This document also identifies the technologies and alignments that will be studied in the alternatives analysis. Changes to both the purpose and needs statements and to the alternatives could be made as a result of public comment but this document probably will not be amended and republished. Rather, the changes will show up in the draft EIS.

Comments

1. We strongly support the development of a high capacity transit (HCT) connection between Kapolei and the Primary Urban Center. Development of an HCT corridor will be essential to realization of the long term public vision for Ewa (as described in the Ewa Development Plan) and is also the best strategy for improving overall mobility in this corridor.

2. Concerning the alignment alternatives, our preference is Alternative 4. We will confine our comments to the portion of the corridor between Kapolei and Waipahu.

    a. Overall, we feel it is essential that the rail corridor connect directly with the West Oahu campus of the University of Hawaii. The new UHWO campus could be a key element of realizing the Ewa DP vision and could play a major role in shaping the urbanization of the surrounding areas. From a transportation perspective, linking the rail corridor directly to the campus offers one of the best opportunities for Honolulu to improve mobility and reduce auto-dependency in the face of inevitable increases in roadway congestion. Failing to connect directly to the campus would result in the loss of an important transit ridership market in Ewa.

    b. The Scoping Document does not make specific reference to station locations. However, we would like to offer input at this point out of a concern that planning decisions would be made on the subject of station spacing and location without an opportunity for us to comment. We understand that station sites will be identified in the Draft EIS, and that technically we could comment then, but our comment concerns criteria for station location, not the

    specific locations. We feel that the Ewa portion of the rail corridor should be planned in the anticipation that this will be an urban place, not a suburban place. Accordingly, station spacing in the event that LRT is the mode of choice should be at half-mile intervals. This would maximize the transit influence on

Ewa development patterns and over the long run would maximize ridership. For any metro and monorail technology alternatives, station spacing should be even closer, perhaps at quarter-mile intervals.

c. Alternative 4a should not be carried into the analysis stage. While it would allow a connection to the UH campus, it would not serve most of the developing areas of Ewa and would require over-reliance on park and ride access to the rail system, with resulting implications for air quality. The transit-oriented development response to this corridor would be less than could be achieved in other corridors. From the narrow perspective of D. R. Horton's direct interests, this corridor would be fine in that it would serve our property.

However, from the broader community perspective, the 4a corridor is clearly less than optimal. Although 4a may seem attractive due to more direct routing and lower capital cost, it would not meet the mobility objectives.

d. Alternative 4c also should not be carried into the analysis stage. This alignment would not connect to the UH campus, which we feel would be unacceptable. It also would run through a part of Ewa which is already largely developed, with the result that there would be little opportunity for a transit-oriented development (TOD) response along much of the route. Given current and future congestion in the Fort Weaver corridor, it would be difficult for Honolulu to provide good circulation and access at transit stations in that area. Because so much of this corridor would serve low-density, poorly-connected residential development, ridership would suffer significantly when compared to the other alternatives. Most of the ridership in most of this corridor would come from park and ride patronage, with little benefit to area roadways and with resulting air quality impacts.

e. We believe alternatives 4b and 4d are both viable and selectable as the preferred alternative and should be carried into the analysis phase. Furthermore, we believe 4d will result in the greatest levels of ridership. Both offer significant opportunities for development response to rail transit at properly located stations and both provide good penetration into developing transit markets in Ewa. These alignments are most consistent with the Ewa DP, to which we feel the County should acknowledge a commitment. We expect these alternatives to offer the best ridership and best opportunities for access to rail transit by means other than park and ride. While these routes may be longer than 4a and the resulting capital costs somewhat higher, there is little point to capital savings if the original mobility objectives are not met. In the long run, it will be important for Honolulu to plan this system to appeal to the greatest volume of daily passengers. Finally, if the County chooses LRT as the preferred technology, both of these routes offer significant opportunities for at-grade operations, with resulting cost savings.

3. Concerning the other general alignment alternatives, we believe that Alternatives 1, 2 and 3 would all fail to meet the defined objectives, but we understand the need to include them in the analysis. The primary failing of Alternative 3 would be its inability to shape development patterns in Ewa. Without the fixed guideway investment and permanence of a rail corridor, future development in Ewa would not take the urban form that is envisioned in the Ewa DP. Instead, Ewa would continue to develop as a suburban place. Experience around North America has shown that high capacity bus systems do not induce or encourage the kind of higher density, mixed use neighborhoods that have resulted from development of new urban rail systems.

4. We suggest adding a key point to the statement of needs in the paragraph entitled "Accessibility to New Development in Ewa/Kapolei as a Way of Supporting Policy to Develop the Area as a Second Urban Center" by adding this statement: 'Also consistent with the General Plan, Ewa and Kapolei will not just absorb population, but will become employment and education centers in their own right, an outcome that will require improved access and circulation for commuters traveling in what is currently the contra-flow direction.' This transit corridor should not be thought of solely as a means of getting commuters to and from jobs in the PUC.

5. The objectives proposed in the document for use in evaluating alternatives seem appropriate, although we would like to have the opportunity to comment again, once more detailed definitions of these are available (for example, a definition of "smart growth"). We believe the analysis of alternatives should take into account the likelihood that future energy costs will be much higher than simple trend lines might suggest, given that world petroleum production is approaching or has already passed peak capacity. We also support the identification of "improving mobility" as an objective, rather than "reducing congestion," which would be unachievable in this situation.

6. We agree with elimination of PRT and commuter rail from the technology alternatives as neither is appropriate to this corridor and the stated needs. The inclusion of monorail and MagLev systems, on the other hand, seems questionable, given the cost issues with recent monorail projects (Las Vegas and Seattle) and given that MagLev systems are not only extravagantly expensive but are untested in real-world public transit operational settings.

E Noa Corporation
Pier 31
791 North Nimitz Highway
Honolulu, Hawaii 96817

Phone: 593-8073 Fax: 593-8752 e-mail: dinell@hawaii.rr.com

January 7. 2006

Mayor Mufi Hannemann
City and County of Honolulu
530 South King Street, Room 300
Honolulu, Hawaii 96813

and

Mr. Mark Scheibe
Parsons Brinckerhoff Quade and Douglas
1001 Bishop Street, Suite 3000
American Savings Bank Tower
Honolulu, Hawaii 96813

Dear Mayor Hannemann and Mr. Scheibe:

In submitting these comments for the record, I am speaking on behalf of the E Noa Corporation, a major private provider of transportations services to residents and visitors. I am commenting on three aspects of The Study Process: (1) The lack of time for serious consideration of the alternatives proposed in the Alternative Analysis (AA); (2) the absence of ample opportunity for the participation of private providers of transportation services in the planning process as required by federal statute; and (3) the lack of consideration of the possibility of public private partnership in providing transportation services as evidenced by the presentations and exhibits at the public scoping meeting held in December 2005.

Consideration of the Alternatives. There is one very serious error in the scheduling of the Study Process. The Alternative Analysis (AA) is to appear in October 2006. The Locally Preferred Alternative (LPA) is to be selected in December 2006. There are to be some public hearings on the AA prior to the selection of the LPA. There simply is not enough time, given this schedule, for meaningful public discussion and dialogue about the proposed alternatives prior to the LPA selection. Twelve months to produce the AA and one month to discuss it is not a balanced invitation to thoughtful consideration of important proposals that are going to dramatically impact our City.

You are just unintentionally replicating the Mayor Harris BRT schedule. The AA came out. Some pro forma hearings were held. The Council adopted

the LPA. The City simply went through the required motions without fostering meaningful public discussion. There was no dialogue. There was no transparency. The leading Council member proponent of the BRT assured me at a public meeting that there would be plenty of opportunity to examine questions once the LPA was adopted, but that is not what happened.

Let's not do that again. Let's open the process so that there is meaningful discussion between officialdom and citizenry, including the various constituencies such as small businesses, visitor industry, transportation companies, educational institutions, residents, landowners, and many other stakeholders. Just offering one to three minutes of testimony at a formal hearing is NOT interactive dialogue. It is NOT productive of thoughtful analysis of alternatives. Once the LPA is adopted and the EIS process begins, there is no opportunity to return to the range of alternatives proffered in the AA.

Participation of Private Providers of Transportation Services in the Planning Process. Let me lay out the legal basis requiring the participation of private providers of transportation services in the planning of transit and similar projects.

Of the five purpose clauses set forth in 49USC §5301(f), three of them emphasize the importance of involving private transportation companies:

"(f) General Purposes.--The purposes of this chapter are—
(1) to assist in developing improved mass transportation equipment, facilities, techniques, and methods with the cooperation of public and private mass transportation companies;
(2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development with the cooperation of public and private mass transportation companies;
(3) to assist States and local governments and their authorities in financing areawide urban mass transportation systems that are to be operated by public or private mass transportation companies as decided by local needs."

The section of the law relating to "private enterprise participation in metropolitan planning and transportation improvement programs and relationship to other limitations" states that: "(a) Private Enterprise Participation. - A plan or program required by section 5303, 5304, or 5305 of this title shall encourage to the maximum extent feasible the participation of private enterprise. " [49USC §5306(a)]

3. The section of the law relating to public participation requirements states in part that: "Each recipient of a grant shall...(2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed..... and (6) consider comments and views received, especially those of private transportation

providers, in preparing the final program of projects." [49USC §5307(c)(2) and (6)]

4. The General Provisions on Assistance, which state in part that: "Financial assistance provided under this chapter to a State or local governmental authority may be used ....to operate mass transportation equipment or a mass transportation facility in competition with, or in addition to, transportation services provided by an existing mass transportation company, only if

a. The Secretary of Transportation finds the assistance is essential to a program of projects required under sections 5305-5306 of this title; (and)

b. The Secretary of Transportation finds that the program, to the maximum extent feasible, provides for the participation of the private mass transportation companies. [49USC §5323(a)(1)(A) and (B)]

5. The portion of Federal Transit Administration (FTA) Circular C 9300.1A, Chapter VI, relating to private enterprise, states in part that:

"PRIVATE ENTERPRISE CONCERNS . The concerns of Federal transit law regarding private enterprise focus mainly on including the private sector in participating in local transit programs...and protecting private providers of transit from competition with federally assisted transit providers.

a. Participation by Private Enterprise. Both Federal transit law and joint FHWA/FTA planning regulations (discussed in Appendix A of the circular) impose strong requirements for private as well as public sector participation as transportation programs are developed. Plans and programs required for Federal transit assistance must encourage the participation of private enterprise to the maximum extent feasible.

Federal law recognizes the special concerns of private transportation providers that compete with public mass transit authorities. By law, existing private transportation providers are afforded certain safeguards from competition. Specifically, FTA is prohibited from providing Federal assistance to a governmental body that provides service in competition with, or supplementary to, service currently provided by a private transportation company, unless FTA finds that the local transportation program developed in the planning process provides for participation by private transportation companies to the maximum extent feasible.

Accordingly, Federal transit law and the joint FHWA/FTA planning regulations direct special attention to the concerns of private transit providers in planning and project development. Joint FHWA/FTA planning regulations specifically require that private transit providers, as well as other interested parties, be afforded an adequate opportunity to be involved in the early stages of the plan development and update process."

Mayor Harris and his administration did not follow these requirements with respect to the BRT proposal, which in turn contributed to the filing of suits against the City and County and the unprecedented revocation of the Record of Decision (ROD) for the Initial Operating Segment (IOS) by the Federal Transit Administration (FTA). None of us want to replicate that experience, so this time around let's provide for the meaningful participation of private transportation carriers in the planning process, as required by federal statute and FTA circulars.

Pubic-Private Partnership. There was not one mention in either the presentations or the exhibits at the December 2005 public scoping sessions of the possibility of public-private partnerships as part of the solution to Honolulu's very difficult transportation problems. To totally ignore the possibility of utilizing privately-owned and managed transportation resources in devising ways of resolving current transportation dilemmas makes little sense from a public policy point of view.

Not examining the possibility of utilizing such resources as part of the solution was the course of action followed by Mayor Harris and his Administration in developing and promoting the BRT. This is an experience that does not need to be replicated this time around.

The E Noa Corporation stands ready and willing to meet with the City and/or its consultant, Parsons Brinckerhoff, at any time and any place to explore the specific public-private partnerships that will contribute to improving Honolulu's transportation situation.

In conclusion. We look forward to hearing from you and working with you in the months and years ahead. We know that E Noa Corporation is prepared to expand the useful and beneficial role it already plays in providing regularly scheduled transportations services to residents and visitors alike.

Sincerely yours,

Tom Dinell, FAICP
Consultant to E Noa Corporation

Cc: Mr. Katsumi Tanaka, Chair of the Board, E Noa Corporation
Ms. Maki Kuroda, President, E Noa Corporation

TP 12/05-132088

THE ESTATE OF JAMES CAMPBELL

December 12, 2005

DEC 13 11 13 AM '05
DTS
TRANS PLANNING

Department of Transportation
ATTN: Honolulu High-Capacity Transit Corridor
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, HI 96813

Gentlemen:

Honolulu High-Capacity Transit Corridor Project

The Estate of James Campbell has been a long-time supporter of mass transit to the Kapolei area. We continue that support.

Over a decade ago, the Estate committed the right-of-way for a transit alignment along Farrington Highway down the North/South Road to the Kapolei Parkway and into the City of Kapolei. We recently restated that commitment in our last Unilateral Agreement for the City of Kapolei so far as we own the land. This represents the only transit alignment where the right-of-way is already guaranteed to the city.

We hope that finally, this time, the community will see mass transit.

Sincerely,

David W. Rae
Vice President, Public Affairs

ga:01001300\K23180

1001 Kamokila Boulevard, Kapolei, Hawaii 96707 Phone (808) 674-6674 Facsimile (808) 674-3111 Website: www.kapolei.com

TP 1/06-184351

December 30, 2005

City Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
650 S. King Street
Honolulu, HI 96813

I wish to express my views on the proposed rail system. Unfortunately, I feel I may not be around to see this system completed.

I am in favor of the rail system, however, the costs associated with it, does not seem to support it. Until we have a better understanding of the specific details involved, I feel we should utilize our present public transportation system, The Bus.

I am in favor of eliminating parking completely in the downtown area, limiting the number of cars on Oahu, using an HOV lane for buses only, during the morning and afternoon rush hour times.

The concept of having the buses feed into a transit center, then take the light rail system sounds good; however, I understand there will be no park and ride facility. That does not sound like good thinking. If you want people to use the rail, access must be provided with park and ride facilities, and accessible stops to utilize the system. What about the outer lying communities in the leeward, central and north areas of Oahu. How accessible will the rail system be to them? How available in terms of time spent waiting for The Bus, then transferring to the rail system?

I understand we cannot build underground, because of higher costs, but shouldn't we look at what we already have in place and utilize these roads?

I know my view is just a tiny portion of the overall, big picture. It has taken so many years to get this far, how many more years before it becomes a reality?

Sincerely,

Susan Estores

Susan Estores

TP 1/06-135431

Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, HI 96813
Attn: Honolulu High-Capacity Transit Corridor Project

JAN 9 3 32 PM '06
DTS
TRANS PLANNING

January 6, 2006

Dear "Attn: Honolulu High-Capacity Transit Corridor Project":

Power brokers in Honolulu have made up their minds: they want rail and nothing else. The whole process has been mired in untruths or part-truths.

Take a look even at the "Honolulu High-Capacity Transit Corridor Project Alternatives Analysis/Draft Environmental Impact Statement" brochure that requests comments. Although it glosses over a few other alternatives, the entire brochure is geared toward rail, with colored pictures of five different rail "alternatives".

Okay, so what happened to HOT lanes? Probably too effective, huh, so let's not even consider it, right? [The proposed "Bus in Managed Lanes Alternative" listed in same brochure is not the HOT lane that members of the community have suggested.]

This isn't about solving Honolulu's traffic problems, it's about rail.

To even submit comments seems ridiculous as when I submitted comments for BRT, the city managed to answer questions I didn't ask...and answered them poorly, even. They didn't answer a single question I did ask, or address a single concern legitimately.

But, to sum up my feelings:

> Rail is bad. Costs too much. Honolulu can't afford it. Rail won't solve our traffic congestion...it will only make it worse, as it has in other cities. Rail is only good for politicians and their cronies, who benefit financially from it, while the populace pays through the nose. Rail will hurt other forms of public transportation, like TheBus, as it has in other cities, because of cut backs due to the financial money-pit that rail turns out to be.
>
> The people have not been legitimately involved in the process. The people have not been given a vote in the matter of raising our taxes to fund rail. The people have not voted for rail.
>
> The information has been skewed in favor of rail. Even some city council members, who voted for the general excise (GE) tax increase, did so because they said they wanted to see what the alternatives might be...they didn't vote for rail. But, this has become an "alternatives analysis" to find which rail system Honolulu

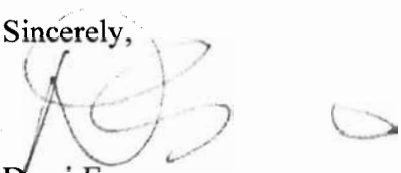
will choose, not a legitimate analysis to see what options are out there that might legitimately help ease traffic congestion.

Some of us who have spoken up in opposition have been personally attacked in media by the mayor's office. And some of us who have participated in OPMO have been harassed by members of OMPO in their attempt to stifle our public participation.

This alternatives analysis is a flawed process that is intended to yield one result and one result only — rail. Thus, it is not a legitimate alternatives analysis.

The City and County of Honolulu does it again.

Sincerely,



Darci Evans

Cc:
Donna Turchie
Senior Transportation Representative
Region IX
Federal Transit Administration
US Department of Transportation
201 Mission Street, Suite 2210
San Francisco, CA 94105-1839

Ron Fisher
Director, FTA Office of Planning Innovation and Analysis
Federal Transit Administration
400 7th Street, SW
Washington, DC 20590

Ray Sukys
Federal Transit Administration
US Department of Transportation
201 Mission Street, Suite 2210
San Francisco, CA 94105-1839

TP 1/06-134385

700 Richards Street, #2103
Honolulu, HI 96813-4621
31 December 2005

Honolulu High Capacity Transit Corridor Project
Department of Transportation Services
Third Floor
650 South King Street
Honolulu, HI 96813

RE: Proposed routes Transit Corridor Project

To Whom It May Concern:

After considering the proposed routes for the above, it is puzzling why the University of Hawaii at Manoa is to be a terminus. The university is not a major population center on this island. It is currently served by 2 bus routes, Express route A and route #6, both of which are significantly under used by people at the university. The same could be applied to the campus in Kapolei. It appears as if these proposals are solely to provide a connector between the two campuses, which no doubt will be as under used as the current buses.

Of the 8 proposed alternatives, the one which makes the most sense in improving the movement of motor vehicles on this island is Alternative 3: Managed Lanes which would end in downtown. If this were implemented, then the same could be applied to a larger number of major routes into and out of the city, serving a larger population for a smaller cost and environmental impact.

The problem with any of the proposals involving a fixed rail system is that once in place, it is fixed. Aside from the prohibitive cost of these systems in the construction, operation and environmental impact, it will be difficult, if not impossible, to adjust the route to reflect future needs.

Additionally, almost all routes will result in a significant decrease of current lanes for motor vehicles which violates the stated objective of improving mobility in the corridor. It appears from the proposed alternatives, the only mobility being given serious consideration is by fixed rail.

Thank you for your consideration of these matters.

Sincerely Yours,

Charles M. Ferrell

TP 1/06-134385

700 Richards Street, #2103
Honolulu, HI 96813-4621
31 December 2005

Honolulu High Capacity Transit Corridor Project
Department of Transportation Services
Third Floor
650 South King Street
Honolulu, HI 96813

RE: Proposed routes Transit Corridor Project

To Whom It May Concern:

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Of the 8 proposed alternatives, the one which makes the most sense in improving the movement of motor vehicles on this island is Alternative 3: Managed Lanes which would end in downtown. If this were implemented, then the same could be applied to a larger number of major routes into and out of the city, serving a larger population for a smaller cost and environmental impact.

The problem with any of the proposals involving a fixed rail system is that once in place, it is fixed. Aside from the prohibitive cost of these systems in the construction, operation and environmental impact, it will be difficult, if not impossible, to adjust the route to reflect future needs.

Additionally, almost all routes will result in a significant decrease of current lanes for motor vehicles which violates the stated objective of improving mobility in the corridor. It appears from the proposed alternatives, the only mobility being given serious consideration is by fixed rail.

Thank you for your consideration of these matters.

Sincerely Yours,

Charles M. Ferrell

TP 1/06-135370

The Senate

The Twenty-Third Legislature

of the State of Hawaii

STATE CAPITOL
HONOLULU, HAWAII 96813

January 9, 2006

Department of Transportation Services
650 S. King Street, 3rd floor
Honolulu, HI 96813

ATTN: Honolulu High-Capacity Transit Corridor Project — Comments

Dear Parsons Brinckerhoff Project Team,

Thank you for the opportunity to submit comments on the City's Honolulu High-Capacity Transit Corridor Project. Based on comments from my constituents and adjoining businesses, I submit the following concerns regarding proposed urban Honolulu routes reflected in the City's Honolulu High-Capacity Transit Corridor Project (HHCTCP) maps unveiled during the December 13-14, 2005 public scoping meetings.

Briefly, my comments are directed to Sections 6-8 of the Alternative Alignment Summary for the project, particularly with respect to the analysis of alternative routes.

- Section 6 – Iwilei to Ward Avenue: the analysis of Alternative route 6.13 does not reflect the considerable disruption to existing small businesses within one of the last remaining urban industrial zones left in urban Honolulu if Queen Street is selected as a HHCTCP route. To what extent does the "Smart Growth & Economic Development" or "Constructability and Cost" criteria account for negative impacts on current landowners and/or businesses? What would the estimated costs of condemnation and/or relocation be if Alternative 6.13 was selected?

- Section 6 – Iwilei to Ward Avenue: Alternative 6.14 was dropped as an alternative route due to severe visual impact to sensitive area near Aloha Tower. However, Alternative 6.13 mirrors Alternative 6.14 on its alignment near Aloha Tower. The favoring of Alternative 6.13 over Alternative 6.14 does not make practical sense.

- Section 7 – Ward Avenue to Halekauwila Street: Alternative 7.11 is favored over Alternative 7.12 and 7.13 in the analysis. However, there is no discussion of the negative impacts on current landowners and/or businesses along Queen Street. What would the estimated costs of condemnation and/or relocation be if Alternative 7.11 was selected?

- Section 7 – Ward Avenue to Halekauwila Street: The analysis states that Alternative 7.13 would produce "severe visual impacts from an elevated structure located on the makai side of Ala Moana Center." However, the shopping center's parking structure/related facilities already block any mauka view corridors along Ala Moana Boulevard, so this analysis does not make sense. Is the HHCTCP structure expected to be higher than the retail structures on Ala Moana Center's parking lot?

Finally, the discussion of the alternative routes does not provide any meaningful review of the Bus-in-Managed Lane Alternative, which would provide leeward Oahu to downtown with a combination of managed lane facilities and enhanced bus routes, with enhanced bus operations in the urban Honolulu core between Waikiki-University of Hawaii at Manoa.

What are the anticipated costs and projected levels of service for this alternative? To what extent would existing public and/or private providers for the urban Honolulu portion of the route between downtown-University of Hawaii-Waikiki be utilized?

Sincerely,

Carol Fukunaga

Senator Carol Fukunaga
District 11 (Makiki/Punchbowl-Ala Moana/McCully

TP 12/05-132588

Rt. Rev. Wayne W. Gau, STD
Celtic Evangelical Church
1666 St. Louis Drive
Honolulu, HI 96816-1923

15 Dec 05

DEC 16 11 47 AM '05
DTS
TRANS PLANNING

ATTN: Honolulu High-Capacity Transit
Corridor Project
City Dept. of Transportation Services
650 S. King St., 3rd Floor
Honolulu, HI 96813

Dear Sir/Madam:

Thank you for your Honolulu High-Capacity Transit Corridor Project Newsletter for Nov 05. Please note my new mailing address above.

The high-capacity transit corridor project should follow the fixed-guideway alternative for the North-South Road/Camp Catlin Rd./King St./Queen St./Kapiolani Blvd. alignment. The advantage of this route is that it does not necessitate the digging of a tunnel as the other three fixed-guideway alignments suggest.

The fixed-guideway system should avoid the personal rapid transit or commuter rail proposals because the former is too small and slow and the latter is geared for a long trip to one destination only with no intermediate stops. Smaller trains such as the light rail, monorail or magnetic levitation can provide multiple stops needed along the route. Exactly which automated transit vehicle is selected, be it light rail, monorail or magnetic levitation, should be determined by its minimal impact on existing roadways and their current and future vehicular traffic conditions.

The reliance on either the existing or an enhanced bus system is inadequate given the long commute riders from Kapolei must take to and from Honolulu proper.

Yours truly,

W. Gau

The Rt. Rev. Wayne W. Gau

TP 12/05-131031

RICHARD K. HANAOKA
95-123 LEWANUU PLACE
MILILANI, HI 96789

1 DECEMBER 2005

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HI 96813

RE: HONOLULU HIGH-CAPACITY
CORRIDOR PROJECT

DEAR SIR,

I JUST RECEIVED YOUR NOTICE ABOUT THE PUBLIC SCOPING MEETINGS TO BE HELD IN DECEMBER, 2005. INSTEAD OF ATTENDING THESE MEETINGS, I FELT THAT WRITTEN COMMENTS OR CONCERNS WOULD BE MORE APPLICABLE IN ORDER THAT YOUR STAFF CAN PROPERLY ADDRESS SOME OF MY CONCERNS. MAYBE YOU COULD PRESENT THESE CONCERNS DURNG YOUR MEETINGS IN DECEMBER.

I NOTICED THAT THE DIAGRAMS COVERED THE SOUTH SIDE OF OAHU PRIMARILY BETWEEN KAPOLEI AND HONOLULU. I REALIZE THAT THIS HAS BEEN A MAJOR CONCERN TO THE CITY AND STATE ESPECIALLY THE TRAFFIC.

I LIVE IN THE MILILANI AREA AND JUST RECENTLY WAS INFORMED THAT APPROVAL HAS BEEN GRANTED TO DEVELOP THE AREA EAST OF THE H-2 FREEWAY. APPROVAL HAS BEEN GRANTED TO DEVELOP 2 GOLF COURSES IN THIS AREA. IN ADDITION, 12,000 TO 13,000 NEW HOMES ARE TO BE BUILT IN THIS AREA.

WITH THE DEVELOPMENT OF 12,000 TO 13,000 NEW HOMES::

A. THERE WILL BE AN ADDITION OF APPROXIMATELY 25,000 VEHILCLES THAT WILL REQUIRE ACCESS TO H-2 AND SUBSEQUENTLY H-1. AT PRESENT, KA UKA HIGHWAY IS THE ONLY ACCESS FROM THIS AREA TO H-2. WITH THE DEVELOPMENT OF THE INDUSTRIAL COMPLEX (TONY HONDA, COSCO AND OTHER BUSINESSES) THE VOLUME OF TRAFFIC ESPECIALLY DURING THE MORNING HOURS IS VERY CONGESTED. THE TRAFFIC LANES ARE OVERLOADED AND WITH THE FORECASTED INCREASE, GRIDLOCK SIMILAR TO EWA BEACH/KAPOLEI IS IMMINENT.

B. THE POPULATION WITHIN THIS NEW AREA WILL INCREASE FROM ABOUT 1,000 TO APPROXIMATELY 30,000 PEOPLE (2.5 PERSONS PER HOUSEHOLD). THE MAJORITY OF THESE PEOPLE WILL BE HEADING TOWARD HONOLULU AND PEARL CITY TO COMMUTE TO WORK AND SCHOOL. I SERIOUSLY DOUBT THAT THE MAJORITY OF THESE PEOPLE WILL BE UTILIZING PUBLIC TRANSPORTATION.

C. IS THERE A CONNECTION PLANNED FROM THE AREA EAST OF H-2 TO CONNECT DIRECTLY TO H-1 AND BYPASSING H-2/KA UKA HIGHWAY? OR IS THERE A "TERMINAL" PLANNED FOR PEOPLE FROM THE MILILANI AREA TO USE THE PROPOSED HIGH-CAPACITY CORRIDOR.

ALTHOUGH THE FOLLOWING IS NOT WITHIN YOUR JURISDICTION, THESE ITEMS WILL HAVE AN IMPACT ON PLANNING FOR THE AREA EAST OF H-2.

A. WHAT WILL HAPPEN TO THE WAIAU CORRECTIONAL FACILITY THAT IS IN THE MIDDLE OF THE DEVELOPMENT AREA. TRANSPORTATION SUPPORT TO THE PRISON FROM THE HONOLULU AREA SHOULD BE CONSIDERED IN YOUR OVERALL PLANNING.

B. WHAT WILL HAPPEN TO THE GRAVEYARD? IS IT CONTEMPLATED THAT A GRAVEYARD WILL BE SITUATED IN THE MIDDLE OF A NEWLY DEVELOPED AREA THAT WILL HAVE 2 NEW GOLF COURSES? I GUESS THIS ITEM WILL BE SHOWN ON THE OVERALL MASTER PLAN THAT THE DEVELOPER WILL PRESENT TO THE CITY.

I DECIDED TO WRITE THESE COMMENTS INSTEAD OF PRESENTING THEM DURING THE PUBLIC MEETING. I HOPE THAT YOU WILL ADDRESS THESE CONCERNS AT THE PUBLIC MEETING. I HOPE THAT THIS LETTER WILL GIVE YOUR STAFF SUFFICIENT TIME TO COORDINATE WITH THE OTHER AGENCIES WHERE IN ADEQUATE RESPONSES CAN BE PROVIDED.

SINCERELY,

RICHARD K. HANAOKA
RETIRED CIVIL/ENVIRONMENTAL ENGINEEER
FORMER MEMBER OF THE MILILANI
NEIGHBORHOOD BOARD #25

Tp 1/06-135428

HAWAII HIGHWAY USERS ALLIANCE

680 Ala Moana Boulevard, Suite 303
Honolulu, Hawaii 96813-5409
Phone: (808) 524-6424
Fax: (808) 543-6044
Email: info@hhua.org
Web: www.hhua.org

January 9, 2006

Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Honolulu High –Capacity Transit Corridor Project

Comments on Scoping Project's alternatives, EIS, purposes

The Hawaii Highway Users Alliance is a state conference of the American Highway Users Alliance. Since 1932, the Highway Users has served as the united voice of the transportation community promoting safe and uncongested highways and enhanced freedom of mobility.

HHUA's mission is to influence public policy and opinion for quality highways, promoting safety, congestion relief and freedom of mobility. Our mission is also to:

- Ensure a strong and efficient transportation infrastructure and distribution system for Hawaii;
- Accommodate many diverse highway uses, to afford mobility, choices and reliability
- To properly serve the needs for public safety and homeland security;
- Foster fair competition, economic stability and quality development;
- Advance the knowledge and science of transportation/distribution within government and industry;
- Actively lobby and provide education and open dialogue on important issues affecting transportation, distribution and travel-related issues.

JAN 9 3 32 PM '06
DTS
TRANS PLANNING

As to the Alternatives Analysis, HHUA offers these comments and concerns:

The critical need in transportation on Oahu is to alleviate traffic congestion, to improve mobility for both people and businesses, and ensure the public safety and security.

We must raise the level of service on our roads and highways from F to C. The economic viability of business and industry and the quality of life of our residents and visitors depend on efficient and safe delivery of people and goods.

The Alternatives Analysis must address the burgeoning need for adding carrying capacity of our transportation infrastructure – to serve diverse users, not to exclude other modes for restricted use by one mode only.

The Alternatives Analysis options are based entirely on a politically motivated set that has little semblance to the transportation needs and wants of Oahu.

There is only token attention paid to adding highway capacity, in spite of the fact that Honolulu is among the most lane-deficient metropolitan areas in the U.S.

Respectfully submitted,

Dale Evans
Chairman, Board of Directors

680 Ala Moana Boulevard, Suite 303
Honolulu, Hawaii 96813-5409
Phone: (808) 524-6424
Fax: (808) 543-6044
Email: info@hhua.org
Web: www.hhua.org

HAWAII HIGHWAY USERS ALLIANCE

2005-2006

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Sales & Marketing, Grace Pacific Corporation

Vice President Panos Prevedouros, Ph.D., Full Professor of Civil and Environmental Engineering, University of Hawaii-Manoa.

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Treasurer Bob Creps, President, Sun Industries

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Wayne Kawano, President, Cement & Concrete Products Industry of Hawaii

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Bill Wilson, General Contractors Association

Steve Choo, VP, AMPCO Parking, a division of ABM Industries

Gareth Sakakida, Executive Director Hawaii Transportation Association

George Stewart, Hawaiian Cement

George West, Ameron

Robert Moore, Managing Director, Robert's Tour & Transportation

Katsumi Tanaka, CEO, E Noa Tours dba Waikiki Trolley

Reg White, VP Operations, Paradise Cruises

January 9, 2006

Acting Director Alfred Tanaka
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Tanaka:

Comments on the December 2005 Scoping Meetings

The Scoping Meeting conducted by Parsons Brinckerhoff and the City and County of Honolulu Department of Transportation Services (DTS) on December 13, 2005, provided insufficient information, both at the meeting and at the www.honolulutransit.com website, for the public to understand the cost-effectiveness of the alternatives.

While Parsons Brinckerhoff and DTS showed that the "Development of Initial Set of Alternatives" emerged from "Technical Methods" and "Evaluation Measures,"[i] they refused to disclose the quantitative data that they developed during this process thus denying full public access to key decisions.

For significant public involvement as specified by the Federal Transit Administration (FTA), the public must have some rudimentary understanding of the costs and benefits of each of the alternatives considered — both those accepted and those rejected.

The costs must include capital and operating costs. The benefits and disbenefits must include forecast travel time changes, patronage and traffic congestion impacts. Only with this information can the public be truly involved in the process.

In short, the 'system planning' process has failed to follow the FTA process, as follows:

A. The projected capital costs, operating costs, financing, travel times, patronage and traffic congestion for the alternatives have not been available.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

C. The level of effort exerted in developing the alternatives has been insufficient.

D. The public has not been involved to the extent required by the FTA.

A. The projected cost effectiveness data have not been available to the public.

> "During systems planning, the analysis of alternatives focuses on identifying fatal flaws and a preliminary analysis of cost-effectiveness … Three types of information are particularly important for evaluating cost-effectiveness: transit patronage, capital cost, and operating and maintenance cost." Procedures and Technical Methods for Transit Project Planning (PTMTPP). Part I. p. 2-9. (emphasis added)
>
> "When local officials seek [FTA] approval to initiate alternatives analysis, the results of system planning studies are used by [FTA] to decide whether to participate in further detailed study of guideway alternatives in the corridor. Much of the information needed to make these decisions should be available in reports produced during the system planning phase." PTMTPP, Part I, p. 2-12. (emphasis added)
>
> "These definitions [of alternatives] are sufficient to address such general concerns as ranges of costs, ridership potential and financial feasibility. More basically, they provide the information necessary for decisionmakers and other stakeholders to confirm that no reasonable alternative (in terms of meeting corridor needs) is being excluded from the analysis, as well as understand the magnitude of the costs and benefits associated with the various options for improving conditions in the corridor." Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies (emphasis added)

The documentation required in the 'systems planning'[ii] process concerning public transit patronage data, capital cost and operating and maintenance costs, as required by the FTA has been either withheld from the public or not developed at all.

During the Scoping Meeting, we asked Mr. Hamayasu for cost data for the alternatives and he told us that the City did not have any. Since cost estimates are at the bedrock of scoping decisions it seemed strange that they were not available. This was especially true since Parsons Brinckerhoff had eliminated the reversible High-Occupancy\Toll (HOT) lanes proposal on the grounds of "cost and funding concerns."[iii]

Subsequent to the Scoping Meeting, Mr. Gordon Lum, Executive Director of the Oahu Metropolitan Planning Organization (OMPO) told us that the capital costs developed by their consultant were $2.5 billion each for both the reversible HOT lanes proposal, from Waipahu to the Keehi Interchange (±12 miles), and also the elevated heavy rail line from Kapolei to the University of Hawaii (UH) (±25 miles).

We asked to see the working for those calculations but Mr. Lum told us that their consultants, Kaku Associates, had only given them the number; there was no backup for it. He also said OMPO subsequently conveyed these projected costs to both DTS and the Hawaii State Department of Transportation (HDOT) and both had found them reasonable.

Failing any other explanation, we have to assume that Parsons Brinckerhoff and DTS used the OMPO costs in eliminating the reversible HOT lanes from the Alternatives Analysis.

The capital costs cited by OMPO are unreasonable. These costs, on a per mile basis, amount to $100 million per mile for the heavy rail line and $200 million per mile for the HOT lanes.

OMPO, HDOT, DTS and Parsons Brinckerhoff, would have us believe that a simple elevated *two*-lane highway (HOT lanes is merely the operating method) put out to bid would cost twice as much as a non-bid heavy rail line with all its attendant equipment, rolling stock, trains, and massive stations each with escalators, elevators, and stairs.

The Tampa, Florida, *three*-lane elevated highway due to open shortly costs $46 million per mile and that includes an expensive error by a contractor. The public authority responsible for it estimates they could duplicate it for $28 million per mile.[iv] Even allowing for Hawaii's politically induced high costs that tend to double Mainland prices, it still does not come close to the OMPO estimate of $200 million per mile.

No travel time comparisons are available. Since travel time is a major determinant of patronage forecasts and since HOT lanes may well offer a much faster journey for both autos and buses this information should have been available.

Patronage forecasts for the various alternatives are not available. Mr. Hamayasu told us during the meeting that while OMPO had developed ridership data for the rail, they had not shared it with DTS. We find this troubling since Mr. Hamayasu is Vice-Chair of OMPO's Technical Advisory Committee (TAC).

OMPO told us that while they had developed ridership forecasts for the various alternatives they would not show us the working of the calculations. We appealed this refusal to the Hawaii Office of Information Practices and OMPO now admits that their consultant's forecasts were "intuitive" and therefore there was no working paper to show us.[v]

We had asked for the working paper since the 360,000± daily rail ridership shown on their Strategic Planning Concepts chart (p. 6) for the Kapolei to University of Hawaii (UH) rail alternative would be an 80 percent increase over current ridership and a 50 percent increase in per capita ridership by 2030.

No Metropolitan Statistical Area (MSA) that has built a rail line in modern times has experienced an increase in the percentage of commuters using public transportation in a similar 20-year period, 1980-2000.[vi] We, therefore, find the ridership forecast preposterous failing a detailed, and credible, explanation.

The financing plan is not available.

> "The system planning phase produces a considerable amount of information that will later be used in alternatives analysis. This includes … An analysis of the region's financial capacity to provide planned improvements … and the capacity of the existing revenue base to meet future transit financial requirements." PTMTTP, Part I, page 2-2.
>
> "It is important that system planning consider such questions … 'When compared with lower cost alternatives, are the added benefits of the project greater than the added costs?'" PTMTTP, Part I, page 2-5.

How can this question possibly be answered without quantifying the costs and benefits?

The financing plan needs to show the impacts of the one-half percent General Excise tax increase. Mayor Hanneman had originally asked for a full one percent when he was advocating the $2.7 billion Kapolei to Iwilei line.[vii] Since then his plan has extended to UH and Waikiki but the state legislature cut the tax increase in half. This would only fund a third of the heavy rail alternative; the public needs to know the correct amount of the future taxes they will face.

Traffic congestion estimates are not available. Since HOT lanes promise to move far more cars off the Oahu's highways than would a rail line, it is imperative that the city make the preliminary estimates available to the public.

Funding problems insufficiently explained. Mr. Hamayasu told us that one of the reasons the reversible HOT lanes was eliminated was because of "funding concerns" and that was because FTA had told him that they would not fund HOT lanes. We asked him if he had such an opinion in writing and he said he had not. Since FTA officials have told us that, while they would have to see the precise plans for such a HOT lanes project, if it provided priority and uncongested travel for buses, they believed they would.

In any case, the FTA does not require that funding be in place in order to analyze the alternatives. If it did, it would have to reject the rail alternatives since the half-percent increase in the State General Excise Tax does not begin to cover the capital and operating costs. In addition, the 1992 Rail Plan had no funding in place at any time during the whole process.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

> "I. 2. Systems Planning. … sets a proper foundation for moving forward into alternatives analysis … system planning serves as the first phase of the five-phased process for developing fixed guideway mass transit projects." PTMTTP, Part I, page 2-1.
>
> "This analysis includes the identification of specific transportation problems in the corridor; the definition of reasonable alternative strategies to address these problems; the development of forecasts for these alternatives in terms of environmental, transportation, and financial impacts; and an evaluation of how each alternative addresses transportation problems, goals, and objectives in the corridor." PTMTTP, Part I, 1.2.
>
> "The key principal in the identification of alternatives is that they directly address the stated transportation problem in the corridor ..." PTMTPP, Part II. 2. p. 3.

The scoping information package merely discusses "improved person-mobility" and "improved mobility for travelers facing increasingly severe traffic congestion."[viii] This is misleading information to give to the public. It implies that the process is about reducing traffic congestion when it is clear — with some careful reading — that it is about getting people out of cars and into public transportation. However, Parsons Brinckerhoff does not tell the public that that is their explicit purpose. Neither do they tell the public that no other MSA has managed to reduce the market share of commuters using automobiles.[ix]

If the transportation problem is defined as one of insufficient "person mobility" then one set of alternatives may be preferable, usually centered on public transportation. If on the other hand, Parsons Brinckerhoff were to define the problem as the public

understands it, “excessive traffic congestion hampering the movement of autos and goods vehicles,” then another set of alternatives will be preferred, centering around highways.

If we had a public transportation problem, we would not have had a significant decline in the per capita use of it during the past 20 years — from 96 rides per capita of population to 77 just before the strike. To make it worse this 20 percent decline occurred during a period when we increased the bus fleet by 20 percent. (State Data Books 1991 & 2004)

Conversely, during this same period, Oahu has had a 27 percent increase in registered vehicles with an increase of only a minuscule 2.2 miles of new freeways, from 86.3 to 88.5 miles — a 2.7 percent increase. (State Data Books 1991 & 2004.)

Hawaii has the fewest urban miles of highway of any state in the U.S. because highway construction has not kept pace with residential growth. No Metropolitan Statistical Area (metro area) in the U.S. has reduced traffic congestion by improving public transportation. We can only reduce it by increasing highway facilities and improving highway management and the Texas Transportation Institute concurs in that as follows:

> “The difference between lane-mile increases and traffic growth compares the change in supply and demand. If roadway capacity has been added at the same rate as travel, the deficit will be zero.” 2005 Urban Mobility Report. Texas Transportation Institute.

In addition, Parsons Brinckerhoff has not addressed the negative effects on our economy of the high cost of delivering goods on congested highways. They have ignored national, state and city formal transportation goals as follows:

> “Advance accessible, efficient, intermodal transportation for the movement of people and goods.” Federal Transportation Policy.
>
> “To create a transportation system which will enable people and goods to move safely, efficiently, and at reasonable cost.” City and County of Honolulu, General Plan for the City and County of Honolulu
>
> “To provide for the safe, economic, efficient, and convenient movement of people and goods.” State of Hawaii, Hawaii State Plan

Rail transit does absolutely nothing for the movement of goods “safely, efficiently, and at reasonable cost.” Parsons Brinckerhoff has entirely overlooked that goods move by roads on Oahu, while admitting — only when asked — that building a rail line will not reduce traffic congestion.[x]

This community needs a definition of the transportation problem with which everyone can agree and that is without doubt going to be ‘traffic congestion.’ Honolulu does not have a public transportation problem; it has a traffic congestion problem. This is the problem that Parsons Brinckerhoff and DTS need to address.

C. The alternatives are inadequate and the "level of effort" exerted in developing them insufficient.

"There's small choice in rotten apples."

This line from Shakespeare's *The Taming of the Shrew* is, appropriately, the opening line in the FTA's introduction to *Evaluation of the Alternatives*.[xi]

Each prior rail transit effort in Honolulu from the 1970s on has suffered from the same problem; the range of alternatives studied was inadequate and deliberately so. Disinterested experts have all commented on it.

> "Finally, the most serious deficiency of analyses done to date is the failure to devise and evaluate meaningful alternatives to HART. The so-called "alternatives analysis" is seriously deficient and the bus alternative considered in them can only be considered as "straw men." Dr. John Kain, Chair of Harvard's Economics Department. 1978.[xii]

> "In particular, what is lacking is a serious investigation of several viable dedicated busway options." Dr. Robert Cervero, Professor of Urban and Regional Planning, UC-Berkeley. 1991.[xiii]

Many more examples are available from experts' critiques of the 1990 Alternatives Analysis both on line and at the Honolulu Municipal Library.[xiv]

The reversible two-lane HOT lanes should be reinstated as an alternative.

Our proposal is for a two-lane reversible, elevated HOT lane highway between the H1/H2 merge near Waikele and Pier 16 near Hilo Hatties. This kind of HOT lanes approach has also been termed Virtual Exclusive Busway (VEB) and Bus/Rapid Transit. HOT lanes projects already in place elsewhere have demonstrated the viability of such an alternative.[xv]

During the 2002 Governor's Conference on Transitways, Mr. Mike Schneider, executive vice-president of Parsons Brinckerhoff, told the conference that the reversible tollway proposal giving buses and vanpools priority at no charge was the way the city should have planned its now defunct bus/rapid transit (BRT) program.

Interestingly, a month prior to the conference, Parsons Brinckerhoff prepared and released the state final environmental impact statement for the BRT declaring that:

> "The light rail transit alternative was dropped because subsequent analyses revealed that Bus/Rapid Transit using electric-powered vehicles could accomplish virtually all of the objectives of light rail transit at substantially less cost."[xvi]

On the HOT lanes, buses and vanpools would have priority and travel free, other vehicles would pay a toll that would be collected electronically by way of a pre-paid smart card, as is quite commonplace on the mainland today.

As on the San Diego I-15 HOT lanes, computers would dynamically calculate the toll price every few minutes to keep the lanes full, but free flowing.

One of the more surprising outcomes of implementing HOT lanes has been that they are popular with motorists across all income groups. Even those who use them rarely, still favor them because it is an option they can use when the need warrants it.[xvii]

A single highway lane with free-flowing non-stop traffic carries up to 2,000 vehicles per hour and with two lanes that means removing 4,000 vehicles from the existing freeway, or 25 percent of the current rush hour traffic using that corridor.

Our projection of the HOT lanes traffic of around 4,000 vehicles does not have to be calculated since we know that rush-hour highways are always fully used; it is only the toll price that that needs to be forecast.

Judging from San Diego's I-15 and Orange County's SR-91, the average cost will be about $4.50 under normal circumstances and up to $7.75 for special periods such as Friday evenings.[xviii]

HOT lanes may well offer a much faster journey for buses in comparison to trains. The total trip from Mililani to UH is an example:

- Neither the rail line nor the HOT lanes will be going to Mililani, and so from Mililani to the H1/H2 merge, both rail and HOT lanes alternatives will take the same time by bus. At the H1/H2 merge, the train option would always require a transfer whereas the buses on HOT lanes may not.
- Buses on the 10-12 miles of HOT lanes traveling at 55-60 mph (SkyBuses?) to Pier 16 will take half as much time as trains on the heavy rail line.
- Pier 16 to UH is 4.2 miles and we anticipate that trains would take half as much time as buses for this much shorter distance.

However, the time savings for the buses on HOT lanes will not be offset by the time lost by the bus alternative on the shorter in-town leg. The net result of the time taken for these two journeys would be that HOT lanes would still offer a faster journey than trains and, in addition, not mar the city's residential areas with an overhead rail line.

The major advantages of HOT lanes are:

- Traffic can travel at uncongested freeway speeds of 60mph whereas rail transit can only average 22.5 mph because of stops averaging every half mile.[xix]
- Buses on HOT lanes may travel door-to-door whereas rail nearly always requires transfers.
- HOT lanes offer both motorists and bus riders a choice of avoiding traffic congestion.
- The regular freeways will still be available and with less congestion than before since some 4,000 cars per hour will have been removed from them.
- Express buses using the HOT lanes can return on the far less congested regular freeway in the opposite direction and the HOT lane speed will enable buses to make two trips in the time it now takes to make one.

Options for the HOT lanes proposal that need further study are:

- The feasibility of a three-lane section from the H1/H2 merge to the Pearl Harbor area and then continuing on to Pier 16 as two lanes. This could service the considerable traffic that terminates at Pearl Harbor, Honolulu Airport, the Airport Industrial area, and the Mapunapuna industrial area. The three-lane version could still be of pedestal construction similar to the new Tampa, Florida, Expressway.
- The utility of extending the Ewa end of the HOT lanes further beyond the H1/H2 merge.

Most importantly, HOT lanes meet the requirements needed to maximize public transportation use explained by Dr. Melvin Webber, now Emeritus Professor of Urban Planning, UC-Berkeley in Honolulu 20 years ago,

> "Commuters choose among available transport modes mostly on the basis of comparative money costs and time costs of the total commute trip, door-to-door. Other attributes, such as comfort and privacy, are trivial as compared with expenditures of dollars and minutes. Commuters charge up the time spent in waiting for and getting into a vehicle at several times the rate they apply to travel inside a moving vehicle. This means that the closer a vehicle comes to both a commuter's house and workplace, the more likely he is to use that vehicle rather than some other. It also means that the fewer the number of transfers between vehicles, the better"[xx]

As we have detailed in this letter, the level of effort in data development so far has been insufficient to justify the elimination of the HOT lanes alternative.

> "The system planning effort should recognize the difference between the foregoing of precision and the sacrifice of accuracy in the technical work, so that estimates of costs and impacts, while coarse, are at least approximate indicators of the potential merits of the alternatives. The level of effort must be designed so that additional effort would not result in the choice of a different preferred alternative." PTMTPP, Part II, 2.2, p. 2. [emphasis added]

Parsons Brinckerhoff has substituted, in place of the reversible HOT lanes, a Managed Lanes Alternative, a two-lane elevated highway with one lane in each direction. This has been designed to fail the alternatives analysis process. As U-C Berkeley's Professor Robert Cervero said of the 1992 choice of rail, "it is less a reflection on the work of [Parsons Brinckerhoff] and more an outcome of pressures exerted by various political and special interest groups."[xxi]

This Managed Lane Alternative, for which there appears to be no precedent, is a "straw man" designed to make the rail transit line look good in comparison. Professor Kain has written extensively about such tactics, "Nearly all, if not all, assessments of rail transit systems have used costly and poorly designed all-bus alternatives to make the proposed rail systems appear better than they are."[xxii]

Instead, we believe that the new high-tech HOT lanes have shown such promise and such public — though not political — acceptance that they may be a far preferable alternative.

D. The public has not been involved to the extent required by FTA.

> "The goal of this [joint FTA/FHWA] policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure." (emphasis added) http://www.fta.dot.gov/grant_programs/transportation_planning/planning_environment/3854_8227_ENG_HTML.htm

> "The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1))." (emphasis added) http://www.fhwa.dot.gov/environment/pub_inv/q2.htm

Clearly, as can be seen from the foregoing, our state and local agencies have hindered the public from getting access to information let alone granting "full public access to key decisions."

Further, the agencies are abetted in their endeavors by the 'strategic misrepresentations' of our local and federal elected officials.

Far from "aggressively supporting proactive public involvement," our elected officials, who are part of the process, have acted contrary to FTA policy by misleading the public about the prospects for rail transit in that:

- They continually allude to the idea that building rail transit will result in traffic congestion relief when even Parsons Brinckerhoff[xxiii] says it will not affect traffic congestion in addition to there being no evidence from any other metro area that such is the case.[xxiv]
- They relentlessly use the term 'light' rail when, in reality, they are pushing a 'heavy' rail line.[xxv]
- They imply that the half-percent increase in the county General Excise Tax will be sufficient to pay for rail.[xxvi]

The public frustration with the lack of information was evident from the coverage of the scoping meetings by our newspapers. As the head of the Outdoor Circle's environmental committee said, "It seems to have been designed in a way to limit public interaction"[xxvii]

The net result of Parsons Brinckerhoff and DTS's outreach efforts is that the public believes that a rail transit line will significantly reduce traffic congestion and that it will only cost a half per cent increase in the GE tax. Neither the City nor DTS have made any effort to dispel these myths.

Summary:

The culmination of the current process will be a request by DTS to advance into alternatives analysis. FTA then "reviews this request and supporting technical documentation to determine whether system planning requirements have been met and that the threshold criteria for initiating alternatives analysis have been satisfied." (PTMTTP, Part I, page 2-12.)

Clearly, on the four counts enumerated here, the process is grossly flawed:

- Little, if any, quantitative information has been developed, let alone given to the public.
- The transportation problem is inadequately defined and there has been no evaluation of how the alternatives address specific transportation problems.
- The alternatives are insufficient and Parsons Brinckerhoff's decision prior to the Scoping Meeting to eliminate the reversible HOT lanes alternative was completely unjustified. They made this decision without any disclosure of the impacts of HOT lanes on traffic congestion, patronage, cost, or any other quantitative details that would allow the public to understand the decision. Nor did Parsons Brinckerhoff explain the selection criteria used in eliminating HOT lanes — let alone the weighting of the criteria in the scoring process.
- The process so far makes a mockery of "public involvement" as spelled out in FTA guidance and as defined in the preamble to Hawaii's Uniform Information Practices Act:

  [§92F-2] Purposes; rules of construction. In a democracy, the people are vested with the ultimate decision-making power. Government agencies exist to aid the people in the formation and conduct of public policy. Opening up the government processes to public

> scrutiny and participation is the only viable and reasonable method of protecting the public's interest. Therefore the legislature declares that it is the policy of this State that the formation and conduct of public policy—the discussions, deliberations, decisions, and action of government agencies—shall be conducted as openly as possible.

Accordingly, we believe that Parsons Brinckerhoff, OMPO, and DTS should revisit the process leading up to the Scoping Meeting and redevelop the alternatives according to FTA rules and guidance. Only then can our community have a Scoping Meeting in which the public will be involved according to both the letter and spirit of the law.

Sincerely,

HONOLULUTRAFFIC.COM

Cliff Slater
Chair

cc: Ms. Donna Turchie, Region IX, Federal Transit Administration
Mr. Toru Hamayasu, Chief Planner, Honolulu DTS

Endnotes:

[i] Scoping Meeting, page 4.3.

ii "1.2.1 Systems Planning. Systems planning refers to the continuing, comprehensive, and coordinated transportation planning process carried out by metropolitan planning organizations - in cooperation with state Departments of Transportation, local transit operators, and affected local governments - in urbanized areas throughout the country. This planning process results in the development of long range multimodal transportation plans and short term improvement programs, as well as a number of other transportation and air quality analyses." Procedures and Technical Methods for Transit Project Planning (PTMTPP), Part I, 1."

iii Scoping Information package. December 5, 2005. page 3-1.

iv According to Braden Smith, CFO of Tampa-Hillsborough Expressway Authority (813) 272-6740 the Tampa cost should have been $28 million a mile for the three-lane elevated highway and not the $46 million a mile it is costing. An expensive error made by wrong assumptions about the soil substrate by the designer caused the cost overrun.

v Letter from the Office of Information Practices to Slater and Lum.

vi http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

[vii] http://the.honoluluadvertiser.com/article/2005/Aug/22/ln/FP508220329.html

http://www.co.honolulu.hi.us/nco/nb18/05/18marmin.htm

http://the.honoluluadvertiser.com/article/2003/Oct/28/ln/ln03a.html

http://the.honoluluadvertiser.com/article/2005/Mar/22/ln/ln20p.html

http://starbulletin.com/2003/10/28/news/story2.html

[viii] http://www.honolulutransit.org/pdfs/scoping_info.pdf

[ix] http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

x Honolulu Advertiser article, December 14, 2005.

[xi] PTMTPP, Part II, Sec. 9.

xii Seminar on Urban Mass Transit (transcript). Office of the Legislative Auditor, State of Hawaii. January 1978. Dr. John Kain, Chairman, Dept. of City and Regional Planning, Harvard University.

xiii Quoted from "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990. Robert Cervero, Professor of Urban and Regional Planning at the University of California, Berkeley, and a member of the Editorial Board, Journal of the American Planning Association.

xiv An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement. Hawaii Office of State Planning and University of Hawaii.May 1990.

xv http://www.hhh.umn.edu/centers/slp/projects/conpric/index.htm

xvi State FEIS for the Bus/Rapid Transit Program, November 2002. Prepared by Parsons Brinckerhoff Quade & Douglas. p. 2-4.

xvii http://www.honolulutraffic.com/lexuslane.htm

xviii Orange County's SR-91 lanes are not dynamically priced as are those of the San Diego I-15. However, the SR-91 administrators try to emulate dynamic pricing with fixed prices which allows us to examine what Hawaii prices might look like by time of day. http://www.91expresslanes.com/tollschedules.asp

[xix] http://www.honolulutraffic.com/railspeed.pdf

xx Dr. Melvin Webber, UC Berkeley. Address to the Governor's Conference on Videotex, Transportation and Energy Conservation. Hawaii State Dept. of Planning and Economic Development. July 1984.

xxi "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990.

xxii Kain, John F. "The Use of Straw Men in the Economic Evaluation of Rail Transport Projects." American Economic Review, Vol. 82, No. 2, Papers and Proceedings of the Hundred and Fourth Annual Meeting of the American Economic Association (May, 1992) , pp. 487-493.

[xxiii] http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

xxiv This video of, Mayor Hanneman and Rep. Neil Abercrombie's city hall "Traffic sucks!" rally held on December 5th, 2005, typifies the grossly misleading statements emanating from our elected officials. http://mfile.akamai.com/12891/wmv/vod.ibsys.com/2005/0707/4695365.200k.asx

"Judging by how much traffic has worsened in just in the past few years, that's probably a conservative prediction. The only way to prevent it is to act now to address the problem. Our

quality of life is at stake. Rail transit is a key element in the solution." Congressman Neil Abercrombie. Honolulu Advertiser. April 17, 2005

"Hannemann said the yet-to-be-determined form of transit would run from Kapolei to downtown and the University of Hawai'i-Manoa. He said the system will help all parts of the island, easing traffic overall because 'there'll be less cars on the road.'" http://the.honoluluadvertiser.com/article/2005/May/12/ln/ln02p.html

Mayor's Press Secretary: "Slater misrepresents just about everything Mayor Mufi Hannemann, Transportation Services Director Ed Hirata and other supporters of transit have said, from the timing of federal requirements to tax calculations, highway capacity and a rail system's potential to ease traffic congestion." http://the.honoluluadvertiser.com/article/2005/Aug/10/op/508100321.html

Transcript of Councilmember Barbara Marshall questioning U.S. Rep. Neil Abercrombie (D-Hawaii) http://hawaiireporter.com/story.aspx?696a58e3-9a81-411e-b977-2688f5595685

"Mayor Mufi Hannemann chided Lingle at the rally and said the city needs a rail system to alleviate increasing traffic congestion. U.S. Rep. Neil Abercrombie, D-Hawaii, also blasted a possible veto and said that he and the rest of Hawaii have had enough of the traffic problems. He said commuters are fed up and don't need anymore "Lingle lanes" filled with traffic congestion." http://www.bizjournals.com/pacific/stories/2005/07/04/daily18.html?t=printable

xxv DTS and elected officials continually refer to "light rail" despite constant criticism from us and others.

xxvi Half per cent will pay for about one-third of the projected rail line according to our calculations. Mayor Hanneman originally asked for a full one percent at a time when he was seeking a shorter $2.7 billion line from Kapolei to Iwilei. Now he plans extending it to UH and Waikiki and the tax increase has been reduced to a half of one percent.

xxvii http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

TP 1/06-135321

717 Hausten Street #202
Honolulu, Hawaii 96826
January 5, 2006

Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Attn: Honolulu High-Capacity Transit
Project Corridor

Dear Sirs:

The focus of the concerns will be of the Moiliili community and the proposed transit alignments to the University of Hawaii at Manoa.

During the C&C Dept. of Transportation Services' public meeting on December 13, 2005 at the Neal Blaisdell Center, Mr. Lawrence Spurgeon of Parsons Brinckerhoff said that, because of opposition by many communities to the previous Bus Rapid Transit's dedicated lanes, Moiliili will have an elevated transit system going mauka on University Avenue over the H-1 freeway into the quarry area of the University of Hawaii at Manoa.

My concerns are that this proposed overhead alternative would block the view plane, and the concrete bases along University Avenue would not be a positive addition to the neighborhood. Also, sounds generated by the overhead alternative would disturb the tranquility of the community.

Previously, many who did not support the Bus Rapid Transit (BRT) in the primary urban center (PUC) opposed the dedicated lanes because traffic congestion would increase and on-street parking would be eliminated. If the City decides that the overhead alternative would not be feasible and considers dedicated lanes in Moiliili, the following addresses the concerns of the former BRT.

The BRT's dedicated lanes would have eliminated about seventy-eight (78) on-street parking on University Avenue from Kapiolani Boulevard to Sinclair Circle at the University of Hawaii at Manoa. Consequently, only about 20 parking stalls would have been available on South King Street between University Avenue and the Hawaiian Humane Society. The loss of 78 on-street parking on University Avenue would have negatively impacted businesses, visitors, and residents.

Granted that parking structures could be built in Moiliili to accommodate the cars; however, vacant land is not readily available and properties may have to be condemned in order to have a facility. Furthermore, residents, especially, would be burdened with parking fees each time they park at the structure.

Instead of an elevated system or dedicated lanes, perhaps increasing the number of buses during the busy periods could be the most inexpensive remedy to accommodate the University of Hawaii at Manoa.

When I attended the university at Manoa from 1989 to 1998, I usually could find an unoccupied seat on the bus from Date Street to Metcalf Street from 9:30 a.m. to about 2 p.m., when nearby schools let out their students. Even now, buses on University Avenue have many vacant seats. From a cost benefit perspective, the ridership may not justify the expense to implement an elevated transit alignment to the university.

Attached is a copy of the historical and projected enrollment from fall 2005 to fall 2011 (1) by the Institutional Research Office at the University of Hawaii. The enrollment has increased from the 1998 fall count of 17,013 students (1) to the 2005 fall count of 20,644 (2). Also, students at the Kakaako facility and distance-learning students are included in the Manoa 2005 fall count of 20,644. The construction of West Oahu College at Kapolei could decrease the number of students at Manoa.

According to the Advertiser's December 29, 2005 article, "Residents Favor Rail, Despite Concerns," transit construction "could begin as early as 2009" (3). When the alternative from Kapolei is completed to the PUC, West Oahu College at Kapolei may have been built and expanding its campus. Many students may choose to attend the new facility, which would be closer to their residences than the university at Manoa. Most important, they would not have to cope with traffic congestion that will exacerbate as more homes are built at Ewa and Central Oahu.

If the enrollment at West Oahu College substantially increases, the enrollment at Manoa could decrease to or below the level of fall 1998 (17,013). In addition, the professors, staff, and others at Kapolei would reduce the numbers commuting to Manoa.

Like many, I believe that a rail system from Kapolei to the primary urban center is more urgent than previously because thousands of homes will be built at Ewa and Central Oahu. At the PUC, hub-and-spoke alternatives could be implemented to address the distance between rail stops so that riders could transfer easily to reach their destinations.

However, the general public may not approve the condemnation of properties to implement the transit project. Perhaps HOT lanes for cars, trucks, and buses or adding more express buses could be another alternative.

Lastly, I respectfully request that the City & County of Honolulu consider the above concerns regarding the Moiliili community and the proposed transit alignments to the University of Hawaii at Manoa. Instead of an elevated system or dedicated lanes, the City could consider adding buses during busy periods and using the funds for other aspects of the high-capacity transit corridor project.

Sincerely,

Janet Inamine

Cc: Ms. Donna Turchie
City Councilmembers
Councilmember Ann Kobayashi
Senator Brian Taniguchi
Senator Carol Fukunaga
Representative Scott Saiki
Representative Scott Nishimoto
Representative Kirk Caldwell

ENROLLMENT PROJECTIONS

UNIVERSITY OF HAWAI'I AT MĀNOA

FALL 2005 TO FALL 2011

Institutional Research Office

University of Hawai'i

March 2005

File Reference: Management and Planning Support Folder, Projections

Reports available online at: http://www.hawaii.edu/iro/maps.htm

Attachment 1

TABLE 2
HEADCOUNT ENROLLMENT OF CREDIT STUDENTS, BY REGISTRATION STATUS
MIDDLE PROJECTION SERIES
UNIVERSITY OF HAWAI'I AT MĀNOA
FALL 1998 TO FALL 2011

	HISTORICAL							PROJECTED						
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total Headcount 1/	17,013	17,612	17,263	17,532	18,706	19,863	20,549	20,944	21,171	21,500	21,784	21,773	21,737	21,731
Classified	16,008	16,199	15,718	16,021	17,076	18,236	19,075	19,470	19,697	20,026	20,310	20,299	20,263	20,257
Classified Undergraduates	11,500	11,458	11,151	11,485	12,242	13,069	13,693	13,988	14,113	14,337	14,514	14,502	14,465	14,458
Freshmen	1,923	1,925	2,014	2,142	2,323	2,782	3,875	3,447	3,523	3,519	3,586	3,574	3,537	3,530
Sophomores	2,037	2,019	2,030	2,155	2,257	2,947	2,822	3,627	3,320	3,380	3,379	3,379	3,379	3,379
Juniors	2,822	2,761	2,669	2,834	3,071	3,888	3,986	4,000	4,381	4,419	4,467	4,467	4,467	4,467
Seniors	4,718	4,753	4,438	4,354	4,591	3,452	3,010	2,914	2,889	3,019	3,082	3,082	3,082	3,082
Entering Classified Undergraduates	3,086	3,276	3,127	3,486	3,701	4,002	4,266	4,380	4,448	4,434	4,520	4,508	4,471	4,464
First-Time Freshmen	1,483	1,529	1,607	1,650	1,877	1,996	2,019	2,085	2,120	2,097	2,175	2,163	2,126	2,119
Direct from HI Public High Schools	924	879	826	846	976	900	892	893	930	913	932	929	904	910
Direct from HI Private High Schools	417	437	452	416	405	433	385	419	401	395	454	445	433	420
U.S. Mainland	87	136	243	286	398	544	620	651	667	667	667	667	667	667
Foreign & Possessions	29	50	52	54	64	77	71	71	71	71	71	71	71	71
Other First-Time Freshmen 2/	26	27	34	48	34	42	51	51	51	51	51	51	51	51
Transfer	1,262	1,381	1,237	1,537	1,544	1,722	1,975	2,023	2,056	2,065	2,073	2,073	2,073	2,073
Freshmen	119	124	119	163	145	186	208	207	211	211	212	212	212	212
Sophomores	423	424	394	526	507	563	682	675	686	689	691	691	691	691
Juniors	547	579	528	660	675	770	866	892	906	911	915	915	915	915
Seniors	173	254	196	188	217	203	219	249	253	254	255	255	255	255
Transfer	1,262	1,381	1,237	1,537	1,544	1,722	1,975	2,023	2,056	2,065	2,073	2,073	2,073	2,073
Other UH Institutions	742	770	661	741	671	793	808	808	808	808	808	808	808	808
HI Private Institutions	76	58	47	83	102	96	118	118	126	135	143	143	143	143
U.S. Mainland Institutions	379	447	447	594	699	736	960	1,008	1,033	1,033	1,033	1,033	1,033	1,033
Foreign & Possessions	40	80	49	61	60	50	68	68	68	68	68	68	68	68
Other Transfers 3/	25	26	33	58	12	47	21	21	21	21	21	21	21	21
Returning	341	366	283	299	280	284	272	272	272	272	272	272	272	272
Freshmen	24	30	21	17	32	27	27	27	27	27	27	27	27	27
Sophomores	64	56	60	54	55	65	73	73	73	73	73	73	73	73
Juniors	75	79	69	67	62	64	60	60	60	60	60	60	60	60
Seniors	178	201	133	161	131	128	112	112	112	112	112	112	112	112

HEADCOUNT ENROLLMENT OF CREDIT STUDENTS, BY CAMPUS
UNIVERSITY OF HAWAI'I
FALL 1995 TO FALL 2005

FALL SEMESTER	TOTAL		UH AT MĀNOA		UH AT HILO		UH WEST O'AHU		UH COMMUNITY COLLEGES													
									SUBTOTAL		HAWAI'I		HONOLULU		KAPI'OLANI		KAUA'I		LEEWARD		MAUI		WINDWARD	
	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg	No.	Pct Chg
1995	50,242	-2.8	19,801	-1.2	2,872	-3.9	716	-3.8	26,853	-3.8	2,811	-0.1	4,445	-7.9	7,329	-4.2	1,461	-3.8	6,368	-2.1	2,765	-2.2	1,674	-5.3
1996	47,379	-5.7	18,252	-7.8	2,800	-2.5	648	-9.5	25,679	-4.4	2,463	-12.4	4,090	-8.0	7,373	0.6	1,367	-6.4	6,014	-5.6	2,854	3.2	1,518	-9.3
1997.....	45,551	-3.9	17,365	-4.9	2,639	-5.8	648	0.0	24,899	-3.0	2,221	-9.8	3,970	-2.9	7,189	-2.5	1,283	-6.1	5,936	-1.3	2,787	-2.3	1,513	-0.3
1998	45,337	-0.5	17,013	-2.0	2,730	3.4	685	5.7	24,909	0.0	2,308	3.9	4,124	3.9	7,236	0.7	1,136	-11.5	5,765	-2.9	2,849	2.2	1,491	-1.5
1999 1/..	46,479	NA	17,612	NA	2,790	NA	687	0.3	25,390	NA	2,279	-1.3	4,769	NA	7,254	0.2	1,142	0.5	5,570	-3.4	2,862	0.5	1,514	1.5
2000	44,579	-4.1	17,263	-2.0	2,874	3.0	665	-3.2	23,777	-6.4	2,090	-8.3	4,487	-5.9	6,760	-6.8	1,052	-7.9	5,259	-5.6	2,678	-6.4	1,451	-4.2
2001	45,994	3.2	17,532	1.6	2,913	1.4	740	11.3	24,809	4.3	2,075	-0.7	4,653	3.7	7,081	4.7	1,185	12.6	5,562	5.8	2,699	0.8	1,554	7.1
2002 2/..	48,173	4.7	18,706	6.7	3,040	4.4	834	12.7	25,593	3.2	2,182	5.2	4,478	-3.8	7,041	-0.6	1,224	3.3	5,918	6.4	2,989	10.7	1,761	13.3
2003 3/..	50,317	4.5	19,863	6.2	3,300	8.6	810	-2.9	26,344	2.9	2,346	7.5	4,238	-5.4	7,491	6.4	1,210	-1.1	6,201	4.8	2,985	-0.1	1,873	6.4
2004	50,569	0.5	20,549	3.5	3,288	-0.4	834	3.0	25,898	-1.7	2,440	4.0	4,336	2.3	7,174	-4.2	1,117	-7.7	6,060	-2.3	2,996	0.4	1,775	-5.2
2005	50,157	-0.8	20,644	0.5	3,422	4.1	858	2.9	25,233	-2.6	2,377	-2.6	4,183	-3.5	7,289	1.6	1,059	-5.2	5,709	-5.8	2,903	-3.1	1,713	-3.5

1/ Includes continuing education credit students at UH Manoa, UH Hilo and Honolulu CC, beginning Fall 1999. Fall 1999 percentage change calculations for these campuses, and for both the UH and UHCC systems, are incomparable to prior years and are not shown.

2/ Migration to new registration system at the UH Community Colleges.

3/ Migration to new registration system at UH Mānoa, UH Hilo and UH-West O'ahu.

Note: Data include special students (concurrents, early admits and auditors) for all years shown.

SOURCE: University of Hawai'i, Institutional Research Office; September 2005.

Attachment 2

Residents favor rail, despite concerns

BY LOREN MORENO
Advertiser Staff Writer

More than half the residents who submitted written comments to the city about a proposed Honolulu mass-transit system said they support a rail project in hopes that it will alleviate gridlock on O'ahu's roadways.

But residents also expressed concerns that an elevated system would obstruct the view and that land would have to be condemned to build the rail system, and suggested that transit routes should be revised to include Honolulu International Airport and other densely populated areas of the island.

Jerry D. Greer said the rail system should run along a route that makes it as accessible to as many people as possible. "I believe it is necessary to choose a system that meets all of these requirements: safety, environmentally friendly and easily accessible," he said.

While the city is bound to consider mass transit alternatives, the solution is expected to center on a rail system.

In nearly 200 written statements released yesterday by the

SEE RAIL, B6

Rail

HAVE YOUR SAY

Residents can comment on

Made Brunner supports a fixed-rail system mainly because traffic coming from West O'ahu is so bad. "There is no alternative

All four of the proposed routes would be an elevated, fixed-guideway rail line beginning in Kapolei through

TP 12/05-132085

Kapolei Property
Development LLC
an affiliate of the Estate of James Campbell

KapoleiHawaii

1001 Kamokila Boulevard, Suite 250 / Kapolei, Hawaii 96707 · Tel 808.674.3541 / Fax 808.674.3111 · www.kapolei.com

December 12, 2005

DEC 13 11 15 AM '05
DTS
TRANS PLANNING

Department of Transportation Services
ATTN: Honolulu High-Capacity Transit Corridor
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, HI 96813

Gentlemen:

Honolulu High-Capacity Transit Corridor Project

Kapolei Property Development LLC, an affiliate of the Estate of James Campbell, strongly supports mass transit to the Kapolei area. I will attend your December 14, 2005 public scoping meeting to express this support.

Over a decade ago, the Estate of James Campbell committed the right-of-way for a transit alignment along Farrington Highway down the North/South Road to the Kapolei Parkway and into the City of Kapolei. Both Kapolei Property Development and the Estate of James Campbell recently restated that commitment in our last Unilateral Agreement (Ordinance No. 04-45) for the City of Kapolei to the extent that we owned the land at that time. This represents the only transit alignment where the right-of-way is already guaranteed to the City. This is the transit alignment that we support.

Sincerely,

Dan Davidson, Vice President
Development

jlr:04004000\K10961

TP 1/06-135270

January 4, 2006

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii, 96813

Attention: Honolulu High-Capacity Transit Corridor Project

Dear Sir or Madam:

Please consider the enclosed proposal as a potential alternative for Honolulu's High-capacity transit corridor.

Sincerely yours,

Walker Kelley

Proposal to accomplish commuter mass transit with cars

Proposed by Walker Kelley
209-5 Kawaihae Street
Honolulu, Hawaii 96825
808-394-2665
Walker-Kelley@hawaii.rr.com
January 4, 2006

Introduction

The premise of this proposal is that automobiles and expressways make a very efficient and flexible system for moving thousands of commuters between homes in the suburbs and work places scattered throughout a metropolitan area.

City planners have long failed to devise models for economic growth that support an increase of jobs in a city's center while also providing for ample, safe and affordable places to live in the central or surrounding areas of economic development. One only has to commute by train during morning, rush hour from the suburbs of Paris to central Paris, or from the suburbs of Tokyo to central Tokyo, to understand that our problem is not an automobile problem, but a city-design problem.

Even with dense rail networks and frequent service, trains are jammed and uncomfortable. And train commute times are usually longer than automobile commute times even on jammed expressways. Trains make stops and commuters must get to and from the train stations.

The only problem we have with using the automobile as a mass-commuter system is the current inefficient use of space, size and weight.

The overwhelming number of vehicles in any congested, traffic system is from personal vehicles carrying 1or 2 persons. Yet the highways are designed to support 16-wheelers and large vehicles carrying 3 or more people. This is a great waste of space and materials for construction.

This proposal includes three phased solutions: an interim solution, a basic solution and a long-term solution. Each can be attained within a time frame to keep pace with increases in commuter traffic.

1. Basic solution – dedicated corridors for mini-cars

If additional corridors are to be built to relieve Honolulu's traffic problem, then the corridors should be built to support only mini-cars that carry no more than 4 persons per vehicle. As with freeways and carpool lanes, these mini-car corridors should have limited on and off ramps, and should be designed for longer drives rather than for local traffic.

The uniform size of mini-cars also provides the opportunity to build mini-car corridors with slots for automatic guiding while traveling on the corridors. This would result in a transportation system of slot-ways and slot cars that would supplement existing roadways and conventional vehicles.

Specifications for mini-cars to use the mini-car corridors would be developed and issued to commercial car manufacturers. Tax incentives would be required to greatly encourage most of Honolulu's commuters to buy one of the new mini-cars.

2. Long term phase - advanced mini-cars and corridors

The mini-car corridors would provide a base for incorporating advanced technology that would increase the speed and efficiency of moving mini-cars through the corridors.

3. Interim phase – computerized car-pooling

Before the new mini-corridors would begin operating, traffic congestion could be reduced through mandatory carpooling.

More discussion of the basic mini-car solution

Many of the cars on the road today are designed to carry only 2 to 4 people. Many of these are sleek, sporty cars that are desirable to own and drive. The BMW Mini Cooper, Chrysler PT Cruiser and Mazda Miata are examples of mini-cars that would be ideal to take advantage of dedicated mini-car corridors.

Guidance slots 2 or 3 inches wide would be installed in the middle of each slot-way. Mechanical devices would be installed underneath the mini-cars that glide through the slots to guide the cars without need for steering and keep the cars within the sides of the slot-ways.

There is no reason the appearance or handling of the mini-cars will have to be sacrificed to take advantage of the slot-ways. The mini-cars will have maximum flexibility in that they can use any conventional highway or street as well as the slot-ways.

Reserving these limited-access corridors for mini-cars provides engineering opportunities for modifying size, space, weight and speed.

The small size of the mini-cars requires less use space. Less use of space means less real estate would have to be acquired to construct the new corridors.

The standard width for highway lanes is 12 feet (122 inches). The average width of today's mini-cars is about 5.5 feet. With slot control, two slot-ways could possibly fit within one standard highway lane.

The standard clearance for highway overpasses is over 16 feet. The average height of today's mini-cars is about 5 feet. Two levels of slot-ways could easily fit within the vertical space of a highway lane.

Essentially, four slot-ways could potentially fit within the space of one standard highway lane.

Rather than building an extra highway lane, each way, stacked slot-ways could be added instead. With more limited on and off ramps, the direction of the slots could also be easily and safely switched. By just dedicating one standard lane each way, between Honolulu and the west side, the city could add 6 lanes (8 new lanes minus two original).

By switching the direction of two slot-ways on each side, the city could provide 6 inbound and 2 outbound or 2 inbound and 6 outbound slot-ways as needed during rush hour. Such a configuration could potentially double current capacity without adding real estate to the system, except for some on and off ramps and parking garages.

Use of slot-ways would also provide other advantages. For example, slot cars will be safer because there will be no collisions due to lane changes. This will potentially lead to faster speeds that are safe, greatly reducing commuting times.

Weight is also a key factor. The need to support heavy trucks puts expensive requirements on the construction of roadways, especially elevated roadways. Roadbeds for slot-ways will cost less to build. These slot-ways could also be cost-effectively elevated above existing highways and streets or even across mountainous terrain perhaps to the North Shore.

Of course, reliance on cars for commuter transportation will increase the number of cars in the central Honolulu area during business hours. Parking garages can be built especially for the mini-cars and some mini-corridors could terminate in the parking garages so that the mini-cars could be used for commuting without adding congestion to central Honolulu traffic.

Hawaii provides a unique location within the United States to pioneer a slot transportation system. Because it is an island, cars and trucks do not simply drive in and out of the state of Hawaii. The number of cars that must be built to fill a slot system is small compared to the number of cars that would be needed for a mainland system. Hence, Hawaii would be a great place to pioneer a mini-car transportation system.

More discussion of the long-term solution

Slot cars and slot-ways are not new, novel concepts. Patents already exist for similar controlled-guidance roadways. But they are yet to be implemented.

By using hybrid, electric-gas mini-cars, it is possible that slot-ways could be fitted with electric power that could be used to run (and recharge) the cars on the slot-ways. Of course, Honolulu would need to develop a source of electrical power that would make a hybrid automobile cheaper to operate on slot-ways.

Another advance would be to add speed and separation control. The driver would not have to steer while on the slot-way. The driver would also not have to accelerate or break. Instead, the driver could safely read the newspaper, eat breakfast or put on makeup. Once the speed and separation technology is perfected, speeds could then be increased to further reduce commuting times.

More discussion of the interim solution

Once the slot-car corridors are complete and a sufficient number of drivers are using them, mandatory carpooling would no longer be required and would be phased out.

Singapore is one city that has benefited from mandatory carpooling, simply by designating days for odd and even car licenses. But with today's information technology we should be able to do better. Drivers would have to register where they live and work and when they need to go to and from work. The information could be updated as needed through the Internet. With this information, carpoolers would be paired. In the case of delays or a change due to partners being sick or on vacation, an available ride to work or home could be made possible by asking the system to find a temporary ride. If the system cannot find a ride, then it would pay for a taxi service.

TP1/06-135392

DTS
TRANS PLANNING

Dept. of Transportation Services
City and County of Honolulu
650 So. King St., 3rd floor
Honolulu, HI 96813

JAN 9 1 40 PM '06

Attention: Honolulu High-Capacity Transit Corridor Project

SCOPING COMMENTS 1/9/06 from A. Y. Kimura AyK

The least cost-effective choices for taxpayers are the four fixed-guideway alternatives.

Before wasting billions of tax dollars on a system that will have little benefit to motorists during rush hour, inexpensive alternatives which haven't been tried should be tried first.

One simple, cheap way is to decrease the parking subsidy to City and State employees in the downtown area. Their parking rates should more closely approach private parking rates downtown. The City and State could give a free or heavily discounted monthly bus pass to their employees who choose to give up their parking. This choice does involve political courage, however, which previous councils and legislatures were not able to muster. I hope the current council will display the political courage necessary.

In addition, City-subsidized private or public commuter buses from specific areas like Kapolei, Waianae, Ewa Beach, Pearl City, etc. should be offered at greatly subsidized rates to common work destinations like Pearl Harbor, downtown, Ala Moana, Waikiki, and UH Manoa in the morning and back in the evening. There should be at least two in the morning and two in the evening leaving at different times, like some private schools have for students to allow for different starting and ending schedules. There needs to be a fairly lengthy free or nearly free (like 25 cents for adults, 15 cents for full-time students up through age 22) trial period to attract motorists from cars and to work out problems like origin pick-up and destination drop-off points.

It is far cheaper to subsidize private or public buses for commuters than to spend billions of dollars building a fixed

guideway. We're talking millions or tens of millions of dollars for subsidizing buses. Moreover, during construction a fixed guideway system would cause great disruption and losses to businesses, especially small local ones. When completed it will be a visual blight on our landscape (a negative for tourism), will remove a significant amount of land from city tax rolls permanently, and will need even greater city subsidies for operating costs than the bus system.

Third, Road Pricing on already-built roads should be implemented. It would be inexpensive to do so. UH Prof. Arnold Rose described it back in the early 1990s. Vehicles would be charged for using heavily congested roadways according to time of day, with rates highest during rush hour, lower during shoulder periods, and free during off-peak, uncongested times on weekdays and all day weekends and holidays. During the early 1990s the Federal government offered Honolulu a demonstration project of this that then-Mayor Fasi rejected, fearing if successful it would de-rail his plans for a fixed guideway, according to one of the local dailies.

When I brought this to the attention of a transportation planner at a public meeting last fall at McKinley, he said the Federal government allows road pricing only on new roads. If this is accurate, our influential Senator Dan Inouye should be asked to amend this. Since this would not require funding, it should not be too difficult for him to secure.

Thank you for this opportunity to comment.

Amy Y. Kimura
January 9, 2006
1310 Heulu St., Apt. 1002
Honolulu, HI 96822

TP 1/06-135401

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings. The project is early in the planning process and seeking your input on the purpose of and needs for the project, the alternatives being evaluated, and the scope of the evaluation to be completed in the Alternatives Analysis and the Environmental Impact Statement. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the Alternatives Analysis in late 2006.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org. Because the project is still early in the planning process, many specific details have not yet been worked out, and staff may only be able to provide general answers on many topics.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to one of the court reporters who will record them for the record or use this form to provide written comments. After the meeting, you may provide on-line comments at www.honolulutransit.org or use this form to send written comments to the Department of Transportation Services.

Name: Cassie Lee Address: 1176 Lunahaneli Pl

Phone: 863-4690 Kailua, HI 96734

E-mail: _____

Comments:

I oppose mass transit because its not worth it.

January 7, 2006

Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Department of Transportation Services:

I am writing to oppose mass transit, especially any rail system. I am 56 years old and have lived on Oahu my whole life. For the past year and a half, I have been reading the daily newspaper's Letters and Commentary. It seems that 9 out of 10 letters are opposed to mass transit. Those who oppose it give rational reasons for their position. Those few who favor mass transit, including comments by the mayor and Abercrombie, do not have cogent arguments. Their arguments are based upon emotion and manufactured fear. Supporters admit that a rail system will NOT solve our current traffic problems. In fact, as I recall, the last study that was done in the early 1990's concluded that a rail system would reduce traffic by less than 1%. So, why are we even considering spending a least $3 billion dollars to build and hundreds of millions of dollar each year thereafter on a system that won't reduce traffic??!! I fail to see the logic or rationale.

I. THE SUPPORTERS' CASE

Supporters of mass transit keep saying that it will provide commuters with an "alternative" means of transportation. $3 billion plus is too much just to have an "alternative." It's actually laughable except that our politicians seem dead set on railroading the project down our throats. If you want an alternative, how about helicopter service? It'll be much cheaper. It can be stopped or reduced during off peak periods, with a direct reduction in operational cost. It can be easily and cheaply discontinued when and if it is determined to be an ineffective or underused project. The same can't be said for mass transit. You might think helicopters is a ridiculous idea, but no more so than spending billions on a mass transit system just to have an "alternative."

The supporters' argument that some of the cost will be covered by federal dollars and tourist paying our inflated excise tax is fantasy and a deceptive argument. For one, federal dollars is not free money. It is still our money. Secondly, federal money is only a carrot our politicians (particularly Abercrombie) are using to entice our city to jump into a bottomless financial pit. I have no doubt that mass transit lobbyists have their greasy fingers in this effort. Once the project is approved and on its way, the feds will gradually reduce any grants or contribution and leave the city to pay more and more in the future. Look at federal funding for education, environment, highway, Medicare and social security. These and other more important programs have all been reduced over the years by the feds. Do you really think we can depend on the feds in the long run to help finance our "nice to have" but not "need to have" rail project? Of course not. Abercrombie's claim that we will lose federal money if the city didn't approve the excise tax increase to show that the city is serious about mass transit was only to create a sense of urgency. First of all, nothing is forever (except for death and taxes) and even if the federal funds were "lost" in 2005, it wouldn't be lost forever. Politicians and politics change, economics, and world and national events and opinions change. If Hawaii really wanted federal money for some mass transit in the future, it will probably be there, somewhere. However, by dangling the federal carrot, the city took the bait and is on the hook. It was enough to give the supporters an excuse to push the project onto the public.

Saying that tourist will pay for a large part of the cost is also deceptive. Yes, we may have had a banner tourist year last year, but not long ago we were dying for tourist. Tourism is a fickle industry. Any terrorist attack, airline strike, hurricane, SARS like disease or scare, rescission in the east or on the mainland, etc., will have a devastating effect on tourism. As in the past, it can take years for the local economy and tourism to recover. There is also more competition for the tourist dollar from other destinations. Thus, tourism is not a guaranteed cash cow. Will the ongoing cost for mass transit stop when tourism and our economy are down? Who will pick up the slack? The politicians who railroaded the project? The mass transit industry that is pushing the project? No, we taxpayers will be stuck with ever increasing taxes.

Like our "world class" convention center, rust bucket stadium, road paving machine, dredging barge, medical school, etc., our politicians are willing to spend our tax money just to have bragging rights for some new "world class" toy. Once they are built or bought, the public gets stuck with a white elephant that doesn't match the political hype or is not sustainable without public bailout and maintenance becomes a hidden nightmare.

Other "alternative" plans have been tried in the past. The most recent being the ferry from Barber's Point. Even when rides were offered for free, it couldn't generate enough riders to survive. Other past efforts including the "hydrofoil" in the 1960's, etc., have all failed.

The argument that the project will create jobs is very short sighted. Much of the work will require specialized knowledge and skill which probably means a non-local contractor and technicians. Locals will be used for some of the work, but the work will last a few years while the public will be stuck with the tab for the rest of the foreseeable future. The new jobs created are unnecessary. If the same money is spent to fix our schools, roads, sewers, harbors, water system, parks, libraries, etc., there would be plenty of work for years. New jobs can be created by hiring more teachers, librarians, police and firemen, DLNR workers, harbor security/police, parks and maintenance crews, government auditors, etc. There is no shortage of job possibilities if government is willing to spend the kind of money it wants to waste on a pipe dream.

II. WHY I AM AGAINST MASS TRANSIT

The reasons presented in opposition to mass transit, to me, make good sense and are more convincing.

1) Historically, locally and nationally speaking, cost estimates given by government for projects have always been unrealistically low. Once the project is approved, the costs escalates tremendously. I see nothing to suggest this pattern will not happen with mass transit.

2) If it is admitted that mass transit will not significantly reduce traffic, what's the sense of wasting our hard earned money? Why burden taxpayers will higher taxes, and subject taxpayers to inevitable tax increases for generations just to say there is an "alternative"?

3) We don't even know how much it will cost to maintain and operate mass transit. What will the riding cost to users be? People can't even afford the $2.00 one-way bus fare. Will mass transit cost more to ride? Probably "yes" and by much more than $2.00. It'll be cheaper to drive.

4) Locals simply don't go straight to work from home and return directly home after work. Most people have to take their children to schools in town in the morning and pick them up after work; go grocery shopping and other shopping after work; go to second jobs, meetings, classes, take children

to sports and various lessons, go to exercise classes, socialize after work; etc. People need their cars for this. After getting dropped off somewhere by train, no one has the time or inclination to walk to and wait at a bus stop in order to take their young children to school and then catch the bus to work. The same is true after work. By the time a person has to catch the bus for all the errands after work and then catch the train home, it will be late at night. Parents would not allow their children to either ride the train or catch the bus alone to go to school or to after school activities. As a practical matter, the system is not conducive to our local life-style. This is especially true in Kapolei and the rest of west Oahu where there will be a concentration of active young families with young children.

5) The fact that people will have to catch the bus from the train station to get anywhere not within a short walking distance will mean additional cost to the rider. Thus, paying for a train ride and multiple bus fares. This fact alone, makes using mass transit impractical. If bus fare was free to train users, there is still the problem of the time and effort it takes to catch the bus. Free bus fare simply means higher cost to run the mass transit system. The bus cost will either have to be paid as part of the mass transit cost, or taxpayers will have to directly pay more to subsidize the "free" rides. Our bus system can't support itself now, how can it do so if rides are free or if the bus system has to be greatly increased to accommodate mass transit? More over, the likely users of mass transit will be the few who now use the bus. Thus, one public system will be stealing the riders from another. The public will be stuck subsidizing two non-self sustaining transportation systems.

6) Where will people in west Oahu park their cars to catch the train to town? Will there be a parking fee? If, so that's another discouraging cost to the rider. What kind of security will there be for the cars all day and for riders who return to their cars after dark? Who's going to pay for the security? One complaint about the last ferry system is that cars were vandalized while parked for the ferry ride. How far will the parking lot be from the station and how large will the lot be? If not close to the station, or if the lot is large, how will people get to their cars? Shuttle buses? Costs for the shuttle buses? Walking in the dark alone to your car?—If so, I wouldn't let my wife or children use the train.

7) How much will security on the train and stations cost? Punks are naturally going to be attracted and will victimize riders and vandalize the stations. It's common on the mainland and other places with stations and subways. Security will have to be 24 hours at the stations, whether open for business or not. Witness our schools, parks and public restrooms. Just one mugging incident and people will avoid using the system. Have a terrorist incident, or even just some crazy doing something stupid, will keep riders away. Thus, security will have to be a top priority. Can we afford it? Will the government have the internal fortitude to continually pay the high cost for top security even when rider ship is low and/or when there is pressure to cut costs? Look at our schools, libraries, police force, roads, sewers, etc., which are much higher priorities and yet are neglected and short changed yearly. Do you really think security will be maintained at the necessary level. I seriously don't. That's political reality and human nature.

8) The traffic is bad only during rush hours. The rest of the time, traffic moves at a good pace. Traffic is even better when school is out. Thus, does it make sense to spend so much money just to address rush hour-school time traffic? Instead, why not address the root problems which are rush hour and school sessions. Also, since mass transit will not make any noticeable difference in the traffic anyway, the root problems are really the issue.

9) Over development is really the problem and not traffic. Where ever you allow over development, there will be congestion. Address the problem of over development, not the symptom.

10) Those who say they support mass transit really mean that they support other people using mass transit so that they can drive in less traffic. These people are wishful dreamers.

11) With mass transit as an excuse for further development in west Oahu, local traffic in west Oahu will get worst, especially after work and on weekends.

12) Construction of mass transit will disrupt and displace thousands of people and businesses. Look what happened with the Nimitz Highway/Freeway work. It lasted for years and businesses suffered for years. Many went out of business. Condemnation will not fully compensate the landowners who must move. In Hawaii, land is too costly for government to pay fair market value rather than conservative appraised values. Also, land cannot be replaced with similar property because land is unique.

13) The auto industry spends hundreds of millions of dollars each year to convince the public to buy and drive cars and other vehicles. How can government compete to convince drivers to give up the convenience and joy of driving? Will government spends millions of tax dollars on campaigns to get people to give up their cars? It'll have to, if it hopes to gain any appreciable number of riders. Even if it tries, people will want their cars and drive them.

14) Have a public vote on mass transit so we can see if the majority of the public really wants mass transit. I can live with mass transit if an honest vote shows that more than 50% of the people want it. But, it's hard to swallow something that is being forced down your throat by politicians.

15) The current mass transit project is admittedly only the beginning. Further lines are planned for the future. It's said that future lines/routes will be needed to make mass transit more attractive and effective. Since nothing is certain and it is certainly not a given that government will have the political will or money to complete any or all of the necessary future lines, what if we get stuck with just the initial line? Now we'll have a partial system that will be incomplete and inefficient. It will not serve enough people or routes to make it worth while or practical. How easy does government think it will be to convince the public that routes to the Manoa campus and to Waikiki should be built. Unlike going from west Oahu to downtown, going from downtown to Manoa and Waikiki will involve a much denser population through prime real estate. This means disruption and displacement of a lot more people, homes and businesses at a much higher cost. Objections over the sight and blight of the system running through largely residential and small business areas will also be significant. I seriously doubt that future politicians will be able to pull it off. Perhaps our current politicians feel that once the initial leg is built, they can strong arm the public into approving the future routes with the argument that the routes are needed to make mass transit work and without the future routes, the taxpayers' cost to maintain and operate the initial system will get worst because the existing system is too small to attract the necessary riders to make it feasible. Now, that's bootstrapping at its best!

III. MY GUESS AS TO WHY POLITICIANS FAVOR MASS TRANSIT

I don't understand the rationale behind our politicians' push for mass transit, given the realities and cost. The only reasons I can speculate on are:

a) They want something to brag about during their political reign. To give the appearance that they are "doing something" to address the congestion.

b) They want bragging rights to tell the world that Hawaii/Oahu is a modern city with "world class" mass transportation. It's like the family who has a new shiny luxury car parked in the driveway for all to see, but the roof of the house is falling in, the plumbing is stopped up, the water is polluted from lead pipes and grunge, the walls are termite eaten, the stove doesn't work and the windows are broken. But hey, we do have a nice shiny toy in the driveway. Why do politicians always have to have a "world-class" or "state of the art" something new that we can't afford. Why can't we just have something adequate, that works, and that we can easily afford? Is it because the latter is not fancy or exciting enough??

c) The "alternative" argument is an excuse for government and developers to further over develop west Oahu. With mass transit, the government and developers will argue that more development is possible because there is mass transit to take care of the traffic concerns. And, if residents don't use mass transit and traffic gets worst, government and developers will blame the residents for not using the system. That's the only way the "alternative" argument makes any sense. After all, if they really believe mass transit will make a difference, why isn't it proposed for east Oahu, where the traffic is equally bad, if not worst during rush hour? The reason is that there is not as much room left for development in east Oahu, as compared to the potential in west Oahu. Thus, there is no need for an excuse to develop east Oahu.

d) Government and developers want mass transit so they can further develop west Oahu, as well as, along the route and at station sites. Developers are working with politicians to see their (developers') dream come true.

c) Mass transit developers and contractors see easy money. They'll do the work and take their money.

d) I hope this is not true, but given the political realities of today, some politicians may have hidden agendas that will benefit themselves, family, friends and/or clients. There'll be lots of money involved and a lot of development at and around the stations. Many people will profit at the expense of others and the public. When was the last time you heard that a large public project didn't involve abuse, waste, favoritism, and/or questionable payouts?

IV. ALTERNATIVES TO MASS TRANSIT

So, what can be done instead of an expensive mass transit project? How about the following:

1) Create a real "second city" in west Oahu. Move either the state government or city government there. Increase incentives for more businesses in West Oahu. This will keep more residents in the area and create more "contra" flowing traffic during the rush hours.

2) Develop and maintain more schools in west Oahu. Invest enough money in the schools (statewide) so that the schools provide quality education so people don't feel the need to send their children to private schools in town or to public schools in other districts.

3) Stagger school times, including the U.H. so they don't collide with the rush hour.

4) Encourage more staggered or different work hours. Especially for government.

5) Develop a true west campus for the U.H., so students don't have to drive into town or back and forth.

6) Stop development of luxury homes and condos. They do not benefit the local public. They only attract more wealthy non-residents into the area, adding unnecessarily to the population and congestion.

7) Better planning before development is allowed. The secondary roads in west Oahu are already inadequate. Mass transit will not help the secondary road traffic. It will get worst, if more development is allowed because of the mass transit excuse.

8) Improve and increase bus service. Next to private cars and taxis, the bus is the most convenient means of transportation. They can go more places than mass transit. They can take you closer to more destinations than mass transit. It's cheaper to maintain and operate than mass transit, even if the price of fuel increases. (Mass transit cost will remain higher, even when people aren't riding.) Bus is more flexible and routes can be changed to suit the demands of the rider ship. If the routes of mass transit proves unpopular or inconvenient now or in the future, the routes can't be changed without prohibitive cost. Security is cheaper and easier with buses. Buses can use existing roads.

9) Have more and safer bicycle and moped paths to encourage other forms of transportation.

10) Traffic congestion is a direct result of population growth. Not only is mass transit not going to reduce traffic, it will make matters worst because it will serve as an excuse to allow more growth and development. With or without mass transit, the traffic will get worst as the population grows and, eventually, it will reach a point where more people will leave Oahu because of the congestion and others will tolerate it and stay. As long as the population issue is ignored, traffic will worsen and people will continue to complain. Government should address the population problem and encourage smaller families and not encourage new residents, e.g., by allowing luxury developments that only non-residents can afford, or constantly seeking a greater military presence, or encouraging the image that Hawaii is a great place to visit and stay. Like Oregon's Governor McCall did in the 1970's, he encouraged people to visit Oregon, spend their money, but not to stay. It was the philosophy of the entire state at the time. There were even Oregon postcards showing visitors returning home with webbed feet or rusted bodies to discourage new residents. That's not to say that Hawaii should do likewise, but the point is that at least Oregon recognized the problem early and tried to do something about it.

Very truly,

Larry Lee
1176 Lunahaneli Place
Kailua, Hawaii 96734
Ph. 263-4690

TP 1/06-135400

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings. The project is early in the planning process and seeking your input on the purpose of and needs for the project, the alternatives being evaluated, and the scope of the evaluation to be completed in the Alternatives Analysis and the Environmental Impact Statement. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the Alternatives Analysis in late 2006.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org. Because the project is still early in the planning process, many specific details have not yet been worked out, and staff may only be able to provide general answers on many topics.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to one of the court reporters who will record them for the record or use this form to provide written comments. After the meeting, you may provide on-line comments at www.honolulutransit.org or use this form to send written comments to the Department of Transportation Services.

Name: Wendy Lee

Address: 1176 Lunahanchi Pl
Kailua, HI 96734

Phone: 808-263-4690

E-mail: _____

Comments:

I don't believe mass transit would work and it cost too much.

LIFE OF THE LAND

Ua Mau Ke Ea O Ka `Aina I Ka Pono

76 North King Street, Suite 203, Honolulu, Hawai`i 96817
Phone: (808) 533-3454 * E-Mail: henry@lifeoftheland.net

January 8, 2006

Attention: Honolulu High-Capacity Transit Corridor Project
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI, 96813
www.honolulutransit.org

Ms. Donna Turchie
Federal Transit Administration, Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105
Donna.Turchie@fta.dot.gov

cc:
Alfred Tanaka
Acting Director of DTS
atanaka@honolulu.gov

Toru Hamayasu
Chief Planner at DTS
thamayasu@honolulu.gov

info@honolulutraffic.com
oeqc@doh.hawaii.gov

Aloha,

Life of the Land is Hawai`i's own environmental and community action group advocating for the people and the `aina since 1970. Our mission is to preserve and protect the life of the land through sustainable land use and energy policies and by promoting open government through research, education, advocacy, and litigation.

The Council on Environmental Quality (CEQ) publishes analysis of what is required within a federal Environmental Impact Statement (See: CEQ Top 40 NEPA Questions: http://ceq.eh.doe.gov/nepa/regs/40/40p3.htm). Specifically, the discussion on alternatives is very, very important. In previous iterations of proposals to expand transportation options of O`ahu, short shrift was given to these federal requirements. (Specifically, please review: CEQ Top 40 NEPA Questions: 1a. Range of Alternatives, 1b. How many alternatives have to be discussed when there is an infinite number of possible alternatives?, 2a. Alternatives Outside the Capability of Applicant or Jurisdiction of Agency, 2b. Must the EIS analyze alternatives outside the jurisdiction or capability of the agency or beyond what Congress has authorized?)

Transportation Expansion, Population Growth, and New Developments are intertwined. In it impossible to think about one without seeing how it impacts the others. Sometimes it occurs in intended ways, when all three are planned together. Sometimes it occurs in unintended ways, when government agencies approve new developer-initiated sprawl because the newly expanded transportation system can handle additional cars.

Hawai`i's government is urban, and has not been able to control growth in outlying areas, nor to protect prime agricultural lands. Will the various transportation plans lead to run-away growth?

If the population rises by 2% a year, then the population doubles every 36 years. Thus a average 2% population growth rate will mean that O`ahu's population in 2200 will be 32,000,000. Absurd perhaps, but shouldn't we have time to talk about carrying capacity, development without growth, and other big-picture items at some time, rather than putting it off for a future generation?

Life of the Land would like to see a realistic analysis of how alternative scenarios for enhanced modes of transportation play out on the development and population fronts.

The analysis should include not merely growth in general, but the types of growth (gentleman farms, golf courses, affordable houses, homelessness), that are reasonable to expect.

There are areas of the island, such as surf sites/windsurfing sites/ personal water crafts/jet skis/snorkeling/fishing/tourism/ sites that are under threat from too many competing uses. How will the growth in transportation/population/development affect those areas which can not be expanded upon?

Many people want to bicycle, but fear bicycle-car interactions. One of our Board Members was hit from behind by a drunk driver in the downtown area. Will the proposed alternatives increase or decrease the ability of bicyclists to navigate downtown and in other areas? Will the transportation plan work in sync with, parallel with, or ignore the Honolulu Bicycle Master Plan? Are vehicle-pedestrian interactions more or less likely under each alternative?

Will the building of new transportation projects lead to greater homogenization of communities, where each one look the same?

Why were the proposed routes selected? Would two or three routes work better than one. Airport/Aloha Stadium; UH/Waikiki; Ewa/UH? How would each route be measured to determine what impact it would have?

What would be the impact from an Airport/Aloha Stadium Route? What would be the rider-ship from a line providing service within the Honolulu International Airport and ending at Aloha Stadium? Would such a line provide better security at the airport, allow for faster and more efficient airport service, and decrease the cost of people having to park at the airport? If the rail system were to occupy two existing lanes at the airport, providing high speed transportation to Aloha Stadium, with its abundant parking, would this free up the highways for other uses?

Would providing three local rail or bus lines (Kapolei, Airport/Aloha Stadium, Waikiki/UH) connected by one very express line with just 4-7 total stops provide better service?

What would be the impact of developing a high-speed coastal system on-grade/below grade system with just 6 stops: Kapolei, Ewa, Airport, Sand Island, Ala Moana, Ala Wai Golf Course? Couldn't this go on existing right-of-ways?

What if the car pool lane had a minimum speed of 65 mph and a maximum speed of 75 mph, and was restricted to buses and car-pools of 4 people or more? Wouldn't the sight of a largely empty but fast moving traffic encourage greater car-pooling?

How will the proposed system be powered? By new fossil fuel power plants and ugly transmission lines, or distributed renewable energy? Please explain this in detail.

How will view-planes (mountains, ocean) be affected? The Blue View may be defined as those who are able to see the ocean from where they live and/or work. The Mountain View may be defined as those who are able to see mountains from where they live and/or work. How will proposed infrastructures affect these aesthetic values?

Will the new line connect major shopping centers and governmental facilities (Pearl Ridge Shopping Center, Aloha Stadium, Aloha Tower, UH Medical School, UH), or will the route go to proposed new developments? Are the particular routes being chosen to maximize particular future developments?

Through what types of communities will the new line be built (income, race, etc).

Mahalo

Henry Curtis
Executive Director

TP 12/05-132086

Dear Hawaii DOT, 10 Dec 05

As a leeward Oahu resident for 8 years I wanted to take the time and express my thoughts on a proposed Mass Transit system. I believe the various proposals I see regarding expansion of existing bus service and use of increasing capacity of zipper or HOV lanes is insufficient to deal with the growing problem of Oahu's traffic. I view those solutions as not realistic primarily because they will utilize the existing infrastructure, namely roads which are already overburdened, to handle an ever increasing traffic load. **I believe the solution lies in construction of some sort of light rail system.**

Having traveled extensively around Asia to Tokyo, Singapore, Kuala Lumpur, Bangkok, and Sydney, I've seen mass transit systems that work and work extremely well. Oahu is particularly well suited for rail transit due to its geography and the fact that the bulk of the population lives within a 2 mile band along the coast from Hawaii Kai to Kapolei. What better place to implement mass transit? I would like to see either an elevated or underground system that takes travelers and gets them off the same plain as the current road traffic. Every effort should be made to service high volume stops such as Kapolei, Ewa, Pearl Ridge Mall/Aiea, Pearl Harbor, Hickam AFB, the airport, numerous downtown locations, and possibly a line out to Hawaii Kai. I would think a system of either bus or short run trains connecting the valleys and other large population areas to a main line, would be very effective. In combination with this I would support any effort that would motivate people to leave their cars behind. This could be anything from making the H-1 a toll road, to charging a hefty yearly fee to own/license a car, to electronic meters in cars for use in high density areas. Although a bit Draconian, I've seen the latter two options in Singapore and for a country the same size as Oahu with 4x the population, their traffic is probably 30-40% of what we have here. Owning and driving a car is a privilege, not a right. If people want that privilege, make them pay extra for it which would also have the dual effect of raising needed money for the mass transit project.

Anyway, I think you're on the right track with the **fixed guideway alternative** which would provide Oahu with a **light rail alternative** means of transportation and keep that transit out of the same roadway structure we have now. This is going to be the key to helping relieve Oahu's traffic congestion. Thanks for your time and good luck as we're all counting on your decisions.

Sincerely,

Steve Madson

Steve Madson
94-816 Lumiauau St., #GG103
Waipahu, HI 96797

A comment on the Transit Project:

There is no doubt that subway is the best way to commute. Subways can also run on elevated structures, like bridges over rivers, but elevated tracks over land are disliked as unsightly and detrimental to property values.

Subway/"light" rail trains can also operate at grade - theoretically. However, because they are heavier than buses, and because their metal wheels do not afford as much traction for braking as do rubber tires, the maximum safe speed for at-grade light rail is probably slower than for a bus.

For the above reasons, I favor BRT over rail for Waikiki. The E-bus, as a demonstration project, impressed me as fast and reliable and marketable to both commuters and visitors/retirees.

Moreover, since the E-bus did not require dedicated lanes, traffic signal priority, elevated guideways or overhead wires, it didn't meet with any opposition from the public.

12/29/05 Helen McCune, Waikiki

Tp 12/05-133662

Honolulu High-Capacity Transit Corridor Project

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Name: Marilyn Michaels Address: _____

Phone: _____

E-mail: [redacted] michaels_amk11@yahoo.com

Comments: (additional comments)

I'm not opposed to some form of rapid transit as long as it's affordable to use, convenient so that people will use it (fast, stops at places people need to go, includes park & ride / connector buses), doesn't obstruct the view plane and doesn't take up any traffic lanes. Some kind of monorail down a back street might meet this criteria, with stops in Waikiki, downtown, Ala Moana, Ward →

over

Center, and UH, among others. Keep it off of Nimitz, keep it above ground level and do not take away traffic lanes. NO BRT!

Another alternative is to build or through tax breaks encourage building more affordable/reasonably priced rentals in town so that fewer people have to get in their cars to commute to/from work and shopping. Build better walkways, pedestrian bridges, etc. This might be cheaper than rapid transit, especially since most people work in town and reality is that won't change significantly any time soon,

FOLD

Return Address

Place Postage Here

Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

STAPLE HERE

TP1/06-135396

January 7, 2006

Honolulu Dept. of Transportation Services
650 S. King Street
Honolulu, HI 96813
Attn: Honolulu High Capacity Transit
Corridor project (Toru Hamayasu)

Ms. Donna Turchie
Federal Transit Administration
Region IX
201 Mission Street, Suite 2210
San Francisco, CA 94105

Dear Project Coordinator(s):

I'm Daisy Murai, a daily commuter on Honolulu's mass transit system or better known as TheBus and a resident of Kapahulu on the Eastern side of Oahu. I have found the present public scoping presentation by Honolulu's Dept. of Transportation Services with the City's chosen consultant Parson Brinkenhoff Quade and Douglas of December 13, 2005 very disappointing. The presentation process was very well presented with the different stations providing ample and qualified personnel(s) answering questions presented by the general public regarding the "alternative analysis" to ease traffic congestion from the Ewa plains or Leeward side of the Island of Oahu into the Primary Urban Center of Honolulu. **This scoping presentation lacked public comments, questions, problems and possible solutions to be heard by all in attendance was clearly missing, unlike the OMPO (Oahu Metropolitan Planning Organization) Oahu Regional Traffic Plan and consultants hired by OMPO, such as Kaku & Associates at the September 13, 2005 public informational meeting. Members of the general public and elected officials were able to ask questions, bring up problems and possible solutions or alternatives to all members of the audience. My question is whether the City is following proper procedures.** I have participated by asking questions, looking at the presentations and pictures as well as filled out the blue Comment Sheet. The powerpoint presentation, showing the possible route in the Ewa region did not show any residential or commercial properties, so it was very difficult to fully understand the impact of such a route, station identification were also missing as the 40 or so stops are still being studied. The is also the Cost Factor of this project that is missing – will it be 2.3 Billion Dollars or more and what will be the total cost to the people of Oahu?

I have participated in Oahu's Bus Rapid Transit (BRT) project by attending several informational meetings, testifying to both the City and Federal Transit Administration as well as to the City Councilmembers my reasons why I feel the BRT would not be the solution. The public hearings were also held at nights and on the weekends, so many more of the general public would be able to attend and submit testimonies, unlike *the present "Alternative Analysis" presented by DTS to meet the Federal requirements for Federal funding. I understand the general public would be able to respond to the Alternative Analysis without any more public testimonies after January 9th, 2006.* The next public imput period would be during the City Council hearings on the Draft Environmental Impact Statement (DEIS) and the Fall of 2006, prior to the City Council deciding on the locally preferred system (LPA) and 2 – 3 months before the ½% general excise tax for the transit begins. Unfortunately, the City Council hearings are held during the weekdays, when most people are unable to take off from work to testify.

I agree that traffic congestion from the Leeward ~~cost~~ coast is a problem during the morning and afternoon "RUSH HOURS" ~~and~~ some alternative means of transportation system is needed. The Windward, Central and East Honolulu also need ~~some~~ some form of traffic flow to ease traffic congestion in these areas as well, as over-development in these areas are adding to the problem.

I feel that bus enhancement and other forms of transportation such as bicycle lanes, hub and spoke system and working with the private transportation companies will do much better than a proposed "RAIL SYSTEM" whether it is built on the street or overhead to move mass amounts of people into Urban Honolulu. I am thankful to the private transportation companies that provide alternative trolleys, taxi and pick-up services by commercial retailers and hotels are valuable to ease moving people in and out of Ala Moana Center into Waikiki and other popular attractions. If it were not for their services, many passengers at Ala Moana Center will not be able to board buses to get to their destination. The bus enhancement would not only create new routes as new subdivisions of residential and commercial areas are being built.

Daisy Murai
3039 Kaunaoa Street
Honolulu, HI 96815

There is also a need for more Express routes to other places such as to Kapiolani Community College, Windward Community College, Kapolei Sports Complex, etc. or places more people would need to get to with their automobiles. This might create much more bus passengers, thus getting more people out of their automobiles and into a mass transit System. The idea of a Ferry System is also a possibility or moving people around too.

Thank you for the opportunity to add more comments to the Honolulu High Capacity Transit Corridor Project.

Daisy Murai

Daisy Murai
3039 Kaunaoa Street
Honolulu, HI 96815

Cc: Councilmember Ann Kobayashi, 530 S. King Street, Room 202, Honolulu, HI 96813
Office of Information Practices, 250 S. Hotel Street, Honolulu, HI 96813, Attn: Director Les Kondo

To: City and County of Honolulu
Department of Transportation Services.
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

We have many concerns; however, we are listing just a few.

All the proposals appear to be systems that will take years before they can be up and running. We need solutions NOW. How about running EXPRESS busses, lots of them, between Mililani and Leeward coast to Pearl Harbor, to airport, to downtown, to Waikiki mostly at the peak hours using dedicated lanes. Also, implement CHEAP fares or make it free on occasion. When we do this, we must widely publicize it.

We also need to take an unbiased survey of all the residents in the affected areas who will take public transportation and leave their cars at home. We do not like the idea that we are building these systems, spending this kind of money and EXPECT that people will ride them.

As you know, most people use their cars to transport children and their activities and do other errands on their way to and from work. Do you think that after purchasing a car for around $20,000 that people will leave the car in the garage and use it only for pleasure and weekends?

The biggest concern is the COST. If, as the proponents say that it will not ease the traffic, why then are we burdening ourselves spending 3 Billion dollars (this is just the tip of the iceberg) for something that is not going to do the job? What are the cost of operating and maintaining; the cost of any right-of-way acquisitions and other costs; for example the train stations which must be handicap accessible and if elevated MUST have elevators.

Our children and grandchildren as future taxpayers are going to be burdened forever; therefore, what is the value of building any of the systems? Unlike other large cities, Honolulu does not have the density of population. Say that the Leeward area population gets to around a million people; it does not seem feasible to spend 3+ billion dollars to build something that is not going to do the job. Planning is the key. Our city and state long range planning for a second city and second port plus a 4-year university and other enterprises need to be beefed up.

We have also safety concerns at the train stations. In San Francisco, we were advised not to take the BART or get off at certain BART stations due to criminal incidents-in broad daylight. You must remember that these stations are all enclosed areas.

Another concern –If we are going to have some Federal funding, is there something in the requirement that we use a good percentage of products or services from the US? How can we use the technology that is from Japan?

We also expect integrity from all elected officials and persons working on such a project. Any question regardless of how idiotic should be answered with dignity. Case in point, we are not too happy with the Mayor and Congressman Abercrombie's attack on a council member. These council members represent their constituents and our pocketbooks.

History has also shown that figures can be misleading. Figures are geared to sell the project. You and I know that the cost of the systems is extremely conservative and the rider ship is always inflated. We would like a little more honesty here.

Mahalo and Aloha
Ruth Nakasone
Pearl City

TP 135139

THE OUTDOOR CIRCLE

January 4, 2006

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Attention: Honolulu High-Capacity Transit Corridor Project

Aloha,

Thank you for the opportunity to provide input into this important public project.

Based upon the information presented at the scoping meetings, The Outdoor Circle submits the following comments:

Historic Review
All mature trees potentially impacted by the project should be assessed--particularly those over 50 years old.

Visual
Diamond Head must be specified as a landmark that must be considered...not simply lumped in with "others."

The EIS must address visual impacts of transit stations, power sources, all infrastructure and construction.

Financing Options
More information is needed on the scope of possible advertising and what, if any, enabling law changes would be necessary.

Process
How can a preferred alternative be selected before knowing the environmental impacts of all primary proposals?

Public Involvement
Why no open forums during scoping? The methods you are using limit public discussion and interaction. A community consensus cannot possibly be reached solely by individuals submitting written comments. It appears the process was devised to prevent public discussion, to block confrontation, and to avoid having transit planners/government officials publicly respond to inquiries.

Alternative 4B
What will a Kapiolani Park station facility look like? What will be the elements of such a station and where would it be constructed?

Overall Visual Impacts
Our organization watches after Hawaii's scenic environment. We are deeply concerned about the potential loss of view planes from any transit system and the infrastructure that supports it.

1314 South King Street, Suite 306 • Honolulu, Hawaii 96814
Telephone: 808.593.0300 • Fax: 808.593.0525 • Email: mail@cutdoorcircle.org • www.outdoorcircle.org

We insist that the EIS include detailed descriptions and assessments of the lost view planes, the value of those view planes and the mitigation for their loss to the Transit Project.

Consulted Party
We request to be named as an official "consulted party" in this endeavor.

Response to Comments
Our interpretation of the State of Hawaii Office of Environmental Quality rules is that the box on the online comment form asking whether the commenting party "...would like a reply." is irrelevant. It does not release the City and/or its contractors from responding to every comment received during the public comment periods required under State and Federal law. OEQC rules require that individuals receive a response to their comments. This matter was challenged and adjudicated by the Environmental Council on May 12, 2004. In a memo dated 10/19/04, OEQC specifically states that a proposed rule regarding "comment bombing" and the previous amendment of HAR Section 11-200-22(d) be rescinded. Therefore, the box that implies people can waive their right to a response is inappropriate and violates OEQC rules.

Please respond to these and all future comments provided by our organization, as required.

Mahalo.

Respectfully,

Bob Loy

Bob Loy
Director of Environmental Programs
The Outdoor Circle
1314 South King Street, Suite 306
Honolulu, Hawaii 96814
(808) 593-0300

TP 1/06-134861

January 2006

Media report of rail favored as mass transit of people who attended earlier in December month of 2005 in Kapolei and in Honolulu; a 23-mile corridor from Kapolei to University of Hawaii to help improve traffic congestion, is not the true picture of the public's image whole understanding in solving of the traffic problems.

First of all people that attended meeting at Blaisdell and Kapolei are blind to other plans and suggestions made by rail opponents, because of the Mayor and City Council members already have the 12.5 percent G.T.E. and made study of other cities of rail transit system. City-County presented several mass transit alternatives, including four rail routes. All they have in mind is a rail system to get federal transit funding.

I think that the project is unfair, shortsighted from every angle you look at, on the public. After all the studies made to date has shown that building of rail system won't make a dent on the massive traffic jams on the 23 miles of roadways from Kapolei to University.

How can we go ahead and spend billions of dollars on a bottomless pit, of a few miles of driving into Honolulu knowing that it won't work at all? The Island of Oahu will never get any bigger, but traffic jams will not only be the 23 miles of traffic into Honolulu. Why? Well, first of all the populations, towns, and cars on the road, nothing you can do to stop the people from exercising their rights to growth. All this many years I wrote to the Mayor and City Council members of my bold plans on traffic of the Island of Oahu. How easy it is to solve the 23 miles Kapolei to University congested traffic jams in a few months without spending of billions of dollars.

Besides my plans, I made many comments and wrote many times to the news media besides the mayor and Council members without any result. But I will must continue and will keep on writing until senile or of age. Put an end to my writing, pro and con, on rail transit system, will continue forever without my formula on traffic of tomorrows. So why not let the public read about my bold traffic plans if it is feasible and let them decide on rail or a change in road control use of today's freeways which I suggested will solve traffic for many generations to come.

After all these years of study on how to solve the massive traffic jams in and out of Honolulu, today still we keep on debating the same problem about traffic without considering other plans, besides the standard practice in looking at traffic into the future of Oahu.

Oahu is an island that will never get any bigger. But the population growth and the cars on the roads will increase all over, causing jams everywhere you drive.

So how can you spend billions of dollars on only 23 miles from Kapolei to University of Hawaii on a rail system or other mass transit study you made thus far, that will not solve the traffic jams of today and tomorrow. Why must we keep looking at rail transit of other cities, knowing that it won't solve our massive traffic jams here on the planned 23 miles of freeways from Kapolei to University of Hawaii. On meetings at Kapolei and Honolulu, you are so happy to have 400 comments made by the people who attended the meeting on mass transit solutions for Oahu.

To be frank not even one person made an important comment on your decisions of rail transit systems and alternatives for decades, finding viable, workable solutions to fit our city and people on traffic congestions has been going along. But because of pro and cons of rail transit and not cars, was the subject.

Today you find the Mayor and Councilmembers all agreeing on rail, closing their eyes on trying out other options like the ones I have been suggesting since 1960, before we have a freeway built.

Today with many thousands more cars on the road, even our freeways are in massive jams on rush hours. Any intelligent person will not spend billions of dollars on projects that will not pay for itself or help solve the problem, now or after.

How can the City spend your money, flushing it down the drain, without trying out my plan first.

Mayor Hannemann should take me for a ride on his car so I can explain in detail and show him how my plans will work out from the first day on the freeways we travelled together. One day riding with the Mayor will solve the 23 miles from Kapolei to University of Hawaii.

Believe it or not,

Mitsuru Takahashi

Mitsuru Takahashi
99-244 Aiea Heights Drive
Aiea, Hawaii 96701

Ph. 926-0213

TP 12/05 - 132214

K. MARK TAKAI
VICE SPEAKER

HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

December 13, 2005

Department of Transportation Services
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813
Attn: Honolulu High-Capacity Corridor Project

To Whom It May Concern:

While I am not able to attend tonight's public scoping meeting at the Neal Blaisdell Center, I would like to provide comments in support of the need for improved transit and have questions regarding the proposed alternatives.

Recognizing the need to address the ever-increasing traffic problem, during the 2005 legislative session I voted for a House Bill 1309, allowing the counties to raise the general excise tax to fund transit projects. Enclosed is a copy of an op-ed piece that appeared in *The Honolulu Advertiser* as to why I supported this measure.

The Honolulu high-capacity transit corridor runs directly through the district I represent. Because land is very limited, there is no way that road capacity can be increased. Therefore, I strongly believe that a high-capacity rail project is the best solution for this corridor.

However, after reviewing the alternatives presented, I would like to know why none included the use of the H-1 corridor as part of the route. Additionally, I would like to know where along the Kamehameha Highway corridor stations are planned to be located.

If you have any questions, please contact me. I look forward to your response.

With warmest aloha,

K. Mark Takai
State Representative
34th House District

KMT:km

\Enclosure

Representative K. Mark Takai
State Capitol, Room 403 • Honolulu, Hawaii 96813
Phone: (808) 586-8455 • Fax: (808) 586-8459 • E-mail: reptakai@capitol.hawaii.gov

tp 1/06-134859

A. Talat
1002 Prospect St. # A1
Honolulu, HI 96822-3475

January 5, 2006

Honolulu High Capacity Transit Corridor Project –Evaluation

The following comments are respectfully submitted for your consideration, in accordance with the requirements for acceptance of public comments.

Stay Dry, Stay Safe, Stay Seated. Those are the three most important things to transit riders. A sense of security, comfort and convenience must be conveyed to and consistently realized by potential and repeat passengers. This is particularly important to Senior citizens especially our growing base of "baby boomer" seniors, who if they must stand will choose to sit and drive. Human and Electronic Security must be incorporated into all stations and key feeder facilities.

The next things riders want is multi-modal access at stations to Taxis, Buses, and People Movers (e.g. airport connection shuttles). Good examples for this approach are the hub station designs for the Cleveland light rail.

Short term (by the hour vehicle rentals) at key work center intermediate points has been effectively introduced at a various mainland rapid transit centers and discussed in various APTA "Passenger Transport" articles. This should be front loaded into Honolulu Transit facility design. This enables transit users to be able to use a car briefly for those few times that they need an in-town vehicle. Rental is accomplished using smart cards and electronic reservations. (SEE APTA "Passenger Transport" Magazine Index.)

Park & Ride Terminals need on site human security and should have amenities like a quick service gas station and convenience store at that location. Secure monitored sites for moped and bicycle parking and electrical vehicle recharging should also be included at stations. Use of Solar Power should be incorporated (to the max) into all stations and adjoining facilities. It must be easy and safe for passengers to connect to their homes and jobs from the stations

Seniors, Military, Students and Tourists must have their needs addressed. These are the populations that have the greatest ambivalence and inclination to NOT acquire a vehicle to meet their transportation needs. A transit system that can meet their needs will encourage continued use of transit and avoid expanding car congestion.

Transit stations and bus / shuttle feeder facilities must target work, school and tourist centers like the Naval Shipyard, Waikiki, Schofield/Wheeler, Arizona Memorial, Punchbowl, Aloha Tower, Honolulu Community College, Leeward Community College, Aloha Stadium, Blaisdell Center/HECO/Straub Clinic, Diamond Head Crater, Honolulu Historical District, Capital District and First Hawaiian Tower Business Area. Express buses/ shuttles to these areas from transit hubs are critical to feeding the transit line.

The transit and transit feeder facilities must cater to Waikiki Hotel and Hospitality workers from the Leeward Coast and accommodate expansion of activities at Kalaeloa (Barbers Point) and Campbell Industrial Park.

Creating secondary bus hubs that provide EXPRESS services to the transit stations is critical to drawing passengers to transit and achieving support and success for transit.

Recommend utilizing APTA's 2001 booklet "Twelve Anti Transit Myths: A Conservative Critique" in public and media outreach presentations. This study is highly recommended by APTA as a resource for "Transit advocates facing venomous attacks of the 'anti –transit troubadours' ". (Members up to 25 copies free, 50c each 26+ copies).

Also recommend utilization of an edited transcript of a session at APTA's 2000 Legislative Conference, "A Liberal and a Conservative Discuss How to Respond to Anti-Transit Rhetoric". (Free on APTA web site).

An internship for professional and trades jobs should be created with schools and universities. Puerto Rico's Tren Urbano Rapid Transit system created such a partnership with MIT prior to construction and this was a terrific selling point with the community.

Consideration should be given to an elevated segment at the second or third floor level of Hotel Street, allowing buses to continue directly below. Elevator (ADA access) system cost and infrastructure for above street connection should be comparable to that required for a below ground system (subway segment).

Mahalo for your consideration,

40 year Honolulu resident, Experienced 6 continent traveler, and inaugural class baby boomer.

TP 12/05 — 131254

Honolulu High Capacity
Transit Corridor Project

Relative to the Corridor Proposal and Options on the type of system to be used I have the following recommendations:

1. Avoid any technology that has not been in use for the last ten years. There is nothing wrong with the concept of new technology but until the wear and interaction of the electrical and mechanical components is thoroughly understood we will become the testing ground with frequent breakdowns and repairs. This is always the history of new systems that have not been thoroughly tested.

2. Avoid the use of tunnels. Unforseen flooding , such as at Manoa, and potential failure of pumps will shut down the system. These tunnels, by their location, will not be the sloping, self draining tunnels such as go through the Ko'olau.

3. Select the quietest roadway to carriage operating system. We have enough road noise already.

4. Select the system with the projected lowest ongoing, overall maintenance costs.

5. Yes, make it accessible to tourists. They will provide ridership during non commute hours. Rather than mess up a world class walking and shopping area I would think that Kuhio Avenue would be preferred to Kalakaua.

6. Avoid the use of padded seats. They are an invitation to vandals for slashing and ripping and there are many examples of this on other mass transit systems. Stainless steel seats such as are used in Hong Kong are perfectly comfortable for most rides.

Paul Tyksinski
47-623 Nukupuu St., Kaneohe 96744
808-239-5542

12/04/05

TP 1/06-135285

1212 Nuuanu Ave. Apt 703
Honolulu HI 96817
January 6, 2006

Department of Transportation Services
City and County of Honolulu
650 S. King Street 3rd Floor
Honolulu HI 96813

Attn: Honolulu High-Capacity Transit Corridor Project

Re: Scoping Comment: Route Alignment

Gentlemen:

I write to give my input and perceptions in a single area – the alignment of a fixed guideway through downtown Honolulu, which I see as particularly critical. To me, it seems beyond dispute that a rail or similar alternative is essential, and that with only a single transit line, some areas at the periphery of the city will necessarily be unserved. But good service to central destinations must be provided if individuals' needs are to be served and if those individuals are to be attracted to transit in preference to private automobile use.

I have the following thoughts on proposed alignments 4a through 4d: To me, 4b is too far makai, and 4c too far mauka of the downtown center of activity – which I put centered at the intersection of King and Bishop Streets – to be successful. That Nimitz Highway (4b) is too far makai is illustrated by the perpetual struggle, and failure, of restaurants and merchants in the Aloha Tower Marketplace to attract lunch hour patrons from among downtown workers. Beretania Street (4c) is a still greater distance from the center of activities. These distances are compounded by the change in elevation and by the heavy automobile traffic and the lack of pleasant, shaded walkways along the mauka-makai streets. For a typical transit user, the walk up or down Bishop or Alakea Street between transit stop and office would be a hot, noisy, unpleasant hike -- not a pleasant way to begin or end the workday, and not an alternative many would find preferable to an air-conditioned car parked in their building's garage.

If 4b is too makai and 4c too mauka, then 4a and 4d, on Hotel Street, must be "just right". I think that's true, but that there are other drawbacks to the proposed plans. Primary is the lack of grade separation. A ride down Hotel Street on one of the existing bus lines shows the problems with operation at grade here. The buses crawl along. While the materials I've seen don't make it clear whether the new transit system will have the exclusive use of Hotel Street, or whether the route will be shared with city buses, in either case the results seem likely to be dismal. Attracting riders to transit obviously requires, among other things, that the ride provided be, and that it be perceived to be, fast. A ride down Hotel Street fails this test. There is heavy cross traffic – heavy auto traffic on Alakea/Bishop, substantial pedestrian traffic on the Fort Street Mall, moderate auto traffic on Bethel/Nuuanu, and substantial pedestrian activity throughout Chinatown. And the pedestrian activity along Hotel Street is precisely the sort of activity that mass transit should accommodate and foster, and which should certainly not be restricted in order to advantage the transit system – as is currently the case, with the extremely short pedestrian walk signal intervals where the Fort Street Mall crosses Hotel Street. And encounters between transit vehicles and pedestrians and motorists present substantial safety hazards, as I think has been the experience in some areas where transit vehicles running in city streets have been introduced among a public unfamiliar with them.

Surely if the very long tunnel of alternative 4c – extending under Aala Park, under Nuuanu Stream, under Beretania Street all the way to Punchbowl Street – is feasible and not cost-prohibitive, then it is feasible to have the Hotel Street segment of the route in a tunnel as well. Similarly, alternatives 4a and 4d both have tunnels through the government district, presumably for aesthetic reasons. Yet the negative impact of visible transit at the edge of a government district, say on Richards Street, seems to me far less significant than the negative functional impact of grade-level operation down busy Hotel Street. I see from the materials that two of the options considered, 6.9 and 6.10, were considered to have "long, expensive tunnels" and were dropped. Those involved tunnels from Kaahi Street to Waimanu Street, far longer than seems necessary to me. I'm suggesting a tunnel under the Hotel Street segment only – from Nuuanu Stream, or River Street, up to the proposed tunnel in the government district beginning about Richards Street. Construction cost and time for a Hotel Street tunnel should also be low and the impact of construction work on the public and on automobile traffic limited due to the ease with which existing bus traffic on Hotel Street could be rerouted to King and Beretania Streets.

Overall, the advantages of an underground Hotel Street alignment seem clear to me, and the costs manageable by comparison to the other alteratives.

Finally, just a word about the area outside of the downtown area. While the all-elevated alternative 4b has an undoubted attraction in that it would be cheap to build, just as I feel it is too far makai of the center of activities downtown, I feel that exactly the same is true in the Kakaako, Kapiolani and Ala Moana areas. These are important multi-use areas, where residential, employment, entertainment, shopping and other activities potentially draw people at all hours. The Ala Moana and Ward shopping areas and the Kapiolani business and residential area are poorly served by transit centered on Ala Moana Boulevard. Transit on Ala Moana is likely to entice relatively fewer visitors to those areas out of their cars than transit that follows the Kona or Waimanu Street alignments, I believe. Similarly, the 4c alignment along King Street seems to be too far mauka, and to bypass most of the city's important centers of activity in favor of peripheral areas like Pawaa and Moiliili.

My conclusion: 4a or 4d, with a Hotel Street subway, is the preferred alignment. I think the idea of an extension to the UH Manoa campus is an excellent one – maybe it will at least begin to persuade kids that driving a car is not an essential element of ordinary middle-class life. Spending a few dollars more to build it better – more grade separated areas, more tunnels, in more central locations – is preferable to building a system on the cheap that few people will want to ride because it doesn't provide an experience superior to that of the individually-owned car.

Very truly yours,

Ronald J. Verga

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings. The project is early in the planning process and seeking your input on the purpose of and needs for the project, the alternatives being evaluated, and the scope of the evaluation to be completed in the Alternatives Analysis and the Environmental Impact Statement. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the Alternatives Analysis in late 2006.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org. Because the project is still early in the planning process, many specific details have not yet been worked out, and staff may only be able to provide general answers on many topics.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to one of the court reporters who will record them for the record or use this form to provide written comments. After the meeting, you may provide on-line comments at www.honolulutransit.org or use this form to send written comments to the Department of Transportation Services.

Name: Tami Witt Address: _____

Phone: (808)-342-9134 _____

E-mail: www.babygirlwitt@yahoo.com. _____

Comments:

I think it would be a great idea because theres to much ~~transportat~~ trafic on the roads an it takes to long to get from A to B. I think the tranist corridor would be a big help for this island. This project could help this island in a couple of ways for example. It would good transpertation fo people that don't a car. It would take trafice down. An it would ab-

Mayor Mufi Hannemann,
Honolulu City Hall,
Honolulu, HI 96813
(FAX 523-4242)

45-090 Namoku, Apt. 914,
Kaneohe, HI 96744
808-234-1984
January 4, 2006

Dear Mr. Mayor::

DUAL MODE RAPID TRANSIT

You are respectfully requested to include Dual Mode Rapid Transit as an alternative along with Light Rail, Monorail, and Magnetic Levitation. The vehicle, both on and off the fixed guideway, is a bus. The planning, design. and draft environmental impact statement must be carried along concurrently for the four alternatives to permit comparison.

In the Dual Mode system, a rider may travel from origin in the highway mode, then in the same vehicle along a fixed guideway in the transit mode, and then off the guideway into the highway mode to his destination.

In the alternatives analysis, please point out that Dual Mode can be put into service incrementally and sooner than the other alternatives, and that Dual Mode will cost one billion dollars less than the estimated cost of Light Rail ($1.8B vs. $2.8B).

WRITTEN CONFIRMATION IS REQUESTED IN THIS, THE SCOPING, PERIOD.

Sincerely,

E. Alvey Wright

E. Alvey Wright

Appendix C Web Scoping Comments

List of Comment Authors

Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Christina
Elaine
Martin Abel
Lois Abrams
Vicki Christine Absher
Shaun Ageno
Justito Alcon
Harlan Aliment
John Anderson
Mark Anderson
Margaret Armstrong
David Atkin
Danell Avila
Jeffry Babb
Catherine Baker
Mary Baker
Debi Balmilero
Donnie Banquil
Clara Bantolina
Toni Baran
Robert Bates
Bert Benevento
Paulina Benja
Jay Bieiber
Darleen Binney
Conrad W Blankenzee
P. Bobilin
Valentin Bueno
Rida Cabanilla
Dennis Callan
Jadine Callejo
Shawn Carbrey
Marijane Carlos
Charles Carter
Wendy Chan
Norman Chang
Charlie Chang
Perry Chenq
Randy Ching
Delwyn Ching
Alvin Keali'i Chock
Lester Chong
David Choy
Robert Clarkin
John Claucherty
Loring Colburn
Guillermo Colon
Robert Conlan
Robert Conlan
Nathan Crow
Merle Crow
Merle Crow
Irma Cunha
Chris Dacus
Stanley Dalbec
Dennis Dang
Gwen Deluze
Tom Dinell
James Donovan

List of Comment Authors (Continued)

Linda Douglas
Rian Dubach
Stanton Enomoto
Mariano Ermitanio
Jeffrey Esmond
Gary Everett
Charles Ferrell
Sam Fisk
Gregory Foret
Adrian Franke
Albert K. Fukushima
Albert K. Fukushima
Len Furukawa
Donn Furushima
Frank Genadio
Frank Genadio
Ikeda George
Jack And Janet Gillmar
Dane Gonsalves
Robert Gould
Jeannette Goya Johnson
Robert Green
H Hakoda
Tony Hall
Arleen Hama
Gerhard Hamm
Curtis Harada
Victoria Hart
Ann Hartman
Hitoshi Hattori
Marjorie Hawkins
Rick Hayashi
Aaron Hebshi
D. J. Henderson
June Higaki
David Hiple
Ed Ho
Anthony Ho
Paul Hoffman
Michael Hofmann
Michael P. Holden
Thomas Hoover
Kim Hunter
Joshua Hvidding
Lloyd Ignacio
David Imaye
Darrell Ing
Ronald Ishida
Andrew Jackson
Mark James
Mark James
Pearl Johnson
Ed Johnson
Ed Johnson
Ed Johnson
Teddy Kamai
Clifford Kanda
Brian Kawabe
Rick Kazman
Susan Kelley
William Kibby
Paul Kimura
Mitchell Kimura
Clyde Kobatake
Craig Kobayashi
Arkie Koehl
Brett Kurashige
Russell Lake

List of Comment Authors (Continued)

Joshua Lake
Larry Lamberth
Kathy Lawton
Larry Lee
Guy Leopard
Gary Li
Michael Lilly
Robert Linczer
Nikki Love
Bob Loy
Robert Loy
Heather Lum
Walter Mahr
Tesha Malama
Sally Jo Manea
Jon Mar
John Marrack
Ian Mckay
Mark Mcmahon
Jeff Merz
Craig Meyers
Darin Mijo
Gary Miller
Bob Minugh
Eric Miyasato
Henry Mochida
Guy Monahan
Wilfred Morales
Steven Morgan
Roy Morita
Jeremy Morrow
Richard Morse
Richard Morse
Richard Morse
Jim Moylan
Johnson Mukaida
Marc Myer
Seichi Nagai
Nancy Nagamine
Nobu Nakamoto
Elizabeth Nelson
Robert Nickel
Neil Niino
Byron Ogata
Dexter Okada
Mary Oliver
Dirk Omine
Lori Ott
Kiyomi Oyama
William Paik
Malcolm Palmer
Keith Patterson
Arza Patterson
David Paulson
Richard Personius
Carol Philips
Susan Phillips
Bill Plum
Bill Plum
Sue Powell
Lee Prochaska
Greg Puppione
Richard Quinn
Judah Raquinio
Robert Rau
Dane Robertson
Max Rogers
John Rogers

List of Comment Authors (Continued)

David Rolf
David Rolf
Theresa Rudacille
Lehua Rupisan
Gareth Sakakida
Pauline Sato
Gary Sato
John Scarry
Marsha Schweitzer
Karen Sender
G. Shaffer
Jennifer Shishido
Gerald Siegel
Gerald And Carole Siegel
Scott Siegfried
Edgar Silva, Jr
Rosita Sipirok-Sirear
Jim Slavish
Paul Smith
Thomas Soteros-Mcnamara
Wilfred Souza
Wilfred Souza
Andrew Speese
Jonathan St.Thomas
Elizabeth M. Stack
Lee Stack
Linda Starr
Ross Stephenson
Richard Sullivan
Richard Sullivan
A Tabar
Ira Tagawa
Carol Mae Takahashi
James Takemoto
Chad Taniguchi
Justin Tanoue
Brian Taylor
Lawson Teshima
David Thompson
Bob Thompson
Summer Thomson
Monico Tiongco
Rudolph Tolentino
Dennis Tsuruda
Richard Tudor
Lawrence Uchima
Lawrence Uchima
MELVIN UESATO
Eva Uran
Joey Viernes
Joey Viernes
Marie Wagner
Helen Walker
Richard Wallis
Ann & Frank White White
Robert Windisch
Dexter Wong
Michael Woo
Michael Woo
Betty Wood
Klaus Wyrtki
Jon Yamaguchi
Harry Yoshida
Mae Yoshino
Rodney Yoshizawa
Stephen Yuen
Robert Yumol

Comments

Anonymous

Please do NOT adopt Personal Rapid Transit. I have a nephew who attends WV University in Morgantown, WV and they have PRT there. None of the students at WVU have anything good to say about PRT and few ride it. They complain that the system has freqent breakdowns and therefore is totally unreliable. Professors even accept riding PRT as an acceptible excuse for absences and tardys.

Anonymous

I've lived on Oahu since 1980 and have witnessed a extremely noticable increase in population and number of vehicles. This won't stop. HN needs to move its people or face a serious shutdown of viable commerce. Our biggest obstacle has been politicians in the past. The people need to take lead on this project now. I favor the Maglev or monorail depending on budget constraints. We need advanced not bandaid technology. Busess and light rail are archaic. I have lived in San Francisco, Seattle and Washington DC and am very familiar with their transit systems. I found each very effective. These are timed systems not affected by round influences (accidents, weather, auto traffic). When you know that in 2030 traffic will double in the E - W corridor, HN must take bigger steps to address congestion The Maglev is the best choice considering it defies rail friction issues and has increased speed capability. To even consider managed lanes and old technology is ignorance. Cost for the project? Just consider that we havn't spent any money on a rail system since the cane field railroad stopped running. That is a considerable amount of money not spent in all these years and so justifies the funding now.

Anonymous

Having lived here for 13 years and being a transplant from Los Angeles, California, I've noticed that the main problem with traffic is the freeway system. The off-ramps and on-ramps within the Downtown area are TOO CLOSE TOGETHER causing MAJOR traffic jams. Merging is crazy when it comes to cars trying to get onto the freeway and the cars trying to exit the freeway. There's no room to enter the freeway from yielded on ramps. I think revamping the freeway system would be a better alternative in the long run. The following on/off ramps create such big traffic problems: the H-1 west Lunalilo on ramp and the Vineyard exit, the H-1 east Kinau, Punchbowl and the on ramp entering H-1, the H-1 east University on/off ramp and others that are too close together within the vecinity of University and Kalihi. With so many people who work in Downtown, that area should be modernized. All these create the surrounding gridlocks on the surface streets. The solution is a better freeway system with better on and off ramp systems. If you look at the traffic cams, you can see where the cars pool within those on/off ramp sections. It's a mess. More buses is not a solution because the buses aren't the demand. There's no overflow within the bus usage that would warrant the need for more buses. If there's a elevated rail, how many people would give up their car to use the rail? Unless there's

an incentive. Still the problem is the old freeway system that has people driving 40 mph on it. Since a lot of people didn't have the driving education that is required now to have a license, they don't know the proper road rules. In California, you are required to have so many hours of driving classes and pass before you take the road test. Maybe people would drive better having more knowledge of road rules, such as slower traffic use the right lane and the faster traffic use the left lane on the freeway. People need lessons on merging and right of way. I've come across so many people who don't know how to use a 4 way stop sign. Hawaii is so diverse with so many people from different coutries, different states coming here to visit or live. Before getting a Hawaii driver's license, maybe people need to go through professional driving lessons.

Anonymous

A train is a waste of time. Double deck or a toll road would be better and more logical. Better yet develop the second city and have people who live there - work there. The State has managed to plug up the highway in both directions by forcing people who live in Hawaii Kai to work at Kapolei. The City also requires people who live downtown to travel to Kapolei. Does this make sense?

Anonymous

Cliff Slater was exactly right. This web site and the entire "project" is a complete, pathetic joke. Stop wasting our money on your goofy "consultants". NO to rail. NO to increasing our taxes for Hannemann's Folly. This is neither need to have, nor nice to have. We DON'T WANT TO HAVE IT!

Anonymous

The rail idea is flawed unless there will be at least two rails built, and at least two trains heading in each direction at peak hours. Waiting over half an hour for another train is too long for most commuters. With only a single train, I'm assuming the wait would be over an hour if you just missed a train. The ferry idea is slightly better because you could add ferries as demand increases, but is similarly flawed because there are distinct pickup and dropoff points. Anyone not living or working near those points would be better served by carpools and/or buses. If either the rail or ferry system is implemented, for it to be successful, there would need to be additional bus service to and from the pickup and dropoff points.

Anonymous

Instead of building more infrastructure, I'd prefer to see (and pay for) an enhancement to existing express bus service. Currently, the last express bus leaves Mililani by 6:45 AM, and leaves the Downtown area by 5:15 PM. If the hours were extended and additional stops into Mililani Mauka were added, I would ride the bus daily. Having the last departure from Mililani around 9 AM, and last departure from Downtown around 8 PM would satisfy most students too. Since the goal is to reduce the number

of cars on the road, to pay for this added service, increase the gasoline tax. Exemptions or credits can be made for small businesses and for people living in areas where bus service is impractical.

Anonymous

Can't tell WHAT we would be getting and HOW MUCH it would end up costing. Is this project simply gaining inertia by enlisting support from unions and workers who would get jobs at the massive expense of the taxpayers?And Mufi will be long gone, so no-one will blame him?

Anonymous

Because of small economic size, Oahu cannot afford the huge expense of a fixed rail system, which would not even include Waikiki. Because of its geographic layout, Honolulu citizens need their cars. The answer is HOV lanes and electronic prepayment for downtown use vs country use of the highway system. These work well where in use. Thank you for listening.

christina

I feel that you shouldn't build the rail system because your raising taxes first of all and yes it might not be as much as most places but some of us have a family and that little that the tax does go up makes a big difference for some of us. Second are you trying to sink the island we have enough buildings on this island. And my last thought on this is what happen few years down the line and the drivers or mechanics decide that since there contract is up and you guys don't make a decision on how much of a raise they can get and here comes the strike then what happens to the people who come to depend on it waste of tax payers

Elaine

Finally, we are relieved of having a transit system in Oahu. Bravo! for Mr. Mayor's suggestion and action. Oahu is a paradise so that great increasing population is inevitable, especially for "Babyboom Generatiom". Furthermore, we ought to do it immediately. Thanks.

Martin Abel

I believe some sort of rail system is desperately needed. I grew up near Munich, Germany, which has an excellent public transportation system (like most other German cities as well). I've lived in San Francisco for some years and seen how effective and efficient the BART system there is. As the population in the area here in question will only grow in the coming years, and the number of cars will increase, something will need to be put in place to ease the strain on the already overloaded road system, preferably something long lasting. Even though I've only lived on Oahu for 3 years, I can see myself settling down here for good, and as I am only 36 years

old, I am very concerned about the current situation and hope that a way will be found to accordingly prepare this area for future generations. Mahalo, Martin Abel

Lois Abrams

I am particularly upset by the omission of HOT lanes in your analysis of alternatives to rail. You yourself have said rail will not relieve traffic congestion, yet HOT lanes everywhere have proven that they do. It would appear that you have already decided on rail and the public be damned.

Vicki Christine Absher

I am very much for a light-rail transit sytem to complement the buses-only transit system because of the current over-crowding on the buses-only system and the over-crowding of vehicles on the roads, especially during weekday rush-hours and seasonal busier-than-usual days, weeks, etc. Rail systems that operate entirely separate from all of the road transportation systems are never slowed by slow road-systems traffic. It appears to me that the light-rail system will soon need to be expanded to more places near to the urban Honolulu area.

Shaun Ageno

With Hawaii's growing population and lack of room to expand current highways/roads, we need a mass transit system vs. monorail.

Justito Alcon

I'd like to see good and realistic options to driving. I am not for the bus nor not doing anything so alternative 1 and 2 is out of the question. Alternative 3 I believe is a grand idea, but only works for the short term. So no to alternative 3. Alternative 4 still appears to be the most attractive choice and most likely to succeed in helping the congestion in Oahu by giving a good and realistic option. We should not worry too much about exactly what street or path the train should take, because it only makes it more difficult. I know that when a good base in place, we are more likely than not to build on that base. So, my choice would be alternative 4d. Of all the routes given in Alternative 4, I think 4d best serves the population because having the large open land around the North-South Road present a perfect park and ride area, at the same time serving the future West Oahu campus. Other great considerations of course, that is lacking from the other proposed routes is having the train go to the airport and Waikiki. This would be an added revenue to the train reducing the funding needed to operate the train by having our tourist use the train instead of renting a car. The other things I liked about this route is that the route taken by this train, services many of the areas where Oahu workers work. Such as Pearl Harbor/Hickam, Airport, Kalihi industrial area, downtown Honolulu, Ala Moana area, Waikiki, and for the students of HPU and UH Manoa. The only thing that I am against of is the building of tunnels. Would it not be less costlier if no tunneling was done? Tunneling itself is expensive. Maybe more expensive than building elevated guideways through downtown

Honolulu. You also have the problem of possibly contaminating water supply due to tunneling. In conclusion, I support Alternative 4d and that I hope that elevated rail transit will happen.

Harlan Aliment

Several areas of concern for me. 1. Having traveled throughout Japan I've been very impressed how they tie local bus routes and bicycle parking areas into their train stations. What are the plans to get people from thier homes to the rail stops and back ? Obviously there will not be large parking areas. Will there be minibusses going through the neighborhoods or??? What ever is used it must timely and avoid the high traffic roads like Fort Weaver. Remember transit riders leave their cars home for the speed and convenience. Having them wait in traffic to get there is not going to work. 2. The rail system is not going to be a bottomless pit of expensive jobs for people. WIth today's technology a raised system has no need for an operator. (The LRT in Kuala Lumpur, Malaysia, is totally automated. http://www.kiat.net/malaysia/KL/transit.html) Ticket sales do not require employees either as the San Diego Trolly system has shown. http://www.transit-rider.com/ca.sandiego/sdtrolley.cfm Machines sell the ticket and random checks by transit security provide enforcement. Taxpayers are interested in affordable transit not funding retirement and medical benefits for more employees. Be smart, be simple. 3. Long term maintenance cost must be low. Use a proven system, not something new and untested. Remember the ongoing airport wiki wiki bus fiasco. Low maintenance inside the cars. No carpet like Atlanta's MARTA - hard to remove all the gum and cigarette burns, use a smooth finish. No smoking on board. Hard plastic seats are ok not easily damaged padded ones. Zero graffiti allowed on the cars and stations. Cars & stations cleaned each night. Graffiti resistant wall finishes. 4. Why is no one talking about an "expandable system" to add a route along the H2? Are we just going to abandon Mililani, Mililani Mauka and all the future growth in those areas? Plan now while you have the time and land can be planned. Remember how much HDOT is now spending to widen poorly designed narrow roads. 5. This project will not be a bottomless pit of constant contract additions, rebuilding, etc, like Boston's Big Dig Fiasco. http://msnbc.msn.com/id/3769829/ On time, on budget with required reviews anytime costs go over budget. 6. Last area is your poor website design. Why is the input area window so small, taking up only 1/3 of the whole website width. Looks like you either have a poorly trained webmaster or are trying to limit input. Fix the website please. Thank you for your time, Al

John Anderson

Please start the rail system as soon as possible. I am tired of waiting twenty years or so. The magnetic appears to be a good option. I love the Vancouver, BC skyway. Their problem, though is that there is little parking around the terminals. I also agree with others that it should be as safe as possible & maybe stretch to Kahala Mall.

Thank you. John

Mark Anderson

To anyone that spends two or more hours each day in traffic to and from work, the purpose and need for the project should be obvious. The need for a comprehensive transit solution for the Kapolei-University corridor is greater than ever. The solutions should be revolutionary, not evolutionary. The piecemeal solutions to date (zipper lane, H-1 widening, contraflow lanes and increased bus routes and lanes) are band-aids that have not kept up with the explosive growth in West Oahu. In my view, fixed rail would provide the best "revolutionary" solution.

Margaret Armstrong

I have had doubts about affordability and viability of this transit project from its inception, Please develop a serious study of benefits and costs before proceeding any further with this project. In fact, why not mount a serious study of this proposed project before soaking the public for something that may very well not be advisable or affordable???? Margaret Armstrong

David Atkin

Hawaii's population is aging, faster than the aging rate on the mainland. I think it is very important that the system be accessible to senior citizens who will need mobility after they give up driving their cars. In addition, security is a very important issue for senior citizens. Some day I will be a senior citizen, and I would like to be able to use a system that is fully accessible to me, and provides for my security.

Danell Avila

To Whom It May Concern: I know that making a decision and getting underway on creating an "ease" in our traffice situation may be very overwhelming and problematic at times. I just wanted to give my input although I have no idea if anyone will read this or if it really matters. Hawaii's roadways is nothing in comparison to the mainland and those options on the mainland may or may not work here. We have limited space here whereas the maninland can create routes from unused roadways, so development has to be made in the best possible manner not just for now but for our future generations. Most options, with the exception of an underground system, seem to be worth considering but the matter is the route. Perhaps a conjunction of two to three options may be beneficial although I understand that the monitary aspect is what is most troubling for the state. Although I did not vote for Mufi Hanneman it seems that he is doing a fine job thus far helping our state, and I hope that he and Linda Lingle and all other forms of state/government can work together to finalize this bothersome matter. The railway system is interesting but please keep in mind that Seattle had one drama, that was noted anyway, that should be considered if proposing such a feat. In regards to the tollways, well I don't know how useful that will be as some Hawaii residents barely make ends meet as it is. I must congratulate your efforts so far in coming up with some solutions that would be considered, but as a Hawaii motorist I hope that we all can vote on the matter and find a greater solution

for now and tomorrow. There are many issues that need to be addressed and I pray that you all can come up with reasonable solutions that your voters can vote upon to better assist us all. Best of luck to you all. Please do not fight so much that we take eons just trying to get this project, whatever it may be, underway. Too much bickering back and forth does not help, but some must be considered in order to find the "best" route and option possible. I hope to be finding some option to vote upon when you fine gentlemen and ladies have settled on two options that is most befitting our input as Hawaii residents and United States citizens. Of course I have more to say but it is not in relation to the project at hand, but is more directed to our roadways and the motorist driving upon them. Again all my best to you. May we as Hawaii residents find a solution that helps ease the strain on our roadways. Thank you, Danell Avila ... one of many Hawaii motorists!

Jeffry Babb

With the steady rising of fuel costs (despite recent cuts, they are still higher than ever), emission pollution during peak travel hours as well as the snarled traffic, it is time to consider getting cars off the roads. I am in favor of some fixed guideway alternative. 4c or 4d seems to be preferable since Salt Lake Blvd. is so crowded and is heavily residential. It would seem more efficient to make use of the Nimitz viaduct to place an elevated or ground rail in the center of that structure. It will impact less businesses and homes. More bike lanes would be useful as well. Riding a bike on the City Streets is a hazard! I agree with the Mayor that we need an intermediate transit system that makes more stops and carries more passengers than the personal people carriers.This is long overdue. With the senior citizen population of baby boomers on the rise -- more of them will

undoubtedly give up their cars -- there is a need for some kind of transportation for them to get to and from medical facilities, etc. Also parking at peak hours at the University is a nightmare -- our students and faculty need some kind of relief soon! After EIS done and etc. when can we realistically see some kind of rail system operating in the corridor? The governor's estimate of 15 years is too long! We will be gridlocked by then. Whatever happened to the ferry that ran out of Pearl Harbor that my family used?

Catherine Baker

Our travel corridors are too limited to add any form of rail. Raised rail would destroy our best commodity - beauty. PLEASE do not decide on ANY TYPE OR RAIL. It only remindes me of Chicago. UGH. A letter to the editor had the best idea yet. Free Bus rides using the now available freeways and roadways. Setting aside one of the lanes to this use exclusively during peak traffic hours, making this method the fastest and of course cheapest way ever. Compared to what empty trains (and they will be empty) would cost. A BARGAIN.

Mary Baker

The presentations I have been to and have read have not convinced me that rail is the most cost-effective way to ease transportation problems on the Leeward side. I am very much in favor of using our collective intelligence to plan a great bus system. I am opposed to a light rail system because it is too expensive. I believe that putting the funds and planning power into a bus system that is responsive to ridership needs - putting buses in and out of service as the needs grow - sending smaller feeder buses into the valleys to bring riders to express buses that can use dedicated lanes on the already constructed highways. We don't need another construction project that will go over budget and enrich a few without really solving the problem.

Debi Balmilero

*) Consider the decrease in traffice when the UH students are not in session... there is a marked difference in commuter time. Work with the University to require all off campus students use public transportation... ie... no vehicles allowed on the premises and have special commuter bus fares for college students. (almost free--subsidized by the state)-This would eliminate the congestion. *) Convert additional lanes on other main arteries to contra flow-Kam Hwy in Pearl City would be ideal if the Leeward Community College only used public transportation into their campus.

Donnie Banquil

Although I reside on the windward side of the island, I am still in favor of developing a fixed rail system to help alleviate our highway congestion for Oahu. Given the routes suggested, I support route #4 (North-South Road/Farrington Highway/Kamehameha Highway/Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with Waikiki Spur). This would allow people form the west side the option and flexibility to use the rail system for travel to Pearl City, Downtown Honolulu, Waikiki and the University. In regards to the various vehicles suggested to transport passenger, I support a monorail system (similar to system used at the Disneyland parks). This system would provide a sleek, high speed and modern mode of transporting passengers. The concerns I have regarding the mass transit system is getting the general population to use the system and its user convenience. Addressing the matter of convenience, the fixed rail system should be linked to shuttles or bus traveling to and from outlaying neighborhood locations at each fixed rail station. In regards to encouraging the population to use the fixed rail system, the system's convince shall aide in its voluntary use. I have also experience in some cities a toll fee being used on highways, as a deterrent to automobile use, in overlapping mass transit routes and highways. Thus economically making a mass transit system a more affordable means of transportation, then automobile use. I also suggest exploring the use of sea ferries in conjunction to the use of a rail and bus system (similar to the system used in Vancouver city). I highly recommend the City and County of Honolulu's Department of transportation to research and use a model Singapore's integrated transit system (encompassing the integrated use of fixed rail, buses, automobiles and ferries into their overall transit system). Should the

development of a fixed rail system become successful in Honolulu and West Oahu, I would then like to see routes developed to areas such as Hawaii Kai and Windward Oahu. It is my opinion a successful integrated transit system shall aid in alleviating Oahu's traffic congestion and shall be a leading factor for Hawaii future.

Clara Bantolina

I am writing to express my preferences for a alternative mass transit system. I live in Ewa and work in town and I would willingly use the rail system if it went along Fort Weaver road. Ewa is a growing community with a great number of people working in town & Waikiki. I think that it would be a great disservice to bypass that area and to connect to the rail system with buses. I used to ride the bus prior to the bus strike but I have young children at home. The bus schedules and the time it takes to get home is not feasible with my children and their schedules. There is no way that I would make it in time to pick up my kids from their various activities if I rode home on the bus. There are many families just like this in Ewa Beach with two working parents. The main reasons they drive into town is the flexibility and time that driving affords. If a rail system would get me home faster, I would probably use that and not drive. The buses could be used to go around the communities on a more frequent basis to connect to the rail line. With any mass transit system servicing West Oahu, it is essential that riders do not have to wait so long since many of the workforce have young families. Right now, I carpool and even with that, traffic is heavy so I am willing to use other alternatives. The key is making it such that working families with young children (most of whom live out in that area) can use the service and that it accommodates the lifestyles that most of these families have. Right now, the bus IS great if you can go straight home and don't have any commitments. I would like to see the rail system service the Ewa/Ewa Beach area by going through Fort Weaver road and then connecting to Kapolei. It would be a waste of time to have to catch the bus to Kapolei or Waipahu and then hop on to the rail system. Thanks for taking the time to read this email and letting me express my preferences.

Toni Baran

I am against this tremendous expense on us, the taxpayers. Try what was done off island - free work hour time buses. I am sure there are MANY other choices before we get into this explosive, over budget, situation.

robert bates

Testimony from a Citizen Robert Bates, Honolulu Thank you for allowing this testimony into the record of developing our transit system in Honolulu. When I first arrived here twenty one years ago, I rode a bicycle, took the bus, walked, caught rides and even rode a skateboard. Today of course I drive a car. No one in their right mind with the means wouldn't. For better or worse, our city is designed for the driver. beyond lifestyle issues are the practical, which I'll keep to herein. My criteria for a successful mass transit experience is threefold:efficiency, destination and connectivity. Riders should not be subjected to many stops if they are commuting or

arriving from the airport. An hour long trip from Chapel is a built in disincentive to take rail. Stops should be at existing destinations, areas of interest/use. And riders should be able to easily pick up buses or find parking lots for their cars nearly. Simply and in broad strokes, here are my ideas. Central Station The Governor and HECO both have stated that the downtown power plant is old and inefficient and will be relocated. It's location makes for a perfect Central Station. Commuter train lines should run above Nimitz, so a Makai terminus is logical. Central Station becomes a downtown focal point, and part of a much needed reuse of Honolulu's valuable and underutilized waterfront. Line One - commuter A commuter/airport line that runs from Chapel through Ewa, across - rather than around - Pearl Harbor, with a stop at the airport and then directly to town. The speed at which this train could reach downtown would be staggering, far less than half of the proposed line. An airport stop generates rider ship into town at off peak hours. The airport component cannot be overlooked. Every major city in the world has an airport train. Visitors and residents alike will benefit by it. This same line stops at central station, makai of downtown, then proceeds to Waikiki with a single stop at Ala Moana, ending at a terminus connecting to a Kuhio line. Line Two - local A Waikiki local line, elevated above Kuhio Avenue line would both eliminate the need for frequent bus stops on Kuhio (reducing noise and pollution) and make for smoother vehicular ingress/egress throughout Waikiki. This line would run from the Airport line terminus to Kapuhulu Avenue, both directions. In a perfect would it would run up Kapuhulu to the University. Line Three -commuter A commuter train from Waipahu, through Pearl City and along the Moanalua Freeway. This train should make no more than six stops before segueing into the Airport line along Nimitz Hwy., or offering a transfer to a local line that runs King Street both directions (see below). Line Four - local A Kakaako/Kapiolani line should run from Central Station, down Halekauwila, stop under the Ward complex and continue to Kapiolani Blvd., where it emerges above ground and continues along Kapiolani to University Avenue.This path should be two way and would terminate near King Street. Line Five - local University to Kalihi lines run King Street. Two ways.

Bert Benevento

I believe Honolulu has ignored the benefits of bicycle riding as alternative transportation. A mastser plan was designed 8 years ago and has yet to be implemented. What's worse, is despite rapidly rising tax revenues, the mayor cut back the budget for bycyling to almost nothing. If Bicycle riders comprise 1% of the residents, then 1% of the transporation budget should be allocated to improvement and addition of bicycle paths. We have the best bicycling climate in the world, but perhaps the fewest and most unsafe paths of any state in the union. Plus bicyclists are disproportionally targeted by police for minor violation while cabs & police cars gun for pedestrians and bike riders daily with impunity. Shame on Hawaii.

paulina benja

What a shame we can't rely on the bus to get us to work on time anymore. Since the bus zipper lane is open to all (if you check the cars, there's rarely more than one person in it) we are always over 20 minutes late, and that's if we get the bus at least 1 hour earlier than we should have to! I don't see where you will put a rail system on the already crowded roadways in Honolulu to Waikiki, unless you put it in the air! Mahala

Jay Bieiber

After looking over the proposed plans I think Alternative 4c is the best option (with some minor changes). In order to minimize traffic in the island we have to provide alternative forms of transportation beyond just adding more roads. The fact is that we are running out of buildable land, and if we build more roads, I am sure it will just ensure drivers that there is less of a need to carpool or take advantage of mass transit, and after a few years the roads will just fill up with cars again. I accept the fact that a transit system will probably not be able to pay for itself, it is a service provided to the community, like roads, police and fire services. Mass transit however does gain the benefit of charging for ridership, where as increasing roads, or taking no action does nothing. In any mass transit system the most important factors include convienience and accesibility. If the system is not convenient for riders in residential communities to use, they will not use mass transit. Therefore it is important that stations have ample park-and-ride areas and be in areas that are accessible to the surrounding neighborhoods. The second factor I mentioned was accessibility. The transit line must go directly to work sites, shopping areas, and recreation spots. If riders have to transfer from one type of transit, such as light rail, to a bus system, ridership will decrease due to the inaccessability of the system. Therefore I believe that Alternative 4c meets these needs the best as it would allow the riders on the West side of the island as well as those in locations like Ewa to have easy access to the system. This should include the design option that goes past Ala Moana Mall. However, I like the spur route proposed in Alternative 4d that has the line into Waikiki. Also, the system should consider a future spur that would access the Mililani and Wahiwa areas. We need alternative mass transit in Oahu, and people who think otherwise should look at the increasing traffic problems on our roads, or the number of people waiting at their local bus stop.

Darleen Binney

e. be willing to pay for the privilege to keep their cars handy. If children are involved, a parent needs mobility to come and go as needed. People with parttime jobs would not be held back waiting for a ride.

Conrad W Blankenzee

I believe based on my experience, the only solution for such an environmentally sensitive area is a noncontact urban maglev system, it is inexpensive to construct and

maintain. Only Korea (www.rotem.co.kr) and Japan (?) have available. P. Bobilin I don't see how I can make a valuable judgement on which transit system to use with out a price comparison. I would also like to see table comparing relative features such as the difference in ease and speed of construction, energy consumption,reliability, safety etc,.... for each type of transit. If this information was on the site, I could not find it. This is fairly basic, lay information that should be available to the public.

Valentin Bueno

I hope your station designs eventually follow international standards for layout and signage. I have been to subway and train stations in Japan, China, France, Italy, and Switzerland all were easy to navigate in, out and around.

Rida Cabanilla

Aloha, Please accept and include my comments for the record. The route to serve rail on the Leeward side should include a stop at both the proposed UH West Oahu campus in Kapolei and the heavily populated Ft. Weaver Road corridor. This can be achieved by proceeding down North-South Road from the campus to Kapolei Parkway to Geiger Road then north up Ft. Weaver Road to Farrington Highway. Eventually, the rail must serve the residents of Waianae and Waikiki. As long as the route utilizes the medial along Kapolei Parkway and Ft. Weaver Road, issues concerning privacy for those residents in the vicinity should not be breached. Thank you for this opportunity to provide you with my comments. Rida Cabanilla 586-6080

Dennis Callan

Our Urban Tragedy By Dennis Callan (These remarks have been submitted to the city's transit study, and I'm sending them to the Honolulu Advertiser as an exclusive for your consideration as an op-ed essay. Thanks for your continued coverage of this critical issue) Stop the train, I want to get off! There's a missing factor in the formula pushing a 2-billion dollar rail system into our suburbs, and this traffic solution is doomed to fail without it. The simple truth is that a rail transit system requires a dense residential pattern to make it work, which we do not have on Oahu. There is a direct connection between transportation and land use which has not yet been properly addressed. The often-cited description of Honolulu conjured up by rail proponents as a dense, linear city ideal for rail is a myth. Our biggest transit problem is that Oahu's settlement pattern of single-family homes in suburban subdivisions is too dispersed for rail to be effective. If we build the rail line and don't change the way we build new housing this system will be a colossal disaster. How many people right now live within walking distance of any likely stations? Not nearly enough to support rail rapid transit. When you look around the world at successful rail transit systems you see they are in cities with medium and high density housing where people can walk to the station and then walk to their work place at the other end. A global trend in city planning is creation of the urban village, both in the city center and in the fringes with construction of new towns. Such increased housing density could enhance quality of life by developing a village atmosphere and supporting our

need for close-knit communities where people interact, unlike today's isolated neighborhoods. Shops, restaurants, entertainment, jobs, schools, mass transit, and other enjoyable urban amenities would be easily accessed in a more dense community if it is properly planned. There is a causal relationship between our problems of unaffordable housing and congested traffic, because we have spent years building the wrong kind of homes in the wrong places, covering our landscape with big, expensive houses, generating suburban sprawl that has produced tremendous traffic problems. These unattended problems will only grow worse if we are distracted with an ineffective, fixed rail pipedream. Jumping into a rail commitment at this point is just not going to work. Consider how someone living in a single-family suburban home would have to get to work on rail: walk to a bus stop, wait for the bus, ride to the rail, walk to the platform, wait, board, ride, walk from the rail to another bus stop, wait, board, ride, walk to work; then do the same thing in reverse going home. Who is going to put up with this? Most who are supporting rail probably would not ride it -- but hope in vain that others will, to make more room on the roads for the rest of us. There are better transportation alternatives which could provide faster relief and perhaps eventually evolve into a rail system. One obvious strategy is to vastly expand our bus system. We need more buses, exclusive lanes, frequent service, additional routes, express lines, better connections and lower fares. Our present bus system is often claimed to be one of the nation's best, which is another myth that stands in the way of true solutions. It can be drastically improved. High-occupancy toll lanes are a promising technology which the city studies are ignoring. Extensive road construction will be needed, including some elevated busways, bus stations, underpasses at busy intersections, more use of contraflow and other management improvements. In the future, if bus utilization grows heavy enough, this system of elevated structures and exclusive bus lanes could be converted to rail, which would ultimately have more capacity; but it would be a mistake to attempt a transition directly to rail at this point when we are not yet ready. Why not just build the rail now along with the higher density housing to go with it? That would be nice if we could trust the brilliance of our politicians and private land developers to do the right thing, but with their sorry record of land use planning we must not be gullible. This new kind of housing approach needs to be demonstrated with real results and in the meantime it can be supported with an expanded bus system which can evolve into rail transit. Unfortunately, our misguided state legislature passed a flawed bill last session that prohibits expenditures of new transit revenues on road improvements. How can the city now tell us with a straight face that all transportation alternatives are currently being given fair consideration? This state legislation could be changed, but given past performance, the outlook is bleak. Our former mayor was probably on the right track with his BRT plans using modern buses driving on exclusive lanes and circulating in existing streets. A well-planned bus service could pick you up near home, bring you to a bus station where one transfer would put you on a bus that is going close to the final destination, riding on exclusive lanes that will be free from traffic. Commuters could also drive to transit stations at regional shopping malls, park for the day and catch an express bus direct to their destination. The whole island can benefit from this approach rather than one narrow leeward corridor. At the same time we can be preparing ourselves for a future rail system by building new housing in

well-planned, medium and high- density apartments -- which can be affordable and very beautiful when done right. Clustered villages can be created with a mix of townhouses and highrise apartments that could support neighborhood shopping, entertainment and other urban amenities. These clusters could be developed in the urban core as well as carefully-selected regions of the island. It can happen, but it will require a serious community dialogue and basic transformation in the way we build housing, requiring a prohibition on most new single-family houses and active government involvement in consolidating small private parcels for larger planned communities through aggressive use of eminent domain. Let's not be railroaded into paying for a premature, expensive rail system that will take forever to build at great inconvenience and won't work. At this time and for the foreseeable future rail is a luxury that we are not ready for and cannot afford. Imagine ten years of disruptive construction for a massive elevated train that hardly anyone in our lifetimes is going to use, leaving the rest of us stuck in gridlock and our children permanently unable to find affordable housing. We can do better. Questions for the city to answer, and statements to respond to: Regarding the basic premise of my statement, what role do you feel population density in the rail corridor plays in future ridership? How else do you respond to my essay? Where is rail rapid transit being used elsewhere in America? Regarding these other systems: What problems do the systems have? What is the population and population density of these cities? What is the population and population density of rail corridors in these cities? How do these densities compare with Honolulu? What is our population density within walking distance of likely rail stations? About the originating station in your Honolulu projections: What percent of riders will drive to the station? What percent of riders will ride bus to the station? What percent of riders will walk to the station? Same questions about the terminal rail station, for the last leg to the working place. How would you compare these numbers to mainland rail systems? Can you put light rail trolley at street level into the analysis as a viable alternative to be considered, and adopted? Dennis Callan is president of the Hawaii Geographic Society and has been involved for many years with transportation issues. He has actively participated in community politics for a long time, including terms as chairman of the Manoa Neighborhood Board, the Oahu Metropolitan Planning Organization Citizen Advisory Committee on Transportation and former president of Life of the Land. He also studied urban planning as a UH graduate student and has extensively traveled the world as an international tour organizer, using rail transit systems in 37 different cities: Montreal, Toronto, Chicago, New York, Boston, Philadelphia, Washington, Las Vegas, San Francisco, San Diego, London, Amsterdam, Heidelberg, Munich, Berlin, Paris, Lyon, Marseilles, Rome, Geneva, Bern, Vienna, Prague, Budapest, Istanbul, St. Petersburg, Oslo, Stockholm, Copenhagen, Madrid, Barcelona, Lisbon, Buenos Aires, Tokyo, Kyoto, Hong Kong and Singapore. Jadine Callejo I have lived in the mainland for a few years and have used the rail system. It would greatly improve our traffic conditions, but what the government really needs to look at is all the housing that is being built and the fact is that we don't have the roads to accomodate all the construction that is going on. STOP BUILDING HOMES until a solution can be made. I would gladly use this as an option for myself and my family however until this happens the traffic here in Honolulu is only going to get worse. PLEASE STOP

THE ROAD MADNESS SOON!! Malama Pono Shawn Carbrey I am very interested in working toward approval of the "Fixed-Guide way Alternative-C" (as described by the Honolulu Advertiser Dec. 4 article), for a light rail or monorail system. My husband and I are registered voters and take a very active interest in helping to improve the quality of life for residents of Ewa Beach and Honolulu. Please keep me apprised of any actions we can take toward the approval of the proposed rail system. Marijane Carlos Once again we have to remind the current administration, as we have with the past THREE administrations, that RAIL is NOT what Honolulu needs to correct our transit problems. I sat in on the last round of "community input" sessions and it was the general consensus that Honolulu has neither the space or the mentality to embrace RAIL. What we need is to INCREASE bus service so that it is more user friendly, with dedicated lanes, park & ride areas and feeder busses. Our Mayor, who was elected by Kapolei, and will do anything to please the people out there, is once again wasting tax payers money on University students and the few who might use Rail (mostly those who do not have cars). I have a very personal reason for not wanting Rail since it's just a matter of time till they extend it to run past my bedroom window. From using the Bart when I'm in the Bay Area, and loving it, I know just noisy & dirty that can be, and how much room is needed for stations, storage of extra cars, turn arounds, etc. There will have to be condemnations! And the people who clog our roadways with their BIG cars will NOT be using the RAIL. Charles Carter As a frequent traveler to the east and west coasts of the mainland as well as to Europe, I am always amazed to return to Hawaii and see the traffic mess that exists on Ohau. It is indeed frustrating for me, as one who does not own a car but travels solely by bus, to sit in these traffic jams. After using the rapid transit/light rail systems in the progressive parts of the world, it is dishartening to see the lack of progress here in Hawaii. Much talk with no results on the ground. One only has to go as close as Portland, Oregon to view a great and ever expanding light rail system that could be copied here. It is too bad we don't have the elected officials who could make a decision to proceed with the best system available and to heck with all the "studies" and "community meetings" that go on forever here in Hawaii. Do you really think all these tourists caught up in our traffic jams really think this is "paradise"? If you do, you been eatting too much poi. Wendy Chan Before we spend billions of dollars to finance a mass transit sytem that may not work, we need to try the following first: Free bus ride for everyone (residents and non-residents) for three months and add more routes to underserved areas and busiest areas. Many people will ride the bus if it is free. This is to free up the congestion on the roads, to have less air pollution, less fuel costs, less road maintenance, etc. The free bus service works well on the Big Island. If the trial period is proved successful, we should implement it permanently. It is easy to fix the bus system than a brand new mass transit system which is expensive and may not work. Charlie Chang I have gone to your recent meeting pertaining to this transit issues. My suggestions:-Transit stops at every five to seven miles with city bus covering the radius. If it takes 45 min. from Ewa Beach to Diamond Head, I would not even think about taking the transit. People are looking for ways to get to their destination quicker and safer instead of competing with the Freeway mad house. 15 to 20 years from now there will be at least ten times the amount of people here in Hawaii becausse of population growth.

Less stops will prolong the life span of the transit. It should also cost the tax payer less. Emergency phones must be place in the transit. Close up some roads from having vehicles in business areas where only buses can drive through. Maybe close up eight blocks in one section and better the bus system which will stop some people from using their cars and drop the percentage of traffic jams in some most critical areas in Honolulu. Restrooms at every transit stop. Latest news, a transit got blown off its tracks. Don't say it won't happen here. Norman Chang Restrictions must be in place regarding the number of vehicles that can be allowed in the C&C of Honolulu. Operating a private vehicle is a priviledge and not a right. I offer these proposals in addressing our traffic situation: 1. each household address is allowed 2 registered vehicles, any in excess will require a $1000 annual penalty fee(apply fee to operation of bus/transit) -those that pay the fee would be entitled to a free annual bus pass with their photo on it to discourage others using it 2. single occupant vehicles are not allowed on freeway system during restricted hours: a. morning 5:30am to 8:30 am b. afternoon 3:00pm to 6:00 pm -recruit class HPD officers would be stationed at on ramps during these hours to ensure compliance -this restriction will encourage bus/transit use 3. issue Hawaii drivers license with magnetic strip that contains information(i.e. safety check/registration/insurance expiration) for 2 vehicles that operator will utilize 4. Require valid operators license with above information whenever purchasing gasoline. This may be a networking nightmare but I'm sure it can be implemented. I realize that my proposals will not be very popular to all but my final point is this: The sole reason for our traffic situation is because there are too many single occupant vehicles on the road. Single occupancy is the most inefficient mode of transportation. Perry Chenq Including a route to the airport and having stations in the large shopping center (such as Ala Moana, Pearl Rige and Waikele) will definitely increse the riderships. Delwyn Ching I support the transit project wholeheartedly and believe onces it's built, people will ride the transit to/from work, school, shopping, etc. As I have suggested during the last time when rene Mansho killed the project, a great system will travel from Kapolei to UH-Manoa and include, Ewa, Ewa Beach, Waipahu, Pearl City, Aiea, Pearl Harbor, Hickam AFB, Tripler AMC, Ft. Shafter, AMR, The Airport, Downtown Honolulu, Ala Moana, Waikiki and UH-Manoa. Having experienced the MAXRail in Portland, Oregon, we need a transit system to move people fast and efficiently and get them out of their cars, especially from the areas in central and leeward Oahu where these communities are still growing and there's no room for more roads or freeway expansion. Keep it going and don't quit! I will even ride it from my home in Kaimuki to work at Schofield Barracks. Aloha, Randy Ching One of the alternatives that should be considered is to have a dedicated high-occupancy lane (HOL) during peak traffic times. Town bound times would be 6 to 8 a.m. and Ewa bound times would be 3 to 6 p.m. A HOL would accommodate buses and vehicles carrying at least 3 people. Enforcement would fall to HPD. Fines collected could be used to increase the number of enforcement officers. The H1 and H2 freeways should definitely be used as HOL's--one lane townbound in the morning. H1 freeway should be used Ewa bound in the afternoon--one lane dedicated to high-occupancy vehicles. The zipper lane could be used as a HOL. Again, no new roads to build and since the zipper lane is a reality, nothing much would have to change. The advantage of this proposal is

that it would require very little money. No new roads would have to be built and it would move people quickly on the high-occupancy lanes. A more expensive option would be to build an elevated HOL (1 or 2 lanes) above major roadways (Nimitz Hwy for example). This would be reversible--townbound in the morning and Ewa bound in the afternoon. Buses would be the main people carrier on this elevated road, not trains. I do not think that rail would be more efficient than buses in moving people into town. It would certainly be more expensive. The infrastructure is already in place for buses. Let's use it. The City has a large fleet of buses that could be augmented with the half percent increase in the GET. The additional buses could serve the most populous areas with more frequent runs (every 5 minutes during peak times, for example). When drives see how fast these dedicated HOL's move people, some of them will carpool or take the bus because of the time savings. To save even more time, the dedicated HOL's could be used on non-freeway roads such as Nimitz/Ala Moana or King St. or Beretania St. I don't think that rail should be the only alternative considered. There are many ways to move people more quickly and less expensively. Let's not make rail the default position. There is some evidence that rail does not lessen congestion very much and the maintenance costs are higher than that of the bus system on a per person per mile basis. Thank you for this opportunity to offer my input. Alvin Keali'i Chock I would prefer the light rail (or some modification thereof) route which goes thru 'Ewa, and which reaches both UHM and Waikiki. We lived in the Washington DC metropolitan area, and saw the success of the Metro system to Maryland and Virginia - it took some 30 years but it provided fast, reliable transportation, both during rush (every 1-1/2 to 2 minutes) and non-rush (about every 15 minutes) hours. The current congestion is terrible; I'm glad that I'm retired and only work during the summers!! Lester Chong I'm glad that the county is moving forward with a mass transit solution and appreciate the efforts of everyone involved. I believe that having a mass transit solution in the future will have a large impact on the quality of life on Oahu. The following are my comments: 1. I'm for a fixed guideway light rail type of solution because I don't believe in reinventing the wheel and this is the solution that seems to work the best for cities similar to Honolulu's situation. 2. Alternative 4c with a spur to Waikiki seems like route that can service the most people. 2. Park and ride lots next to transit stops at key locations (In the Leeward area at a minimum lots are need at Kapolei, Ewa, and Waipahu (to service Central Oahu residents)) will be an important factor in gaining local resident's acceptance. 3. The study process should include the lessons learned from as many major mass transit projects as possible. 4. Obtaining a large percentage of local resident's input on the transit path and stop locations and station features should be a requirement of this project. 5. The study should include planning to enable service to Kailua, Mililani and Hawaii Kai in the future. Thanks for allowing me to comment on this. David Choy

In the matter of 'mass' transit, consider me as in favor/with a caveat; No increase of the general excise tax to build a 'fund' to cover 'mass' transit cost. There is a need to reduce traffic and congestion all over Honolulu, not only from West Oahu in to town. Will transit benefit East Honolulu commuters? What percentage of the population who own cars and drive will utilyze transit? Will there be convenient and safe

pedestrian pathways or secondary transportation for passengers to their final destinations from the transit route terminals and drop- offs? How commuter friendly will transit schedules be? I believe that there are far too many unanswered questions at this point to say "tax" the public now and discuss the details later. Lay out the nitty gritty now. Just who and how many drivers are going to commit to riding transit? Maybe the bus is enough- with intelligent improvement(s) and expert management? Don't go transit and tax without the entire picture on the screen.

Robert Clarkin

To the Mayor and City Council of the City and County of Honolulu and to each and every individual concerned about the transportation solutions for the City and County of Honolulu: There are some very serious possible solutions to the transportation problems of Oahu that are not being considered for study by government. This fact alone makes the whole process suspect to the average citizen and should be of concern to each and every elected official on Oahu. Without the inclusion of all reasonable solutions in the study, each and every citizen should ask their representative " Why not?" At the public meeting at the Blaisdell Center I asked over forty people not connected with the presentation if the knew before they arrived that the meeting was to present the Honolulu High-Capacity Transit Corridor Project. All respondents but two thought it was a meeting to see alternatives for a transportation solution for the whole Island. This project is not a transportation solution for Oahu. Hawaii Auto Bus Solution (HawaiiABS) provides a framework to incorporate any and all solutions to a complete transportation solution for all of Oahu. If some form of rail is actually part of the overall solution to the transportation problem of Oahu then it would fit into the framework of HawaiiABS. HawaiiABS should be studied first along with any other reasonable solution to the total transportation problem of all Oahu before starting down a path that might be impossible to correct if it is WRONG. The financial considerations could be disastrous for the future this beautiful island. While the elected representatives have a duty to their individual constituents they also have a duty to the well being and success of all the residents of Oahu and to the success of the City and County of Honolulu. The electorate is beginning to feel that on the subject of "rail" they are being " railroaded" and given the present real property tax problem they are on the edge of revolt.

Hawaii Auto Bus Solution (HawaiiABS) Copyright 2005 by Robert Clarkin A true solution to the transportation problem on Oahu must be able to manage the number of automobiles on the roadways of Oahu and at the same time must provide an alternate means for residents and visitors to reasonably get from one place to another of their choice. (HawaiiABS) is one solution to a problem that touches every resident and visitor in Hawaii. It might be the only solution that will truly accomplish what others are only promising. This solution is possible because Oahu is an island and islands have economies and other factors slightly different than other landmasses. These differences must be taken into account when planning the future of the island. At the present time public transportation is funded by a combination of the fare paid

and general taxes. The user pays approximately 28% to 30 % of the cost and all taxpayers pay the balance. All taxpayers in a Federal, State, and City and County combination pay for the road and highways system. THE PRESENT SITUATION BRIEFLY STATED 1) Too many automobiles on the road at the same time. 2) Inadequate resources to get people where they need to go without automobiles. 3) No system presently proposed will alleviate automobile congestion. Hawaii Auto Bus Solution (HawaiiABS) 1) All public transportation will be free to the rider. 2) The public transportation system will be enlarged so that everyone will have a reasonable ability to move freely throughout the island. 3) The public transportation system will include but not be limited to buses, mini-buses and bicycles. 4) Park and Ride Lots shall be part of the public transportation system. 5) Vehicles other than public transport vehicles shall have a yearly registration fee based on load weight capacity. 6) Management of the number of vehicles on the roads will be accomplished by raising and lowering the gasoline tax which will be collected at the point of purchase for all vehicles and adjusted monthly. The gasoline tax will be dedicated solely to the public transportation system. 7) An additional visitor tax will be added and dedicated to the public transportation system. 8) Federal, State and City and County taxes will pay for the balance of the public transportation system and the building and maintenance of the roads and highways. The many administrative, legal and political ramifications are capable of being worked out if the various parties have a real desire to solve the traffic problem on the Island of Oahu. A rail solution will not relieve traffic congestion. Only a truly alternate transportation system coupled with a cost to drive factor will achieve a reasonable traffic flow on an island with limited space for roads and highways and almost unlimited capacity to add people and vehicles. Most businesses and individuals will find the increase in productivity and the decreases in maintenance costs, labor costs, insurance costs, and capital costs beneficial to their net profit. Hawaii Auto Bus Solution (HawaiiABS) Copyright 2005 by Robert Clarkin may be copied for non-commercial use promoting this solution for the City and County of Honolulu and the State of Hawaii. Copying for use elsewhere is not permitted. The author in the last 60 years has done business in and has studied approximately 80 islands of various sizes around the world. The reality is this. Islands are different than large landmasses. If these differences are not taken into account when planning a project, then failure or excessive cost is almost assured. Oahu is no exception. Honolulu, as a city, does not have the ability to expand geographically. It does have the ability to add people and vehicles far in excess of what many might consider sane. Our constitutions both Federal and State combined with our economic and political systems make it difficult to mandate a cap on the number of vehicles or people allowed into the state. Thus, with limited land available, it follows that there is a limit to the number of highways, roads and rail lines that can be built. It is a function of government to promote a system of transportation that will allow its people to reasonably move from one destination to another. Thus it is the function of the State and the City and County of Honolulu to plan and promote a system that will best provide that for all the residents of the island. Including visitors is beneficial due to the economic reward it brings to the island. The main transportation problem facing Oahu today is congestion. Stated another way, there are too many vehicles on too few roads. This occurs mainly for

two reasons. The first is human nature and the second is an inadequate transportation system. If the transportation system were adequate or better yet excellent, Oahu would still be faced with traffic congestion due to reason number one, human nature. Many are saying that some form of rail is the answer to this problem. I think not. Rail in any form has not diminished traffic congestion in any city to date, even in cities with almost complete rail coverage. Whynot? Human nature. Might it be time to take a fresh look at this problem? Might it be time to put aside the concepts and plans derived from politicians and planners dealing with large landmasses. Might it be time to bring together the planners and experts that have intimate knowledge of islands and the special needs associated with islands. Our elected officials have the burden of providing the framework for our future and the future of our children. They can only make these decisions if they have been informed of all the alternatives and the consequences. If a rail solution is chosen and it is wrong, there is no way out of the monetary disaster created. Our children will leave the island to escape the tax burden our generation has heaped upon them. How many have already left because the economic burden of obtaining a good life here is viewed as impossible. Hawaii Auto Bus Solution (HawaiiABS) takes into account the world we live in today and the world of tomorrow. Read (HawaiiABS) and take some time to consider the ramifications. Talk to family and friends. Talk to your neighbors. Discuss alternatives. Your future and the future of your children is now. Log on to HawaiiABS.blogspot.com to find out more about this subject. I will add more posts to explain (HawaiiABS) in more detailed terms, but it is important that all of us become knowledgeable and partake in the biggest monetary decision our elected officials will ever make. Submitted respectfully to all the residents of Oahu and to their elected representatives. Robert A. Clarkin Hawaii Auto Bus Solution (HawaiiABS)

John Claucherty

I¹ve been quite vocal about Oahu¹s public transportation for the past few months. H-1 has been central to my argument since I bought a house on Makakilo. I used an opportunity to try the current public transport - The Bus recently. I spent three hours and five minutes to make the 12-mile trip from Hickam to Makakilo. I would have made it home in two hours if I had jogged 10 minutes per mile. Please build the train. I suspect that the two are a chicken -- egg relationship. If the bus service were better more people would ride. If more people rode, -the bus could afford to provide better service. People will ride a decent train that gets them to work more quickly and at a lower cost than driving. If a person rides the train down to work he won¹t have a car parked in the city. That same person¹s family currently owns two cars so that the spouses can move independently. Give one of them an alternative transport to work and they will only require one car. Hawaii public school math here: If a family owns only one car they¹ll save the $ X-hundred dollars per month that the second car costs them. Goodness that could impact neighborhood traffic and parking congestion. New York City is a good example. Nearly everyone that is heading into

the city rides the train. You can ride the train in for $76 per month. If you want to be a real city build a train. If you want to have international business move here build a train. Build the train if you want industry to come here. If you want to connect Kapolei to Honolulu build the train. If you want to connect China's industry to Hawaii you have to be serious about developing our city. I thought it shallow of me to complain about Honolulu¹s transportation system without having tried the only public transport. Well look out co-workers I have met that requirement. I¹ll see you at the Starbucks. Next subject: How just plain back woods it is not to have a ferry system that connects the counties.

LORING COLBURN

To wait one more day is a crime. Let's move forward. Rapid Transit using rail and bus is critical for the economic health of Oahu. However, don't just do this by taxing us... INSTALL TOLL collection points on all of the major points. Besides an important way of obtaining needed revenues, it will force people to car pool or use The Bus. 15 to 25 Percent reduction by implementing toll roads will help until the rail systems are complete! Take a look at the freeways and major roads and it's easy to see; 1 person in every car. Force them to car pool or pay tolls! My wife and I seldom drive; we've been riding The Bus every day for many years. But most important; LET'S MOVE FORWARD AND IMPROVE OUR QUALITY OF LIFE! Mahalo for asking, Guillermo Colon I would be happy to assist in any capacity that I can.

Robert Conlan

Please include facilities for mopeds and bicycles at all levels of what ever plan you come up with. This might include special protected parking, shower facilities and others. Check out Amsterdam. Mahalo Robert Conlan This project is very important to the future of Honolulu and Hawaii. It is of marginal importance to visitors -- although they should be considered as part of the whole community. I lived in Washington, DC as the Metro system came on line and it transformed the city -- much more for the better. Please keep me advised of what you are doing. Mahalo, Bob

merle crow

There is nothing which can move people faster than a transit systm with its own rightaway, and rail has to be the best altenative. The study made for the Council when HART was in the mill showed that the cost of a rail system could operate at a lower cost per passenger mail than a bus system. It also pointed out that Honolulu has a naural corridore for a rail syste with the ocean on one side and mountains on the other, with bus route to take riders to and frm the stations. Developed propertly, with parking at major stations and convenience stores etc included in the plans it will give many an option to being caught in traffic for long periods of time, and any decrease of traffic will benefit those who have to drive due to the type of work they do. More highway or lanes just add to downtown traffic and is not the answer. I do think the original route plan which incuded an airport stop and connection to Waikiki would

give visitors an option to fast travel and reduce he traffic congestion at the airport. And I do hope that the plan is such that an extension to Kahala and H Kai could be made in the future--those living in Hawaii Kai need some commute releif time also.

Merle Crow

From: Merle D Crow [mailto:crowm001@hawaii.rr.com] Sent: Tuesday, December 20, 2005 9:55 AM To: info@honolulutransit.org Subject: Re: Honolulu High-Capacity Transit Corridor Project ScopingComment I hope it will be possible for all involved in the decision making to consider that the majority of comments being made are by citizens who after attending several of the transit meetings in recent years have any real knowledge of what they are talking about. This comes out strong when they have no knowledge that the taxpayers now are paying 2/3 of the cost of the bus system, or that a study showed that the rail system cost can operate as a passenger/mile cost than an expanded bus system IF considered over a long period (perhaps 50 years) of time. Those opposed to HART compared costs over a short period of time which showed a bus system was the way to go, but by using a short period they did not factor in the replacement of the entire bus system over the longer period of time a rail system and equipment can operate. The important thing most do not realize is that only a rail system with its own dedicated right of way can offer a fast way for commuters to go. It will not eliminate congestion on the roads but will keep it from getting worse. aloha merle crow

Nathan Crow

"NO" to rail transit. Terrible idea.

Irma Cunha

It is my understanding that under state law ALL comments regarding scope, alternatives and DEIS must be responded to. Therefore the box below giving an option is wrong. Please comment and change the choice

CHRIS DACUS

I am in full support of adding more multi-modal transportation instead of additional roads or highways as long as the new transportation infrastructure does not adversely bifurcate communities or negatively impact the visual aesthetics of Hawaii. Any rail project must include support for generous and safe bicycle racks and bring bikes on transit. A rail project presents an unique opportunity to include a bike path along the corridor and help decrease vehicular traffic. Aesthetically, any elevated portion, the footprint should be minimal and the height should be low not obstruct mauka-makai views. Landscaping should be maximized to soften the project. On another note, any rail project should include rezoning around transit stations to limit parking. Keep up the good work!

Stanley Dalbec

Investment in improving transportation in the high-capacity corridor can be justified only if enough people choose to use the new sytem(s), whatever the technology adopted. I hope to see evidence that realistic planning will be done to balance the options for transportation choices in Hnolulu. Attention is required for getting riders to and onto any large-scale transport system, rather than focusing on the system itself. Planning should aim to make trips convenient and hassle-free for commuters. Options such as paratransit and a 'guaranteed ride home' should be incorpaorated. I have read that the city of Boulder Colorado has had success in getting riders onto public transportation. If this is true, how did they manage this? I endure 7 mile-per-hour commutes on The Bus rather than deal with the insanity of rush hour traffic on H-1. Obviously, not enough people make this choice. Why not? What will be done to motivate more drivers to leave their vehicles at home and use public transportation? How can you make the trip from home to work and back competitive with the advantages of the private vehicle?

Dennis Dang

I recently attended the open house in Kapolei. I live in Ewa Beach, go to church in Kapolei and work in Pearl Harbor. The group I brought with me was a mix of Ewa Beach and Kapolei residents who work in various locations from Halawa to downtown Honolulu. There most definitely exists a need for organized mass transit system to serve the core of our island. To invest in time and effort and walk away with a "do nothing" decision will be a crime and thoroughly negligent. Some or many will be upset with whatever system is selected, but our leadership needs to LEAD our communities through progress and growth and NOT just "go with the masses". Many thanks to the technical and political representatives that took the extra time out of their normal lives to provide information and support to the event. When the masses complain later on, please make significant issue of the lack of public who actually brought their interests to the event. We know traffic and transportation is an issue today. The growth projections, while somewhat speculative, are realistic in indicating that traffic will worsen as population grows. And while one system may not "solve" all of our transporation issues, combining a better managed utilization of our present resources and investing in a growth focused new system will help! In developing and execution, the first foot print will need to be through downtown Honolulu. The user base is greatest there and activiation will be essential to growth and support. (The projected one to two year delay is not a big deal considering that we don't have anything yet anyway.) The best route will be the one that meets the customer base where it is and takes it where it wants to go. That means investing now in territory that will be, or already is, inhabited. The solution should not lie in doing nothing or just one alternative. The solution will be found in combining good working pieces from the different alternatives. While this open house event might have been a "because we have to", I would like to thank you for giving me and the our group the opportunity to see where we can be in the future. Please make improved traffic and transportation a reality. Please do something right for our future.

Gwen DeLuze

I have rode the bus system for the most part of my life.I have also obtained my driving license four years ago.There are perks for driving and catching the bus it's all up to the individual.Who said life was made to be easy, life is suppose to be a learning experience no matter how old or young you are, you learn!I find myself still wanting to learn more.This is a crazy, funny world we all live in and we all need to get along....we don't all have to like each other, but get along.Isn't that what ALOHA means.As for this mass transit I don't know if or when it will get off the ground, but I hope you honestly take a good look at the pros and cons of it all.I rather see that the ferry service up and running than the mass transit.But I am only one voice with an opinion and not sure if this will be in taken in any consideration.Everyone works hard to get where they are at and needs a little pat on the back to say they did a good job.I just thought I'd drop a line on my opinion whether it's considered or not.

Tom Dinell

My comments are in the form of a letter jointly addressed to Mayor Mufi Hannemann and Mr. Mark Scheibe of Parsons Brinckerhoff. Copies of my letter, the text of which appears below, have been mailed to both Mayor hannemann and Mr Scheibe. E Noa Corporation Pier 31 791 North Nimitz Highway Honolulu, Hawaii 96817 Phone: 593-8073 Fax: 593-8752 e-mail: dinell@hawaii.rr.com January 7. 2006 Mayor Mufi Hannemann City and County of Honolulu 530 South King Street, Room 300 Honolulu, Hawaii 96813 and Mr. Mark Scheibe Parsons Brinckerhoff Quade and Douglas 1001 Bishop Street, Suite 3000 American Savings Bank Tower Honolulu, Hawaii 96813 Dear Mayor Hannemann and Mr. Scheibe: In submitting these comments for the record, I am speaking on behalf of the E Noa Corporation, a major private provider of transportations services to residents and visitors. I am commenting on three aspects of The Study Process: (1) The lack of time for serious consideration of the alternatives proposed in the Alternative Analysis (AA); (2) the absence of ample opportunity for the participation of private providers of transportation services in the planning process as required by federal statute; and (3) the lack of consideration of the possibility of public private partnership in providing transportation services as evidenced by the presentations and exhibits at the public scoping meeting held in December 2005. Consideration of the Alternatives. There is one very serious error in the scheduling of the Study Process. The Alternative Analysis (AA) is to appear in October 2006. The Locally Preferred Alternative (LPA) is to be selected in December 2006. There are to be some public hearings on the AA prior to the selection of the LPA. There simply is not enough time, given this schedule, for meaningful public discussion and dialogue about the proposed alternatives prior to the LPA selection. Twelve months to produce the AA and one month to discuss it is not a balanced invitation to thoughtful consideration of important proposals that are going to dramatically impact our City. You are just unintentionally replicating the Mayor Harris BRT schedule. The AA came out. Some pro forma hearings were held. The Council adopted the LPA. The City simply went through the required motions without fostering meaningful public discussion. There

was no dialogue. There was no transparency. The leading Council member proponent of the BRT assured me at a public meeting that there would be plenty of opportunity to examine questions once the LPA was adopted, but that is not what happened. Let's not do that again. Let's open the process so that there is meaningful discussion between officialdom and citizenry, including the various constituencies such as small businesses, visitor industry, transportation companies, educational institutions, residents, landowners, and many other stakeholders. Just offering one to three minutes of testimony at a formal hearing is NOT interactive dialogue. It is NOT productive of thoughtful analysis of alternatives. Once the LPA is adopted and the EIS process begins, there is no opportunity to return to the range of alternatives proffered in the AA. Participation of Private Providers of Transportation Services in the Planning Process. Let me lay out the legal basis requiring the participation of private providers of transportation services in the planning of transit and similar projects. Of the five purpose clauses set forth in 49USC §5301(f), three of them emphasize the importance of involving private transportation companies: "(f) General Purposes.--The purposes of this chapter are— (1) to assist in developing improved mass transportation equipment, facilities, techniques, and methods with the cooperation of public and private mass transportation companies; (2) to encourage the planning and establishment of areawide urban mass transportation systems needed for economical and desirable urban development with the cooperation of public and private mass transportation companies; (3) to assist States and local governments and their authorities in financing areawide urban mass transportation systems that are to be operated by public or private mass transportation companies as decided by local needs." The section of the law relating to "private enterprise participation in metropolitan planning and transportation improvement programs and relationship to other limitations" states that: "(a) Private Enterprise Participation. - A plan or program required by section 5303, 5304, or 5305 of this title shall encourage to the maximum extent feasible the participation of private enterprise. " [49USC §5306(a)] 3. The section of the law relating to public participation requirements states in part that: "Each recipient of a grant shall…(2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed…… and (6) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects." [49USC §5307(c)(2) and (6)] 4. The General Provisions on Assistance, which state in part that: "Financial assistance provided under this chapter to a State or local governmental authority may be used ….to operate mass transportation equipment or a mass transportation facility in competition with, or in addition to, transportation services provided by an existing mass transportation company, only if a. The Secretary of Transportation finds the assistance is essential to a program of projects required under sections 5305-5306 of this title; (and) b. The Secretary of Transportation finds that the program, to the maximum extent feasible, provides for the participation of the private mass transportation companies. [49USC §5323(a)(1)(A) and (B)] 5. The portion of Federal Transit Administration (FTA) Circular C 9300.1A, Chapter VI, relating to private enterprise, states in part that: "PRIVATE ENTERPRISE CONCERNS . The concerns of Federal transit law

regarding private enterprise focus mainly on including the private sector in participating in local transit programs…and protecting private providers of transit from competition with federally assisted transit providers. a. Participation by Private Enterprise. Both Federal transit law and joint FHWA/FTA planning regulations (discussed in Appendix A of the circular) impose strong requirements for private as well as public sector participation as transportation programs are developed. Plans and programs required for Federal transit assistance must encourage the participation of private enterprise to the maximum extent feasible. Federal law recognizes the special concerns of private transportation providers that compete with public mass transit authorities. By law, existing private transportation providers are afforded certain safeguards from competition. Specifically, FTA is prohibited from providing Federal assistance to a governmental body that provides service in competition with, or supplementary to, service currently provided by a private transportation company, unless FTA finds that the local transportation program developed in the planning process provides for participation by private transportation companies to the maximum extent feasible. Accordingly, Federal transit law and the joint FHWA/FTA planning regulations direct special attention to the concerns of private transit providers in planning and project development. Joint FHWA/FTA planning regulations specifically require that private transit providers, as well as other interested parties, be afforded an adequate opportunity to be involved in the early stages of the plan development and update process." Mayor Harris and his administration did not follow these requirements with respect to the BRT proposal, which in turn contributed to the filing of suits against the City and County and the unprecedented revocation of the Record of Decision (ROD) for the Initial Operating Segment (IOS) by the Federal Transit Administration (FTA). None of us want to replicate that experience, so this time around let's provide for the meaningful participation of private transportation carriers in the planning process, as required by federal statute and FTA circulars. Pubic-Private Partnership. There was not one mention in either the presentations or the exhibits at the December 2005 public scoping sessions of the possibility of public-private partnerships as part of the solution to Honolulu's very difficult transportation problems. To totally ignore the possibility of utilizing privately-owned and managed transportation resources in devising ways of resolving current transportation dilemmas makes little sense from a public policy point of view. Not examining the possibility of utilizing such resources as part of the solution was the course of action followed by Mayor Harris and his Administration in developing and promoting the BRT. This is an experience that does not need to be replicated this time around. The E Noa Corporation stands ready and willing to meet with the City and/or its consultant, Parsons Brinckerhoff, at any time and any place to explore the specific public-private partnerships that will contribute to improving Honolulu's transportation situation. In conclusion. We look forward to hearing from you and working with you in the months and years ahead. We know that E Noa Corporation is prepared to expand the useful and beneficial role it already plays in providing regularly scheduled transportations services to residents and visitors alike. Sincerely yours, Tom Dinell, FAICP Consultant to E Noa Corporation Cc: Mr. Katsumi Tanaka, Chair of the Board, E Noa Corporation Ms. Maki Kuroda, President, E Noa Corporation

James Donovan

I am interested in giving my input. I am very much for a light rail or some transit solution from the West to UH Manoa Campus. I am not in favor of adding more lanes to hiways. This has been shown to be counterintuitive when you look at California. So, now is the time for the future of Honolulu.

linda douglas

I do not think we should install a system that is extremely expensive per taxpayer, and which may not necessarliy significantly decrease congestion, without further SERIOUS consideration of viable alternatives. By the way, how much will the proposed rail system cost per rider and how many of those riders will simply be switching from riding the bus.

Rian DuBach

The project needs to be high speed with few stops in order to entice riders. A commuter in Ewa, for example, is much more likely to ride a high speed train that arrives in Downtown in 20-30 minutes than a commuter train that has numerous stops, replicating TheBus and its routes. If their is no value added for the commuter, he/she will continue to drive the 1 hr + into town. People like their cars and a solid reason not to drive is a siginificant reduction in commute time. TheBus can be used as part of a hub and spoke model whereas the hub are train depots in Kapolei, Ewa Beach, Pearl City, Airport, Kalihi, Downtown, Waikiki and University. Each stop would only be allowed 1 minute or so. TheBus could shuttle people from the hub to local areas. Is there a real reason the route cannot be a straight line across the Ewa Plain and over the mouth of Pearl Harbor via a bridge? Also recommending large parking lots to facilitate regional drivers who would park and ride. But the train itself needs to be HIGH SPEED. Look at Hong Kong's Airport Express to see a great model. It covers 22 miles in 24 minutes and it crosses three large bridges and goes under the Hong Kong Harbor.

Mariano Ermitanio

I think an elevated rail system that has spur running along Ft. Weaver Road will have a great impact in reducing the driving commute for Ewa Beach residents. A spur coming from Central Oahu could also assist in reducing the traffic congestion at the H1 and H2 merge.

Jeffrey Esmond

Living in Kahalu'u, it does not seem that there is even a viable bus system on this island. Bus service from Kahalu'u is strictly on a dire need basis, when I know I have at least an hour to wait for the next bus, in addition to the extra time of going through Heeia Kea and through Kaneohe over to the Pali to get downtown. Hardly worth it. My thought is, if The Bus actually started a realistic bus program which picks people

up on a regular basis, into the night even, and has more and faster routes. If The Bus added 5 times as many buses and then offered free service, simply put, island wide, would it not be cheaper on the residents of the C&C of Honolulu than creating a Mass Transit fiasco which serves only part (albeit a majority) of the population. Also, it's hard to understand how a Mass Transit system can be run properly, when it's hard to identify a city program which is already run properly (satellite city hall, recycling or anything to do with opala, roads, sewers, and on and on and on.) What I support is a system that is actually for the people, not one that is for the contractors and politicians.

Gary Everett

When looking at what has been considered for rail transportation I believe the only the Monorail should be considered. True, carries only about 100 passengers per car. However, it will enhance our island presentation to the Visitors. The Monorail's design and physical appearance will blend in with our Hawaii. In presentation those other forms of rail transportation would crash with our environment. Let's present Hawaii as a possibility where all things are possible in an advanced cradle for technology. Such a selection would enhance our position; offer a welcome sign to all High Tech Firms to move to Paradise. Thank you: Gary Everett

charles ferrell

The following is stated on this web site; however none of the information indicated is available on the site. Please expalin. It is now your opportunity to comment on the project purpose and need, the alternatives, and the range of issues that will be considered during the alternatives analysis and preparation of the draft EIS. The information and files found in this website summarize the work that has been completed and provide information on the range of alternatives and issues proposed for evaluation in the alternatives analysis report and draft EIS. During the scoping process, comments should focus on the purpose and need for the project, identifying specific issues to be evaluated, or on proposing alternatives that may be less costly, more effective, or have fewer environmental impacts while achieving the project’s transportation objectives. The opportunity to comment on your preference for a particular alternative will come at a later date, after the release of the Alternatives Analysis Report, which will compare various alternatives.

Sam Fisk

Create the rail system's stations first including "park N' Ride Termianals." Provide safe, clean stations supporting local buses and taxis. The goal is that no rider should have to walk more than two blocks to a transit point for travel to a local station. Use the stations to improve and support intermediate bus services while the rail system is being constructed. We can't wait until the rail system is completed. The transit needs of the community must be addressed now. The only way the bus system can be significantly improved is through support of the State in cooperation with the C&C of Honolulu to make fixed guideways/toll roads for buses available on exiting State

roadways. The rail system must be scalable so that spur lines are planned for Hawaii Kai, Mililani, Makaha and ultimately circling the island. The political will to complete this expensive project will surely evolve if all citizens of Oahu feel that they, too, share directly in the ultimate benefits.

Gregory Foret

Although we are outside the project area, the Honolulu metro area is long overdue for a new transportation systerm that can move larger amounts of people (not just vehicles) more efficiently. Expanding or improving existing road systems is a process of diminishing returns to satisfy new demands in regards to space, and cost. We need to start trying new solutions. Right now any of the 5 proposals is better than none of them.

Adrian Franke

I suggest the following regarding mass transportation on Oahu AVOID THE NEED FOR TRANSPORTATION 1. Coordinate with land use planning by: promoting communities where walking and biking are thevpreferred modes of transport. and a. establishing firm, strictly-enforced urban growth boundaries; b. revitalizing established urbanized areas to focus new growth where infrastructure and access to jobs, shopping,vservices andvrecreation already exist; c. encouraging mixed use developments at transit hubs; d. requiring developers to bear responsibility for necessaryvexpansion of infrastructure (roads, sewers, etc.); and 2. Create multiple modes of transportation, such as: bikeways (including bicycle-only corridors and ancillary bicycle facilities, such as bike lockers) and WALKING! and a. a major rapid transit artery using Light Rail or Monorail or Bus Rapid Transit; b. shuttle Buses from rapid transit hubs/centers/stops; c. van and car pools; 3. Discourage single-occupant automobile travel by: a. expanding "High Occupancy Vehicle" lanes; b. investigating the use of congestion pricing and automated toll ways on heavily congested highway routes and applying revenue generated through this means to subsidize alternatives to car use (see above) c. limiting the amount of land dedicated to parking in the primary urban core. 4. Reduce "rush hour" congestion by: a. encouraging development of a true "Second City" at Kapolei; b. encouraging telecommuting (full or part-time) and providing various levels of tax incentives to businesses that offer telecommuting; and e. encouraging flexible work hours. 5. Service, in a practical and convenient manner, such major destinations as the airport, University of Hawai`i at Manoa, and Waikiki. 6. Make public transportation accessible BUT DO NOT SUBSIDIZE IT TO DISCOURAGE TRANSPORTATION IN GENERAL/LIMIT IT TO A MINIMUM

Albert K. Fukushima, Chair

Request that The Pearl City Neighborhood Board No.21 be a consulted party in the review of the FEA and DEIS for the Honolulu High-Capacity Transit Corridor Project

Len Furukawa

I am glad that our government and political leaders see a need for mass transit. We have enough roads and way too many cars for an island environment. My choice for mass transit is a light rail system although data up to now has shown that it is costly to maintain and operate. The choice of routes from Kapolei to the University should be determined by the demographic breakdown of the areas they will serve most effectively, the availability of State/City rights of way (using abandoned railway routes) and ample State/City land for current and future hubs that would have the necessary infrastructure to support and encourage the daily use of the rail system. The hubs should have restrooms, small shops or kiosks and super markets that would allow the commuter to pick up light meals and everday essentials before taking their own personal vehicles home. The hub should also have facilities for the temporary storage of bikes and possibly even have some rail cars designated to handle bikes. For the elevated corridors, the space below could also be used for small businesses that would provide some income back to the State/City. In order to encourage and maintain ridership, I would propose that ridership be free for the fixed rail and supporting bus servicing system. The cost to maintain the system would be taken from State tax revenues prorated on the basis of what island you live on and the number of people in a household (above 12 and below 70) and earning above a minimum income level. All businesses that employ non-residents and visitors (airlines, surface transportation) would pay a use fee based on their length of stay. The type of power to be used by the rail system should consider reduction of our dependence on oil derivative and to be environmentally friendly (photovoltaic). Physical security for the hubs and the infrastructure would be partly furnished through the stationing of police substations and additional private security forces. Electronic surveillance would provide some interior and perimeter security. i.e. parking/storage facility. I can't think of anything more just yet, however, the use of any type of mass transit or Hot lanes seem to indicate that we are moving toward utilizing the maximum land area possible. We need to reconsider this direction and start limiting the growth and urban sprawl. We are taxing one of our most unique quality of life resource which is our pure island drinking water.

Donn Furushima

Elevated vehicle expressways with limited on and off ramps should be constructed. Charging a toll for use of these expressways could be an option. I am NOT in favor of a rail system. The idea had potential 30 years ago, but not today. The cost to construct such a system today will be astronomical and to my knowledge there is no urban rail system operating today that is self supporting. A rail system would become a sinkhole of taxpayer's money. In fact this sinkhole of tax revenue is already starting with the passage of an even more burdensome general excise tax which is due to kick in on Jan. 2007. Add to this the seeming impropriety of the initial contract/subcontract award to the "consultants" which happened to politically support the current mayor. At best this first misstep in the process has the appearence of a

conflict of interest. At worst it is evidence of political corruption. In any case the project seems tainted from the get-go.

Frank Genadio

I believe I am already on your mailing list; adding e-mail and telephone contact data. I will probably attend both the Blaisdell and Kapolei meetings, and will delay providing an input until after those meetings. One theme I will propose in advance is that it is time to "think out of the box." Too many projects in recent years have failed to meet needs because of limited expectations.

Frank Genadio

Comments on High Capacity Transit Project Written comments were submitted by me at both public meetings (Blaisdell and Kapolei). The purpose of this submission is to expand upon those comments as well as provide additional thoughts. The "bullets" in the following list pertain primarily to a rapid transit rail system and are covered in depth below. — Three tracks, not two, are necessary to accommodate rush hour express service. — Keep the system elevated on fixed guideways. — Transit centers, rather than just stations, are needed at express stops. — Limiting the scope and technology of the system will ensure its inability to attract commuters. — Innovative costing methods are needed to avoid major subsidization of the rail system. — Some form of transit and power authority should develop and operate the system. Number of Tracks: Contractor responses to questions during the public meetings never mentioned anything more than two tracks. Other comments indicated 20-22 stops between Kapolei and Manoa. Driving commuters will never be lured from their privately owned vehicles (POVs) if the transit system cannot provide express service for commuters beyond 5-6 miles of downtown Honolulu. Assuming Alternative 4D is implemented (which would be my choice of those offered—although I would prefer a "mixing and matching" of all alternatives to develop the best route), express service terminals are recommended for Kapolei, UH-West Oahu, Pearl City or Aiea, downtown Honolulu, UH-Manoa, and Waikiki. The third track will be eastbound in the morning, westbound in the evening. That express track does not necessarily have to follow the local stops routing (e.g., Kapolei to UH-West Oahu and downtown to UH-Manoa almost "as the crow flies"). Elevated Guideway: Plans for grade level track anywhere in the system should be dropped—even through downtown Honolulu. There should be no interference with vehicular traffic anywhere. One of the contractors even mentioned grade level on the Ewa Plain where there is no development; he apparently is not aware of how that area will be built up in coming years. Grade level track through downtown will slow the system and deter, for example, students and faculty movement between the two UH campuses. It also is highly unlikely that grade level track can be compatible with a monorail system—leaving the city with no option other than light rail unless there are "disconnects," further slowing commuting times. Transit Centers: Four transit centers are suggested for the initial rail system, at Kapolei, UH-West Oahu, Pearl City or Aiea, and UH-Manoa. Eminent domain condemnation should be avoided as

much as possible. For example, the Kapolei hub could actually be built in the open space of the northwest corner of Kalaeloa and the UH-West Oahu hub could be on the east side of the North-South Road, across from the campus. These centers should cover many acres at each location and include bus feeder stations, large retail stores, supermarkets, restaurants and pubs, movie theaters, a newsstand, a post office, an efficient recycling center, and extremely large, secure, no-fee parking lots (e.g., for Kapolei, perhaps 20,000 parking stalls, with convenient moving walkways into the transit center and rail station). Some stations, such as downtown and Waikiki, have no need to operate as centers because of nearby retail and other amenities; however, most stations should have a suitable number of secure parking spaces to lure POV drivers who would be unlikely to use bus feeder services. No-fee parking should be limited to (perhaps) 15 hours, to encourage use of both the rail system and the center facilities but discourage abuse of offered free parking; smart card (window sticker) technology can log each vehicle in and out and apply charges for overtime. Digital imaging on exit also can discourage car thieves. Rail system expansion to the Wahiawa-Mililani area will require a new transit center, perhaps in the currently open area east of Wheeler Army Airfield, with express service into the mainline through Pearl City. System Scope and Technology: This is the time to think "bigger and better" on a fixed-rail system for Oahu. Critics already are citing contractor statements that a rail system will not end traffic congestion on Oahu. While their arguments may be specious (i.e., never mentioning how much worse traffic conditions would be in some metropolitan areas if major transit systems did not exist), they find a ready audience in those trying to repeal the general excise tax (GET) increase and "de-rail" rapid transit. There even is a current effort underway to repeal the GET increase. Grade level creates obvious problems and light rail is too slow for express runs. The goal is to get drivers out of their cars, not give them reasons to avoid mass transit. A first class system will be elevated, on fixed guideways, and capable of speeds up to 120 miles per hour. Drivers and bus riders heading for the Kapolei transit center, taking anywhere from ten to 30 minutes to get there, should be guaranteed a wait of no longer than ten minutes in the station and a less than 20-minute express ride into downtown. Drivers in stop-and-go morning traffic on H-1 can be lured from their POVs after watching the monorail express glide silently by above them and disappear from sight in seconds. Do it right and they will ride. I have seen comments on not taking chances on new technology, and am aware of problems such as vibrations with magnetic levitation (mag-lev) monorail; however, is it naive to assume that such problems can be overcome in the years remaining before starting system development? Why not aim for a system that local residents will point to with pride and be eager to use? One advantage of monorails is the elimination of need for train operators. Organized labor will reap many benefits during construction of the system; operation of all aspects of the completed system must be union free and "immune" from strikes. I am aware of differences in cost among rail systems; costing is addressed in the next paragraph. Innovative Costing: Regardless of the system implemented—even bus—mass transit is typically subsidized by taxpayers. It is doubtful that a system here, even light rail, can operate on "fare box" receipts as has been done in Vancouver. It also is essential to keep fares relatively low to attract sufficient "ridership" that equates to system success.

Perhaps others have addressed advertising on the rail cars; my preference would be for Hawaiian theme designs on the exterior, with actual advertising done through digital readouts in car interiors. Such income will be relatively small compared to system costs. Retail leases should be sufficient to cover both operating and security costs of the transit centers and stations; not much above that can be expected. To make up the difference between fare receipts and operating costs, the governing rail authority should be authorized by the city to develop and control alternative energy sources that power the system and also be able to sell excess electric power to the Hawaiian Electric Company (HECO). Every transit center and station can be completely covered with solar panels feeding the system power grid. Transit centers will be large enough to also incorporate power generating windmills; for esthetic purposes, they can be stored into the sides and corners of the structure and "telescoped" up to operate between dusk and dawn. Every form of alternative energy should be explored for direct power to the system, back-up, and production for sale, to include hydrogen and nitrogen fuel cells, wave power, and even hydroelectric power. With state and city support—and condemnation where required—systems can be developed that will feed the rail system grid and storage system. Finally, the time has come for the United States to reconsider its long-time aversion to nuclear power. Federal, state, and city cooperation is needed to develop on Oahu the nation's first new nuclear power plant. Its location in, for example, Lualualei on the military reservation will make it the nation's best guarded system and allow for extremely reasonable electric costs on the Waianae Coast (as compensation for "hosting" the plant) along with a sharing of power to military installations and the rail system grid. Negotiations can then be pursued with HECO for the sale of excess power, with all proceeds going into operating costs for rail. The system will not compete with HECO; instead, it will supply electricity to the company at costs competitive with electricity generated from fossil fuels. Power and Transit Authority: An incorporated entity operating Oahu's rail and power supplement system must not be controlled by the Honolulu City Council. The role of council members should be one of review and oversight. Despite misgivings about another governmental bureaucratic organization, it is probably necessary to form an Oahu Power and Transit Authority (OPTA). Ideally, members would be elected and would be residents of districts served by the rail system. More practically—at least initially—perhaps one Authority member each would be appointed by the governor, mayor, City Council, State Senate, and State Legislature, with only senators and representatives from Oahu legislative districts permitted to vote. Authority members would be paid at senior civil service rates and elect their own chairperson. The powers and responsibilities assigned to OPTA will undoubtedly be the subject of considerable debate (e.g., eminent domain, contracting, revenue and general obligation bonds, hiring and firing, leasing of retail space, etc.). It is suggested that the AA process include examination of the charters of other transit authorities and boards in the United States and that a recommendation for OPTA's make-up be included in the final document. If OPTA proves to be a successful enterprise, its expansion into a state entity (HAPTA?) could be considered as the intrastate ferry system is implemented. All state legislators could participate in the appointment of HAPTA members, with the mayors of Maui, Hawaii, and Kauai given the authority to appoint

one member each and the governor allowed a second appointee (to maintain an odd number on the board, expanding from five to nine). Power sources from the neighbor islands (e.g., hydroelectric, geothermal) could be worked into the power grid for sale to HECO to boost revenue and fund transit projects on the other islands. Those of us who believe in mass (and rapid) transit as the only viable alternative to total gridlock on Oahu will be eagerly awaiting the recommendations from your study. I wish you all the best in your deliberations. Aloha. Frank Genadio 92-1370 Kikaha Street Kapolei, HI 96707 672-9170 genadiof001@hawaii.rr.com

Ikeda George

1. Considering that a large number of shoppers, visitors, and residents would like access to the Ward center area and that major Kakaako projects are being planned, it is my concern that an alternative route on Ala Moana Boulevard was not considered that could serve that area and still serve Ala Moana Center as a hub for connecting bus riders. 2. Scoping meetings are important but projected ridership should also be assessed. What would be the response if residents were polled as to whether they would actually use mass-transit regardless of the mode? Leeward residents might very well favor mass transit in the hopes that someone else might use it thus allowing themselves the freedom to use the car at their own convenience. Not enough is being said about the acknowledment of planners that traffic would not really be signficantly alleviated by the mass transit system. HOV lanes and other road traffic solutions would still have to be implemented. Do the drivers really understand this point? 3. Try using focus groups to get some real concerns aired. Scoping meetings are just informational. Focus groups based on a sampling of the general population might give the city and county government a more realistic feedback on a number of issues.

Jack and Janet Gillmar

We do think that a "high capacity transit corridor" has been needed in Honolulu for some time, so we are glad to see the city is considering this project. However, we are disturbed at the prospect of rail transit lines being forced onto the existing fabric of central Honolulu streets such as King, Beretania, and Kapiolani. We strongly urge you to instead add rail transit to the H-1 corridor to UH with bus feeders to Waikiki and Ala Moana and Kahala Malls. Pylons could be put down the median strip, using the center 2 lanes for construction at night. Stations would be below H-1 or above depending on whether the freeway is above or below the adjacent ground level of the city.

Dane Gonsalves

After reviewing the alternatives presented yesterday at the scoping meeting, I am overwhellmingly supportive of rail transit, specifically Maglev. I believe in addition to being fast and reliable, maglev will (no pun intended) propel our city into a new era. I dislike the fact that light rail runs on noisy steel rails and uses ugly overhead wires. Monorails are novel, but they are slower than the other two technologies. In

order to make a mass transit system work well for our city, we need to be sure that our system will be competitive with vehicle traffic in terms of speed. The only way more people will be willing to give up their cars is if there is a definate time saving alternative to driving. Obviously any grade-seperated alternative would achieve just that during rush-hour traffic, but what about weekends, holidays, evenings, etc.? These are things that need to be considered as well as moving people around M-F, 9-5. It was kind of sad to see only 2-3 people around my age, 24, actively participating in last night's scoping process. Most of the folks my age will be ready to settle down with their families by 2030, there should be some outreach to the younger generations, since they will be the primary riders and caretakers of the system in the future. I did, however, see a plethora of senoir citizens at the forum, most of them worried about how much money the system would cost. I found this somewhat ironic, I highly doubt they would be alive in 2030, why we're they so outspoken? You don't have to pay taxes when you die. Where's the input from those who will be effected by this the most, the teens & 20-somethings? There seriously needs to be some investment made in educating the city's youth. We will be running the show after the Mufi Hanneman's and Rod Hiraga's retire. In 15 years, I will be paying the taxes to subsidize the expense of running a train, not today's Tutu who's in her 90s. Please consider some type of youth outreach...because right now, most of those folks in that particular demographic could seriously care less.

Robert Gould

I support an elevated fixed rail system (to reduce the ground level footprint and grade crossings) IF such a system serves Kapolei, Ewa Beach, the airport terminal building (directly, not via a spur line, and with platforms that allow luggage to be wheeled onto the train), downtown (where it could be tunneled if necessary), Waikiki (by spur if necessary), the UH, AND EAST HONOLULU all the way to Hawaii Kai. It should also eventually extend up the Waianae coast and central Oahu to the North Shore, and beyond Hawaii Kai to Kaneohe. I realize that anything beyond UH and Kapolei would have to be future extensions.

Jeannette Goya Johnson

Oahu needs a mass transit system. I strongly favor monorail. Freeways & even some primary/secondary roads are clogged at peak traffic hours, which hours have increased as population & no. of cars increased. Is it reasonable to spend 1 1/2 hrs. to travel 15 miles?! Island space is finite, cars are not. More freeways will simply engender more cars. It is a known fact that a new highway is obsolete by the time it is built! This is also an emotional issue. We all want a car to transport us wherever & whenever we wish. The loudest dissenters are probably those who do not want to change old habits and/or do not care enough for the quality of life for future generations. And perhaps most loud against mass transit will be the voices and lobbies of the automobile and related industries. They stand to lose a lot of money! I also think we should all help pay for this system,, regardless of where we live. We are all a part of all the islands. The health & happiness of one affects all others. This

is not a new idea; eg.,we all pay taxes that go to schools, single or childless, and we pay taxes to help the poor. This is not an either-or issue. I believe a monorail system and good maintenance of the present highway system will enhance all lives and help keep our island beautiful. All things considered, our leaders in government should listen to the voice of the people, but also not be afraid to think and act for the unheard voices of future generations. Thank you. I appreciate this opportunity to 'vent.'

Robert Green

Because of the ever-increasing problems with gas costs and heavy traffic congestion, the project should address the need for adequate road shoulders to allow for usage of roadways by bicycles. 2005 has been a record year for bicycle sales, and this is due in no small part to increasing usage of bicycles for daily transportation, and this is a trend which will continue in the years to come. By addressing this issue during the project, we can avoid costly retroactive measures in the future, and by offering more viable alternatives to auto commuting, the automobile traffic volume will also be mitigated.

h hakoda

HOLOHOLO A TRAFFIC MEDIATION PLAN IN LIEU OF AN OAHU LIGHT RAIL SYSTEM I. INTRODUCTION This position paper submits a fiscally sound and practical alternative in opposition to a multi million dollar light rail system that is predicted by some members of the community to lack the ridership that will alleviate the traffic mess on Oahu. Already there are allegations of political favoritism in the awarding by the city administration of a $10 million dollar light rail feasibility study. Bigger controversies exist in the funding of the light rail system. It has been estimated that a planned general excise tax increase will result in the average taxpayer on Oahu paying about $600.00 more each year in taxes. Also, there have been claims that the Governor faces a conflict between taking action to reduce the more than 70,000 new motor vehicles that enter Hawaii each year or doing nothing by being partial to family relations who own one of the biggest new car dealerships in Hawaii. Underlying these issues is the concern by residents and business owners that the projected path of the rail line will end up in having homes and shops displaced. This paper is segmented into five phases that will take the reader through a gradient of traffic mediation measures starting with minimal impact to the driving public and ending with major impositions on the driving public. II. HOLOHOLO – PHASES I to V PHASE I Reversing the Contra Flow Lanes There are contra flow lanes that exist during the morning rush hour, but are absent in the opposite direction during the afternoon rush hour. The traffic planners have instituted a misguided priority for getting people to downtown Honolulu when it is equally important to timely send them to the suburbs whether to get the people home or to work in the greater Honolulu area. For example, the traffic jam on H-1 heading west in leeward Oahu during the afternoon rush hour is catastrophic. There are contra flow lanes heading east in the morning, but not west in the afternoon during weekdays. PHASE II Maximizing Public Transportation From Mondays to

Fridays, with the exception of designated holidays, for two or more hours during the peak morning and afternoon traffic congestion, all public transportation will be free of charge, except for certain buses on each route that will be wi-fi equipped and passengers boarding them will be charged a nominal fee. PHASE III Institution of a Fee to Purchase a New Motor Vehicle All purchasers of new motor vehicles will be required to either pay a special fee or submit a City and County certificate evidencing disposal of a motor vehicle. PHASE IV Mandatory Impoundment of Illegally Operated Motor Vehicles All motor vehicles that are cited for an expired safety check, an expired motor vehicle license or lack of evidence of insurance will be impounded at the owner's expense until proper documentation is obtained. Additionally, all operators of impounded vehicles will be fined and sanctioned. PHASE V Restriction of Motor Vehicles During Peak Hours on Weekdays During two or more peak hours in the morning and in the afternoon on weekdays (except designated holidays), only the following motor vehicles will be allowed to be operated on freeways and highways within the City and County of Honolulu: 1. All public transportation motor vehicles 2. All government motor vehicles deemed essential 3. All commercial motor vehicles deemed essential 4. All privately owned motor vehicles deemed essential 5. All privately owned motor vehicles with the last digit on the license plates coinciding with an odd or even numbered day of the week that the vehicle is being driven. For example, a motor vehicle with a license plate ending in an odd number can be driven on an odd numbered calendar day. Vanity plates are considered an odd number. III. REVENUE REPLACEMENT All costs to implement, operate and enforce mandates outlined in Phases I through V will be recovered from motor vehicle fees and penalties imposed through ordinances and statutes enacted to implement actions described in Phases III, IV and V. IV. SUMMARY The Holoholo traffic mediation plan offers a low cost alternative with a minimal public impact compared to the monstrous light rail system that is destined to be fraught with huge cost overruns and low commuter participation. Holoholo offers a chance to avoid bankrupting the City and County of Honolulu by implementing a reasonable and economical alternative. For more informationor or to sponsor or to volunteer to promote the HOLOHOLO plan , contact H. Hakoda Email: mahjong8@yahoo.com Ph. 808 348-3068

Tony Hall

Waikiki must be served by high speed rapid transit. As the primary area in which tourists stay, rapid transit into and out of Waikiki will allow tourist dollars to spread out the city and be a critical component to reaching economic self-sufficiency for the system. Also, not continuing the system to the KCC campus, Kahala Mall and back through Kaimuki/UH is another critical omission. Hawaii already is a mecca for students and not properly serving UH's campus at KCC, Chaminade, and the primary UH campus and its environs is another critical area that must be addessed in planning for the system. Above all, the creation of the proposed high speed transit system must take into account who will be served. Tourists and students are 2 groups that would eagerly embrace use of the system and forgo the need to have their own

car, rental or owned. Here again is an important factor in the system's success, reducing the level of car traffic. I strongly urge you to look into serving thes core areas of the city with the high speed system as well as the makiki area.

Arleen Hama

I live in Waipio Gentry so one would think I would want to get on the rail to Kalihi, avoiding the worsening traffic problems. I don't believe that the rail is the answer to our traffic problems. The ridership won't be enough to pay for itself. Those that will ride it will be those already riding the bus. I wouldn't give up my car (freedom) and neither would all the drivers with multiple jobs or transporting kids all over the place. Thanks

Gerhard Hamm

Quit the Boondoggle Now! It will make Muffi Hanneman a one-time mayor—which could be a good thing—and leave the Honolulu taxpayer with an annual bill the likes of which they haven't seen yet, and surely cannot afford. The debt will be unbearable while accomplishing little if any in terms of improving traffic flow. Write off the $10 Million consulting fee to bad judgment and go on improving traffic in other ways. There are lots of them and they can be developed at a fraction of the rail cost. Aloha, Gerhard C. Hamm 373-1930 GCH.Hawaii@Verizon.net

Curtis Harada

I am against any elevated trains and especially alternative 4b for the following reasons: 1. negative impact on surrounding businesses 2. increase in loitering and criminal and drug activity 3. negative impact on our scenic beauty 4: excessive cost. Also I would like to know the daily cost per rider in the best and worst cases. And whether it would be more effective to pay public transit users (BUS patrons) directly rather that to build a system which will be a financial drain on Honolulu for decades to come. I believe that there is an economic solution that is better that an infrastructure solution. For instance, if you paid each BUS patron $5 per day to use the bus, you could potentially remove 10,000 cars from the roads on weekdays for $250,000 per week. Assuming that it was done for 9 months (excluding summer), it would cost $10 million per year. The cost to finance a system that costs $1billion at a 5% borrowing cost will be $50M per year. Use creative thinking and seek federal money for this common sense approach. Avoid building a rail system and you will not leave a negative finanacial legacy for our children.

Victoria Hart

It is critical that whatever mass transit system is implemented (I am thinking particularly of rail, though) accommodate BICYCLES. The most important and easiest way to do this is to provide a way for passengers to bring a bicycle on board -- as we can currently do with the bicycle racks on The Bus. It is also important for secured, highly-visible, well-lit bicycle racks to be provided at station stops. Lastly, it

would be a great improvement to incorporate bike paths alongside or underneath the constructed transit that are also highly visible and well lit. As a parting general comment, I would like to implore you to include bicyclists in any transportation planning. Oahu has such high potential to be bicycle-friendly with small-scale cities and good year-round weather. But unfortunately the infrastructure remains lacking. I grew up in Mililani and only started bicycling when I moved to town a couple years ago. I was pleasantly surprised at how quickly I could get around in compact-sized Honolulu. However, I am also dismayed by streets that don't have room for us and the lack of driver education regarding bicycles. I sincerely believe that if the infrastructure was made to be more bicycle-safe and friendly, many more people would consider this as a viable transportation option.

Ann Hartman

I am glad that there is acknowledgement of the enomity of the growing traffic problems from Kapolei to the UH Manoa campus. I currently prefer a rail system of some kind, but am open to hearing options. The only option I am not open to is the "No build alternative." I also think that short term relief also is necessary and must be part of the plan. For example, given the fact that this document acknowledges that transportation alternatives need to reach all the way to UH Manoa, I don't understand why they do not do so now. Why are there no express busses between Kapolei, Ewa or Millilani that go directly to the University and the surrounding private high schools and colleges? These could run only in peak times in the mornings and afternoons. Also, efforts to bring more professional employment to Kapolei and Ewa is necessary for any successful transit program. Additional transportation routes between Ewa and Kapolei, around Ewa and Ewa Beach, and between Ewa and Pearl City also are needed. Thank you for collecting comments. I look forward to being involved in this process.

Hitoshi Hattori

Can you believe that people in Hawaii is spending 2 to 3 hours in traffic everyday? I live in Waikiki, but it still takes me 40 minutes to go buy office supply sometimes (If there is no traffic, normally it will take 10 to 15 minutes) That is crazy!! Simply People in Hawaii, have NO choice!! Without driving, you can not go anywhere. So people have to drive willingly or unwillingly. Of course, if more people drive their cars, it will cause traffic jam. Then, how about the city bus? The city bus is good but every time they stop at the bus stop, they will block the traffic. With proper amount of traffic, the bus is very useful but not when there is a major traffic jam. How many buses are on the road? You know that will stop the traffic. Then how about expanding the size of the road? Yes they have been and are working on lots of the roads but just impossible for them to expand every single road .Hawaii is growing and it will get worse for sure. So now do you know what to do? Yes we have to make a choice, Mass transit. That is the only solution we have to fix traffic jam and we must act now for our future. Also mass transit is good for many other reasons besides solving the traffic jam... First, mass transit will create economical benefits. By having a mass

transit, people in Hawaii have a choice, not to drive. Lots of people do not have to buy car and pay for expensive insurance and gas. Many parents do not have to take kids to school everyday. Mass transit will never stuck in traffic. It will get you to the destination on time, work or school. Also while in the train, you can read books or sleeping. You do not have to get irritated, worry about if you can make your appointment on time or leave early to consider traffic jam. No more Hawaiian time. You do not have to make lame excuse for being late to the meeting. gSorry I am late because of the traffic. That is very bad excuse and rude to the business partners. With mass transit, you could have spent your time more wisely, like being with your family or sleeping longer. Secondly, every station has more business opportunity. Now because of the zoning, place you can have business is very limited and lots of business owners end up paying very high rent because of limited area. If we have more stations, we can create more business district where people can more chance to have business and avoid super high rent like Waikiki. This is not only good for owners but also for more jobs available for more people in Hawaii. Thirdly, tourism is very important for Hawaii. Without tourism, many people will lose their jobs. Do you want to give tourists bad image about Hawaii about stucking in the traffic after their long fright. Also their time of stay in Hawaii is very limited. Who want to spend their precious time in traffic? Also they can have time efficient tour or trip in Hawaii. Also environmental issue, very simple answer. Less traffic or driving is less pollution. It creates less traffic accident. Less DUI, people can drink and go home without taking risk. That is good for everybody in Hawaii. I know there might be some negative issue about mass transit. But If Hawaii wants to grow more, we have to make some changes. We are not small city any more. Just we have to think why big city has good mass transit system. Most importantly, our time in life is limited, who wants to spend two three hours in traffic every day. Do you know what you can do with that time and money involved(gas, insurance...)?? Many things! Do not waste your time any more.

Marjorie Hawkins

By all means bulld a metro/rail. The city is on a one line layout anyway, and goodness knows it's congested enough to need relief. I live in DC for 10 years and used the metro system regularly. It was convenient and well- used and appreciated. Here in HI, I don't own a car (by choice) and often think that the opposition to a metro system mainly comes from the people who seem to belong to the "let them eat cake" group. You know, those whose income relieves them from ordinary hassles and have no interest in the common and greater good for the city. Marjorie Hawkins

Rick Hayashi

I am a Hawaii resident currently living in LA. I am planning on moving back to Honolulu soon and am very interested in the mass transit project.

Aaron Hebshi

Light rail is the most appealing idea to connect Kapolei with Downtown/UHM/Waikiki area. Incoroporating bicycles into this transit scenario will greatly increase the effective area served by light rail. Specifically: - bicycles should be allowed on the train so a passenger can bike easily to his/her final destination after dismounting the train. - safe, secured bicycle parking should be provided at all transit stops. Bicycle theft is a huge deterrent to increased bicycle use on this island - bicycle paths should be incorporated into the right of way, either along-side if the train runs along the ground, or underneath an elevated train. Mahalo for your

D. J. Henderson

My perspective is as a 40-year-resident, 30-year-commuter from Kailua to Manoa. Kapolei commuters can't wait for the perfect solution; they need relief "last year"! Could not using MANY more buses on a greatly increased service frequency help? The advantage is that additional buses could be put into service faster than any of the alternatives that require new construction. For commuters, service frequency is key; it has to be better than it is now. That's why many of us who would prefer to leave the driving to others (and read/study/work/sleep) on the way to the office have gone back to driving ourselves and wasting gas, time, parking space, and Hawaii's clean air. (But I loved taking the bus from Kailua to Manoa for 3 years!)

June Higaki

Alterntive #3 Managed Lanes offers the most sensible, flexible alternatie which would be used more widely than fixed rail. 1) It affords an alternate route in the event of emergency, or accident which necessitate closing of the freeway. We have had several instances in the past few years which required closing of the freeway. This severely cripples half of the island; no one can get anywhere in the central Oahu area. If there is a disaster or emergency requiring freeway closure how would goods and services be transported without alternative routes? Fixed rail systems cannot afford any flexibiity. It would be under utilized during off peak hours. 2) A viable managed lanes system would operate diamond head bound in the morning and ewa bound in the afternoon, and provide alternatives when freeway closure is necessary. 3) When UH is not in session, traffic is not a problem. Why are we banging our heads against the wall, creating a monstrosity of a fixed rail system which would be too expensive to build and maintain, when we can alleviate a great part of the problem by moving the traffic in another direction. Move Honolulu Community College out to Kapolei; swap the property for somethng in Kapolei where most of our industrial trades are located anyway. Move part of Manoa campus operations to a West Oahu Campus; there isn't enough parking or housing at Manoa to accomodate further growth. 3) Kakaako development is further congesting the area. 4) How much will rail cost? Who would ride it? Why would anyone ride it if they are not riding the bus now? It would probably cost more and be more inconvenient than riding the bus now. How much will it cost to maintain? What will happen to this monstrosity during off peak hours? Who will be left paying for this if ridership does

not meet projections? The evaluation process, should, at a minimum be sending surveys to every household in the areas affected, asking for opinions and to survey traffic patterns, times, schedules, and preferred alternatives. Government should also be doing more to address alternatives by offering businesses incentives to encourage telecommuting, staggered hours, and by doing it themselves.

David Hiple

As a UH professor and long-time Honolulu resident, I am thrilled to see this process moving forward. I am committed to viable public transportation for our city. I, myself, commute by bicycle to my workplace at UH; we must reduce the number of cars on our island. I strongly support plan 3 or 4. We must do this right with a comprehensive lightrail system from Ewa to UHM. The route must include stops at the airport, downtown, and UHM. I particularly endorse plans 4B and 4D, including a spur line from Ala Moana/convention center to Kapahulu via Kuhio. To be successful, the rail network must service Waikiki/Kapahulu where residents and tourists are densely concentrated. Full speed ahead. Let's do this. Thank you. Dr. David V. Hiple, UHM

Anthony Ho

Why bother, if it is not going to relieve traffic congestion? Your answer tells me you haven't look all the technology and design creativity available before settling on the three options provided. By the way, why did you hire the same consulting firm who gave us H-3, which did nothing for Honolulu's traffic problems? Was owning a vehicle a problem for Oahu residents? Are you solving for problems that do not exist? Try solving problem that does exist. Higher traffic congestions not only a frustration for Oahu residents but increases auto accidents and traffic fatalities. The key is to take vehicles off the road both buses and cars. If it takes the same time for a person on the rail than riding on a bus, why bother? 23 stops are too many. Have you ever thought off multiple lines rather than one "catch all" line? What about one line from Wahiawa, through Mililani, Pearl City, Pearlridge, Downtown and then to UH. The entire rout shouldn't take more than 20 minutes. Another from Ewa through Pearl City (transfer station with the first line), Downtown, Ala Moana Center and Waikiki. A third line can go from Waikele, through Waipahu, Pearl City(transfer station with line #2), through Pearlridge (transfer station with line #1) and work the mountain side through Aiea/Halawa, Tripler, Kam School, Liliha, all the way to Manoa Valley. All of these lines should just have major stops. The key is transfer a large amount of people from Mililani, Ewa, and Waipahu to downtown and UH in a relatively short amount of time without them being on the road. The mass transit system should be attractive to all people within proximity to a station, not only those who could not afford a vehicle. Also, the best technological option is probably magnetic levitation (MagLev) trains. MagLev offers low noise level, ease of construction, low-emission, 1/3 of the energy cost of other solutions, and offers the speed to accomplish the mission. A mass transit system that overcomes traffic congestion re-vitalizes a community. Imagine, Mililani students making it to UH in 20 minutes even during

peak traffic hours. Shoppers leaving their cars at Pearlridge and hopping from Pearlridge to Ala Moana and back in minutes. Residents taking a walk to a train station for exercise and ride the rail, saving money on gas and maintenance on their cars. Schools near a station and do field trips on the rail, saving money on bus rentals. If design with the correct vision, the mass transit system will relieve traffic congestions, increase commerce, and promote an active healthy lifestyle for Oahu residents. If Oahu will continue to grow, then you need something that overwhelmingly solves traffic problems now and has a chance to tackle traffic problems in the future! I do not want my tax dollars to spend on a flop, but I feel there is nothing I can do to change that right now. Honolulu continues to be a city which falls short in serving its people. So much so that it doesn't even know what the problem is. I almost fell out of my chair when I read that your solutions will not relieve traffic congestion. Mayor Mufi Hanneman, in his radio message announcing the Mass Transit Public Hearings said: "Let's solve our traffic problems now!" Well, I guess that was just "lip service".

Ed Ho

I am for traffic relief, but I don't know if transit is the answer. I don't know what would be the right answer. My input to add to your request would be alternate routes other than the 1 and only 1 main highway from Waianae until the H1/H2 merge. Unless they take every city off ramp starting with Kapolei that connects to Ewa. But what happens if its between Waianae and Kapolei? We need more routes out of Waianae to Downtown. Why does Kaneohe have 5 different routes to town and only 1 for Waianae? It doesn't connect to any other alternate route which ends a little pass Yokohama. I have family who live in Kapolei that leave at 4am just to arrive on time to work and school in Kalihi. What's going to happen when they close the freeway because of a death or fire. Doesn't that mean the rail would get stuck somewhere before or after the fire or death also? Are they going to stay idol in the middle of the freeway for hours with passengers on there not able to leave or use the restroom or have enough air should the vehicle engine need to be turned off for some reason? That becomes a health issue. Why is the City doing the planning of something the STATE should be responsible for. My understanding is state is responsible for the "MAIN" roads while the city is every other roads. The city roads get backed up because the MAIN Highway is backed up. You should look at alternate routes out of Waianae first than, move onto other public transit issues. Most of the cities that you are comparing Hawaii too, but the rail before they built their cities. So everthing was built around their transportation. Also, they have surrounding states that visit and use the transportation. We live in the middle of the ocean where we only rely on residents and tourist. So if another 911 happens, we are left high and dry with expensive toys. Paul Hoffman I would like to receive information on the estimated demand for the corridor and the rationale for the elimination of PRT. We are currently conducting a study on PRT and current technical capabilities. Our results, soon to be published, indicate the technology has sufficient capacity and speed for many applications, including elements of your study. It is still an emerging technology but may be a near-term option for you to consider.

Michael Hofmann

I strongly support a sensible, island-wide transportation plan that enhances our quality of life in a manner that is environmentally sustainable and consistent with our unique sense of place. Recognizing that Oahu's traffic problems are closely intertwined with land use, I strongly support the establishment of strictly-enforced urban growth boundaries to protect the remaining agricultural and conservation lands on O`ahu, and the revitalization of existing urban centers to focus future growth in currently developed areas. Additionally, I believe that Oahu's transit solution lies not with one technology or mode of transit, but a mix of transportation alternatives to meet the diverse needs of O`ahu residents and the mixed topography and density of the island. In addition I support a comprehensive mass transportation policy and system that: 1. Coordinates with land use planning by: a. establishing firm, strictly-enforced urban growth boundaries; b. revitalizing established urbanized areas to focus new growth where infrastructure and access to jobs, shopping, services and recreation already exist; c. encouraging mixed use developments at transit hubs; d. requiring developers to bear responsibility for necessary expansion of infrastructure (roads, sewers, etc.); and e. promoting communities where walking and biking are the preferred modes of transport. 2. Create multiple modes of transportation, such as: a. a major rapid transit artery using Light Rail or Monorail or Bus Rapid Transit; b. shuttle Buses from rapid transit bs/centers/stops; c. van and car pools; d. bikeways (including bicycle-only corridors and ancillary bicycle facilities, such as bike lockers); and e. walking. 3. Discourage single-occupant automobile travel by: a. expanding "High Occupancy Vehicle" lanes; b. investigating the use of congestion pricing and automated tollways on heavily congested highway routes and applying revenue generated through this means to subsidize public transit; and c. limiting the amount of land dedicated to parking in the primary urban core. 4. Reduce "rush hour" congestion by: a. encouraging development of a true "Second City" at Kapolei; b. subsidizing monthly transit passes for government employees and encouraging private companies to do the same for their employees; c. requiring that businesses provide free parking to employees or offer an equivalent monetary amount or alternative to those who chose not to drive; d. encouraging telecommuting (full or part-time) and providing various levels of tax incentives to businesses that offer telecommuting; and e. encouraging flexible work hours. 5. Service, in a practical and convenient manner, such major destinations as the airport, University of Hawai`i at Manoa, and Waikiki. 6. Make public transportation accessible and affordable to all residents by: a. ensuring that the public transit includes assistance devices for the elderly and handicapped; and b. subsidizing fares to ensure public transit is an affordable option for all.

Michael P. Holden

l. Yes - A rapid transit system is necessary. I think that the Fixed-Guidway ("C" in the Advertiser) that goes through Eva is the best; however, I don't think that a tunnel near the shoreline would be a mistake because of the possibility of busting the Aquafer/Water system. 2. The real problem is that there are TOO MANY CARS.

Many cars in Oahu are not insured, do not meet safety/appearance standards, motorist do not have a driver's liscense, or the drivers should not be allowed to drive because of blatant disobedience of the law. (ie. Not observing traffic signs, signals. Not driving the Speed limits, Police not enforcing the laws, Judges not Backing- up the Police to enforce the laws, politicians who are afraid of making the public mad about enforcement and the possibility of they will lose thier office/job.) 3. Possibile solutions (1) State Inspection Stations that would be the only agency that would be authorized to issue driver's plates. (2) Before you can purchase a car one would half to show proof of a registered parking space -- this is an Island. (3) Having 200-300 police stoping all traffic on H-1 and 10 miles malka & makai too inspect all cars for Safety and adhearance to regulation requirements. 4. Once the number of quilified drivers and cars were manageable a fixed rail transit systed should be built with parking at termnals, bus links to near public centers, and the system could eventually expand to USE middle tunnel of the Koolau mountains as a rail extensions to and from the Windward side. 5. Illegal cars should be confiscted, owners licensed taken, owners fined and strict encforcement of laws, including disposal of the cars. Since the Auto Dealers bring-in the car. they and the owners should be liable for its disposal. 6. The contracts for the transportation system construction and maintence should be by lottery, because this would eliminate political corruption. Thank you for the opportunity to express my ideas. Respectfully Submitted, Michael P. Holden

Thomas Hoover

I support a fixed rail transit system for Oahu, and Kapolei to Manoa is where the first leg should be built. But to really work, a system must eventually extend island wide -- Waianae to Hawaii Kai with spurs to central Oahu and the Windward side. When an opportunity presents itself, the city should secure rights of way for an expanded system. Kim Hunter A QUIET rapid transit train is very important to Hawaii and should concentrate on connecting the Waianae Coast to downtown and UH with stops in Waikiki and the airport

Joshua Hvidding

1-Mtg Announcements-Use the Freeway Sign System to announce it and do it on a radio station. 2-Short Term plans- a-The Zipper lane in the afternoon is good b-Replace Freeway/Highway medians with Zipper lane medians. 3-Long-Term plans-I like Alt 4c or 4d in the scoping information package 4-What happen to the previous Ferry Project?

Lloyd Ignacio

I believe that the main purpose of the "second city" at Kapolei was to move population and traffic congestion from Honolulu to West Oahu. Well that certainly is NOT happening. This whole "second city" thing was just a ploy by real estate developers to get the land re-zoned for their own profit, not the betterment of the community. The way to reduce traffic coming out of Kapolei and West Oahu is to move businesses and jobs out there. We can start with moving City Hall and the

State offices. Set the example. Don't be the problem. Yes, some improvement to the transportation corridor is needed but lets also try to attack the root of the problem.

David Imaye

What is being done to reduce traffic congestion today? On-street parking is prohibited on some streets during rush hours. When are we going to realize that on street parking contributes to traffic congestion? Reduce traffic congestion now by instituting a permanent ban of on-street parking.

Darrell Ing

Commuters need an incentive to leave their cars at home when going to work. The system should be convenient to access, avoid automobile traffic snarls, and inexpensive/free. The funds generated by the increase in general excise taxes should be used to expand and subsidize fares on the existing bus system. Past policy has addressed increased costs by increasing fares, thus discouraging ridership and reducing revenues. In the private sector, business is generated by recreasing prices - holding a sale. No system - bus, rail, or otherwise - will solve the traffic problem if no one rides it.

Ronald Ishida

I object to a project that will not reduce traffic congestion but cost the taxpayer a fixed half percent increase in sales tax. With the increase in real property taxes and this half percent increase, the city government is out of control. Where is the alternative for HOT lanes? Also, unless proven otherwise, I feel that the ridership for the new transportation system will overwhelmingly come from existing bus ridership. People driving cars value the convenience of having a car. Note the relatively low participation of the van pool. People have to drive kids to school and to sports practice and do errands. Large impact projects should be put to vote by the taxpayers before even reaching this point. andrew jackson 1. it seem these planes as published in the Star bullitin on 12/12/05 focuse mainly on getting people into town, but this seems myopic at best. The plan should be able to move poeple in both dierctions at any time with equal ease. 2. Tha plan should include thebus or a reworked version of thebus, as a hub and spoke off of the Train stations. ie most of the bus routes would run solely to Train/ transit staitons where riders would transfer to or from the trains. 3. parking at the trainstations should be at a maxamuim so people could park and ride.

Mark James

Dear Honerable Rod Tam, You really need to insist that before any decisions are made, or votes taken, reasonable cost and benefit information is provided to the public. The Honolulu High-Capacity Transit Corridor Project has a huge impact on our island City. We need realistic cost and benefits info to give informed feedback

in scoping sessions. Thank you, Mark James, CC: Vicki Gaynor, City Plannung Commission

Mark James

I have been a resident of Oahu since moving here as a child in 1960. I have followed various rapid transit issues for many years. I agree very much with the views expressed in the Advertiser on Jan.3, 2006 regarding the lack of actual costs and benefits to the various proposals and routes. From what I know by research and discussions with prominent citizens of Honolulu, this process may be more correctly called "shibai", (Japanese for faleshood), instead of "shenanigans" as mentioned in the article. The issues of true costs, and true benefits need to be properly addressed. The Honolulu High-Capacity Transit Corridor Project should not be approved until these issues are made clear to the public. Sincerely, Mark R James, 2911 Pacific Hts Rd. Honolulu, HI 96813 CC: Honorable Rod Tam, City Council.

Ed Johnson

I have some comments, that I feel are valuable input, but I hesitate to waste my time, unless I can be assured that my comments will be reviewed by appropriate government officials(Mayor Hanneman, DOT, et. al) as well, an online forum dedicated to the public being able to comment upon each other's input needs to be developed immediately. Merely developing a comment and supplying it without feedback is a waste of the public's time....develop this website so that we, the public can develop our comments and respond to each other...that way, government officials can review the public comments, as we develop the content. Regards, Ed Johnson

Ed Johnson

First, I would like to say thanks to Faith Miamoto (I hope I spelled your name right...)for returning my call today and listening to my concerns regarding this website. And, before I bore you further, with my comments, I want to wish all of you Happy Holidays and, especially Merry Christmas....hoping for smiles...:) Now, for my input: I know there are a lot of smart, educated, well-travelled people in Hawaii. Many of these folks could provide strong dialogue, for your review, if they only had a public forum to exchange ideas...that is why I asked for a place to add public exchange of ideas on this forum...otherwise, our comments feel like they're going into a "dark hole", but without comment from others, with similar or opposing ideas... So, here goes: I love the idea of "light rail", as an alternative for transportation. I believe it is necessary, as part of an overall transportation plan for the future. However, I will probably oppose the issue, because we seem to be focusing on this issue as a "fix", rather than part of a total plan. What Honolulu needs is an overall look at how to change/fix the city, which would include the addition of a "light rail" as a part of DOT. The overall picture for Honolulu, should include looking at other "model cities" and see how they tackeled their problems. When looking at the city map of streets, it appears that Honolulu grew without any forethought for

transportation planning, whatsoever. Streets run probably in the same direction, as when they were originally built. There doesn't seem to have been much thought to planning "boulevards", whereby cars could smoothly travel, without street lights etc...as well, the streets run haphazardly in every imaginable direction, including curves that shouldn't exist. If we look at our Washington, D.C., we see a network of boulevards trending outward from the federal buildings and monuments...it is complimented with a "beltway" around the city, and its magnificent subway/rail lines...yes, it's busy...but, people get around...a great model is Indianapolis, IN...architecturally planned, from the beginning, to resemble the "spokes of a wheel." At the city center stands a "Soldiers and Sailors" monument. A circle(large roundabout" goes around the monument. Around the circle are historic buildings, and a downtown mall, that rises vertically...a main train station is nearby...from the "monument circle", the city streets go outbound, in all directions, resembling the spokes of a large wheel. These boulevards lead commuters from downtown to their home neighborhoods, without having to drive through everyone else's neighborhoods. At various distances away from the city center are other boulevards that connect the outgoing spokes. Further out is an interstate belt, encircling the city, with branches that go downtown, as well, as connecting to other major cities(Chicago, St Louis, Louisville, etc.) Indianapolis is a big city, but it's much easier to get around than Honolulu. There are many other "model cities" to look at. Frankfurt, Germany, and many other European cities are built so that you depart your flight at the airport, go down an escalator to the main train station, with connections taking you anywhere else in Europe. Sydney, Australia has a light rail/train network that goes underground, at the city center, where it meets with ferries. People commute by train, bus, or ferry to downtown. They get on elevators and go vertically to their places of work...and, it does work, quite efficiently...Seattle is similar, without light-rail. But, it has the best public bus system that I've ever ridden. Literally, workers can get on a bus, in any outlying Seattle neighborhood, and ride to the city center, where the bus goes underground with stops at all major employment areas of the downtown...you can literally get off the bus, under the city of Seattle, and walk directly into the main Nordstrom store and downtown vertical malls, or the Benroya Hall(for concerts), or the local Chinatown, or the Seattle Mariners and Seahawks stadiums, etc. It's an amazing system. All of these places, and many other municipalities have succeeded with transportation problems, because they have been willing to redesign their city transportation services, and include rail transportation as one part of the total solution. So far, I haven't seen our current "High Capacity Transit Corridor Project" addressed as one piece of a puzzle to overhaul our entire transportation network for Oahu. In smaller "tourist destinations" in Europe, they sometimes ban auto traffic in downtown areas. There are many ideas that should be addressed, not just choices for a "high capacity transit corridor." So, after all of the above, here are a few of the redesign ideas that I propose. Before approving the "high capacity transit corridor", I suggest we take a hard look at all of the following: (1) Reduce the number of vehicles on the islands. Too many of them end up as heaps of junk along the roads, simply because we do not have adequate controls in place. There are island nations around the world, whereby vehicles are strictly controlled. Bermuda, for example, if my memory is correct, controls its vehicles with a strict "one on, one off" policy...in

other words, whenever a new vehicle is brought in, one must first leave. That keeps the abandoned vehicles off the roadway. How do we do that? Implement policies to strictly control the # of vehicles that each person/family is allowed to possess, to include rentals. If someone wants to buy a new car, they must have a contract to dispose of the older car. This must be done by controlling the car dealerships, so that they become the responsible ambassadors of this policy. (2) Redesign our city, architecturally, so that boulevards flow, in straight lines, from city center, to all outlying neighborhoods. Imminent domain must be considered. (3) Go underground with "thebus" in the downtown area. Consider a tunnel like Seattle, whereby workers could ride the bus and get off under the city, and go vertically to work places. This would eliminate heavy downtown traffic. (4) Restrict the "tourist busses" to fewer pickup/dropoff points. There are way too many tour busses running around empty in the streets. (5) Require "thebus", and tour operators, such as Roberts, large trucks and limos to drive only in the right lane on the freeways. Too often, I see bus/truck/limo drivers hogging the left(passing lane), as if they own the territory...too many of them use their size to their advantage to force their way through passenger cars. (6) Increase police radar/traffic control units on our streets, with the sole function of enforcing traffic offenders to change their habits. (7) Make laws for talking on cell phones, applying make-up, etc, while driving to be punishable, not only with fines, but with public service. Three violations, lose your license for 3 years. (8) Make stricter annual inspections of vehicles, so that we can keep the polluters and vehicles that need maintenance off the roads. (9) Put cameras in traffic lights. This system has been in place for over 30 years in Europe. I know, because I had to pay a ticket that way, for running a caution light. People here have forgotten what a caution light is for. (10) Make a large part of downtown Honolulu "off limits" to regular automobile traffic. In other words, Honolulu could straighten its downtown streets, thru imminent domain, and make many current streets into pedestrian walkways thru parks...How?...go underground with "thebus"....allow a "tourist bus" lane underground for tour operators...allow taxis, limos, delivery trucks to deliver/pick-up along certain routes...follow all of this with "light rail" to connect the corridor to Kapolei, as depicted. I like the "light rail corridor" idea, but not until we address all of these other ideas, as parts of the puzzle to "rebuild" Honolulu"s transportation system in total. Before you laugh all of my ideas off the table, just remember, other big cities have tackled similar problems...think like Sydney, or Seattle, or... It's time for Honolulu to THINK BIG...Honolulu is no longer a long cruise line ride from the mainland and other nations...Big jets, with big spending tourists could be coming here from everywhere...we must THINK BIG, in order to plan for the future..."light rail" could be a piece of that puzzle. Need any more BIG IDEAS...let's think about building Honolulu into the "sports capital of the world."...Have you seen what the Olympics did for Sydney? THINK BIG!!! THINK OLYMPICS, and Summer Sports Training Capital of the World."... Remember the slogan..."If you build it, they will come."....Big money spenders, from all over the world...if we build it... Thank you for your time. Regards and Merry Christmas, Ed Johnson

Ed Johnson

I've read all the information that you've presented to the public. I am very much interested in providing my input, however, I would also like to read the input of other citizens. This should be an open forum for discussion. The citizens of Hawaii should be able to read each other's opinions and provide their own opinions for review. That would make it truly a public opinion. As it is now, you have a very nice website for people to read, and you have presented all current facts, as we know them. You even provide this space for you to send you my thoughts. But, where will my thoughts go? You don't provide a place for my thoughts to be posted, for others to review. And, I cannot see the emails that others have provided to you. So, how can this be a valid, transparent public opinion survey? I have some very valid comments that I would like to submit. But, I would like to see them appear in print, somewhere on this website. As well, I would like to see the comments of others, and the opportunity for all of us to reply to each other. Is that an impossible task? I don't think so. Can you make it happen? I hope so. Since we are quickly approaching the Jan 9 deadline for comments, I would like to see this happen today. Since I already know that you will not comply, I will be writing similar comments to the Advertiser. As well, I will be contacting the local TV stations, and sending a formal complaint to the Mayor's office. Thank you for your time. Regards, Ed Johnson

Pearl Johnson

I think construction of a new exclusive right-or-way transit facility costs too much and will not relieve traffic congestion in any meaningful way. Given the low ridership likely, federal funds will probably not be available. Even if they were, the cost to be shouldered by Oahu taxpayers is still too much. I think bus service should be improved, with exclusive lanes or sharing High-Occupancy/Toll lanes. Lowering bus fares drastically would probably cost less than the debt service and maintenance of a rail system. I would like to see the figures for debt service made public for every cost estimate, at several interest rates. These would be "hard" figures as opposed to estimates of maintenance.

Teddy Kamai

A short note, I lived and worked in Japan for 10 years and just recently returned back to Hawaii. Why don't the Hawaii transportation, State, Federal and C&C administration take a closer look at the subway and rail system Japan have been using for years. It's so amazing on how Japan moves a million passengers everyday. Suggestion, you either go underground (subway) or above the current H-1 and H-2 with the rail transit system. Mahalo's and Aloha, Concerned Driver

Clifford Kanda

1. The North King Street bus routes are heavily used. Please select an alignment that includes North King Street. 2. Please provide estimated mass transit system individual rider fee to use the system. A fee greater than the current bus rider fee will

reduce the number of riders. 3. Please provide bus arrival information system such as the "Where's My Bus" system. This will greatly improve the overall experience of using a mass transit system. 4. Please provide detail on feeder bus route alignment and frequency along with operating costs. 5. The construction of the mass transit system will have an impact on the population density and business type/mix in the area of the transit line. Please provide an analysis of what the neighborhoods along the alignment will look like ten years and twenty years after the transit line is operational. 6. Please provide an analysis of the impact of the various alternatives along the corridors that will be built. For example, if a rail type alternative is selected, population densities near the stations will increase over time and with that, property values and crime.

Brian Kawabe

Traffic fixes: Too immediately improve traffic flow through key corridors and neighbor hoods without adding free lanes I propose the following. Aiea/Pearlcity: Kam Hwy one way east, termination and start points need to be considered to accomodate the existing road way however from Home depot east lanes would turn east bound only and terminate and around aloha stadium area. Moanalua would then become an west bound one way again the termination and beginning points need to be reviewed to accomodate the change, begin would start at aiea shopping center and possibly terminate at waimano home road. That being done all feeder perpendicular streets need to be re routed one way makai or mauka. The flow of traffic and the traffic light sequencing will now ensure an option to the full freeway. In town, Nimitz Ala Moana would become one way east, Nimitz beginning at sand Island acces all the way to Waikiki, creating a new high capacity one way road way all the way through town and waikiki. Kapiolani would be west bound, eliminating the killer traffic intersections. Beginning of one way would have to be determined and all cross streets must become one way. These would be lower cost and high yield otions, it will also eliminate some of the high traffic accident spots due to elimination off high traffic left turns. Busses would be given dedicated lanes as well as dedicated lanes for trucks/busses could be assigned to eliminate reckless passing of vehicles. It may also help in crosswalk managment and save some lives as traffic flow will now only be one way. Fixes could be implemented now rather than 7 years or more Toll areas could now be added to the freeway for peak traffic and to distribute traffic. More money can be dedicated to additional one way streets in other areas with modified transit systems due to the extra road way for dedicated transit systems. There is enough exisiting road way if we manage the flow and one way movement will helpt that. A transit system is still needed however due to the time frame and the need for funding and changing people behavior, the one way option and toll impediments will bring income and change drive behavior now rather then when the transit system launches. Change behavior must be implented now to ensure the success of a transit system. Other toll options could likely be considered. A one way bypass road through ewa, reversing morning and afternoon with toll feature. It is my belief the one way option can be implemented now and be utilize to

smooth out traffic, decrease traffic accident hot spots, add to pedestrian safety, change drive behavior. Brian Kawabe

Rick Kazman

While I fully support mass transportation, I urge you to consider some provision for bike lanes in any transportation plan. Hawaii has an ideal climate for biking and yet few people choose bikes for their transportation; I commute daily but I seldom see others doing likewise. Bikes are efficient, contribute to good health, and are ecologically friendly. Compare Hawaii with the Netherlands: relatively cold and wet, and yet it has the highest per capita usage of bikes in the world (see http://www.ibike.org/library/statistics.htm). Why? Because it is flat and, more importantly, it has a network of bike paths that are dedicated and therefore safe for the cyclist. Living, as we do, in a country that is increasingly overweight and increasingly consuming an insupportable amount of non-renewable resources, we need to send a message that there are good, safe alternatives to driving in passenger cars. Investing in an infrastructure for bike (or multiple-use) lanes will send just such a message.

Susan Kelley

I have read about the 4 choices for fixed rail. I cannot believe that an option that does not go through Ewa Beach could even be considered. At today's Honolulu Advertiser (12-18-05) quoted: "Transportation officials have said before that a mass transit project most likely will not reduce congestion on O'ahu roadways. Even with development of a mass transit system, traffic congestion and delays on O'ahu's roadways are expected to increase dramatically in the next 25 years because of continuing growth, especially in the 'Ewa Plain area." And since the City and State have allowed the ridiculous amount of growth to occur in Ewa, I strongly feel that a route through Ewa Beach needs to be the route chosen if the city/state is serious about actually helping the traffic situation. All involved should spend one week AM/PM driving out of/into Ewa Beach to see the enormity of the problem. The people in Ewa Beach will not drive in masses to Kapolei to catch the rail and should not have to...it should go through Ewa Beach since this area is bursting and the city/state continue to allow it to grow with no traffic solution. Regarding the other 3 plans which do not involve rail, I do not see a big change adding more buses. Perhaps more roadways would help. Thank you for considering my comments. Sincerely, Susan Kelley

William Kibby

On any proposed Waikiki spur route, please consider designing it as a one-way loop with Inbound tracks along the main hotel corridor, turning around at the Waikiki Shell- Zoo area and Outbound returning along the scenic Ala Wai. There is less visual impact with a single overhead track. The distance is not so great as to be an inconvenience and many Tourists as will as commuters will be customers of the

service because it will have a nice view. Sydney Austrailia's Monorail is a prime example.

Mitchell Kimura

Dear Sir/ Madame: In way of a brief introduction, I was born and raised here, went to private and public school, am a college graduate, majored in science, travelled throughout the world, lived on the mainland for over seven years and have lived in Japan for over seven years. Though I live in east Honolulu PRESENTLY, that could change at any time and I am as concerned about transportation as anyone else. While living on the mainland (mid-west, west and east coasts) and Japan I have concluded one thing: The infrastructure in Japan is superior to that of the US, for any given city. When I went to Germany, I felt the same compared to southern europe countries. It didn't really matter what kind of city or the geographical features, etc.... Generally speaking, I firmly believe one can say that the Japanese and Germans are very good at building infrastructure. My point is this: Can we all admit that even our best efforts are not good enough and just copy or, better yet, HIRE a team of Japanese or Germans and have them assess everything and tell us what to do? Why do we think we can do better than German or Japanese engineers? Isn't a rail line going to last for years and shouldn't we get it built right the first time? Isn't the problem of moving people from A to B efficiently a universal one and wouldn't you want the best in the world to solve it for you? Now it is true we know Hawaii better than anyone else. And this is not Japan or Germany. And though they have great systems, they don't always look the nicest. Etc., etc. But I think you would do everyone a disservice by not asking Japanese or Germans to even just take a look at our problem. Japan is like Hawaii: mountains, ocean, and people living inbetween. If you live there you know they build/ repair roads/ tunnels in a fraction of the time we do. They construct train lines within years. They have a variety of trains at varying speeds. They have bus schedules on all stops. They usually have route maps of bus lines at major bus stops. The buses come and go on schedule, despite traffic conditions--it's taken into account on the schedule! The trains are usually on time to within ten seconds--even in harsh weather conditions. How about the the Singapore system? Singapore has a climate similar to Hawaii's. They have good driver-less trains.... Anyway, I could write a lot/more, but I honestly doubt anything I am saying will 1) be heard & 2) make a difference because I know how stick-in-the-mud you are, we all are, because Hawaii people are like that. It would be great if you could prove me wrong, but I really really doubt that anyone in charge there can, will, or wants to do anything differently. Thank you for reading this, however. Sincerely, Mitchell Kimura

Paul Kimura

The main line of the mass transit system should go down King street with feeder buses connecting the makai/mauka streets. King St. has the largest capacity and is one way.This would be in my opinion the best route through the town area.

Clyde Kobatake

You shouldn't need people's address unless you intend to creat opposing factions. What's important is will it be functional and feasible? You must be ethical by truly caring for what's best for all, not who is going to make the money such as the construction industry. Yes construction will help the economy in the short term but not the long term if a system is a money loser. The biggest problem I have as you already can tell, is that I do not trust government and its related special interest. Therefore, I am in favor a system that is less costly such as improvements to our current bus system even if it was free from certain areas like Kapolei and Ewa. If they don't ride a free bus, what makes you think they will ride a fix rail? You must know who will truly ride a fixed guideway rather than just people's verbal say so. The cost will be so prohibitive if built and there will be no turning back if proved to be not feasible. Then what? Seattle, the prime example used by proponents of the fixed guideway has voted against any extention of the current system because of its cost. Can we learn from this or do we do the smoke and mirror dance again. Yes, I want your reply, but something other than generic; come to the meeting; can't be specific; etc. Aloha, Clyde

craig kobayashi

Mass transit sounds great but at what cost? My question has always been "How many riders will use the system?" According to the City's best estimate during the last transit attempt during Fasi's administration only 2% of cars would be removed from the H-1 at a cost of $2 bil. That's only 2 cars out of a 100 that would be removed. Cost far outweighed benefits at the time. I ask once again," What % of cars will be removed from the H-1 Freeway?" If ridership is high then I would be for it. Here are some alternatives in place of or in addition to fixed rail: 1) So called Makai Viaduct running eastbound from the airport along Nimitz, Ala Moana, Atkinson, Kapiolani connecting back to the H-1 at Waialae. This bypass freeway would reduce traffic the most. It would not only relieve the current H-1 but also cut down traffic substantially on streets going north & south between Nimitz & the H-1. If esthetics is not a problem this alternative would work best for traffic. People hate to give up their car. They expect everybody else to do so. 2) Ferry System. Have given my area Reprsentative Mark Takai several aerial photos of areas in Pearl Harbor that would be feasible to use existing piers. Piers exist in West, Middle & East Lochs, Waipio & Pearl City Peninsulas. Cost would be minimal. With the Navy's permission parking lots would be built next to the pier. Ferries already exist from the commercial tour boats that can be used to run between Pearl Harbor & Aloha Tower & Kewalo Basin. If feasible Ko Olina & Hawaii Kai can possibly be added. Parking lots are relatively inexpensive, boats already exist, & no enroute infrastructure (ocean) needs to built. 3) Expansion of bus system. Also free bus can be considered during am & pm rush hours. 4) Expansion of Car Pools. 5) Elevated lanes above H-1. Main question: ridership stats? Background: B.S Civil Engineering Captain-Hawaiian Airlines

Arkie Koehl

Today's Advertiser article refers readers to this site "to see details of the proposed transit alternatives." But there are none that I can find. The article had more information than your web site. Why have a web site if it contains no useful information?

Brett Kurashige

I was disappointed that the City's consultants did not include more specific information on costs, expected ridership, expected transit time from point A to point B among competing proposals,including the HOT lane proposal. This lack of critical information gives the impression that the City's rail proposal is the only one being actually considered by Mayor Hanneman. Given Mayor Hanneman's continual lament that the the previous Mayor has saddled the City with an enormous debt burden, and the fact that Mayor Hanneman already increased our City fees and taxes by a large percentage (and is looking to increase our excise tax by 12.5 percent!), it makes no sense that Mayor Hanneman is pulling out all the stops for an inflexible fixed rail system that will saddle the City with enormous debt and transit bureaucracy for generations to come (dwarfing whatever debt was incurred by former Mayor Harris administration) without thoroughly exploring viable transit alternatives that are projected to be much less costly, much more flexible, and actually have a track record of success worldwide at reducing traffic congestion. We needed an honest debate on the facts and projected estimates, and an unbiased look at various approach to the transit problem. So far, we did not get that, and all the City's PR spin won't change this reality.

Joshua Lake

After reviewing the Scoping meeting documents it is clear that managed lanes and increased bus fleets will only mildly reduce traffic in comparison to a large capacity rail technology. If car ownership and usage is not curbed in the near future Oahu's roadways will be severely compromised by the ratio of its users. A solution that will exist independent of current roadway system is the only logical step. Of the current technologies for consideration, a few outstanding factors should be consider (among a lot of other things too). Construction - Building alternative transportation, in Oahu's case, is reactive to the ever increasing traffic congestion through the corridor. Choosing a technology that will take years to implement is not a solution. Oahu's needs a solution 'yesterday', and any choice that encourages slow progress will not be in Hawaii's best interest. Noise pollution – The solution should be sensitive to the overall lower decible levels of the islands. Braking and hydraulic operation of steel trains can produce high decibel noise that can travel long distances. Noise pollution by any medium to large scale transit system will be harder to disguise than the visual aesthetic of electric lines and rails. Anyone not familiar with rapid transit systems will be overnight critics by all the mechanical noise made by rail. Aesthetics – Visual clutter of rail lines throughout the city corridor is a moot point with the hundreds of buildings, roadways, bridges, over passes, and electrical power lines that

currently clutter the skyline. The inherent 'value' of the structure is enough to justify it's existence among aging obsolete buildings of the Oahu landscape. Intelligent Architecture and Design is the strongest asset for the success of any large scale technology into an environment. Certain technologies (Light rail) add enormous visual clutter to the pedestrian areas by guide wires while others absorb huge amounts of property for general operation (rapid rail). Flexibility - Because of the limited space on Oahu, choosing a rail system that would integrate into urban centers as transparently as possible. Single rail technologies would be the only contender small and flexible enough to fit into densely populated areas with minimal displacement of current structures and dwellings. Shopping Malls and urban centers would be a logical direction for mapping routes along the corridor. Also, rail technology will be able to avoid traditional traffic areas, giving riders a much more attractive viewpoint. The Experience - Is the chosen technology able to service the entire island? Will there be more developmental roadblocks as the program matures? Is the technology able to give users a perspective never seen before of the island? The addition of an efficient alternative transportation system which can connect parts of the island previously disconnected would be a huge boon to small businesses. Selected Transportation Technology (in order) 1. Mag Lev Monorail 2. Monorail 3. Light Rail 4. People Mover Route selection Route 4d seems to reflect a logical path based on the inclusion of the Airport and possible connection near Waikiki. But none of the proposed paths seem to meet the majority of the communities needs. Placing paths directly through high traffic areas may cause more issues during construction than business owners and residents care to deal with. Placing the rail off center of popular destinations will allow for comfortable growth and reduction of bottle necking currently happening with foot and automobile traffic. Coast line paths along Iwilei, Downtown and Kakaako can allow for easier implementation into the city rather than directly through Downtown and City Hall area. General Feedback Keeping the rail above ground / off grade would allow for 'life' to be less distributed by the construction and additional traffic created by large vehicle movement. Underground sections will only add to the schedule of an already 'overdue' solution. Pedestrian friendly vs. Automobile friendly The current (or past) City Government does not promote citizens to walk or take alternative transportation. The city itself is not designed to encourage casual walking to nearby destinations. By providing more bike lanes and wider sidewalks within city centers could provide a low cost solution to unneeded traffic congestion. I hope my perspective assists in anyway possible, please keep me informed of any further opportunity to help. Regards, J. Lake

Russell Lake

Having lived at various areas of this island (Kahala, Manoa, Hawaii Kai, downtown, Waipahu, & Kahaluu) and having worked at jobs that took me to all areas of this island (BWS, C&C Land Survey, & HFD) I have personally witnessed the changes over last 49 years. One very important thing I think that needs to be addressed is the time that each of the alternatives will take to build if chosen. Also what is the captabily for upgrades (additions to system, etc.) of these alternatives.

Larry Lamberth

I think I am already on the mailing list for all documentation, but would appreciate a check to confirm. I have reviewed the Scoping Information Package. In general, I have followed and been involved with the Transit System proposals since the early 1980's and have had the same conclusion since then. PURPOSE AND NEED FOR THE PROJECT: Based on 1) the Island configuration, 2) the projected housing growth areas being towards the Ewa plain (which are now coming true), 3) the importance of quality education for our children, 4) the growth in business opportunities and tourism particularly in the Waikiki and related areas, 5) and the limited traffic alternatives for moving high volumes of traffic and citizens, we need to move forward with a separated grade, relatively high volume transit system. Following are some additional thoughts regarding the items mentioned above: Item 1) The Island has a narrow corridor that is ideal for a single major line transit system - rather than being spread out in all directions. In future as growth may warrant, the system could be expanded in only a few different directions, rather than an "unlimited spoke" configuration. Those directions would be to a) Hawaii Kai; b) Windward - possibly with a separate branches for Kaneohe branch and Kailua (Kailua branch may eventially connect around the end of the island to Hawaii Kai, but that may never be feasible); c) Central Oahu (Mililani, Wahiawa and North Shore); and d) Nanakuli and Waianae. Item 2) Traffic density has continued to grow on the Ewa side of the island due to the high volume construction of new homes (which has been necessary for our population) with very limited ability to affect significant change in the transit infrastructure (highways & major thoroughfares) due to realistic limited land availability and funding. Item 3) The traffic congestion problem has been further amplified due to the location of the Main Campuses of our only major Universities (UH & HPU) and their associated commuting environment being located in downtown Honolulu and Manoa. In addition, with the perceived and actual deficiencies in the Public Education system, more and more parents (at least those that can manage to fund it) have been sending or wanting to send their children to the better equipped private schools, many of which, if not most, also being located in the Downtown/Eastern Honolulu areas. Item 4) With the growth in tourism in conjunction with the cost of housing, more and more of the service employees for that industry will be living in the direction of the Ewa plain and trying to commute to the Waikiki area. Additionally, with traffic congestion increasing, more and more of our tourists will be inclined to use an effective public transportation system. With the volume of tourists we are now experiencing, think of the possible congestion increases associated with the project growth in tourism numbers. If for no other reason, a viable transit system from the airport to Waikiki may be a real plus in helping control our traffic problems. In Munich, when the new airport was built, the city decided to run a transit system line (S-Bahn) between the airport and downtown - it is really a good means to move large numbers of people between those points. Item 5) Although the H-1 and other existing "highways" carry a high volume of traffic, they will not be able to keep up with the projected traffic projections without major enhancements beyond "zipper" lanes and short lane "additions". Those enhancements would have to include not only significantly more additional lanes, but

also major changes in city streets and infrastructure to allow traffic to enter the freeway and then to exit once the destination is reached without creating blockage. SPECIFIC ISSUES TO BE EVALUATED: Technology - Everyone always wants the latest "gee whiz" technology for their systems, but it is not always the best alternative. Unknown costs can be uncovered and the systems just may not work "as advertised". For this reason, all of the technical solutions need to be evaluated with this in mind. There are numerous rail and track systems that have been proven with millions of miles of realiability. In addition, proven technologies can provide cost savings as a lot of the R&D costs have been recovered. Appearance - This will be a new, somewhat modern system and should look the part. A big "box" on wheels running in a concrete guideway just may not be acceptable to our citizens. Consideration should be given to the aesthetics of the system including the actual transit vehicles (swept/wind tunnel designs vs. flat front "cars"), the size of the guideway/track so as to minimize the visual impact of the "rails" between stations, and the weight of the vehicles so as to maximize the spans between supports. Tunnels, At Grade, Elevated Analysis - Wherever they occur, At Grade systems do and will create problems with traffic flow and potential safety issues with people trying to cross "tracks" (look at the number of citizens killed each year crossing out of marked crosswalks). Tunnels have huge expenses (including time, disruption and costs) associated with construction, and on-going maintenance can be more complicated due to the additional infrastructure needing maintenance (tunnel walls & ceilings, pumps, lighting, etc.). Elevated systems "rails/tracks" can be minimal in size, easier to maintain (without disruption to other traffic), and if using a modular approach, should be easier and less disruptive to build. In evaluating the above, the "monorail" type of system would seem to be a good fit. The "cars" can be streamlined (modern looking) and modular (can change "train" lengths and capacities easily). The technology is "known" and both effective manual and automated controls have been around for years. The "track" or "rail" is relatively small in size and has the additional benefit of having the power source included in it's design (no extra overhead wires). Whether conventional direct drive (rubber tires or steel wheels), or maglev is selected - the technology would fit a modern, effective form factor of a monorail type system. Route Evaluation - In determining the final route, consideration needs to be given not only to the end points of the system (actually initial system as it may "grow" in the future), but the served areas in between. Based on the guidelines for the initial proposed system, the end points are defined as being Kapolei and UH. In serving these areas, the commuting publics needs have to be determined and analyzed to ensure optimum usage and viability of a system. In addition to our residential communities, it would seem appropriate to give a strong consideration for handling traffic between the Airport and Waikiki, and to serve the Military bases centrally located near the airport. Both Pearl Harbor and Hickam AB employee many of our citizens and meeting their transportation needs could have a very positive impact on traffic congestion reduction. With a viable "people mover" at the airport, which would require the State of Hawaii funding, much of the congestion currently caused by tour buses, taxis, and luggage transporters could be reduced. And, the experience for the tourist would be enhanced by ensuring a smooth, comfortable ride between Waikiki and the Airport. In considering tourism and shopping, the Ship

Terminal and Aloha Tower seem to be viable as a station location - or at least for a station nearby. With all of the new "towers" that are being built along the corridor from downtown to Ala Moana Shopping Center, we should probably give strong consideration to a route that would include stations serving these major urban housing centers. Station Access and Parking facilities - The transit plan or concept is to move as many people as possible between East Honolulu (University/Waikiki) and the Central and West Oahu areas on a daily basis. This means that facilities for Accessing the system need to be in Kapolei, Waipahu, Pearl City, Aiea, Pearl Harbor/Hickam (if possible), the Airport, Salt Lake, Kalihi, downtown Honolulu, Ala Moana Blvd, Ala Moana Shopping Center/Convention Center, Waikiki, and UH. Probability of needing more than one station at some of the above is highly likely. Access to these stations should be by coordinated bus routes, walking and automobile (both "kiss & ride" and Parking). In the outlying areas, from Salt Lake and further west (at least), there needs to be ample parking spaces planned into each Station complex to allow for riders to get to the system by car as the bus routes are much expanded in the western Oahu areas due to the physical area each route must cover. PROPOSING ALTERNATIVE THAT MAY BE LESS COSTLY, MORE EFFECTIVE, FEWER ENVIRONMENTAL IMPACTS: Once the route is selected, significant effort needs to be channeled in engineering solutions that would 1) minimize disruption in traffic during the construction process, 2) simplify construction and 3) minimize costs. I would suggest a route and design that would allow for maximum elevated construction. The elevated construction technologies, if properly applied, would allow for building the track/rail system in a modular fashion. The piers or "supports" could be built individually in place or remotely, and the "spans" could be built at an "offsite" construction area (similar to the H-3 modules). The spans could then be transported to the site and lifted in place and "bolted" together. This would minimize construction time and cost by allowing the use of re-usable forms at the "off-site" locations and at the same time minimize traffic disruption as the process of bolting a pre-fabricated span in place should be considerably shorter than trying to form and pour in place. An added benefit may be fewer environmental impacts as compared to an at grade or tunnel system since the "impacts" would potentially be where the piers/support columns are placed. The general "concept" of an elevated system over most of the route is assumed to be given so that the environmental assessment of the elevated span would be only one issue vs. a continuous issue if the "guideway" were located on or below grade. Additionally, if an elevated system is used, the stations could be on a smaller "footprint" since the elevated line could be located above the passenger services (shops, ticket counters, service areas, etc.), entrances, and exits. Unless the station is in an "outlying" area with parking requirements, the stations could be designed so as to not require much more land area than the "right of way" required for the guideways. Also, could reduce environmental impact issues. Although there is no request for the "preferred" project routing at this time, it does seem that the 4d solution would meet most of the system requirements. There is room for improvement (isn't there always), and some of the routing might be revised to handle more of the concerns and needs, but this route does ensure service to many of the key areas discussed above. Please accept my apologies for such a long input, but I hope

it will assist in your evaluation and moving to the next step in the process. I would appreciate being advised of the progress of the system and remain available should you have any questions or wish to discuss any of the above. Mahalo, Larry Lamberth, PE

Kathy Lawton

I agree that traffic is a big problem, but the outrageous expensive of this fixed type of transportation just doesn't make sense. There will never be enough riders to pay for the up-keep much less pay for the entire system, which will leave the city with an insurmontable debt, of which it already has more than it seems to be able to handle. Example: deteriorating schools, parks. Take care of them before commiting more money on a BIG WHITE ELEPHANT!

Larry Lee

I am writing to oppose mass transit, especially any rail system. I am 56 years old and have lived on Oahu my whole life. For the past year and a half, I have been reading the daily newspaper's Letters and Commentary. It seems that 9 out of 10 letters are opposed to mass transit. Those who oppose it give rational reasons for their position. Those few who favor mass transit, including comments by the mayor and Abercrombie, do not have cogent arguments. Their arguments are based upon emotion and manufactured fear. Supporters admit that a rail system will NOT solve our current traffic problems. In fact, as I recall, the last study that was done in the early 1990's concluded that a rail system would reduce traffic by less than 1%. So, why are we even considering spending a least $3 billion dollars to build and hundreds of millions of dollar each year thereafter on a system that won't reduce traffic??!! I fail to see the logic or rationale. I. THE SUPPORTERS' CASE Supporters of mass transit keep saying that it will provide commuters with an "alternative" means of transportation. $3 billion plus is too much just to have an "alternative." It's actually laughable except that our politicians seem dead set on railroading the project down our throats. If you want an alternative, how about helicopter service? It'll be much cheaper. It can be stopped or reduced during off peak periods, with a direct reduction in operational cost. It can be easily and cheaply discontinued when and if it is determined to be an ineffective or underused project. The same can't be said for mass transit. You might think helicopters is a ridiculous idea, but no more so than spending billions on a mass transit system just to have an "alternative." The supporters' argument that some of the cost will be covered by federal dollars and tourist paying our inflated excise tax is fantasy and a deceptive argument. For one, federal dollars is not free money. It is still our money. Secondly, federal money is only a carrot our politicians (particularly Abercrombie) are using to entice our city to jump into a bottomless financial pit. I have no doubt that mass transit lobbyists have their greasy fingers in this effort. Once the project is approved and on its way, the feds will gradually reduce any grants or contribution and leave the city to pay more and more in the future. Look at federal funding for education, environment, highway, Medicare and social security. These and other more

important programs have all been reduced over the years by the feds. Do you really think we can depend on the feds in the long run to help finance our "nice to have" but not "need to have" rail project? Of course not. Abercrombie's claim that we will lose federal money if the city didn't approve the excise tax increase to show that the city is serious about mass transit was only to create a sense of urgency. First of all, nothing is forever (except for death and taxes) and even if the federal funds were "lost" in 2005, it wouldn't be lost forever. Politicians and politics change, economics, and world and national events and opinions change. If Hawaii really wanted federal money for some mass transit in the future, it will probably be there, somewhere. However, by dangling the federal carrot, the city took the bait and is now on the hook. It was enough to give the supporters an excuse to push the project onto the public. Saying that tourist will pay for a large part of the cost is also deceptive. Yes, we may have had a banner tourist year last year, but not long ago we were dying for tourist. Tourism is a fickle industry. Any terrorist attack, airline strike, hurricane, SARS like disease or scare, rescission in the east or on the mainland, etc., will have a devastating effect on tourism. As in the past, it can take years for the local economy and tourism to recover. There is also more competition for the tourist dollar from other destinations. Thus, tourism is not a guaranteed cash cow. Will the ongoing cost for mass transit stop when tourism and our economy are down? Who will pick up the slack? The politicians who railroaded the project? The mass transit industry who is pushing the project? No, we taxpayers will be stuck with ever increasing taxes. Like our "world class" convention center, rust bucket stadium, road paving machine, dredging barge, medical school, etc., our politicians are willing to spend our tax money just to have bragging rights for some new "world class" toy. Once they are built or bought, the public gets stuck with a white elephant that doesn't match the political hipe or is not sustainable without public bailout and maintanence becomes a hidden nightmare. Other "alternative" plans have been tried in the past. The most recent being the ferry from Barber's Point. Even when rides were offered for free, it couldn't generate enough riders to survive. Other past efforts including the "hydrofoil" in the 1960's etc., have all failed. The argument that the project will create jobs is very short sighted. Much of the work will require specialized knowledge and skill which probably means a non-local contractor and technicians. Locals will be used for some of the work, but the work will last a few years while the public will be stuck with the tab for the rest of the foreseeable future. The new jobs created are unnecessary. If the same money is spent to fix our schools, roads, sewers, harbors, water system, parks, libraries, etc., there would be plenty of work for years. New jobs can be created by hiring more teachers, librarians, police and firemen, DLNR workers, harbor security/police, parks and maintenance crews, government auditors, etc. There is no shortage of job possibilities if government is willing to spend the kind of money it wants to waste on a pipe dream. II. WHY I AM AGAINST MASS TRANSIT The reasons presented in opposition to mass transit, to me, make good sense and are more convincing. 1) Historically, locally and nationally speaking, cost estimates given by government for projects have always been unrealistically low. Once the project is approved, the costs escalates tremendously. I see nothing to suggest this pattern will not happen with mass transit. 2) If it is admitted that mass transit will not significantly reduce traffic, what's the

sense of wasting our hard earned money? Why burden taxpayers will higher taxes, and subject taxpayers to inevitable tax increases for generations just to say there is an "alternative"? 3) We don't even know how much it will cost to maintain and operate mass transit. What will the riding cost to users be? People can't even afford the $2.00 one-way bus fare. Will mass transit cost more to ride? Probably "yes," and by much more than $2.00. It'll be cheaper to drive. 4) Locals simply don't go straight to work from home and return directly home after work. Most people have to take their children to schools in town in the morning and pick them up after work; go grocery shopping and other shopping after work; go to second jobs, meetings, classes, take children to sports and various lessons, go to exercise classes, socialize after work; etc. People need their cars for this. After getting dropped off somewhere by train, no one has the time or inclination to walk to and wait at a bus stop in order to take their young children to school and then catch the bus to work. The same is true after work. By the time a person has to catch the bus for all the errands after work and then catch the train home, it will be late at night. Parents would not allow their children to either ride the train or catch the bus alone to go to school or to after school activities. As a practical matter, the system is not conducive to our local life-style. This is especially true in Kapolei and the rest of west Oahu where there will be a concentration of active young families with young children. 5) The fact that people will have to catch the bus from the train station to get anywhere not within a short walking distance will mean additional cost to the rider. Thus, paying for a train ride and multiple bus fares. This fact alone, makes using mass transit impractical. If bus fare was free to train users, there is still the problem of the time and effort it takes to catch the bus. Free bus fare simply means higher cost to run the mass transit system. The bus cost will either have to be paid as part of the mass transit cost, or taxpayers will have to directly pay more to subsidize the "free" rides. Our bus system can't support itself now, how can it do so if rides are free or if the bus system has to be greatly increased to accommodate mass transit? More over, the likely users of mass transit will be the few who now use the bus. Thus, one public system will be stealing the riders from another. The public will be stuck subsidizing two non-self sustaining transportation systems. 6) Where will people in west Oahu park their cars to catch the train to town? Will there be a parking fee? If, so that's another discouraging cost to the rider. What kind of security will there be for the cars all day and for riders who return to their cars after dark? Who's going to pay for the security? One complaint about the last ferry system is that cars were vandalized while parked for the ferry ride. How far will the parking lot be from the station and how large will the lot be? If not close to the station, or if the lot is large, how will people get to their cars? Shuttle buses? Costs for the shuttle buses? Walking in the dark alone to your car?—If so, I wouldn't let my wife or children use the train. 7) How much will security on the train and stations cost? Punks are naturally going to be attracted and will victimize riders and vandalize the stations. It's common on the mainland and other places with stations and subways. Security will have to be 24 hours at the stations, whether open for business or not. Witness our schools, parks and public restrooms. Just one mugging incident and people will avoid using the system. Have a terrorist incident, or even just some crazy doing something stupid, will keep riders away. Thus, security will have to be a top priority. Can we afford it? Will the government have the internal fortitude

to continually pay the high cost for top security even when rider ship is low and/or when there is pressure to cut costs? Look at our schools, libraries, police force, roads, sewers, etc., which are much higher priorities and yet are neglected and short changed yearly. Do you really think security will be maintained at the necessary level. I seriously don't. That's political reality and human nature. 8) The traffic is bad only during rush hours. The rest of the time, traffic moves at a good pace. Traffic is even better when school is out. Thus, does it make sense to spend so much money just to address rush hour-school time traffic? Instead, why not address the root problems which are rush hour and school sessions. Also, since mass transit will not make any noticeable difference in the traffic anyway, the root problems are really the issue. 9) Over development is really the problem and not traffic. Where ever you allow over development, there will be congestion. Address the problem of over development, not the symptom. 10) Those who say they support mass transit really mean that they support other people using mass transit so that they can drive in less traffic. These people are wishful dreamers. 11) With mass transit as an excuse for further development in west Oahu, local traffic in west Oahu will get worst, especially after work and on weekends. 12) Construction of mass transit will disrupt and displace thousands of people and businesses. Look what happened with the Nimitz Highway/Freeway work. It lasted for years and businesses suffered for years. Many went out of business. Condemnation will not fully compensate the landowners who must move. In Hawaii, land is too costly for government to pay fair market value rather than conservative appraised values. Also, land cannot be replaced with similar property because land is unique. 13) The auto industry spends hundreds of millions of dollars each year to convince the public to buy and drive cars and other vehicles. How can government compete to convince drivers to give up the convenience and joy of driving? Will government spends millions of tax dollars on campaigns to get people to give up their cars? It'll have to, if it hopes to gain any appreciable number of riders. Even if it tries, people will want their cars and drive them. 14) Have a public vote on mass transit so we can see if the majority of the public really wants mass transit. I can live with mass transit if an honest vote shows that more than 50% of the people want it. But, it's hard to swallow something that is being forced down your throat by politicians. 15) The current mass transit project is admittedly only the beginning. Further lines are planned for the future. It's said that future lines/routes will be needed to make mass transit more attractive and effective. Since nothing is certain and it is certainly not a given that government will have the political will or money to complete any or all of the necessary future lines, what if we get stuck with just the initial line? Now we'll have a partial system that will be incomplete and inefficient. It will not serve enough people or routes to make it worth while or practical. How easy does government think it will be to convince the public that routes to the Manoa campus and to Waikiki should be built. Unlike going from west Oahu to downtown, going from downtown to Manoa and Waikiki will involve a much denser population through prime real estate. This means disruption and displacement of a lot more people, homes and businesses at a much higher cost. Objections over the sight and blight of the system running through largely residential and small business areas will also be significant. I seriously doubt that future politicians will be able to pull it off. Perhaps our current politicians feel that once the

initial leg is built, they can strong arm the public into approving the future routes with the argument that the routes are needed to make mass transit work and without the future routes, the taxpayers' cost to maintain and operate the initial system will get worst because the existing system is too small to attract the necessary riders to make it feasible. Now, that's bootstrapping at its best! III. MY GUESS AS TO WHY POLITICIANS FAVOR MASS TRANSIT I don't understand the rationale behind our politicians' push for mass transit, given the realities and cost. The only reasons I can speculate on are: a) They want something to brag about during their political reign. To give the appearance that they are "doing something" to address the congestion. b) They want bragging rights to tell the world that Hawaii/Oahu is a modern city with "world class" mass transportation. It's like the family who has a new shiny luxury car parked in the driveway for all to see, but the roof of the house is falling in, the plumbing is stopped up, the water is polluted from lead pipes and grunge, the walls are termite eaten, the stove doesn't work and the windows are broken. But hey, we do have a nice shiny toy in the driveway. Why do politicians always have to have a "world-class" or "state of the art" something new that we can't afford. Why can't we just have something adequate, that works, and that we can easily afford? Is it because the latter is not fancy or exciting enough?? c) The "alternative" argument is an excuse for government and developers to further over develop west Oahu. With mass transit, the government and developers will argue that more development is possible because there is mass transit to take care of the traffic concerns. And, if residents don't use mass transit and traffic gets worst, government and developers will blame the residents for not using the system. That's the only way the "alternative" argument makes any sense. After all, if they really believe mass transit will make a difference, why isn't it proposed for east Oahu, where the traffic is equally bad, if not worst during rush hour? The reason is that there is not as much room left for development in east Oahu, as compared to the potential in west Oahu. Thus, there is no need for an excuse to develop east Oahu. d) Government and developers want mass transit so they can further develop west Oahu, as well as, along the route and at station sites. Developers are working with politicians to see their (developers') dream come true. c) Mass transit developers and contractors see easy money. They'll do the work and take their money. d) I hope this is not true, but given the political realities of today, some politicians may have hidden agendas that will benefit themselves, family, friends and/or clients. There'll be lots of money involved and a lot of development at and around the stations. Many people will profit at the expense of others and the public. When was the last time you heard that a large public project didn't involve abuse, waste, favoritism and/or questionable payouts? IV. ALTERNATIVES TO MASS TRANSIT So, what can be done instead of an expensive mass transit project? How about the following: 1) Create a real "second city" in west Oahu. Move either the state government or city government there. Increase incentives for more businesses in West Oahu. This will keep more residents in the area and create more "contra" flowing traffic during the rush hours. 2) Develop and maintain more schools in west Oahu. Invest enough money in the schools (statewide) so that the schools provide quality education so people don't feel the need to send their children to private schools in town or to public schools in other districts. 3) Stagger school times, including the U.H. so they don't collide with the

rush hour. 4) Encourage more staggered or different work hours. Especially for government. 5) Develop a true west campus for the U.H., so students don't have to drive into town or back and forth. 6) Stop development of luxury homes and condos. They do not benefit the local public. They only attract more wealthy non-residents into the area, adding unnecessarily to the population and congestion. 7) Better planning before development is allowed. The secondary roads in west Oahu are already inadequate. Mass transit will not help the secondary road traffic. It will get worst, if more development is allowed because of the mass transit excuse. 8) Improve and increase bus service. Next to private cars and taxis, the bus is the most convenient means of transportation. They can go more places than mass transit. They can take you closer to more destinations than mass transit. It's cheaper to maintain and operate than mass transit, even if the price of fuel increases. (Mass transit cost will remain higher, even when people aren't riding.) Bus is more flexible and routes can be changed to suit the demands of the rider ship. If the routes of mass transit proves unpopular or inconvenient now or in the future, the routes can't be changed without prohibitive cost. Security is cheaper and easier with buses. Buses can use existing roads. 9) Have more and safer bicycle and moped paths to encourage other forms of transportation. 10) Traffic congestion is a direct result of population growth. Not only is mass transit not going to reduce traffic, it will make matters worst because it will serve as an excuse to allow more growth and development. With or without mass transit, the traffic will get worst as the population grows and, eventually, it will reach a point where more people will leave Oahu because of the congestion and others will tolerate it and stay. As long as the population issue is ignored, traffic will worsen and people will continue to complain. Government should address the population problem and encourage smaller families and not encourage new residents, e.g., by allowing luxury developments that only non-residents can afford, or constantly seeking a greater military presence, or encouraging the image that Hawaii is a great place to visit and stay. Like Oregon's Governor McCall did in the 1970's, he encouraged people to visit Oregon, spend their money, but not to stay. It was the philosophy of the entire state at the time. There were even Oregon postcards showing visitors returning home with webbed feet or rusted bodies to discourage new residents. That's not to say that Hawaii should do likewise, but the point is that at least Oregon recognized the problem early and tried to do something about it.

Guy Leopard

The project should include the following: 1. Analysis of WHERE significant amount of people are traveling To and From. a. PHNSY. Employs about 7,000 people. It's a major hub of AM/PM traffic. It should have a station. 2. PH and Hickam. 3. The Airport. 4. Pearl Ridge and Ala Moana Malls. 5. Downtown. 6. Aloha Stadium. 7. Waikiki. The project shall fail if we DON'T properly take into account WHERE people travel most often daily and whenever, from and to. Lastly, it appears the project is totally forgetting Central Oahu (Mililani, Waipio, Wahiawa) and the North Shore. Don't forget the Koa Ridge community comming on line in 2008. The vast amount of traffic going EAST is from BOTH the Ewa Plain AND Central Oahu.

Project Rules. Recommend no eating, drinking, chewing gum, smoking, etc on the rail, bus. Keep it clean will result in higher participation and lower maintenance costs. Dress code. Require at a minimum shoes, shorts and shirt. Hopefully some significant decision makers will read this email and it won't go into the circular file. Mahalo and aloha, Guy L Leopard Jr leopardg001@hawaii.rr.com

Gary Li

I had a cursory look at some of the Scoping Presentation information and here are my thoughts: 1- Since I live on Young Street (Section VII) I think I like Alternative 4c of the Fixed Guideway Alternative best, proposed South King alignment. The next step is for the project team to decide on whether it will be a street-level rail or up on an elevated platform, and how (or if) it would blend into the environment. 2- I recommend that future plans consider extending the rail lines to Kaimuki, especially the city municipal parking lot located at Waialae Ave., Sierra Dr., and Koko Head Ave. As a Honolulu Advertiser article dated December 18 2005 (page A37) explains, there seems to be a very high number of popular businesses in those two blocks. My family would love to patronize Happy Day Restaurant more often but can not stand the horrendous parking -- which seems to last all day and night. I'd love to see the parking lot replaced with a rail station; thus without a place to park people will be more willing to find other means of transportation to that business district. 4- Transit Technologies board: I would not like any kind of buses if they use diesel and other polluting fossil fuels. Rapid rail and monorail seem more suitable for much larger cities of several million. I like the People Movers and Light Rail, but I have mixed feelings on the Maglev technology that merits further study. What is important to me is that trains of various sizes are available (flexibility in case of emergencies or population growth) and reducing noise and visual disruption as much as possible. What I definitely do not want are loud trains that clatter and whine at all hours like in New York and Chicago right outside residential buildings. Personal anecdote: my relatives live in north Hong Kong island and I visit them often, three times in the past 6 years. I'm most impressed with their reliable multi-tiered transportation system. There are trams, double-decker buses, 32 person mini-buses, a fast and clean subway, not to mention hotel shuttles and taxicabs. Sadly most of Honolulu's transportation options appear tourist-centered such as trolleys, tour buses and The Bus (which is clean but not especially on-time).

Michael Lilly

I am against this project as proposed; it's a waste of taxpayers dollars. There are feasible alternatives at less cost that would be more effective and carry more passengers than a fixed rail system from essentially one point to another. Why not a toll alternative along the existing corridors? But you aren't even considering that as an alternative.

Robert Linczer

I have just returned from a 16 day vacation to New Zealand and Australia. Major cities in these countries have a fised rail and or mono rail transit system. All of which are relieving traffic congestion. As a frequent user of the H-1 and Kamehameha Highway and frequently being caught up in the traffic congestion on both thoroughfares, a rapid transit system is an absolute necessity. We have a natutural corridor from Kapolei to hawaii Kai. Lets do it

Nikki Love

Looking forward to seeing transit here! I just wanted to suggest the following additions to the purpose and need: - Changing demographics -- Honolulu's rapidly aging population. Transit will be very important for helping our many elderly citizens get around town independently. - New development in-town (eg. Kakaako) -- transit as a way to promote mixed use smart growth -- make living within the urban core more attractive. Good luck!!

Bob Loy

Aren't you required by State law to reply to each and every comment received during this process? Mahalo.

Robert Loy

January 4, 2006 Aloha, Thank you for the opportunity to provide input into this important public project. Based upon the information presented at the scoping meetings, The Outdoor Circle submits the following comments: Historic Review All mature trees potentially impacted by the project should be assessed-- particularly those over 50 years old. Visual Diamond Head must be specified as a landmark that must be considered...not simply lumped-in with "others." The EIS must address visual impacts of transit stations, power sources, all infrastructure and construction. Financing Options More information is needed on the scope of possible advertising and what, if any, enabling law changes would be necessary. Process How can a preferred alternative be selected before knowing the environmental impacts of all primary proposals? Public Involvement Why no open forums during scoping? The methods you are using limit public discussion and interaction. A community consensus cannot possibly be reached solely by individuals submitting written comments. It appears the process was devised to prevent public discussion, to block confrontation, and to avoid having transit planners/government officials publicly respond to inquiries. Alternative 4B What will a Kapiolani Park station facility look like? What will be the elements of such a station and where would it be constructed? Overall Visual Impacts Our organization watches after Hawaii's scenic environment. We are deeply concerned about the potential loss of view planes from any transit system and the infrastructure that supports it. We insist that the EIS include detailed descriptions and assessments of the lost view planes, the value of those view planes and the mitigation for their loss to the Transit Project. Consulted Party We request to

be named as an official "consulted party" in this endeavor. Response to Comments Our interpretation of the State of Hawaii Office of Environmental Quality rules is that the box on the online comment form asking whether the commenting party "...would like a reply." is irrelevant. It does not release the City and/or its contractors from responding to every comment received during the public comment periods required under State and Federal law. OEQC rules require that individuals receive a response to their comments. This matter was challenged and adjudicated by the Environmental Council on May 12, 2004. In a memo dated 10/19/04, OEQC specifically states that a proposed rule regarding "comment bombing" and the previous amendment of HAR Section 11-200-22(d) be rescinded. Therefore, the box that implies people can waive their right to a response is inappropriate and violates OEQC rules. Please respond to these and all future comments provided by our organization, as required. Bob Loy Director of Environmental Programs The Outdoor Circle 1314 South King Street, Suite 306 Honolulu, Hawaii 96814 (808) 593-0300

Heather Lum

I oppose the development of a rapid transit system for the following reasons: 1) People will not give up the independence of their cars--they just hope others will. 2) The maintenance costs will be overwhelming to the taxpayers. 3) The technology will be outdated before it is even built. 4) Viable alternatives, such as reconfiguring freeway ramps, have not been exhausted. The bottom line is that we live on an island. There is a limit to the amount of development and growth that can be sustained. There is a limit to how many cars we can continue to import. Unless changes are made to curb the rampant overdevelopment and excesses, we will completely lose the quality of life that we have enjoyed here. Building rapid transit is not going to solve the real issues here.

Walter Mahr

Years ago, when I owned an advertising agency and handled the advertising for a major weight loss center, I learned that the problem was not taking off the weight...the problem was keeping off the weight. The same thing is true with this transit system. The initial cost will be much higher than anyone has anticipated but, the real cost will be the upkeep, maintenance and total cost of running the system once it gets going. Needless to say, the only way to pay for that is to let the other guy pay for it. Who? The other guy...meaning all the tourists will visit our island. I can't believe you folks are not including a stop at the airport and several stops in Waikiki. An airport entrance to the system could have a higher fee than other stops and that fee will certainly cover a substantial part of the cost of running the system. In other words, let the tourists pay a major part of the bill. It's the only way to not bleed the rest of us to death. Thanks.

Tesha Malama

1. Cultural Impact - Utilize a reputable consultant familiar and sensitive to the native hawaiian culture in regards to gathering rights, artifacts, potential impacts, etc. 2. Visual impact of the actual people mover. Incorporate ALOHA feel, look, etc. 3. Select a route that will include Ewa Beach, Kalaeloa, Kapolei to downtown, with a plan to include spurs to nanakuli and mililani. 4. Select the less evasive routes to minimize current impacts. (ie. use North-South instead of Ft. Weaver)

Sally Jo Manea

Regardless of the rail corridor selected, it is vitally important to consider pedestrian and cycling safety for all transit users; that is, adequate pedestrian and cycle-friendly access at all stops and park-and ride facilities. Ideally, a separate and safe pedestrian-cycle commuter path from Kapolei to UH would provide a long term solution to both traffic congestion as well as health problems of obesity. Until single use vehicle drivers get out of their cars and ride mass transit or self propelled transit, traffic congestion will grow and grow. Everyone yells about the impossibility of paying for such a dream, but it is reality in forward thinking communities such as Vancouver Island (Galloping Goose Trail).

JON MAR

I REALLY DON'T BELIEVE MANY PEOPLE WILL UTILIZE THE TRANSIT SYSTEM AND IF IT IS UTILIZED, I'LL APPEAR THAT HAWAII ISN'T THAT CONGESTED WITH TRAFFIC ENCOURAGING VISITORS TO LIVE HERE. LET TRAFFIC CONGESTION DISCOURAGE OTHERS FROM WANTING TO LIVE HERE AND POSSIBLY OTHERS TO MOVE BACK HOME.

John Marrack

I am a retired CPA from a major international CPA firm. I believe the cost/benefit analysis to any of the rail projects is essential. And, an honest cost/benefit analysis should include realistic ridership estimates and realistic future employee and maintenance costs. I believe such an analysis would conclude that no rail project is cost effective for Hawaii. I am also upset that our government leaders are afraid to make the difficult desicions that would truly make Kapolei a 2nd city and thus lessen our one way traffic congestion. Such previously discussed ideas as 1) Move government offices to Kapolei and 2) move the University of Hawaii to West Oahu would greatly help traffic patterns and flow. Thank you for listening, John Marraack

ian mckay

My route choices: 1.7 or 1.6 - whichever would serve more (actual) riders 2.3 or 2.2 3.3 4.11 or 4.6 - accessibility to airport is must 5.3 6.13 or 6.16 7.11 or 7.9 8.7 - access convention center/waikiki to/from airport is a must Additionally - the

environmental considerations (including sight-lines) must not be overstated, as the gross impacts of increasing auto/truck/bus traffic is exponentially higher, in all aspects!

Mark McMahon

The traffic in this city is seriously a problem. And most of that is from 1 or 2 people in cars. There are several things that could be done to improve conditions: * invest in bike lanes by widening streets, especially around UH-Manoa, for a couple of miles -- would help encourage students to take a bike rather than a car because they fear the roads; * a high-speed rail line, or (is it possible?) subway line, between E-W ends of HNL; * encourage telecommuting to all business, especially UH/EWC; * subsidizing monthly transit passes for government employees and encouraging private companies to do the same for their employees... Thanks for listening... Good Luck!

jeff merz

The 12/13 scoping meeting was not well designed for public input. A presentation is in order. As to the designs, the corridor that extends THROUGH Waikiki down Kuhio is imperative, if this light rail is to work. The light rail must extend to UH, Waikiki, downtown with an eventual spur to the airport terminal. These four destinations must all be connected or traffic will not be relieved.

Craig Meyers

I am totally against the any type of rail mass transit system. My main concern lies not so much with the initial costs, which will far exceed any estimates as has been shown time after time, particularly in Hawaii (H-3), but with the costs that are going to be required to subsidize any type of rail system once it is completed. There is not going to be the ridership to sustain the cost, and to compare Oahu to places such as New York, D.C. and San Francisco is insane. There are millions of people living in those areas, you are talking about building a system to assist a population of a couple hundred thousand people on the leeward coast. There are going to be two periods of ridership each day, during the morning and evening rush hours, other than that there will be minimal ridership. What is there to ride out to if you are heading in the Ewa direction? Another concern of mine is where folks are going to park in order to use any type of rail system. You are going to require large parking garages on non-existent land space, and if you charge fees for the garages, then people are just going to drive any way. The bottom line is that the vast majority of people are not going to leave their cars at home. They are spoiled after decades of having their cars available and no rail system is going to change that. Most importantly, the cost to build the system, coupled with the cost to subsidize it once it's completed, is going to cripple Hawaii taxpayers forever.

Darin Mijo

I think the costs of constructing a fixed rail system exceeds the potential benefits. The construction of a fixed rail system will have a profound impact on the future of Hawaii. Do we want to continue to promote our island as a beautiful and romantic place where you can have a unique multicultural experience filled with excitement and fun? Or are we going to become a place that operates and looks like any other major city in the United States full of concrete and high-rise buildings? A fixed rail system would definitely not help to promote Hawaii as a unique and beautiful place. I hope our elected leaders are thinking about things like this when they are proposing such ideas like a fixed rail system. Our tourism industry will definitely take a hit by building this. Yes, it would help transport tourists from Waikiki to Waikele, but at what cost. Several tourists (Japanese and American) that I spoke to were disappointed that they saw a McDonalds on the island. Imagine what kind of impression a fixed rail system will have on tourists (what about a fixed rail system filled with graffiti - a fixed rail system would be another canvas for vandals)! I guess thats why so many of the tourists are now skipping Oahu and only going to Maui and Kauai. A concern of mine is usage. Do we know how many people will actually use the fixed rail system? From my experience, local people (and even tourists) like their freedom and autonomy. They like to go and run at the park, fish, surf, work out, etc. after work. I would think usage will not be sufficient enough to justify the costs of constructing a fixed rail system. Here's just a suggestion that I hope someone will consider. Rather than investing millions and millions of dollars into an enormous project that will cost millions more every year to maintain, why not try and "re-route" the traffic. With the significant increase in housing and development of the Ko Olina hotels on the west side of the island, why not offer significant income tax credits for businesses that move their operations to Kapolei - or Mililani Tech Park (more employees, larger income tax credit)? This will help reduce the amount of people making the drive from the west side to downtown. The moves will also spur business and activity that would generate tax revenues for the State. The city should ask the State to speed up any plans to improve UH's west Oahu campus. The west Oahu campus should be developed into a top notch facility that can accommodate significant enrollment. It should also be marketed accordingly. Ask the students attending the Manoa campus what it would take for them to attend the west Oahu campus and develop accordingly. Why not pour millions of dollars into an educational and research facility that develops our youth (and attract students from outside the state) and possibly bring in outside grant monies? I live in Kaneohe, but I have driven in rush hour traffic to and from downtown and Pearl City many times. Its horrible. Something needs to be done. A fixed rail system may be an answer. But the costs and losses that come with it (not just the monetary ones) will jeopardize Hawaii's future as being that special place that people from all over the world save their money for years to come have spend their vacation. Please do not build a fixed rail system. There are other alternatives.

gary miller

We've seen no cost and benefit information on any of these alternatives; this information must be available before any judgement can be made on the alternatives. When this information is available, ask for input from the public then.

Bob Minugh

I plan on attending the December meeting to get more info. The plans on this website, are a good start, but there is insufficient info and data, to make an educated selection. What are the projected population and traffic patterns? What are the advantages and disadvantages of each option? Para 1.2.2 states the "current" travel time. Put a date on that data, say Nov05 vs the word current. 40 - 60 minutes travel time from Kapolei to Downtown sounds like old data. Last year backups were typically to Weikele shopping center. This year it is typically back to Kunia on ramp (even radio traffic reports are now saying "backed up to Kunia, as usual"). I travel from Kapolei to Hickam, with no stalls or accidents I leave at 0630 and arrive at 0725 (55 minutes). Do the terminals take into account future expansion east, west and towards Mililani? If population growth is projected to increase in Ewa, it looks like it would make sence to run the rail along Ft Weaver Rd. If population growth will move east and west of North/South Rd, then the rail should run along North/South Rd. One question you can either answer by email or at the meeting is past,present and projected cars/hour, during peak travel times, merging at Kunia (from Kapolei and from Ewa) and merging at H1/H2 (from H1 and from H2). It doesn't seem right for H1 to back up to Kapolei during bad traffic days, while there is no back up on Ft Weaver. At Kunia H1 narrows from 3 lanes to 2, while the Ewa on ramp is 3 lanes wide. Thanks for keeping the community informed. Bob Minugh

Eric Miyasato

Could an elevated rail be placed within the Ala Wai Canal and use part of the Ala Wai Golf Course as a Main Transit Station? The space above the Ala Wai Canal is large, open and unused. It borders the Hawaii Convention Center and runs parallel to Waikiki.

Henry Mochida

Although no rail system is self sufficient, Oahu does not have a dense enough population, and the system may not significantly reduce traffic (because there is an indepence of driving that many locals depend on and the costs of driving vs. mass transit are not severe enough) I SUPPORT RAIL. Because rail represents a more social benefit that provides those economically challenged the option of greater mobility, hence job opportunities, school options, government participation, medical choices, etc. In essence the rail will create a better social environment for Oahu's population increasing access and transportation ability, with the additional benefits of reducing traffic, adding economic growth at areas of rail stops (with shops and

commerce), as well as promoting pedestrian activity and health. Henry I. Mochida Master's candidate in the Department of Urban & Regional

Guy Monahan

Public transportation is a losing activity in almost all cities in our country from ridership to financial observation. If our city is so different, then explain to me how our current public transportation system is: financially independent of subsidy; enticing new customers; and improving safety and conveinence. Fact is, it is not. And don't argue that we have no other solution but to throw more money and resources at the problem by building "light rail", because city ordinances have created a climate that disallows competition with "The Bus". One immediate solution would be to allow private competitors curb access at bus stops and discontinued subsidy of "The Bus" fares. wilfred morales fix rail or elevated links should begin at kapolei lead into honolulu core. bus routes should feed into transit system, integrating bus and rail. an initial route across pearl harbor, hickam, keehi lagoon and to sand island; linking to downtown by bridge would be truly rapid and allow bus service to flow outward to current honolulu bus routes. a second route destinating to aloha stadium bus connection postponing a manoa link if at all.

Steven Morgan

I haven't heard how any of the options will impact current and future trafic congestion. I consider that the only reason to proceed with this kind of a project Give us the facts on projected ridership for each project and the cost. Please!

Roy Morita

I like plan 2 the best. I think that any rail system to be totally useless and expensive beyond words. The main fault with any rail system on Oahu is that the ridership will be mostly moving in only one direction during the majority of the operational period. In the morning most riders will be travelling from the Leeward coast to Honolulu and in the mid-afternoon to the evenings they'll be going in the opposite direction. To be cost effective there would have to be at least a 40-50% ridership going in the opposite direction as the main flow of riders. There has to be more jobs in the Kapolei/Leeward coast area to justify this increase in riders going to this area in the mornings. Just at the top of my head I would estimate that around 40 thousand jobs would be required over what we have now. There is no 2nd Urban area in Kapolei because the emphasis is on single-family housing. There isn't room to create the amount of jobs required to increase ridership in a rail system to this area. Unless we move most of the State government and the UH system plus re-open the Barbers Point Naval Station to some branch of the military there won't be any new jobs save a few high tech positions and some low paying retail entry positions. Sorry, I got carried away. What this boils down to is there will not be enough continuous ridership to justify runnig a full scale rail system. The cost to the rider therefore will be high (My estimate is around $8.00 roundtrip based on an advanced purchase of a monthly or longer pass) and the cost to the public to support this rail system would be

around 80 to 170 million dollars (2006 dollars) per year depending on the operating schedule for this system. This is only my personal guess/estimate not based on actual figures. Oh, and I estimate it would take about 10 years to complete the proposed rail route (minimum) based on how long the local governments really usually take when they say how long they think it's going to take. Thanks for reading this. I ride the bus to and from work at the UH from Aiea every work day and if a rail system is built would not probably ride it cause I would still live too far (1 to 2 miles) from any access point. Caio!

Jeremy Morrow

With Roberts bus fees for my son to go from Aiea to Iolani, and gas costs to pick him up after sports, we estimate we currently spend about $1,775/year just getting my son to/from school. Each day we also have to add to the traffic congestion in the afternoon by driving all the way down to near Waikiki (Iolani), then driving all the way back home. What a difference light rail would have made! I would not have to drive at all, and my son might have a 20 minute ride home! So City Council member Djou's concern about a $400/person increase in taxes are NOTHING compared to what we spend and the time we invest now. We also look forward to the day when we can travel to Ala Moana or Waikiki without driving or having the hassle/expense of finding parking down there. I also hate it when I see all the people having to stand outside in the morning dark, waiting for too slow buses, just so they can get to work on time downtown or in Waikiki. Rail would improve their lives. So yes, we strongly support light rail, and are strongly against any solution (more buses) that does not include rail. I do support feeder routes, like the one to Waikiki, and perhaps feeder routes elsewhere that make sense. One key to a successful project, however, is plenty of secure PARKING at each station! If you can't leave your car at the station, how could you possibly take the train? And please don't be afraid of using condemnation powers to acquire enough land for the routes, stations, and ENOUGH PARKING. This is for Hawaii's future, and will improve everyone's daily lives.

Richard Morse

[This may be comment 1 of 3 from me--thank you] For those who are considering a ' bus solution' as an option to a 'fixed rail solution' (i.e. Alternatives 1,2 or 3 from Environmental Impact Statement Notice.--Nov. 2005) Please refer to the following URL: http://www.lightrailnow.org/news/n_newslog001.htm#GEN_20041216 which may be accessed by typing " Light Rail Now! NewsLog 2004" .into your browser window. This website contains about 38 short articles about rail projects in various cities. Thirty-seven of these are success stories (or success stories in the making). One of these, however, is a rather negative account of the Honolulu experience. The gist of this article is: 'No improvements in a bus system can compare with the benefits of a train.' Here I have coppied the beginning and last paragraph of this article; while omitting most of the body: 18 December 2004 Honolulu "BRT" service slammed for poor ridership We're strongly in favor of Quality Bus improvements, but the ongoing campaign to hype better bus service as "Bus Rapid Transit", and to claim it's

"just like light rail, but cheaper", is nothing short of a fraud, and counterproductive to winning public support for transit. A good case in point, and current object lesson, is the recently inaugurated "BRT" scheme in Honolulu, hawked by its promoters as "much cheaper and more flexible than rail, ..." However, the Honolulu experience appears to underscore the contention of many transit supporters that merely repackaging Quality Bus service as "rapid transit", and hawking it with claims that "it's light rail on rubber tires" and "just like rail, but cheaper", is a deceptive ploy whose promises fall far short of rendering the benefits and achievements of true rail transit, either light rail or rapid transit. Once again – you get what you pay for. [My comment: Although this article is somewhat harsh, I would tend to concur with its basics. I have had oppertunity to ride trains in various cities and find that they are reliable, punctual and (if I may add) "fun to ride." (The 'fun' part should not be under-rated because that leads to increased ridership. I think tourists will ride it for that reason alone...locals too.) Within my experience, sometimes trains have very few riders; while at other times, they're packed. That, I think, is the general nature of public transit.]

Richard Morse

IN SUPPORT FOR FIXED GUIDE WAY ALTERNATIVE 4-d, WITH DIRECT LINE TO HONOLULU INTERNATIONAL AIRPORT. I would strongly urge the planners to run the rail-line directly directly to the airport; with a stop at the inter-island terminal and 2 or 3 stops at the international terminal. (This, as apposed to the shuttle from Kamehameha Highway option.) By way of argument, I will ask the planners to please image the year 2018. It's 4:00 in the afternoon; Freeway traffic is all but gridlock. You are rushing to to meet a 4:20 check-in time for a flight somewhere. You've decided that the The Train is your best bet for getting there on time. You have two parcels of baggage and your six-year old daughter in tow. Now I ask, would you prefer to: A) ...transfer two bags of luggage and your daughter to a shuttle at Kam Highway--(a shuttle which you are not sure will be there when you reach the transfer station; and which, itself, may be delayed in the traffic.) And then transfer all again at the terminal? Or... B) ...know exactly when you and your child are arriving at the terminal and transfer you bags only once? I would prefer (B); if only that it would be less stressful The Portland light rail, for example, goes directly to the airport. I have ridden it from the city to the airport once; and can testify that it is very convenient.

Richard Morse

"In some cities, the urban rail system is so comprehensive and efficient that the majority of city residents go without an automobile. London, New York City, Paris, Seoul and Tokyo have the most extensive and convenient metro systems in the world." --(From Wikipedia article on "Rapid Transit".) http://en.wikipedia.org/wiki/Rapid_transit Below is a condensed, partial list of cities throughout the world with electric-rail public transport. Some of these are simply cross-town trams; while others represent elaborate networks--employing some

combination of monorail, light rail, high speed trains etc. This list does not include the extensive railways that transverse nations or entire continents. The earliest urban railway was the London Underground ("The Tube")--first opened in 1863--(converted to electric power in 1890.) Since then, electric rail transport has become the mark of a modern urban civilization in countries all around the world. Now, 143 years after the original opening of "The Tube", the city of Honolulu struggles through the planning stages of a single rail line that will run less than half-way across a tiny island. Historically, the planning of urban rail transport usually involves a good deal of necessary controversy. Such controversy, of course, is a healthy aspect of democratic process; which serves, hopefully, to satisfy the greatest number of people and interests--and, ultimately, benifits the whole community. However...without pointing fingers at any particular persons or events, I would venture to suggest that the political climate in Hawaii has, in the past, had a tendency to forestall the creation of rail, mass-transit alternative for the people of Honolulu. I feel justified, then, in requesting that Representatives, on all levels of Government, make an extra effort to act in concert in bringing about this important addition to the island of Oahu. I also ask that they envision themselves riding a free-rail system that flies past traffic as if it wasn't there; whose guide-ways complement both the urban and rural skyline or landscape; whose ports and stations are pleasant architectural enhancements--inside and out-- reflecting, in their design, the heritage of the islands; whose vehicles are state-of-the-art--quiet and safe and comfortable; whose attraction for ridership will generate commerce in many, many ways; whose presence in the community will be a source of pride for generations to come. Let's add Honolulu to this list of cities with electric rail mass transit systems: Asia, including Caucasus (Armenia) Yerevan, (Azerbaijan) Baku, (China) Beijing, Guangzhou, Nanjing, Shanghai, Shenzhen, Tianjin, Wuhan, Hong Kong, Tbilisi, (India) Bangalore, Calcutta, Chennai, Delhi, Hyderabad, Mumbai, Thane, (Israel) Haifa, Tel Aviv, (Iran) Isfahan, Karaj, Mashhad, Shiraz, Tabriz, Tehran, (Japan) Chiba, Fukuoka, Hiroshima, Kamakura< Kawasaki, Kitakyushu, Kobe, Komaki, Kyoto, Nagoya, Naha, Osaka(4), Saitama, Sakura, Sappora, Sendai, Tokyo(10), Yokohama(3) (Kazakhstan) Almaty, (Korea) Pyongyang, Busan, Daegu, Daejeon, Incheon, Seoul, (Malaysia) Kuala Lumpur(4), Penang, (Philippines) Manila(2)...Singapore. Bangkok, Chain Mai, Kaohsiung, Taipei, (Turkey) Adana, Ankara, Bursa, Izmir, (Uzbekistan) Tashkent Europe, excluding the Caucasus Vienna, Minsk, Antwerp, Brussels, Charleroi, Sofia, Prague, Copenhagen, Helsinki, Lille, Lyon, Marseille, Paris, Rennes, Toulouse, Berlin, Bielefeld, Bochum, Cologne/Bonn, Dortmund, Dusseldorf, Essen/Mulheim, Frankfurt, Hanover, Hamburg, Munich, Nuremberg, Stuttgart, Wuppertal, Athens, Thessaloniki, Budapest, Bologna, Brescia, Catania, Genoa, Milan, Naples, Rome, Tunn, Amsterdam, Rotterdam, Oslo, Warsaw, Coimbra, Lisbon, Porto, Margem Sul, Bucharest, Chelyabinsk, Kazan, Krasnoyarsk, Moscow(2), Nizhny Novgorod, Omsk, Samara, Saint Petersburg, Ufa, Yekaterinburg, Barcelona, Bilbao, Madrid, Palama de Mallorca, Seville, Valencia, Stockholm, Lausanne, Istanbul, Dnipropetrovsk, Donetsk, Kharkov, Kiev, Glasgow, London(2), Newcastle upon Tyne North America and Mexico (Canada) Calgory, Edmonton, Montreal, Ottawa, Toranto, Vancouver (United States) Atlanta, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Detroit, Fort Worth, Jacksonville, Las Vegas, Los

Angeles(2), Miami, Morgantown, NewYork(3), Orlando, Philadelphia(3), Pittsburgh, San Francisco Bay Area(2) San Juan- (Puerto Rico), Washington DC, Portland(2), Sioux City, Seattle. (Mexico) Guadalajara, Mexico City, Monterrey South America Buenos Aires, Belo Horizonte, Brasilia, Porto Alegre, Recife, Rio de Janeiro, Sao Paulo, Santiago de Chile, Valparaiso, Medellin, Lima, Caracas, Los Teques, Maracaibo, Valencia. Africa Cairo __ Information from: http://en.wikipedia.org/wiki/List_of_rapid_transit_systems#Africa

Jim Moylan

Greatly support FIXED-GUIDEWAY ALTERNATIVE - C: Fort Weaver Road/ Farrington Highway/ Kamehameha Highway/ Dillingham Boulevard/ Ka‘aahi Street/ Beretania Street/ King Street/ Kai‘ali‘u Street Alignment. This is the only option available that includes a highly congested Ewa area, with thousands of home building permit approved. The building of North South Road and widing of Ft. Weaver road does not resolve the congestion. That is why I greatly support alternative C. Merry Christmas!

Johnson Mukaida

You know what? I don't think that the mass transit is going to work. People might ride it for a while but it will not last. People are too lazy to catch the transit system and walk to their jobs or wherever they have to go. People in Hawaii is too used to driving.

Marc Myer

Seems someone is putting the cart before the horse. People are anxious to alleviate traffic congestion, yet the current options are unattractive to commuters. Why? Because the TheBus does not currently meet commuters’ needs. Is this a deliberate attempt to increase demand for light rail? It's looking that way. I have contacted TheBus several times to inquire about planned improvements to schedules, routes, etc, and have not yet been even properly responded to. Given the immense amount of money required to build a rail system, why no concurrent improvements to TheBus, which would cost relatively little? Where are TheBus’ proposed improvements? I live on the Windward side and commute to the Stadium area. After eight years of the H3 freeway’s operation, did you know that TheBus still does not have a single route that uses the H3? Are you aware that no significant improvements to the Windward route have been made in years? Thousands of commuters per hour use the H3; many would welcome TheBus as an alternative. A commuter from the Windward side is forced to change buses at School Street/Likelike in order to arrive in the Pearl City/Pearl Harbor area, resulting in a commute delay of an hour. A short commute in a car via the H3 takes nearly an extra hour by TheBus, making it useless for Windward riders. TheBus is claiming poor ridership, yet they make no effort to evaluate demand, or make a serious attempt at improvements. I’ll support light rail once I’m satisfied everything else has been seriously tried. Clearly TheBus’ management needs some oversight.

Seichi Nagai

I agree with the need and purpose of the project. ALL traffic to Leeward Oahu passes through Pearl City and impacts me. The Pearl Harbor bridge or tunnel alternative interests me very much because it provides a true alternate corridor for automobiles. The operational and security concerns I'm sure can be negotiated like the Coronado bridge in San Diego Harbor or the Aqualine in Tokyo Bay. The security concerns that appear to be the major obstacle are of a personal and subjective nature that is masked by national security. If this concern is looked and discussed with open and objective minds, they will see that security can be maintained and the project will serve the community better than any rail or bus system.

Nancy Nagamine

1. The fixed rail option is NOT a good one. It will not serve enough people, and many will not be able to use it.. There will need to be busses to carry people from the many valleys and outlying neighborhoods. The windward side, Hawaii Kai, and many other neighborhoods would not be served by a fixed line. BUSSES are much more versatile and can go where the people are. This is why many fixed rail lines are no longer in existence today (including on Oahu!).In a city of multi millions of people I can see it working but not here. 2. Where is the cost/benefit analysis of the different options? 3. The schools are really the problem. If it were not for the multitude of private school kids being shuffled all over the island there would not be such congestion. Notice how little traffic there is when school is out? 4. Why not move businesses and government offices to where the people are rather than vice versa. 5. Where are the cost analysis and these options in this program? 6.Who is really benefitting from all of this? The unions certainly must be for this various fixed rail options. This will be a windfall for many unions while the taxpayer suffers. 7. LONG term, say 50 years from now, what will the fixed rail option look like? Will it rust? How will it be maintained? What will the tourists think? We will ruin our island with the fixed rail option. The key to the future is VERSATILITY. A fixed rail is NOT versitile!

nobu nakamoto

I would like to comment on the High-Capacity Transit Corridor Project, but find it very difficult to do so because there is very little meaningful information available on your website, So, first of all, I'd like to suggest you increase the information presented on your website, keeping in mind that it is not possible for many of us to attend your meetings: 1. For your alternative routes, please include information on specific destinations that will be served by each route, as well as which won't be served. Here's some destinations that I think are important, and whose inclusion or exclusion will affect the desirability of each route. I'm sure there are many other important destinations that should be included as well. a. Kapolei Hale b. UH-West O'ahu c. St. Francis West d. Leeward Community College e. Pearlridge Shopping Center/Pali Momi Medical Center f. Aloha Stadium g. Pearl Harbor h. Kaiser Moanalua i. Airport j. Honolulu Community College/Iwilei k. Downtown l. Queen's

Hospital/Legislature m. Honolulu Hale n. Ward Centers o. Blaisdell Center/Straub p. Ala Moana/Wal-Mart q. Punahou r. Kapi'olani Medical Center s. UH-Manoa t. Kaimuki u. Waikiki v. Kapi'olani Community College 2. Cost information for each route will also affect the desirability of the routes. I believe your Proposed Purpose and Need is missing something important, specifically, providing for the transportation needs of senior citizens. Our eldest baby boomers will be approaching 70 years old by the time this system is operational, and having an alternative to driving that provides seniors with transportational independence will greatly increase their quality of life. It will also make it easier for those seniors with deteriorating physical capabilities to give up driving before they become a danger to others on the road. Note that seniors, many of whom will be retired, will have different transportational needs than those commuting to and from work or school. Seniors also tend to be wheelchair users at a higher rate than the general population. Something else totally missing from scoping information is any recognition of the fact that mass transit systems are inherently incomplete transportation systems. They only take people from one transit stop to another, and most people will still have to find a way between the transit stop and their starting point or destination. Without addressing these 'last mile' needs, the success of any mass transit system in attracting riders will be greatly limited, so the system plan must address this issue. Last-mile solutions could be divided into three general categories: those provided by individuals, those provided by private industry, and those provided by public entities. Individual-provided last mile solutions include walking, bicycles, motorized and non-motorized scooters (including the seated, motorized scooters marketed primarily to senior citizens), skateboards, motorized bicycles, and motorized and non-motorized wheelchairs. Your mass transit proposal should include information of how these types of solutions will be accommodated, for example: Will there be bike racks, and will they be severely limited, as with the racks on TheBus? Will skateboards and scooters be allowed? How will wheelchairs and seated scooters be accommodated? Will there be secure lockers available at the transit stations for storage of bikes, scooters, etc.? In my opinion, the mass transit system should accommodate and encourage a complete range of individual-provided last-mile solutions, including all of the above, and be flexible enough to accommodate any emerging solutions, such as the opportunity presented recently by the great popularity of scooters. They will be the lowest cost, and frequently the most convenient to the user (no need to wait again), of all last-mile solutions. Private industry-provided last mile solutions include taxis and shuttles. I would guess, for example, that if a transit stop is built a mile or two from the Waikele Outlet Center, the Center will want to send their trolley to the transit stop. Employers may arrange shuttles to pick up and drop off employees, perhaps in lieu of providing parking. In order for these to be viable, the transit stations must have pickup/dropoff points available. The Pearlridge monorail is another example of a private industry-provided solution. Public entity-provided solutions would include local bus routes and PRT (Personal Rapid Transit). PRT also can be implemented in a public/private partnership. For example, the basic PRT infrastructure could be put up by the County, but private companies could be allowed to add stops and spurs to the system at their expense, with a contribution to operating costs. That could be made more attractive to private entities with incentives such as

waiving or reducing parking mandates if they have a PRT stop. I also noticed on the slide about transit technologies dropped from further studies that short station spacing is envisioned for the corridor. I suggest you reconsider this, especially for initial phases. Stations obviously cost a lot of money to build as well as for the land under them, and short station spacing also means more stops and slower transit. I think it would be wiser to spend that money on a longer system with fewer stops, and facilitating and encouraging 'last-mile' solutions that extend beyond a mile, to 2 to 3 miles. If you do decide to go ahead with short station spacing, I suggest you start with a longer system with longer station spacing initially, and infill stations later, as opposed to initially building a short system will all the stops, and lengthening the system later. Thanks for your time. Please be responsible with our tax dollars. Nobu Nakamoto Nobun13@yahoo.com 484-1417

Elizabeth Nelson

I don't think tying up highways and byways with construction for the next 10 or so years is the solution to our traffic problems. We need an immediate solution. I think we should concentrate on building our bus system, large buses and small, going all over, at all times. I think more people would ride the bus if it were more accessible. I tried to get a bus to Kaneohe on a Friday night and was told the last bus goes from Honolulu to Kaneohe at 9:30PM. That is ridiculous. Thank you. Robert Nickel It's time for Honolulu to proceed on some form of Alternative 4C. Some portions of elevated and underground alignments are necessary. Neil Niino To be equally fair for alternative modes of transportation, the bike lane should connect, be sufficiently wide, clean, and maintained for riders. We live in a environment where bicycles can truly be a alternative form of transport due to our weather and not the mention the many riders in Hawaii. However, these great ideas were never supported. I have a suggestion, rather than creating and maintaining a million dollar fountain (or similar items), move this money in to creating proper bike lanes and you will not need to raise money for this activity.

BYRON OGATA

An underground transit system is out of the question and the only alternative is street level or elevated system. Why not combine an elevated and street level system. The elevated portion would be where little or no scenic value will be lost. I've lived in or visited countries with elevated and underground transit systems and the inconvenience caused during construction seemed like a very long time (6 to 8 years) but soon after completion of the transit system, people found it to be a blessing and wondered why their city government waited so long building a transit system. The majority of the people in Hawaii support a new transit system and the people that complain are in the minority group. Usually the minority group complain the most or the loudest and usually we do not hear from the silent majority. Like any major construction project, consideration for future expansion have to be included in the overall transit system plans. After 45 years as a federal employee, I've seen a lot of

money wasted during expansion projects because the original plan did not allow for future upgrading or expansion.

Dexter Okada

The No Build, the TSM, the Managed Lanes, and the Fixed-Guideway should not be alternatives. A combination of the No Build, the TSM, and the Managed Lanes should be used to develop a new bus system(NBS) that would emulate the Fixed-Guideway system(FGS). Once the FGS is built, there is no turning back. If the ridership does not materialize, Honolulu will be stuck with a $3billion+ white elephant that will cost us $++++ to maintain. If the chosen route does not work, then all the businesses and landowners along the route that suffered during construction would have suffered in vain. The ridership number from the NBS would give a better indication of what the ridership would be for a FGS. The route of the NBS can be easily changed to determine which is the best route. Steps to develop the NBS: In the morning: 1. Substantially increase the number of express buses coming from the different areas of West Oahu(Leeward Coast, Ewa, Kapolei, Makakilo,Waipahu, Pearl City, Mililani,etc.) 2. Restrict the zipper lane for only the express buses. 3. Instead of the current merging of the zipper lane with the regular Nimitz traffic just before Hilo Hattie, extend the zipper lane on the mauka side of Hilo Hattie all the way to the River Street bridge. 4. The buses can then go up River Street to King Street and then down to Alapai. 5. Alapai would be the hub. 6. From Alapai expresses buses would go to different areas of Honolulu(Kalihi, Kaimuki, UH, Punahou, Iolani, Waikiki, Kakaako, etc.) In the afternoon: 1. All the town buses would go to the Alapai hub. 2. Expresses buses to West Oahu would then go makai on Alapai then makai on South Street then on to Ala Moan Boulevard. 3. An afternoon zipper lane or bus lane only has to be designed. As the ridership warrants, the NBS can be tweaked to more closely emulate the FGS. Such as having a zipper or bus only lane in both directions 24 hours. If the ridership numbers for the NBS does not work out, then for sure , the ridership numbers for FGS will not work out. But we will not be stuck paying for a white elephant. And since the NBS would use existing roadways, businesses will not have to suffer through construction.

Mary Oliver

Rail is WAY too EXPENSIVE, we just can't afford it. You have to be a MEGA city to make it work and Honolulu will never be NYC or Hong Kong. It is also UGLY! Unfortunately, we are a spread out commuter city and love our cars. If people didn't use the free ferry from Kapolei they will not use the bus. I still think ferries to downtown or Ala Moana might be an option with trolleys leaving frequently from there.

Dirk Omine

The state should save its money on this Mass Transit Project. Don't get me wrong, I am a firm believer in mass transit and have used the Bart System in San Fransisco extensively. The Bart System is very well set-up and trully works! Our island would

really benifit a system like the Bart but we simply can't afford it! The proposed system now is a "Joke" and waste of money for all residents of Hawaii! Light Rail you say? We need a state of the art system like the Bart to be successful and benificial to us. The biggest problem is, we don't have enough money to fund such a project, and neither do we have the space for it! We need a system that runs from Kapolei - airport, thru down-town honolulu and Waikiki, and extends to Kahala Mall via UH manoa. Also, we need a branch that runs from Kaneohe's windward mall to town. That should cover 2/3 of Hawaii's people and give drivers an option to use mass transit. With the route from the Airport to Waikiki, tourist can also benifit using mass transit. As a Hawaii resident all my life this would be the only way I'd support Mass Transit's plan 100%. We had our chance a decade ago but choose the H3 freeway instead. In Saturday's comment section "Mike Rethman" said it best on why mass transit will not work here- THE REAL COST! City Council members should read his article which really makes sense! Consultation for this project has already cost 10million dollars! Our state always has a problem of realizing the true cost of any project. This one should be in the billions of dollars for it to work because anything else like a light rail system is just a waste of time and money... Worst case senerio being, no one will use it! So who's really benifiting from this project???

Lori Ott

I will submit any survey or comment to help the effort of bringing rapid, mass transit to Oahu, whether this be in the form of light rail, an elevated track or monorail. I have lived in several cities that have great mass transit, for. ex. Tokyo, Boston and Chicago and relied heavily on these systems not only to get to work, but also as a way to avoid Christmas shopping traffic, or enjoy big events like baseball games, concerts and fireworks. People who say they don't support mass transit because they will not use it are like people who say their tax dollars shouldn't pay for public education because they don't have children. Both arguments are silly since the service provided benefits all, not just those who use them. Reducing the number of cars on the road on the Leeward side of the island (and maybe the Windward side one day) is overdue. Mass transit provides a reliable way of getting to and from town, on a predictable schedule with only a rail pass to pay, versus gas, insurance, car maintenance and the amount of time spent sitting on the H1 staring at the stadium or the cars around you.

Kiyomi Oyama

Of the alternatives presented Dec.13, 4c seemed the best if modified some. Non-builds should not be an option. Route preferences: Kapolei Pkwy - North South Rd - Farrington Hwy* - Kamehameha Hwy - H1 (airport) - Camp Catlin Rd.- Pukaloa - Middle St. - Dillingham* - Downtown tunnel Queen/Berretania loop - S.King/Kona loop - branches to UH & Waikiki. *Notes: 1. extended service to Ft.Weaver Rd. or possibly a loop between Kapolei and Ft.Weaver Rd should also be explored. 2. improve access (bus, pedestrian) from Kalihi to the Dillingham line.

William Paik

HHUA Mission - To influence public policy and opinion for quality highways, promoting safety, congestin relief and freedom of mobility. Traffic congestion requires traffic solutions: a comprehensive attack on bottlenecks and gridlock. Our people need a relief thru the leeward corridor. We need a system to deal not only with automobiles but commercial vehicles as well.

malcolm palmer

Sirs: this entire project is a boondoggle! it will go down in history as "Mufi's Folly" (who will be nowhere to be found when this mess spends all our money and does nothing to alleviate traffic congestion). this will be the hawaii equivalent of the boston 'big dig':cost overruns, more and more taxes, shoddy union workmanship, not to mention the backroom good old boys deals (already started), state and C&C employee embezzlement, cheating, and inefficiency. stop it now!!!

Arza Patterson

I prefer the Monorail system due to its flexibility on where it can be placed and the speed it can safely operate at. It will be above cars, pedestians, bikes,animals,etc, and should be the safest "fast" system. It is also a proven technology, so there should be fewer bugs to work out.

keith patterson

How anyone ina ll honesty can ask for a tax increase and approval of a plan BEFORE presenting that plan and fairly detailed costs and estimated revenue is totally beyond me. With a project of this magnitude "trust us, we wont get it wrong" isnt good enough. You wouldn't get away with such foolishness in the private sector but of course you have a captive audience in the public sector. Roll on the next election.

David Paulson

I am very supportive of a fixed rail project on Oahu. However, I would like to stress the need to make the project bike friendly, meaning: (1) incorporate bike storage facilities at all stops; (2) allow bikes on the trains so that commuters can bike to the stop and then continue on to their desination once departing the train; and (3) incorporate bike paths along the route to provide a cheap and easy alternative method of commuting for bicyclers. Furthermore, I am slightly disheartened to see that none of the proposed routes go by the airport. This is a great opportunity to provide an alternative route for residents and tourists to go to the airport and avoid hefty parking fees. Please think about all the islands' constituents, not merely those commuting from ewa. Oahu can become a city that isn't dependent on cars. Right now, we are no where close to that. I strongly support this project. Thankyou.

Richard Personius

This is a great project. Please include me on your distribution list so that I may stay informed. I would also like to be notified of any events or happenings going on in relation to the proximity of the projects projected railway path. Mahalo, Rich

Carol Philips

Please do not obstruct view planes. Aloha, Carol Philips

Susan Phillips

Absolutely no fixed rail. Expand the existing bus system with long distance point to point in designated lanes. Have hub and spoke system with frequent mini buses to key locations - within neighborhoods, to job locations (UH, Ala Moana, hospitals, Waikiki, Pearl Harbor, etc.) ABSOLUTELY NO FIXED RAIL.

bill plum

How much will it cost to build? How many riders per day will use it? How much will it cost to operate each year?

bill plum

I went to the public information forum at the Blaisdale and found it amazing that with all the studies that have been done, there was no data for review that discussed the cost of the project or issues such as the cost per person. If fact, one individual I asked indicated that the city had "no idea" what it would cost. Not even a rough range. I find that amazing given the years the project has been in the works and the detail incuded in the studies that have been done. I was given statements like "You really can't put a price on the value of a project like this." Do the city staffers live in a dream world? Please answer: 1) What is the estimated cost of the project to build and to run?; 2) How many people are estimated to ride it each day?; and 3) How many of those people is it estimated already ride the bus?.

Sue Powell

You must include Ewa Beach (all down Ft. Weaver Rd) in any plan you decide on. There's essentially only one way out of Ewa Beach in the morning -- along the very congested, 4-lane Ft. Weaver Road. Trying to get out via Kapolei is just as congested so that's not a good option. The express buses are packed so it's obvious that many are already choosing mass transit. It takes 30-40 min. to go the 5 miles from Ocean Point to the freeway entrance. Hundreds of new homes are being right now built with land being developed for hundreds more in the next few years. There MUST be additional means of getting out of the area. The afternoons are just as bad trying to get back down Ft. Weaver Rd. Please include us in your plans. Plans that call for us to have to get to Kapolei or Waipahu to catch the "new transit" won't really help us

much. The train (or whatever) must begin down in the area near North Rd. Thank you.

Lee Prochaska

Mass transit rail is definitely needed in order to provide an alternative to driving cars. Please choose a futuristic- looking monorail design, that's elevated (providing great scenic views), and features the quietest technology possible. As far as the route, it looks to me like your Fixed-Guideway Alternative - D plan would be the best. There should be plenty of parking garages built, and many city workers should be required to utilize the new monorail system. Plans should also consider expanding the system to both Mililani and Hawaii Kai at some future point in time.

Greg Puppione

I think any new rail system needs to include mililani and the new koa ridge communities in its planning process. there should be a short rail system that connects those communities to the major rail system, or a bus shuttle service with its own lane that makes the connection to the main line. i think an underground system will not work b/c of the risk of flooding. i support a rail system and hope to see one soon. also, why isn't anyone talking about limiting the number of cars on the island? when will enough be enough?

Richard Quinn

Rail transit is needed for quality of life enhancements to Honolulu. It cannot and should not be put into the context of "reducing congestion". Congestion will remain regardless of how many lanes we could reasonably add to our highways. With greater freeway capacity, our major streets through town would become grid locked, expanding the problem and reducing quality of life. We need rail as an alternative to congestion, not as a cure. I believe that the main opposition to a rail concept is being crafted in a miss-guided fear that rail transit will hurt private transportation business. The private transportation industry in Hawaii is rabidly opposed to rail. Private transportation lobbyists intentionally frame the argument against rail in terms of its limited alleviation of traffic congestion and in terms of its needed subsidization. Both arguments fail. We need to subsidize rail because we will all benefit from it, regardless of if we personally use it or not. As one example, the fact that an employee of a restaurant can get to work by rail means that the restaurant owner has a wider pool of employees. That makes his business more viable. That benefits me as a patron of the restaurant. A good rail system, linking Ewa to Waikiki, means a greater percentage of people in Honolulu will not own cars (to save expense), and that will benefit private transportation, as it will greatly increase the use of taxis for the occasional personal need of those who don’t have cars but need to get to special destinations directly (such as a doctor’s appointment). A good rail system will enable Honolulu to better compete with other tourist destinations, such as Las Vegas. When tourists know they can get around easily, it becomes a more attractive destination. A healthy and competitive tourist industry in Honolulu helps private

transportation companies here, as well as all other businesses related to tourism. A good rail system in Honolulu will enable the elderly, the handicapped, the teenagers, all those who can't drive, and those that just don't want to have to drive, an alternative means of mobility. That benefits us as a community.

Judah Raquinio

Everyone on this island chooses to drive. Tax the driver! It's a no brainer. Create an alternative transit route that serves a majority of the commuter population. Mililani and Aiea for starts. Run a tram from Mililani straight through Kam to Downtown through Kapiolani and hit the UH. Then raise the tax for motor vehicle drivers. Do not raise the tax for everyone. That is only going to oppress hardworking people. We are stretched enough. I cannot stress enough the importance of leaving the airport out for now, we need to service all of the people that service the tourist industry on this one. Robert Rau A rail system will likely be NEVER BE WORTH THE COST AND DISRUPTION. It shoud be considered ONLY after ALL OTHER ALTERNATIVES have been explored to reduce the number of cars on the roads, and then ONLY after EXACTING COST AND BENEFIT ANALYSIS. To date, the City and County has not adequately explored alternatives nor does it have meaningful cost and benefit figures. PLEASE let us not make another horrible MISTAKE! Thank you. Robert Rau Attorney at Law (ret'd.) 30 year Honolulu resident

Dane Robertson

I don't think you should make the air transit system becasue i think it will cause air pollution and more problems for Hawaii. Also i think you should save the money for things more important, i dont know what but there are things more important than an air transit system. The reason i think you shouldnt make the air transit system is because people can wait for the traffic to go through, if their late they should leave earlier, its not the cities fault that there is traffic, well its the lights' fault, but its the drivers' fault that the traffic is building up. Thats what i think, its just one persons opinion. You dont have to listen to it if you dont want to. Sincerly, Dane

John Rogers

This project will impact the residents of OAHU for generations to come and should be executed in a manner that ensures its success and viability. I attended the presentation at Kapolei and was very impressed however; I thought the following issues need more attention: 1. The transit system should not produce any Carbon Dioxide in its operation therefore alternative sources of energy should be used to supply electrical power and incorporated into its design. Photo voltaic and / or fuel cell technologies should be considered. Distributive power generation is the way of the future. The City would be remiss in its obligation to its citizens if it did not build a system that would be mostly independent of the petroleum based power generation system. 2. At the Kapolei presentation facilitators were unable to answer questions about the power consumption of the various technologies presented. Please include this information in future presentations. 3. As it seems that much of the transit line

would be built above grade consideration should be given to include bike paths that parallel as much of the route as possible. It would also be important to be able to store bicycles on or in the transit vehicle. 4. Ewa Beach, Ewa, and Kapolei (including UH West) will require service of the transit system therefore elements of options 4b and 4c should be incorporated. I think it is important to include Fort Weaver Road and Kapolei Parkway / North South Road routes. I believe that if using the transit system required a person to shuttle to a transit station when starting their journey they will be less likely to use it. Especially with the traffic congestion on Fort Weaver it would be difficult to estimate the added time required to catch a shuttle to the transit station.

Max Rogers

I support fixed rail transit. Be sure to include the needs of bicycle commuters on the rail system, which include: (1) providing safe secured bike parking at all transit stops;(2) providing a means for commuters to take their bikes onto the train so when they get off, they can easily ride to their ultimate destination, effectively increasing the area serviced by the transit; and (3) incorporating bike paths along side or underneath the rail system to maximize the potential of the physical space required for a rail system.

David Rolf

Testimony by the Hawaii Automobile Dealers Association Presented at the public hearing on transit alternatives 5 to 8 p.m. Tuesday, December 13, 2006 Blaisdell Center The Hawaii Automobile Dealers Association thanks you for the opportunity to comment on the Alternative Analysis Planning process which seeks relief of the traffic congestion problem in the Leeward corridor. HADA is speaking on behalf of motorists—the new car customers who purchase the products we sell. It should be noted that all of the Alternatives proposed will not significantly affect new car sales—so our efforts here are on behalf of the motoring public. We believe the current “F rated” level of service in the corridor can be corrected to a “C” level of service. Correcting the traffic congestion problem, however, depends on the Alternative selected, and it appears that three of the Alternatives proposed, could make the traffic problem worse. One, however, will relieve traffic congestion and offer Luxury SkyCars for commuters seeking convenience and upscale services. This Alternative will also offer Half Price Busses (HPB), for those seeking economy fares, and allow tollpaying motorists the opportunity to access the elevated fixed guideway. Rail is problematic because it will operate in a “rail trough” that is too narrow. When the scope of the traffic problem is correctly analyzed for Leeward and Central Oahu one sees a wide plain of commuters that must be served. Rail is primarily useful in serving “vertical” population densities like New York, Tokyo, and Hong Kong. The primary reason for rail’s inadequacy in serving spread out single- family home communities is that commuters in these homes do not want to walk more than a quarter mile to get to or from a rail station--that’s a four-football-field walk. The problem with the rail Alternatives proposed, is that that not one rail

track covers enough population density in the quarter-mile from the stations to keep from developing the "empty train syndrome" for lack of ridership. Commuters, living more than a quarter mile from the tracks, for example, must first wait for a bus, or drive their cars down to the train station and pay for parking then wait to board a relatively slow 22-mph commuter train. The managed lanes Alternative, however, allows vehicles from the entire service plane area (including Mililani, Central Oahu, upper Waipahu, upper Pearl City, upper Aiea, parts of Ewa, Nanikuli, Waianae, and upper Kalihi Valley) to access a speedy alternative. This Alternative has the added advantage of being the ONLY proposed alternative that offers a Waikiki leg. We are fortunate, in that when considering rail, that we can look at the "successful" model of Salt Lake—a city with much single-family home development like the Leeward corridor. The Utah City's 15- mile line Salt Lake to Sandy line with 2.3-mile university spur is a total of 17.3 miles….very similar to the proposed 18-mile Kapolei to UH route. The Salt Lake train runs at an average 24 mph. Similar to the HADA- projected 22 mph for the Hawaii train (which, of course doesn't take into account the trip to the train, any parking necessary, and the average wait time between trains when making comparisons of travel times). The "successful" Salt Lake train carries only 28,000 passengers a day. Because it was built at grade with much on existing rights-of-way, their train cost $300 million. If ours (any of the rail Alternatives) were as "successful" as Salt Lake's we'd serve the same 28,000 passengers daily, but our train would cost $3 billion. If one takes a current cost of money on the $3 billion Hawaii rail, the proposal has annual money costs of $150 million and if operating costs total another $150 million a year, Hawaii's rail costs would be $300 million each year. If we were to be as "successful" as Salt Lake, each "passenger" would represent an expenditure of 30-dollars-per- passenger. Since 28,000 passengers won't much dent the 229,000 number that travel the Leeward corridor each day, a number that may climb to 300,000 before the train could be built, Hawaii's solution to traffic congestion will require something different. The elevated fixed guideways described for the "managed lanes" alternative would allow Luxury SkyCars to follow a laserlight path on the roadway, creating spacing and even speed. Future personal car technology may even take advantage of this capability. These new, clean-running personal vehicles, may use hydrogen. It's a wonderful vision. One that moves traffic congestion from an "F level" to a reasonable C at most times and occasional, tolerable D. But the train, continues to give us "F" and it seems, we can do better than that. Respectfully submitted, David H. Rolf Hawaii Automobile Dealers Association 1100 Alakea St. Suite 2601 Honolulu, Hawaii 96813 Tel: 808 593-0031 Fax: 808 593-0569 Email: drolf@hawaiidealer.com

David Rolf

Leeward Corridor Transportation Plan Comments A futuristic alternative to the current proposals The transportation plan for Oahu's Leeward corridor must have a scope that includes reduction of traffic congestion along this busy corridor. Ease of travel is what everyone in the corridor wants. The current transportation alternatives being proposed, however, project a defeatist gloom about future traffic congestion and only offer transportation alternatives that are less-than-convenient in their

current configurations. A solution that should be considered is San Bernadino's sbX futuristic fixed guideway transit system, which is like an above- ground subway with multiple stations. Such a system, with its "futuristic flyers" is cost-efficient and could be modified to also serve the hard-to-access heights in the Leeward area as well as provide service to many other suburban areas, downtown, UH, and Waikiki. For many commuters, it could prove ultra-convenient; no transfers would be required. These thousands of commuters would enjoy speedy, air-conditioned, easy on/easy off transportation service from home to work. The cost would be less than half of the proposed transportation systems in the current list of alternatives, and would require no additional taxes. The current alternatives, in final form, will likely require even a larger increase in the general excise tax which is soon to begin, to the growing consternation of many taxpayers since no reduction in the intolerable Leeward traffic congestion is projected. The traffic congestion in the corridor is currently rated "F." The traffic solution, however, is to provide workable choices for commuters: including the futuristic flyer transportation system with its modified 3- lane fixed-guideway / tollway fly-over -- that also carries toll-paying vehicular traffic, freeing up the current roadways. Let's fix the "F" level traffic problem with a solution, not settle for defeatist gloom. Respectfully submitted, THE HAWAII AUTOMOBILE DEALERS ASSOCIATION Contact: David H. Rolf, executive director 1100 Alakea St. Suite 2601 Honolulu, Hawaii 96813 Tel: 808 593-0031 Fax: 808 593- 0569 Email: drolf@hawaiidealer.com

Theresa Rudacille

The proposal is nothing more than a dog and pony show. Where are the cost figures? Where are the actual designs and projected timelines? Where are the documented studies about ridership? This project should be halted immediately and defunded. At this point, the project is nothing more than an excuse for tax increases.

Lehua rupisan

I would want a rail transit at all in oahu .a better idea is just to have the bus have the own lanes and another idea is . some of the bus is packed to the max we should get new big bus for thebus company and other stuff and if not even people ride that route we should put it on another one . combine . (really want to help out oahu with the bus transit system) I have a really good idea with the bus system in plan .

Gareth Sakakida

Although Hawaii Transportation Association is on the mailing list, our organization would like to request a presentation as part of the public outreach process.

Gary Sato

We keep stating that, when in Hawaii make use of the sunshine and enjoy the outdoor activities and sceneries but we don't allow for a "safe" method to explore these venues. I say "safe" because when you're riding your bike and then all of a sudden

the bike lane ends without you knowing, that's not "safe". As we vie for the next generation of Japanese tourists, we've got to remember that they, unlike their parents like to explore on their own with different methods of transportation. Have you noticed more Japanese in odd places? This gives them a sense of freedom and accomplishment that events like the Honolulu Marathon, Century Bike Ride and Honolulu Triathlon have seen, providing majority sponsorship and participant support. I'd like to see Hawaii as a totally outdoor friendly State, taking advantage of our beautiful, free weather and allow tourist and locals a safe and complete bike path around our islands. I have hopes that Mayor Hanneman has a good vision and supports this and am confident that it will happen in his term

Pauline Sato

I was not able to attend any of the scoping meetings so my knowledge is limited. However, I support the alternative to build a rail system. The other alternatives do not seem adequate enough to handle the traffic we will have on Oahu. I don't have a preference for a particular route at this point but it would make most sense to build the route where it would be convenient to get on/off and displace/disturb as few residences/businesses as possible. Also, special care must be made so that native and endangered species and habitats are not disturbed.

John Scarry

The monorail is the only sensable solution. It is above ground on pilings taking up less area at ground level. This allows for commuter parking lots at highway connection points. People will not have the closed in and trapped feelings experianced in busses and cars or ground level trains. It gives a great view which will encourage locals and visitors to ride just for the view bringing in more money. Also I believe that it should funded with a tax free municipal bond issue allowing residents to have an ownership interest which will make them want to use it and encourage others to use it. Also all the tax payers will benefit by not breaking the budget causing a need for tax increases. This public money savings could be put toward fixing the schools and increasing teachers pay so we can attract and retain more good teachers. This isn't rocket science, it's plain ordinary common sense. Come on people we can do this and we will all benefit.

Marsha Schweitzer

To project funding sources, add charitable contributions. I think billionaires around the world would love to give $1 million or more to get a car named after them (or after their company, or in memory of someone). I have experienced several transit systems around the world -- bus, train, light rail -- and my favorite is rail, esp. the Washington DC Metro. I like it so much that when I go there, I stay in outliying Maryland or Virginia so I can spend more time riding the Metro. The quality of the stations is the key -- large, not claustrophobic, clean, with newstands, coffee stands, artwork and sculpture, even live musicians. The Star-Trek-like blinking lights announcing the arrival of the trains is the best. If Honolulu's transit system is

designed carefully with these quailty issues in mind, it could be a major tourist attraction and even a money-maker. Give price incentives to Honolulu residents and those riding during non-peak hours. There is no question that such a quality system would be jammed with riders from the first day. When they built H-1, people said no one would use it. Look at it now.

Karen Sender

Oahu has one of the best bus systems in the country. Has a study been done comparing the long range costs of enhancing the bus system (something that can happen how and in the future) vs. a high-impact, high-cost, not be available until years down-the-line system? I think that buses should be free, frequent, clean, and convenient. Let's start with our successes and build on them.

g. shaffer

i read today's article to opinions on the rail (12/29/05 Advertiser). i've lived many years in boston and years in central california. on had a wonderful subway & public transit, while the other was very spread out and you needed your own car for everything. what i've noticed here are the number of parents who feel they must take their kids personally to school and usher them around to every activity - that's a lot of traffic. i've also noticed a high number of vehicles with young people 'cruising' around...in boston, they did that on the subway because there's no parking. perhaps, that would happen here, too (which would remove more cars from the roadway). folks here all are 'busy'...lot's of shopping, etc. it's important to everyone to have their own car for their own needs. if it could be presented in a manner that would appeal to the average person the benefits of a rail system- if it could be proven they would not be standing for 45 min waiting in the rain for the next ride; if it could be proven that it would be cost effective as well as time efficient (i read somewhere recently it will only save 10 min on a rider's commute...that's not so good), if there are not numerous hoops to get through just to get to the pick up and drop off terminals, if...well, you see? folks don't know the beauty of a rail system- can you send everyone to boston for 1 week? then they'd get it. i'd love to see minimal cars, less concrete & parking lots, more people walking, cleaner air, quieter streets...it could work here, but people need to know it will. it's a very expensive 'if'.

Jennifer Shishido

I agree with purpose and needs. Traffic congestion is a serious problem. State needs to address issue (as per Economic Momentum Commission) in order to ensure strong economy, diversification, and quality of life for citizens. Alternatives: (1) No Built is NOT a viable alternative, and neither is TSM. Bus in managed lane is too little too late. Strongly recommend Fixed Guideway. Good examples abound nationwide - SF BART, DC Metro, Chicago El, at first ridership was down - but gradually increases. Even Atlanta's system is good. Keys are Fast, Reliable, Safe, Clean. Fast - frequent trains (people don't mind standing), Reliable - better than the bus right now, Safe - gotta be safe, and Clean - no urine smells, no winos, no litter. Routes: Prefer 4a - the

simplest - straight lines - looks like it will provide the fastest ride. Feeder buses can serve Ewa and other communities. Probably best to reduce noise through bedroom communities. Don't like 4b - system goes through downtown - prefer 4a with underground component. 4c is ok too. No problems with termination points. Note: feeder buses must also be frequent. If someone has to go through a lot of hassle to get to the Fixed Guideway system - they will give up. PS: dont' make the trains too cold like the buses - everyone has to sit away from the windows (where the air comes out) because they freeze otherwise.

Gerald Siegel

partly reports earlier msg this day. Of basic scoping designs and corridor, alternative 4d with Waikiki spur seems most attractive. But note, none of the alternatives presented provide any rough indication of where the stations will be located nor any connection via bus routes to the interchanges. It is my view that even at scoping stage, this would be a strong enhancement to the total project public acceptance of such a massive venture. Mahalo for the opportunity to comment. Gerald Siegel,former Vice Chair, NB No 25 (retired/resident in Mililani Town)

Gerald Siegel

Strongly favr a fixed guideway, grade separated light rail or fixed rail system. To include as a use incentive, a mass transit bus intersect from Mililani Town and other high density places in Central Oahu where I live. I would use this system as a means of retiree transportation to both the Central Business District and to Manoa (for Continuing Ed classes). Both of us were involved in the planning committees for Waiawa interchange in the aborted 1992 project. Could not make your info mts but have a fair idea of the alternatives via Neighborhood Board presentations per Parson Brinckerhoff Outreach. Am a firm supporter of getting something going. But to include firm plan for the bus connections to H2 commuters....

Scott Siegfried

I believe several options need to be looked into that will help the overall traffic situation. Some form of transit system, along with HOT lanes and the idea tunnel from Ewa, all need to be looked at seriously and implemented. One item will not do it all. What needs to be looked at is the timing of completion for these various ideas. Whichever can be done the fastest, should be looked at first, and then work backwards. If mass transit of rail is going to take until 2020 for completion, and HOT lanes can be completed by 2010, then the HOT lane needs to be implemented while the other transit is being worked on. To wait for one system, when multiple options are going to be needed anyway, is futile. My other concern in this process has been the dismissal of the HOT lane idea from the beginning. When Mayor Mufi Hanneman takes out an editorial a few months ago to portray the HOT lanes negatively, before any form of data collection or public survey, one questions the real process here. The mayor seems set on one form of transit, no matter the results of the

data collection process. It concerns me that we may be dealing with someones political legacy as opposed to what is most important, public interest.

Edgar Silva, Jr

DO NOT LET THIS PROJECT STALL AGAIN!!!!!!!!!! I would like to see a light rail system installed. I care more about how it functions than how it looks. It's a trade-off that we should be willing to make. Bus stops need to be placed at each station. If the station is big enough, or in select stations, some parking for cars, motorcycles bicycles and mopeds should also be provided, (for a small fee of course) Racks should be made available to lock and secure bicycles and mopeds (included in the fee). A private concern should be hired to manage all aspects the system. The government should definitely NOT be involved with the care and maintenance of the system. Rates should be based on a set profit margin for the private concern, and break even for the city. This should not be a profit cow for the city. In addition to this, more bike/moded lanes should be added city-wide. Freeways should be re-stripped to add a lane for 2 wheeled vehicles of 125cc or higher. I truly believe more people would utilize 2 wheeled vehicles if they had their own lane on the freeways, (it only needs to be wide enough for 1 vehicle, i.e., a third the size of a normal car lane). A trade-off could be implemented by making it mandatory to wear a helmet if utilizing the two wheel vehicle lane, and no passing allowed. WIN-WIN for the environment, energy use, congestion and safety.

Rosita Sipirok-Sirear

Greetings: Having lived in Singapore for many years, the following is my opinion. Singapore and Oahu are almost the same size except in the population count. Singapore has approx. 3 million people and Oahu has approx. 800,000 people. -- 1/4 of Singapore's population. Therefore, it should not be that difficult to manage people movement. Before the Metro was built in Singapore, they have good bus system as well as TheBus system and they stilll do. But, in addition and in order to alleviate the traffic jam, they have CBD (Central Business District) toll. Those who enter the CBD area during rush hours, have to pay fee. I believe it is $5.00. As far as car goes, they also charge 200% on car duty. If your car is more than 10 years old, you have to pay special permit to operate it, hence minimize the break-down cars on the freeway causing traffic jam. What the Singapore government is doing is not to ban people from buying cars, but to slow down the purchase of cars. If you notice in Oahu, one house can have 4, 5, 6 cars and this is what is causing the traffic jam!! Too many cars. I think we can cut cost by having tolls around the clock with higher charge during rush hours. This can be done electronically as has been done in Australia. It is also done by private companies. The other think we can do is to upgrade the bus system -- at least temporarily. Build a secure park and ride in Kapolei. This way, people from Waianae/Nanakuli area can also park their cars in Kapolei then catch the bus to town instead of driving all the way. There is NO place for parking for people coming from Waianae/Nanakuli, therefore they prefer to drive to town. This can be alleviated somewhat by having park and ride in Kapolei. For

your information, I am the owner of two cars but catch the bus daily to work downtown. I also enjoy catching the bus on weekends. My car is there for "emergency" and to take me to the bus stop. Considering that the transmit system will take at least ten years or more to finish, I do believe my suggestion is one to be considered, at least for immediate relief. Thank you.

Jim Slavish

After looking at all th einformation available i Have come to the conclusion that the fixed rail cannot under any circumstances be economoically feasible. When you look a land acquisition costs, security, cost of the cars, maintenance and the fact that it will not alleviate traffic, few will use it and their fare will no come close to paying the cost. Why does the city continue aftere all these years to pursue a dead end solution to the problem? Let's try other alternatives first rather than the most expensive.

Paul Smith

The presentation gave me zero hard information upon which I could base a decision to support such a large expenditure. For example, there is no way I can judge if highway (H1 and H2) traffic will be reduced in 10 years when whatever is decided is in place and working. Without a clear commitment on the benefits (not a promise but a commitment) I would not spend $2 or $3 billion dollars of taxpayer money. My comment is stop the work on this project until you can show clear results.

Thomas Soteros-McNamara

It would appear that no one alternative captures the best potential mix of residential areas and workplaces. The fixed guideway I believe is the best alternative of various modes. However, it is likely that from Kapolei, there should be as few stop as possible (as most people will drive to them anyway) until Pearlridge. Once there, the route should make sure to have easy access to Pearlridge, Aloha Stadium, the Airport, Naval Command, and if possible Tripler. A tunnel may prove helpful in downtown. Further east, the guideway should pass close to Ala Moana before heading up north to UH. The fewer at-grade crossings throughout the alignment, the better.

wilfred Souza

Changing civil servant work & school hours (high school and on) to 9-5:30 or 10-6:30 would have deep impact on traffic at the lowest cost to all. If leaders were able to lead. I place most of the rush hour traffic blame on HGEA.

Wilfred Souza

Change Civil Servant, High School & UH hours to 9-5:30 or 10-6:30. Highest impact on traffic and actually serve public.Can't be done, then put rail issue on ballot then allow voters decide rails fate.

Andrew Speese

Please explain why the eastern terminus of the proposed system is planned for U.of H. It would seem logical that it should go to Hawaii Kai, especially since the Kalanianaole Hwy. corridor is the only way in or out. There are just too many people and cars in East Honolulu to ignore. People cannot be counted on to take the bus or drive to the University from E. Honolulu in order to use the system. Entirely too much hassle and wasted time. As for me, I live in Kailua. Don't count on me to make much use of the system. Nevertheless, my taxes will be contributing to it as much as the next guy's and I want it to be a success. I feel failing to acknowledge the ridership potential of E. Honolulu is a mistake, and you should revisit the scope of the project. Thanks for the opportunity to express my opinion.

jonathan st.thomas

you know what the new mayor of honolulu said:as long as he is in the mayor's office NO BUS RAPID TRANSIT WHATSOEVER !!!! so there are 2 other choices:light rail transit or historic trolley rail transit and remember THE FEDERAL TRANSIT ADMINISTRATION is saying NO to $1,000,000,000.00+proposed rail projects so the proposed light rail project or historic trolley rail project will have to be THE BARE BONES DOUBLE TRACK TYPE that will serve the communities they would run in.don't mention anything about bus rapid transit to the mayor of honolulu or the governor of hawaii unless you have a billionaire who is willing to build and run a bus rapid transit system with his or her money,that is a bus rapid transit system with it's own bus lanes or busways to run on.here are 4 websites with information on bus rapid transit.wikipedia the free encyclopedia has BRT info at http://en.wikipedia.org/wiki/Bus_rapid_transit and there are 3 cities with bus rapid transit proposals:the euclid corridor silver line of cleveland,ohio at www.euclidtransit.org [please watch the video],the long island transportation plan 2000 at www.litp2000.com/index.html [please watch the video] and the metropolitan affairs coalition speedlink website [detroit,mich. at www.mac-web.org/Speedlink/SpeedlinkPage.htm [click onto the video link at the bottom of the page].good luck!!

Elizabeth M. Stack

Dear Sirs: I am opposed to any adverse impact that the proposed Transit Project may cause in Honolulu's Historic Chinatown. It does not appear (to me), that proper consideration is being given to the "secondary" effects that WILL be a result of this project; and may be brushed aside in the rush to glory. Sincerely, Elizabeth M. Stack

Lee Stack

I oppose any mass transit project that would involve major construction, excavation, vibration, or otherwise negatively impact irreplaceable buildings in the historic Chinatown district (this goes for elevated transitways as well). The area is a

designated national historic district many of whose buildings are constructed of unreinforced masonry and built on silt beds. Furthermore, I attended the scoping meeting and did not see anything about costs and benefits of this proposed project. It has also been admitted that this project would not relieve traffic congestion. Then why is it being promoted? I strongly oppose a frivolous transit project that would not help to alleviate traffic congestion. Expanded bus service (maybe conversion of some routes to electric bus service) sounds more feasible. I think that the dollars collected from a hike in the excise tax would be better spent to repair the aging sewage system and stem the repeated sewage spills.

Linda Starr

PROPOSAL: The preferred alignment's Leeward terminus for the selected mass transit system should be moved from Kapolei further out to Ko'Olina. REASONS: 1. To provide transit alternative to the historically under-served communities of Makaha, Maile, and Nanakuli. 2. To provide transit alternative to locals and for tourists to get to the following attractions: a. The World Class Aquarium at Ko'Olina b. Paradise Cove Luau c. Hawaiian Adventure Water Park.

ross stephenson

1. the fixed line should go to Ewa Beach 2. the Puuloa segment should go Diamond Head of the Stadium, pass the Arizona Memorial, the entrances to Pearl Harbor and Hickam, the the Airport. 3. The University stop should be in front of Hawaii Hall, not the lower campus. 4. The system should allow future extensions into Waikiki and Hawaii Kai. 5. Preferably underground to lessen disruption -- perhaps a landowner incentive to

Richard Sullivan

Light rail does not make economic sense for Honolulu. There will not be sufficient ridership in this population to offset operating costs and retire construction bonds. Commitment to rail will saddle Honolulu with an inflexable expensive transportation mode. Buses on a dedicated right-of-ways (busways) excluding other vehicle types is less costly, can be implemented in a shorter time, and offers more flexibity. Buses cost much less than rail cars and can be replaced when technology improves. Buses can also be powered from overhear electrific lines (such as in San Francisco) if pollution is an issue. Busway stations can be raised platforms so expensive "knealing" buses and buses fitted with lifts are not required to provide wheelchair access (this system is used in Curitiba Brazil). Buses (except those operating off overhead electric lines- unless they are dual mode) are more flexible because they can operate both on a busway or on city streets. Buses can pick up passengers on local streets then move rapidly to destinations along the dedicated busway. Routing can be altered as demand changes.

Richard Sullivan

This is an addendum to my previous comments supporting a dedicated busway system. In addition to the points I made in that communication, I add the following: 1. Buses can accommodate much tighter horizontal and vertical curves than rail transit resulting in more right-of-way selection options. 2. Honolulu already owns the rolling stock for a bus way system. 3. Infrastructure for servicing a bus fleet already exists in Honolulu, a rail system would require creating one from scratch. 4. Existing freeway lanes SHOULD be used as dedicated bus lanes. When express buses go speeding past while stuck in traffic perhaps drivers will recognize there is a better alternative to driving. 5. MUCH more must be done to encourage bicycle commuting in Honolulu (I am a bike communter using the bus in inclimate weather), especially within a ten mile radius of downtown (or Kapolei) 6. For those who bus into downtown (or Kapolei) a fleet of small electric vehicles can be made available through a debit card arrangement. The city of Turin Italy has pioneered this idea. Rich Sullivan

A Tabar

Aloha e Mahalo to the Project Planners., ie., Parsons, and for allowing coments from residents I attended scoping presentation in Honolulu. Thanks again for all the work completed so far. My comments are not in any priority unless individually noted. It is vital to have a scoping meeting in Waikiki. I observed no plans to include one now or in the near future. The alternatives presented give a clear impression after viewing all charts and materials that the fixed rail alternative is preferred by the planners. None of the plans document how vehicular traffic in the corridor will deline or be reduced under each of the alternative plans. The argument that other smaller/larger metro areas on the mainland and foreign countries already have "a train", implies Honolulu is behind the times. Honolulu is a special place and deserves better respect. Not too many seniors were in attendance. I believe they will not participate in large numbers as all the future forecast numbers is interpreted "as why should I care as I will not be around then." I did not see associated expensed or monetary figures associated with each plan. Very disappointing. Overall conclusion, more input is needed by local residents and kamainas from all areas of O'ahu.

Ira Tagawa

Traffic in the leeward area continues to get worse with more and more development. An efficient mass transit system is necessary to help relieve the congestion during peak hours. Reliable and proven technology that is easy to maintain, such as light rail, should be used to meet our needs. We do not need a sophisticated system that would be expensive to maintain. The rail system should also be easily accessible, with convenient feeder systems, parking garages, and stations with restrooms, automated ticket vending machines and convenience stores. Something like the El in Chicago would fit our needs. Once again, don't buy expensive technology that may present problems in the future (a good example is Aloha Stadium, where maintenance

costs greatly exceed the original construction costs). Thank you for allowing citizen input.

Carol Mae Takahashi

I see the horrible traffic jams going into town from the No.West side each time there's an accident and traffic is backed up on Kamehameha Hwy., and or the H1 and H2. There are no other alternatives at this time for us who live more than 5 miles from town (Honolulu). It is very important that we implement this "light rail system" or something compararble ASAP. Things are only getting worse as we sit on ideas that will surely make life better for most of the citizens of Oahu, as well as the environement. Thank yu for listening. From a concerned citizen. Aloha, CArol Mae Takahashi

JAMES TAKEMOTO

I drive from Pearl Ridge to downtown about four times a year. I leave Pearl Ridge between 8:30 and 9:00 a.m. I get on the H-1 and get off at Nimitz. I see moderate traffic. I have never seen "gridlock". I get to downtown in about a half hour. I dont think we need a rail mass transit system.

glen tanaka

I vote for the lowest cost rail that has the lowest cost repair with the best warranty for repair and maintenance. I love the levitation rail though, so wish I could see the costs for that. The route I prefer is on Kapiolani Blvd. since King street is one way, in case we want to go the opposite direction when we get off the train!

Glen Tanaka

The rail should go along TWO way streets in case ground travel requires a bus from the rail. Thanks, Glen

Chad Taniguchi

1. Bike and pedestrian paths should be budgeted and planned alongside, parallel to, and intersecting with the transit path. We need to make it convenient for people to use transit by walking and biking to transit. We also need to allow people the option of biking or walking instead of taking transit. It is not physiclaly difficult to commute up to 25 miles each way, but the path must be safe and convenient. Our island will be healthier, safer, and use less oil energy if this is done. The study should factor in the cost and benefits of the complementary bike and pedestrian paths. 2. Space on transit for bikes to be transported is necessary. Secure, covered parking for bikes at transit stops should be planned and installed. There are such installations in Portland, Seattle, and other cities. I can get you the information. 3.Others and I am willing to put in time and energy to provide information that will help make biking

and walking integral components of the transit system. I bike commute to and from Kailua to Honolulu daily, using the bus when necessary.

Justin Tanoue

I support a monorail, or some sort of fixed, elevated rail. It will have exclusive right of way and provide world- class views for users, which will encourage people to ride!!! By providing a rail/bus combo pass, everyone who uses The Bus will ride in addition to all of the new riders. If you have to pay seperately for Bus/Rail, then less people will ride from my experience in Las Vegas.

Brian Taylor

To Whom it may concern, Let me begin by offering some context for my comments to follow. I am the Director of the UCLA Institute of Transportation Studies and a Visiting Scholar during 2005-06 at the University of Hawaii. I have published extensively on public transit patronage and finance. I have followed this planning process carefully since moving to Honolulu last summer and am disappointed, albeit not surprised, to see so many of the mistakes made in other cities being repeated here in Honolulu. Accordingly, I offer you here several comments and suggestions on improving this planning process: 1. Are you aware of the clearly documented track record of forecasts in studies like this one that have consistently UNDERestimated actual costs and consistently OVERestimated actual patronage? I recommend that all those involved with this project review the following refereed scholarly publications on this topic: Flyvbjerg, Bent, Mette Skamris Holm, and Soren L. Buhl. 2005. "How (In)accurate Are Demand Forecasts in Public Works Projects? The Case of Transportation," Journal of the American Planning Association, 71(2): 131-146. Flyvbjerg, Bent, Mette Skamris Holm, and Soren Buhl. 2002. “Underestimating Costs in Public Works Projects: Error or Lie?” Journal of the American Planning Association, 68(3): 279-295. Kain, John F. 1990. “Deception in Dallas: Strategic Misrepresentation in Rail Transit Promotion and Evaluation,” Journal of the American Planning Association, 56(2): 184-196. Pickrell, D. 1992. "A desire named streetcar: Fantasy and fact in rail transit planning," Journal of the American Planning Association 58(2):158-176. Wachs, M. 1986. “Technique versus advocacy in forecasting: A study of rail rapid transit,” Urban Resources, 4(1): 23-30. What specific actions have/will the planners and consultants involved in this planning process take(n) to insure that the natural optimism and advocacy of those involved in the planning processes like this one will not allow the widely documented biases in cost and patronage forecasting to be repeated in this case? What assurances can you offer that the oft-observed pattern elsewhere that, once a particular fixed-guideway project has been selected, estimates of costs subsequently go up, while patronage estimates go down so that, by the time the project opens, it can be declared a success relative to the final, substantially more conservative forecasts? Will the consultant agree to publish an analysis AFTER the project is ultimately opened comparing their cost and patronage estimates AT THE TIME THE PROJECT WAS SELECTED (and not with the later, post-selection revised estimates) with the actual costs and

patronage? 2. Given both the documented history of bias and the obvious uncertainty in any travel forecasting exercise, I recommend that the consultants calculate and report 95% confidence intervals around all forecasts presented to decision makers. While decision makers may crave single point estimates, it is professionally irresponsible to present such estimates in a climate of such uncertainty. Should the consultant choose to do the professionally responsible thing and present all estimates with these confidence intervals, it will make it quite clear to decision makers just how wide the possible range of outcomes is, and just how speculative these estimates are. This, of course, exposes the consultants as less expert than imagined by those who hire them, and thus may be an uncomfortable thing to do. But doing so is not unprecedented, and including such intervals in the planning process will increase both its transparency and honesty. 3. Linked trips are harder to count, but a much better metric of transit use. Converting modified grid transit networks around new trunk-line transit service can create a misleading picture of increased patronage if unlinked trips (or boardings) are used as the measure. If the new trunk-line, feeder-bus service substantially increases the number of transfers, the total number of unlinked trips (which are easy to count and most often reported) can go up substantially, while the total number of linked trips may actually go down. I recommend that throughout only linked trips be used as a measure of performance. 4. Transportation sales taxes are regressive with respect to both income and transportation use. That is, they disproportionately burden both poor households relative to wealthy households, and residents who travel little relative to those who travel a lot. I request that your analysis of the alternatives in this process include consideration of income and spatial distribution of tax costs and ridership benefits -- i.e. who will be paying for this project, and who will be benefited from it (by both income of residential location). See: Garrett, Mark and Brian Taylor. 1999. "Reconsidering Social Equity in Public Transit," Berkeley Planning Journal, 13: 6-27. 5. As any self-respecting economist will tell you, expenditures of subsidy dollars on building and operating any transit system DO NOT increase economic activity or wealth, rather they are transfers that must consider both the diminution of economic activity and wealth by those from whom the subsidy dollars are collected. To present such expenditures as economic growth is simply misleading. And I am afraid that this has been done in this process. There is an enormous literature on this topic; I refer you to a couple of items here: Halperin, Libby G. 2005. The Benefits and Costs of Highway and Transit Investments: Highlights of an Expert Panel. GAO-05-423SP. Washington, DC: U.S. Government Accountability Office. Taylor, Brian D. and Kelly Samples. 2002. "Jobs, Jobs, Jobs: Political Perceptions, Economic Reality, and Capital Bias in U.S. Transit Subsidy Policy," Public Works Management and Policy Journal, 6(4): 250-263. 6. Even in a spatially- constrained city like Honolulu, corridors are a misleading way to conceive of urban travel. Mapping origins and destinations of a sample of trips will clearly show that, even if most trips are conducted partly in major corridors, they usually begin and/or end away from areas of concentrated activity. This explains why flexible automobiles have proven so popular. Thus, congested corridors can present a misleading picture of the potential for high- capacity, fixed-route solutions. The public transit patronage literature is quite clear that network-wide improvements generally outperform any improvements

made to a single line or corridor, and improvements in out-of-vehicle travel time outperform improvements to in-vehicle travel time. By excluding consideration of even the most basic network-wide improvements from your analysis, you by definition exclude more cost- effective alternatives from your analysis. To wit: system-wide real-time monitoring of bus location and speed can significantly reduce vehicle bunching and, thus, increase schedule adherence. When combined with real-time "next bus" information at the busiest 20% or so of the stops system-wide, the effect on traveler perceptions is to substantially reduce the perceived burden of out-of-vehicle travel times and, thus, increase patronage system- wide. Further, off-peak hour and direction fare discounts can substantially increase patronage on parts of the system that already have excess capacity, thereby increasing patronage at very low cost. I submit that such network-wide improvements, which have been shown in the research to increase patronage, are likely to be excluded from this alternatives study on the pretext that they are outside of the scope of this analysis, but actually because they are likely to substantially outperform any of the analyses to be considered in this study. Do you intend to exclude such low-cost, easy-to-estimate network-wide improvements from your analysis? If so, on what grounds? 7. The transit patronage literature is also quite clear that the two most important factors explaining transit use are (1) the relative proportion and spatial concentration of households with low number of registered vehicles to licensed drivers (termed "auto deficit households," these are most often in low income areas), and (2) trips made to or from areas where parking is limited and priced. Given this, how do the planners of this study intend to emphasize serving low-income, auto-deficit households and promote (politically unpopular but unquestionably effective) policies to limit the amount and increase the price of parking? 8. Most, though not all, previous studies of transit corridor alternatives have excluded capital costs from estimates of cost- effectiveness, presumably on the logic that earmarked capital subsidies from federal, state, and regional governments are dedicated and, thus, "free" (see the Li & Taylor article below). This is, from the perspective of the taxpayer, an unsupportable position. I recommend that the consultants and planners involved in this exercise estimate fully-allocated and amortized capital and operating costs in all of their estimates to facilitate apples-to-apples comparisons (see the Taylor, Garrett, and Iseki article below): Li, Jianling and Brian D. Taylor. 1998. "Outlay Rates and the Politics of Capital versus Operating Subsidies in Federal Transit Finance," Transportation Research Record, 1618: 78-86. Taylor, Brian D., Mark Garrett, and Hiroyuki Iseki. 2000. "Measuring Cost Variability in the Provision of Transit Service," Journal of the Transportation Research Board, 1735: 101-112. 9. I must take issue with the claim by Lawrence Spurgeon in the 3 January 2006 Advertiser commentary that "There are some who mistakenly believe that these meetings were a time for making decisions. Not so." Deciding what alternatives to include and exclude from any analysis are among the most important decisions in any planning process. While it is absolutely essential to include public participation at every step along the way, the planners in this process (assuming that many of them are members of the American Institute of Certified Planners) have a professional responsibility to include viable alternatives – like HOT lanes, RapidBus networks, road and parking pricing options, and marginal-cost approaches to fare-setting, and network-wide service

improvements like those I describe above – even if such alternatives are not popular with elected officials and community members when first vetted in an informal way. As such alternatives have been shown the research literature to be very cost effective and likely to outperform many of the alternatives being considered in this process, attitudes toward them are likely to change when subsequent analyses reveal their relative effectiveness. To exclude such obviously viable alternatives from consideration at this point is to "make a decision" to stack the deck in favor capital-intensive, cost-ineffective, albeit politically popular transit corridor options. Thus, I respectfully disagree with Mr. Spurgeon that decisions are not being made; important ones ARE being made, and in the absence of good information. 10. Finally, in the interests of full disclosure, I should note that several of my former students from the University of North Carolina at Chapel Hill and UCLA now work or have worked for one division or another in the Parsons family, mostly in southern California, the San Francisco Bay Area, and in New York. I don't believe that any of my former students are involved in this project, though I don't know for sure. Respectfully Submitted, Brian D. Taylor, AICP Visiting Scholar University of Hawai'i at Manoa

Lawson Teshima

I believe the exits from the highways need to be fixed first before anything construction of rail, hot lanes, etc. For example, H1 Eastbound, Vineyard and/or Ward on ramps should be closed during the mornings. Need improvement on Vineyard off ramps from H1 and Punchbowl to eliminate stoplights on Vineyard as much as possible. Need a passover for Nimitz and Sand Island Access Road. Waikamilo and Ward Avenue stoplights need to be resynchronized. H1 Westbound in evening needs a second cut-off lane for Waipahu exit. High occupany lanes should be on he right side of highway instead of left (or off-ramp from left side like H1 to Nimitz) to avoid need to cross over so many lanes twice (on and off).

Bob Thompson

Aloha Dedicated cycling/pedestrian lanes would not only make these modes of transportation safer, but would increase the mix of transportation, reducing the dependency of auto-only movement. All it would take is 3 feet of pavement-just a slightly wider shoulder. As an aside, my hometown always ran a campaign titled "Save 3 miles a day" to promote fewer & combined auto trips. This could be tied into bike & pedestrian use in Hawaii to combat congestion, promote a healthier living & reduce oil usage. Who could say no to this? Thank you for your time, Sincerely, Bob Thompson

David Thompson

Limit the amount of vehicles allowed into Hawaii. Begin with one car on, one car off. HOT lanes work. Take the 1/2 per cent tax increase and do a free bus service. Insurance pay at the pump. No rail system will work well. No parking for rail riders. There are too many families with both working adults going in different directions

every weekday morning. The cost to build and maintain rail will have a tremendous negative financial affect on future generations. Aloha, David Thompson

Summer Thomson

We do not need a Rail. It's not feesible for Leeward people. We would still need to drive our cars to a parking area, pay, find a way to Rail. That's another extra transportation cost. I'm for more buses to go into residential areas to pick up passengers. This way we don't need to walk to far out to the main roads or worry what to do with our cars.

monico tiongco

Honolulu/Oahu is in dire need of an alternate transit system. Just make it happen, it does not matter, light rail, monorail or magnetic levitation, but not more buses; the bus system is clogging up the streets causing more traffic (most of them do not even have any riders). We are all getting so frustrated with the amount of time we have to drive to and from work considering that this is one of the the least populated city/island in America. Politicians ... let your conscience be your guide!

Rudolph Tolentino

Driving is my occupation, my commute & work hrs. spent on our highways is avg. 13-15 six days a wk. I take great pride on my professional knowledge of every inch of highway here on oahu, especially honolulu. If interested please contact me for detailed info. Our quality of life is being threatened due to time spent in our personal vehicles getting from point A to B. At least 90 or more min. reduction in our daily commute will get the public to appreciate the system you choose. Aloha Rudy Tolentino (CDL Driver 25 yrs.)

Dennis Tsuruda

I am in favor of a fixed guideway system as I have had a favorable experience using the rail system in San Diego. The only problem I have with the routes that are suggested is that they miss many key locations that could increase useability. Although the system is designed for locals it would be wise to accommodate visitors also. Visitors will enhance the system by using the system during off peak hours to get to key locations such as Aloha Stadium, Pearlridge, Waikele Shops, Ala Moana, etc. It is very important that you consider putting stations at key locations similar to San Diego. San Diego's trolley goes to Petco Park, the convention center, and other key shopping destinations (Old Town, Fashion Valley Mall, etc). It does function well to bring in the worker to downtown San Diego but I've noticed that during the day the key ridership is visitors and school children on excursions. Let's keep an open mind and include all aspects to make this system as functional and successful as possible.

RICHARD TUDOR

I BELIEVE THAT WE SHOULD CONTINUE TO DEVELOP THE ALREADY EXTENSIVE AND EXCELLENT BUS SYSTEM. THE BUS SYSTEM IS "FLEXIBLE" AND CAN CHANGE ROUTES WHEN NEEDED. WE NEED TO DEVELOP A "24 HR" SYSTEM, WITH TRANSIT POLICE TO KEEP ORDER, AND TO DEVELOP A "JITNEY" SYSTEM TO DELIVER PASSENGERS TO BUS STATIONS ON MAJOR THOROUGHFARES. JITNEYS COULD RUN UP AND DOWN THE MOUNTAIN ROADS TO THE VARIOUS DEVELOPMENTS(LIKE NEW TOWN OR ROYAL SUMMIT) , OR THE COMMUNITIES AND DEVELOPMENTS ON THE MOUNTAIN SIDES IN EAST HONOLULU AND THE WINDWARD SIDE. THE JITNEYS COULD BE FINANCED BY "SUBSCRIPTIONS" OR MONTHLY FEES--AND COULD BE "RADIO CONTROLLED' TO RESPOND TO THE " TRANSPORTATION DEMAND" OF THE SUBSCRIBERS. THE JITNEYS COULD BE A PRIVATELY RUN SYSTEM, WITH A "FRANCHISE" TO PROVIDE SERVICE TO SPECIFIC AREAS.PERHAPS THE TAXI DRIVERS MIGHT MAKE IT WORK!! THIS TO WOULD NEED TO BE A 24 HOUR SYSTEM. THE RAIL SYSTEM WILL REQUIRE PARKING LOTS, AND THERE WILL BE TRAFFIC JAMS GETTING TO AND FROM THE STATIONS---HOW DO YOU GET THERE?? VIA CAR OR BUS!!--AND THE RAIL SYSTEM WILL HAVE "NO FLEXIBILITY"!! AS WELL AS COSTING A FORTUNE!! WE NEED TO GET CARS OFF THE STREETS, AND HAVE A VISION OF AN OAHU "WITHOUT PRIVATE AUTOMOBILES". IT CAN BE DONE, IF PUBLIC TRANSPORTATION IS "GOOD ENOUGH"--- RAISE THE GASOLINE TAX ---MAKE BASIC PUBLIC TRASPORTATION "FREE"--TO BOTH RESIDENTS AND TOURISTS!! WE NEED TO HAVE A "MAJOR CHANGE" TO OUR TRANSPORTATION SYSTEM----I DRIVE BECAUSE I "HAVE TO ", NOT BECAUSE I "WANT TO"!! THE AVERAGE RESIDENT HAS NO REAL IDEA HOW MUCH THEY ACTUALLY SPEND ON THE CARE AND FEEDING OF AN AUTOMOBILE.

Lawrence Uchima

How much will it cost each taxpayer in the State of Hawaii to build, operate, and maintain the mass transit system that is being proposed? Whatever happened to the Pearl Harbor tunnel proposal? It would divert traffic away from the H1-H2 merge. How about a ferry system from ewa beach to downtown Honolulu? We need to create more incentives for people not to drive their cars.

Lawrence Uchima

Continuation from previous email. Are there sufficient stops along the route to make it convenient for people to take the transit. Will there be buses along the stops to serve the people's final destination.

MELVIN UESATO

I think the rail system would be good for us, take some traffic off. And I hope they're able to do all, what you call it, research or whatever that they have to do, and I hope they do it in a -- I want them to do it fast, not take till, like it says, to 2030. My hope is it's done earlier 'cause we need the relief right now, especially with 'Ewa Beach and Kapolei growing really fast. Also, if they can right now, temporarily, try to put more express buses 'cause it does help in the morning and afternoon. I know during the day you really don't need all those buses because everyone's at work or at school. But that would be right now temporarily. Thank you.

Eva Uran

We definitely need fully developed bike paths on Youngs St. all the way from Pensacola (as well) till Eisenberg, and also from intersection of Date and Kapiolani until where the bike path starts (two blocks east). Bike paths are the best investment in solving gridlock as safety concerns prevent many would be bikers to bicycle (people told me personally they are too scared of traffic). The time is now when there is enough money, no excuse to delay any longer!

Joey Viernes

The federal funding which would be allocated for partial funding for a mass transit system in Hawaii, I thought was to be only used for just that, mass transit. No new contruction for roads or existing bus systems will be allowed to receive federal funding, Is this true. And if its true, would the only choice really be rail? So are we just deciding what type of rail we will use?

Joey Viernes

To whom it may concern, I speak as a private citizen, a private citizen that just so happens to drive a city bus. By the words of your own people during the scoping meetings, " a rail system will not help in reducing traffic on our freeways". It will be an alternative to sitting in traffic. OK, I can understand that, but then you have Mayor Hanneman giving an interview to the Advertiser about rail saying it will get cars of the road. Which is it? First I have a problem with a multi billion dollar alternative that know one seems to know how much its going to take to subsidize its yearly operation. I mean we are talking about initial buildings cost. Second, Rail and bus service will need to be funded yearly. more tax money. Third, guaranteed cost overuns. We all know the history of Honolulu's so called experts. Moreover, politicians keep harping on its for the future of Hawaii, well we should have thought about our future 25 years ago. Traffic is here now. Are we committed to really go after real traffic solutions. It seems as if we have rail, and dont get me wrong rail is the choice of our politicians, we are settling on the most expensive part of so called traffic relief. When I wrote a comment prior to the scoping meetings and did not get a response, my only thought was same old same old non-responsive government rhetoric. Finally, is building bus only lanes an option at all. I would think this would

be cheaper to do, plus it would give more options and flexibility than fixed rail. Just wondering,

Marie Wagner

The scoping document is too detailed and voluminous for the general public to digest. We need to see a side by side comparison of the benefits/costs/disadvantages of each alternative to make an informed and intelligent decision. Would you be able to provide this? As this will be a gargantuan project in cost, duration, and long-term consequences, I would like to see less costly and permanent alternatives pursued initially, such as using the waterways, maximizing the efficiency and convenience of the bus service, monetary incentives for carpooling, increasing the minimum driving age and providing many more express jitneys/buses from the Kapolei area into Honolulu. In short, I DO NOT SUPPORT RAIL TRANSIT at this time and am completely against it being pursued until and unless we, the public, are part of a completely transparent evaluation process, uncontaminated by personal, union or political interests. With no specific plan or cost/benefit analysis, it is impossible to judge the merits of this project.

Helen Walker

The Bus route (the fourth feature) seems to be less intrusive on the environment and I favor that means of transportation. The monorail or any form of transportation that invades the air space is visually unsightly and you're just adding more cement. We are running out open air space, especially in Honolulu.

Richard Wallis

1. Most importantly, I do not believe the new transit system, in whatever version is built, will be effective unless the transit time between Leeward Oahu and downtown is less than current times. If it still takes an hour to hour and a half or more on the new system to get from Kapolei to downtown why would anyone get out of their car? I suggest that the number of stations that the train/bus stops at be minimized to reduce the transit time. One reason I do not ride The Bus is because currently it seems to stop every 150-200 feet. For instance, on King street between McCully and Isenberg, The Bus stops four times. The most frustrating is it stops in front of McDonalds, then Long's Drugs at Old Stadium Park, then in front of First Hawaiian Bank; every stop within sight of each other. Another example, when I was active duty in the Navy and before I got my car, it took over an hour and a half to ride The Bus from Pearl Harbor to Ala Moana, a distance of approximately 11 miles. That works out to a little over seven miles an hour! Now, if the number of stations is reduced, the bus system would need to be modified into a "hub and spoke" system to feed the stations. 2. As to the alignment, what about Ewa Beach and Mililani/Wahiawa? After the initial sections are built then spur lines could be added to Ewa Beach, Mililani and eventually Wahiawa. This would only work if the core sections could handle the additional traffic, but I think this should be seriously considered. Also in this regard, why stop at University or Kapolei? Though it would have a major impact, long term

plans should be considered for extending the line out to eventually Hawaii Kai and Waianae.

Ann & Frank White

The transit system must accomplish 6-goals, at minimum: 1. Relieve traffic congestion; 2. Serve all commuters not just West Oahu/Honolulu; 3. Save commuter-time and reduce aggravation; 4. Reduce travel expense; 5. Reduce/eliminate parking and parking expense; 6. Cost and function at minimum to taxpayers. Forget about rail transit and starting a system from scratch. We need to build-on what we have ie. highways, streets and busses. We need to: --Enhance and expand the bus system; --Add various-size busses---maybe hydrogen- powered, energy efficient, non-polluting; ---Neighborhood vans to feed bus-stops; ---Dedicated lanes for busses only; ---Easy parking at bus stops, where available; ---Use tihe tax money to make busses free!

Robert Windisch

1. "No build" or adding buses to the existing system will not solve the problem of heavy traffic. People who don't use the bus now will likely not use it then. Traveling time will not be reduced and pollution will increase. 2. HOT lanes will not reduce traffic but will spread it out. Traffic congestion might be reduced and communting time slightly decreased. Hot lanes should be used exclusively for buses, van pools, and multi-person carpools. Single drivers should continue to use the existing travel routes. 3. The high-capacity transit project is the best solution to existing problems. Of the 4 alternatives I believe that 4C with some modification would be the best route. From Kapolei to Saratoga Ave., up Geieger to Fort Weaver and to Waipahu would serve the greatest amount of people and reduce the most traffic in the shortest amount of time. A, B, and D which would serve the possible West Oahu campus of UH and avoid Campbell and Ewa would not aleviate much traffic. Most college students already commute by public transportation plus the college population comes nowhere near the population of Campbell Industrial Park, Barbers Point, Ewa and Waipahu. Service to the planned campus could be added in the future if feasible or served by an additional, cheaper bus route. However, alternative 4C should be modified to eliminate the Beretania St. route and approach closer to the downtown area as Alternative 4D before heading to Manoa. There must also be service to the airport and Ala Moana with an additional spur line to serve Waikiki and the hotels. The point of the new transit project is to reduce traffic on our highways and lessen commuting time. Therefore the system must serve the areas with the highest population and the greatest concentration of people.

Dexter Wong

I believe that if a rail alternative is chosen it should be completely grade-separated for speed. Mixing with traffic would only slow it down. Possible models might be a monorail (like Seattle or Las Vegas) or Vancouver's Skytrain. Tunnels should be avoided if possible to keep down costs and disruption.

Michael Woo

Honolulu is long overdue for a high-capacity transit system. However, lets not be short sighted and under provide for the needs of all. The system should also include Ala Moana, Waikiki and all the way out to Hawaii Kai in East Honolulu. No tunneling should be done as it is too costly not only in engineering, building and maintainence but also in unforseen emergencies due to quirks in Mother Nature's weather conditions. Raised guideways for a monorail system seems to be the answer thats least invasive on the existing infrastructure. Its very important that as many people, including tourists, be given the option to utilize this new transportation system. In this way, all our streets would be free of gridlock and not only those from Kapolei to downtown

Michael Woo

Although I've never rode the bus, I would definitely use a fast and high-capacity transit system if it came out to East Oahu (Hawaii Kai).

Betty Wood

The transit system should have: 1. parking at transit stations 2.service to the airport 3. taxi services at transit stations 4. conncecting neighborhood bus service (with frequent neighborhood buses) 5. free transfer between buses and trains 6. urban statins should incorporate neighborhood shopping services (groceries, dry cleaners, food service, etc)

Klaus Wyrtki

Before any commitment is made about mass transit it is absolutely necessary that the public is fully informed about: 1.The cost of the project 2. the financing of the project 3. the annual operating cost 4.The impact on the city and or state Budget We need full disclosure and a complete cost/benefit analysis Aloha Klaus Wyrtki

Jon Yamaguchi

Enough already with the plans, we should have had this built in 1990. Please make it go to to airport, UH and Waikiki - and allow bikes on the train like the mainland. But not up in the air. Trains on the ground or underground. Trains up ing he air will make the streets look dark like the train in Manila. With things getting more crowded here - there is only so much land for cars or people. If there are more roads then less land for housing ... and then have to go leeward side to live and the long car/bus ride. Mahalo JY

harry yoshida

I favor a people mover rail system such as can be found in Bangkok Thailand in conjunction with improvement of our existing bus system for areas that would not be

serviced by the rail system. The system in use in Bangkok would be ideal for Honolulu. Have you studied the system in Bangkok? Also, there needs to be a rail route that would service Waianae and Wahiawa/Mililani as part of the first phase of the system. Alternatives 1 and 2 are losers. Packing more buses on our already crowded roads/highways would be like rearranging the deck chairs on the Titanic.

Mae Yoshino

I am definitely against a fixed rail system in Honolulu. I have lived in Honolulu for 60 years and driving for 35 years. I am against taking any lanes away from autos because it will make traffic worse. University Avenue (to U of H) will be more congested if any of the present lanes are used only for a fixed rail system. Definitely against what was proposed for the B.R.T. (UGH!) I feel this way about any of the city streets. Any improvement in transit would have to consider who would be using it. Many times, especially in families with children attending school or babysitters or activies, parents and adult children working in different areas, probably will continue to use their cars--in case of young children, there is the safety factor where parents want to make sure their children reach their destination safely. I am in favor of running more buses at the peak times (schools, UH, community colleges, work), perhaps scheduling more express buses to colleges, downtown, Waikiki, and other dense locations in Honolulu. I feel our present bus system is very good; it could improve by scheduling more buses during the peak periods. In regards to traffic from Leeward or Central Oahu to/from Honolulu: When I did live in Village Park (Kunia) and Waipio Gentry for a total of 3 years, we had young children we had to drop off to/from school and we worked in town, so I don't think I would have used a transit system. When I looked in the alternatives which were presented at the meetings, only the 2 bus alternatives were there; all other alternatives were blank. I would have liked to comment on the other alternatives and it should have been available to us. Although I don't have a specific question, I would like to have an acknowledgment that this comment has been received.

Rodney Yoshizawa

I have received the Office of The Mayor's Honolulu News Special Edition and still wonder whatever happened to the "studies" that the local governments have conducted throughout Honolulu. These were sessions that my wife and I attended several times and we the citizens had discussed and even offered some alternatives to help alleviate Honolulu's traffic problems. One major proposal which seemed to be quite obvious to many of the panel and citizens was to reroute some of the traffic by changing the traffic flow. As was presented at our sessions, we Americans drive on the RIGHT-HAND SIDE of the roadways. As such, it is much easier and safer to make RIGHT TURNS, rather than Left Turns. The group therefore suggested having the traffic in Honolulu flow CLOCKWISE, starting at Beretania and King Streets in the Iwilei area, to King and Waialae in Market City, then along Kapiolani Boulevard to King and South Streets, then along King Street to the start, at Iwilei, where King and Bertania meet. The section of King Street from South Street to University

Avenue also was recommended to be TWO-WAY, which would effectively give you two minor CLOCKWISE CIRCLES to handle the localized traffic along that corridor. South Street was suggested to be made TWO-WAY between King Street and Kinau Streets, to complete the two minor CLOCKWISE CIRCLES. Punchbowl Street was to be ONE-WAY Makai, from Vineyard to Nimitz, to handle traffic from East and West getting off the Freeways, going into Downtown Honolulu. Keeaumoku and Pensacola Streets were supposed to be reversed to handle Egress from and Ingress onto H-1 Freeway, Westbound. That way, the traffic turning to, and from, Ala Moana Center, which is a major bottleneck of traffic, would be able to flow more freely. Also recommended was for the Right Lane of H- 1, Westbound from Keeaumoku, to connect to the left lane of the Ramp leading to the Vineyard viaduct. It was supposed to be slowly sloping up to meet the Vineyard viaduct, going Westbound. Part of this proposal was also dropping the elevation of the short H-1 ON-RAMP from Pensacola, Westbound, to allow the necessary clearance for vehicles going under the proposed new H-1 Vineyard OFF-Ramp. Other street realignments could be made as deemed necessary. This was one of the biggest schemes that the task force felt would truly help alleviate Honolulu's traffic congestion problems. We were asked to participate in a couple of this kind of "study" and wonder if this is just "blowing smoke"! We surely don't want our local governments' traffic experts working overtime for nothing! Perhaps our new City and County Government and State Government will take action instead of doing so many studies that go nowhere. Other than the task force's proposed new ramp from H-1 to Vineyard, it would seem relatively inexpensive to institute the changes suggested by the study group. Regarding the High-Capacity Transit Corridor Project, other than changing some people's view channels, it would seem that a corridor along the South side, over or under the waterways of Honolulu Harbor, then North of Honolulu Airport, and South of H-1, and finally across, or under, the channel of Pearl Harbor to the former Barbers' Point would be the most direct and efficient route for the commuters from West Oahu. This would probably provide the best balance in redirecting the traffic, not only from the Second City area but also for people from Central Oahu, should there be a tie-up along the present H-1 Freeway between Pearl City and Downtown Honolulu. A Park and Ride, large capacity parking lot, somewhere in the Barbers' Point area would help diminish the amount of vehicles coming into town. Also, has any consideration been given to having a Toll System to help minimize traffic into the downtown business area? This would help commuters seriously consider alternate means of transportation, i.e., the Bus or whatever other transit system is eventually instituted. Thank you for allowing input, again, into this really sensitive issue. True, many people will object for personal reasons. However, when they look at the broader picture, they should realize that some sacrifices need to be made for the sake of resolving the traffic congestion situation.

stephen yuen

It would be great if the initial link would be a series of tracks running from either Kapolei shopping center to Kahala mall. Then as time progresses,work on a windward bound like to Kane'ohe via Kalihi valley along side the Likelike Hwy.

This way not only will long time residents will use it,but visitors as well When fees are intiated,there is for bus.But the higher fee would be for rail. I like the draft statement.Keep up the good work

Robert Yumol

I support the fixed guideway alternative. I think the goal should be to get people out of vehicles. I've seen how rail systems in Boston and San Francisco aid in daily commutes and would be very excited to see some sort of fixed rail system happen in Honolulu. Thanks for listening, -Robert (RJ) Yumol

Appendix D Scoping Meeting Written Comments

December 13, 2005 Scoping Meeting (Neal Blaisdell Center)

Written comments received during the scoping meetings have been organized by the date of the meeting. The comments are presented in alphabetical order by the author's name. The complete written comments follow the list of authors. The addresses of individual authors have been obscured to protect their privacy.

List of Comment Authors

Anonymous
Anonymous
Anonymous
Anonymous
Anonymous
Karen Awana
Joan Bennett
Dave Bourgoin
Robin Brandt
Liane Briggs
Made Brunner
April Cadiz
S. Cain
Ian Capps
Shawn Carbrey
Stan Dalber
Joe Davis, Sr.
Solray Duncan
Frank Genadio
Megan Giles
Mike Goluich
Jerry Greer
Frederick Gross
Stanley Hamada
M. Hashimoto
Reid Hayashi
Jim Hayes
Howard Hoddich
Robert Hughes
Jan Ishihara
Gregory James Kauwe
Amy Kimura
Paul Kimura
Sherman Kwock
Alexandra Lake
Henry Lee
Ray Leonard
Bob Loy
Frank Mak
Paul Mattes
Helen McCune
Jay McWilliams
Mel
George Melenka
Mark Mesler
Marilyn Michaels
Ted Miller
Sandy Moneymaker
Donn Motooka
Daisy Murai
L. Muraoka
Maureen Muraoka

List of Comment Authors (continued)

Robert Nickel
Christine Olah
William Pelzer
Richard Port
Rodolfo Ramos
Will Rich
David Rolf
Ann Ruby
Norman Sakamoto
Lane Sato
Rod Schultz
Charles Scott
Troy Seffrood
Frank Smith
Scott Snider
Jessica Spurrier
Debbie Stelmach
Annie Stevens
Mike Uechi
David Webre
Pablo Wegesend
Richard Weimer

Honolulu High-Capacity Transit Corridor Project

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Name:_____ Address:_____

Phone:_____ _____

E-mail:_____ _____

Comments:

I have no preference as to routes; however, I am particularly concerned about environmental justice issues, aesthetics & the "look" — I do not want flyovers or elevated routes. Keep the view plane open - at or below-grade only.

A2

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Name:_____ Address:_____

Phone:_____ _____

E-mail: _____ _____

Comments:

Elevated infrastructure will DESTROY our established + landscaped Streetscapes —
NO on Kapiolani
NO on University
NO on King
NO on Kuhio

A3

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Name:_____ Address:_____

Phone:_____ _____

E-mail: _____ _____

Comments:

FOR DECADES, WAIKIKI HAS BEEN RELATIVELY ISOLATED FROM THE REST OF HAWAII BOTH PHYSICALLY/GEOGRAPHICALLY AND IN COMMON REGARD — ie., AN AREA TO WHICH TOURISTS ARE DIRECTED & CONFINED (MORE OR LESS) EXCEPT FOR COACH TOURS OUT OF WAIKIKI. THAT IS, WAIKIKI HAS NOT BEEN INTEGRATED INTO THE LARGER CULTURE — BY INTENT. PERHAPS WE CAN ALL GAIN IN THE LONGER RUN BY FACILITATING TRAFFIC FLOW, COMMUNICATION, IN & OUT. OTHERWISE, THIS CONCERN MAY BE UNDERSCORED BEST BY A DISASTROUS TSUNAMI OR HURRICANE, OR EARTHQUAKE. WAIKIKI IS A POTENTIAL DEATH TRAP AS WELL AS A TRAP OF SORTS IN OTHER WAYS, CULTURAL, ECONOMIC, SOCIAL.

A4

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Name:_____ Address:_____

Phone:_____

E-mail:_____

Comments:

Will you be taking away my bus long the RAil line? IF yes, I do not like it. IF NO I hope the bus service remains ~~control~~ good.

~~A30~~ A5

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Name:_____ Address:_____

Phone:_____

E-mail:_____

Comments:

This project is needed; Kapolei to UH Manoa & Waikiki. Please build it this time. Traffic is only getting worse.

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Name: KAREN AWANA Address: _____

Phone: _____

E-mail: _____

Comments:

ø REQUESTING AMPLE AND FREE PARKING AT TRANSIT SITES.

ø REQUESTING BUSSES DEDICATED TO TRANSIT SITES (DROP-OFF / PICK-UP) — 15 TO 20 MINUTE INTERVALS TO TRANSPORT RIDERS IN/OUT OF NEIGHBORHOOD

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Name: JOAN BENNETT Address: _____

Phone: _____

E-mail: _____

Comments:

I am against any elevated system in Waikiki. We are losing too much scenery with all the high-rise buildings.

Create one kind of road toll on all cars and trucks to pay for this project and encourage public transportation.

Thank You

Bring back the E bus and buses to waikiki

FOLD

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Name: Paul Briggs Address: _____

Phone: _____ _____

E-mail _____ _____

Comments:

My central issue is:

1) You have got this great infrastructure, but how will you get people out of their cars?

Which leads to a more fundamental Question.

2) Why do people drive?

3) Will any type of Transit System address the fundamental incentives for driving?

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Name: Dave Bourgoin Address: _____

Phone: _____

E-mail: _____

Comments:

like rapid transit Rail
& people mover -

Consider diamond Head UH
Downtown
Kaha
Waikiki

Also consider underground in City in town

& shorter plan to East
till more funds
2nd phase

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Name: Robin Brandt Address:

Phone:

E-mail:

Comments:

1. It is inappropriate to ask my race/ethnicity next to identifying information. ~~I noticed on the last~~
2. There ~~are~~ no discussion of bicycling and pedestrian facilities on all this scoping. 3. This is at least the 3rd scoping activity I have attended in many years. This is getting very old. 4. Why do you need identifying information on these comments?

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Name: Liane Briggs Address: _____

Phone _____

E-mail: _____

Comments:

Careful consideration must be given to infrastructure. How will people get to the transit line? What park and ride facilities will be available? If buses are incorpated as feeder lines, what is the fare structure for transferring to the transit line? What is the cost for parking? What size lots are needed to accomodate the numbers of riders projected for the transit line? I wonng that

that the cost of condemning the land for right of way + infrastructure will be astronomical.

FOLD

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Name: Made Brunner Address: _____

Phone: _____

E-mail: _____

Comments:

I support the transit system project using a fix rail system. One reason is that there is no alternative for commuter ~~#~~ along East West corridor ~~if~~ ~~it~~ to travel if H1 should be shut down for any particular reasons. Other is that there is NO transportation mode in HNL that is time dependable, the Bus if not too late it too fast out of schedule. No body can tell how many minute they need to travel between downtown to Kapolei - for example. However, for the route I think it should go through Kakaako Area since this area is underdeveloped and it can become a new TOD in the future.

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Name: APRIL GADIZ Address:

Phone:

E-mail:

Comments:

please make displays available for public review. Information presented on the story boards were extremely helpful. It would be equally helpful to be able to continue to review ~~them~~ them (i.e., on website).

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Name: Sechyi Cain Address: ---

Phone: _____

E-mail _____

Comments:

Please remember the obvious. Whatever option is picked has to service residential areas to 3 of the primary "work" areas (waikiki, down town, U. Hawaii at manoa). ~~It~~ If it is faster than driving, it will be a very popular option.

I saw very little discussion about using the buses as part of a hub-and-spoke system to feed into the possible transit lines

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Name: IAN GAPPS Address:

Phone:

E-mail:

Comments:

I have lived for many years in major cities around the world. I do not know any of them which could possibly have survived without some fixed rapid transit system. As soon as new highways are completed they are out of date & the congestion is worse. Honolulu must have such a system as soon as possible or it will choke to death. ~~Have~~ Of the alternatives suggested I have used monorail and light rail systems. I suspect that monorail or Maglev would provide the most effective solution, & would ~~improve~~ allow the bus and car traffic to improve.

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Name: Shawn Carbrey Address:

Phone [redacted]

E-mail: [redacted]

Comments:

I would like to see other alternatives that could be implemented quicker
#1 Example: Tax credits for local businesses that provide telecommuting options
HI is the "most wired state" in the U.S. for high speed internet - we should
leverage this advantage to help solve our traffic problems.
#2 Commuter bike lanes can be built much quicker & less expensively than
new roads/HOV lanes. HI does not have the weather problems that other cities
do that offer bike commuter lanes - this has multiple benefits for our
environment, fitness of our population, & the saving of multiple resources.
Many will not use bike lanes - but some will - together with other options
all of those incremental amounts add up to a lot. I live in Ewa Beach,
& drive 22 miles to work - I would ride my bike if there was a safe place
to ride.

#3 Ferry between Barbers Point & Aloha tower

#4 Much of the morning traffic includes parents taking their children to school. Schools could be given tax incentives to reduce the number of cars that drop off/pick up. This could be done will designated drop points throughout the city for Bus pick up, free ridership of public trasportation for school aged children during peak hours, bike lanes Connecting Communities & schools, Van pools set up by schools. The Combination of school participation will help reduce some of the traffic. Goals could also be set with fines for not reaching reductions.

#5 Tax people on the Horsepower &/or Horsepower to tork ratio of the cars they drive to & from work; to reduce emissions, & encourage Car pooling or use of multiple public transportation options. Impose "Congestion Charges" on trucks & other slow moving vehicles during peak hours. There should be positive & negative forces working together toward reaching the goals.

FOLD

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S. Carbrey
91-1045 Kai Kukuma St.
Ewa Beach, HI 96706

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Name: JAYSON CHUN Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

1) Please make some info sheets in Japanese as well. Japanese-speaking residents (used to mass transit in Japan) will make use of the future transit system, so get their input

2) Please consider the future UH West OAHU CAMPUS IN KAPOLEI. If the rail/BUS CAN RUN thru KAPOLEI, future UHWO (AND) EWA, you'll help ~~create a campus~~ make it easy to get to campus

— Tourists and residents will like the elevated views from the trains. Please get rid of the downtown tunnel + use 4b's visions of an above ground path downtown. I loved riding the monorail in Tokyo to get a good view of the city!

— Don't have the train run ~~too close~~ on to Salt Lake Blvd. THIS IS NOISE POLLUTION

Remember what makes Hawai'i a special place! beauty, clean air, and (less increasingly) quiet. Spend more money (now) for quiet technology + avoid unsightly power lines, use a pedestrian-safe tech (no light rails). Our future generations will thank us for it.

DON'T CUT CORNERS +

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Name: STAN DALBEC Address: _____

Phone: _____

E-mail: _____

Comments:

Corridor routing and technology are moot if the new system does not attract the 'discretionary' driver (those who can afford to drive). Equal thought and planning is essential to develop a flexible feeder system to the high-capacity trunk. What set of conditions and services will make individuals choose public transit over private? Will there be convenient, flexible comfortable secure services to carry travelers from 'A' to 'B'? Would jitney services be encouraged? Guaranteed ride home? Access to rail stations acceptable for disabled riders?

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Name: Joe Davis, Sr. Address: [illegible]

Phone: [illegible]

E-mail: _____

Comments:

Buy Town Buses for now!
$ 500,000 each 50 passengers!
100 Buses - $50 Million -
to carry 5,000 passengers
$10,000 per seat,
Versus
about $ 500,000
to 1,000,000 per seat
on the train!
Thanks Joe Davis

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Name: Sol Ray Duncan Address:

Phone:

E-mail:

Comments:

If Tunnels are utilitized they need to be made flood proof. I like most of the fixed-guideway alternatives. I think that No-build Option and Managed lanes are not preferable. Rail Transit is the best alternative.

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Name: FRANK GENADIO Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

WILL DEFINITELY NEED TO "MIX AND MATCH" AMONG THE PROPOSED FIXED-GUIDEWAY PROPOSALS, BASED ON THE TECHNOLOGY ALTERNATIVES. FOR EXAMPLE, IF 4D. IS THE SELECTED ROUTING, IT WILL NOT ACCOMMODATE A MONORAIL DUE TO THE "STREETCAR" PORTION THROUGH DOWNTOWN. ALL I HEARD MENTIONED WAS A SYSTEM WITH TWO TRACKS — AND 20-22 STOPS. IF COMMUTERS ARE FACED WITH A KAPOLEI TO DOWNTOWN COMMUTE LONGER THAN 45 MINUTES, THEY WILL CONTINUE TO DRIVE.

(OVER)

A THIRD TRACK IS NEEDED FROM KAPOLEI TO MANOA, WITH EXPRESS STOPS ONLY AT UH-WEST OAHU, PEARL CITY, AND DOWNTOWN. THOSE STOPS SHOULD BE EXTREMELY LARGE, WITH SECURE PARKING LOTS (E.G., 20,000 STALLS IN KAPOLEI, WITH MAINTENANCE AND SECURITY FUNDED BY RETAIL OUTLETS IN THE TERMINAL). A WAHIAWA-MILILANI SPUR INTO PEARLRIDGE SHOULD RECEIVE EARLY SUPPORT. THE PROPOSED RAIL SYSTEM SHOULD BECOME A "SHINING EXAMPLE" OF HAWAII'S MOVE TO ALTERNATIVE FORMS OF ENERGY. THINK SOLAR-PANEL-COVERED TERMINAL/STATION ROOFS, H-POWER, N-POWER, WIND. PERHAPS WE CAN RECEIVE THE FIRST NEW NUCLEAR POWER PLANT IN THE U.S. ALSO CONSIDER WAVE AND HYDRO. POWER.

FOLD

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Name: Megan Giles Address: _____

Phone: _____

E-mail: _____

Comments:

Although an environmental statment is required by law for all developments in Hawaii, will any of these transit options go beyond the legal standards to be environmentaler safe? I worry by increasing the amount of buses, for example, that although congestion might clear up, larger emounts of engine fuel will be put on Hawaii's roads each day.

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Name: Mike Gabriel Address: 5

Phone: [illegible]

E-mail: [illegible]

Comments:

A monorail or magnetic levitation system is need. Of options 4b, 4c, + 4d I like the idea of rail going to UH Manoa with Diamond Head option + by UH West Oahu. Kalaeloa should be considered for the base yard - Rail must go through Kapolei w/ Hexpansion possible to Ko Olina to Waianae + if possible, round the point + go to North Shore.

ONCE the rail is a reality, cost effectiveness must be considered to

Continue projects, thru Mililani-over to Hawaii Kai & connections to Kailua & Kaneohe - spur to Ewa Beach too - Although rail is needed, we can't forget the bus and ferry ~~[illegible]~~ where they are needed.

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Name: JERRY D. GREER Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I BELIEVE IT IS NECESSARY TO CHOOSE A SYSTEM THAT MEETS ALL OF THESE REQUIREMENTS: SAFTY, INVIRONMENTLY FRIENDLY, AND EASY EXCESSABLE TO AS MANY PEOPLE AS POSSIBLE. WHAT EVER SYSTEM IS CHOSEN, IT SHOULD BE ONE THAT CAN BE UP-GRADED IN THE FUTURE. I ALSO BELIEVE THAT THE SYSTEM SHOULD SERVICE WAIKIKI.

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Name: Frederick C. Gross Address:

Phone:

E-mail:

Comments:

Is this rail only? If not when and what is the other travel surface?

At what speed will the vehicles travel?

Have you used the old RR trail arrangement P.H. near Hiea?

3 routes around Salt Lake are shown.

OK In many scenes several routes are shown. Which are you using?

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Name: Stanley Hamada Address:

Phone:

E-mail:

Comments:

As I understand if the objective is to provide an alternate that is faster, more reliable. My major concers are
1) based on realistic number how many people will actually use the alternative, from what little I've learned there wouldn't be a big percentage increased in the utilization of most alternatives.
2) What are the cost benefits numbers, that is how much is it going to cost us to build the system per rider?
3) What are the cost per rider or person for the maintenance?
I'd like to see the numbers for the above (2&3) utilizing worst, most likey, best & current % ridership

↓

As I understand it reducing traffic is not a goal of this project. But it is generally assumed it would help traffic indirectly. I think ~~people~~ this should be made clear to the public. I believe many people are under the assumption that reducing traffic is one of the major goals of this project.

Finally to emphasize my main concern, that we develop a cost effective system on a per user basis. Also that we are informed of the cost of maintaining the system(s).

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Name: M. ASHIMOTO Address:

Phone:

E-mail:

Comments:

I AM ADA DISABLED & WAS WONDERING IF ANY THOUGHT HAS BEEN PLACED W/ GETTING TO & FROM THE RAIL STATION.

NEED TO INCREASE THE HANDI-VAN RUNS

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Name: J. HATA Address: _____

Phone: _____

E-mail: _____

Comments:

WHY NOT USE PART OF KAKAAKO DEVELOPEMENT AS A TRANSIT CENTER. INSTEAD OF HCDA PUSHING THIS AS A HIGH DEVELOPEMENT RESIDENTIAL AREA. BY USING PART OF THIS AREA NEXT TO NEW MEDICAL SCHOOL YOU NOT ONLY HAVE ACCESS TO ROADWAYS, BUT STILL HAVE THE ABILITY TO DEVELOPE A SYSTEM LINE THERE ALSO ALONG THE NIMITZ. ALAMOANA CORRIDOR, SINCE OUR MAYOR DOES NOT WANT TO FIX THE MEDIAN THERE WHY NOT JUST ADD THE RAIL TO THIS AREA & CONNECT ALONG TO ALOHA TOWER FOR ANOTHER TRANSIT /PKUP STOP. STOP'S ADDING TO COST BY THINKING YOU CAN GO UNDER GROUND THIS IS AN ISLAND WHATS UNDER THE GROUND IS CORAL & WATER?!

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Name: REID HAYASHI PE. Address:

Phone:

E-mail:

Comments:

1. DISSAPOINTED THAT NO PRELIM RIDERSHIP STUDY DONE.

2. ~~WHAT~~ ASSUMING THAT MASS TRANSIT PROJECT IS BUILT FARE PRICING STRUCTURE WILL BE CRUCIAL TO SUCCESS. CONSIDER FARE STRUCTURE/TYPE USED FOR CALTRAIN THAT SERVICES SAN JOSE TO S.F. SHORTER DIST = LOWER FARE.

3. ALSO CRITICAL IS METHOD OF TRANSPORTING RIDERS TO STATION. i.e. FEEDER BUSES THAT ARE INCLUDED IN FARE PRICE.

4. WOULD RECOMMEND THAT A RIDERSHIP FORECAST BE DONE ASAP. BECAUSE INPUT BY PEOPLE WHO WILL ACTUALLY CONSIDER RIDING MASS TRANSIT WILL PROVIDE ~~BE~~ MOST APPLICABLE/RELEVANT FEED BACK.

~~ALSO THINGS TO CONSIDER~~

LONG TERM FOR MASS TRANSIT PROJECT TO BE SUCCESSFUL CORRIDOR MUST SERVICE MILILANI / EAST HAWAII (ASSUMING THIS IS OBVIOUS).

I ASSUME TRANSIT MODEL USED IN SF/BAY AREA IS MOST SIMILAR TO ONE PROPOSED FOR HONOLULU.

~~MORE~~

FOLD

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Name: Jim Hayes Address: _____

Phone: _____ _____

E-mail: _____

Comments:

Good to see this taking off and with thorough planning. My only comment is on the proposed routes. You show king Street and ~~kapo~~ Iona as retained alternatives but the king street option doesn't seem viable unless you have a connection from king down kalakaua to Waikiki so you can get from downtown to either UH or Waikiki. The route from king down kalakaua to kapiolani is not illustrated as being considered.

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Name: Howard Hobbick Address: ____

Phone: ____

E-mail: ____

Comments:

As a citizen of this great State of Hawaii I am very disappointed that both a freeway and a water based ferry system are not considered alternatives to resolving the traffic congestion in central Oahu.

A rail system of any type will not work for the people of Hawaii! The people of Hawaii will not get out of their vehicles. Rail systems are a multigeneration transit system. It will take 20 years before the people of Hawaii learn to take rail.

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Name: Richard Hough Address: _____

Phone: _____

E-mail: _____

Comments:

Good start by this should be expanded beyond transportation needs. The project should be melded with comprehensive engineer projects that address ~~capitalize~~ & ~~DAG~~ future problems in housing, water distribution and business community needs.

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Name: Robert H. Hughes Address:

Phone:

E-mail:

Comments: + Questions:

1. Is there an option being studied to limit the importation of vehicles?
2. Can the Mexico City control system of odd/even licenses be tried for the city, or an area of the city?
3. Can auto tax rates be structured to tax at different rates (increasing rates) for 1 family car, 2 car families, 3 car family cars, etc?
4. Are alternatives for population control, i.e., reduced immigration via some means of control, being studied?

3. Do government employees pay "market rates" for parking?

6. Will a structure (plan) be considered whereby passengers on buses ride free? Examples: building elevators are "people movers" and passengers do not pay to ride elevators, or airport horizontal "people movers."

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Name: Jon Ishihara Address: _____

Phone: _____

E-mail: _____

Comments:

Very leery of projections for ridership. After speaking with a representative, I understand models have been improving and that the federal govt has stringent guidelines for use of such models. However, how confident can one be in such forecasts for a first-time project like this for Oahu? Also, please consider the point that after a certain ridership is attained that reduces traffic by X%, other residents in the outlying areas will see the improved highway flow and decide driving in now okay. In other words, ridership on whatever transit system proposed will level off at some point when the perception is taken that traffic has been relieved. Thus forecasts for increasing ridership with time should be questioned.

How about a free or close to free (25 cents a ride) enhanced bus system? Could funds be used, that would otherwise be spent to build a $2 Billion rail or other system, to subsidize an improved bus system for say 30 years? Then slowly increase user fares and have 30 years to plan for a self sustaining [illegible] system.

Finally, please show the models of built-out systems sooner rather than later. The fly-over route on video can easily be enhanced to show examples of stations, lines, fences and all the facilities that go along with the alternatives. People will have more concrete ideas of what they are giving up in terms of space and aesthetics to balance what we will supposedly gain in traffic alternatives and relief.

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Name: Gregory James Kauwe Address: _____

Phone: _____

E-mail: _____

Comments:

Planned route alternatives should be extended from UH to Waikiki. Conventional buses or any other sort of "bus" should be ruled out. Maglev or light rail would be preferable. How much would this cost per year? I think the only thing to lean is the cut down in bus services. This should be done gradually and over time. Also, buses should be used to take people to rail hubs.

Honolulu High-Capacity Transit Corridor Project

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Name: Amy Kimura Address: /

Phone: / /

E-mail: /

Comments:

Please put all the charts & info on boards on the web site soon, to give us time to study the alternative before submitting our comments.

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Name: PAUL KIMURA Address:

Phone:

E-mail:

Comments:

(1) What is the City's preferred alignment?

(2) What is the city's preferred type of rail? heavy or light

(3) Wouldn't King Street be the most logical route for a high capacity people mover system? It is the straightest route through Honolulu and is a large one way street.

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Name: K. Kurimura (Kurimura) Address: _____

Phone: _____

E-mail: _____

Comments:

Reconsider Queen Street as a route. The impact on the businesses would be great. They are loosing their land and must pay assessments to HCDA. This route will kill the businesses.

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Name: Sherman Kwock Address:

Phone:

E-mail:

Comments:

My family owns property on the corner of University & Kapiolani, most of your routes indicate a turn up along University from Kapiolani. What are the requirements for right of way and easement along that area for example will condemnation or forced relocation of property owners be addressed by your planners.

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Name: Alexandra Lake Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

- Would a new transportation system of any kind affect the prices of buses.
- Would an easier to access transit system bring tourist to a uncongested area, or ~~a~~ would this eventually hurt our ecosystem in places like the North Shore because of an influx of more people.

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Name: Henry Lee Address: <

Phone:

E-mail:

Comments:

I see the Transit System being a combination of alternatives 2, 3 and 4. It should include more van pooling, bike lanes and buses. I have my doubts that one "alternative" will fit all.

I believe a "transit system" will eventually be built and I'd like to see it built sooner than later cause the longer it is delayed will only make it costlier

A local example of higher cost is Oahu's H3 Freeway - H3 was delayed for many years by court cases, but eventually it was built and the higher cost expotentially higher than initial estimates.

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Name: Henry Lee Address:

Phone:

E-mail:

Comments:

I understand the initial focus being the between Kapolei and UH MANOA. I would like to at least see an acknowledgment that "other areas for future expansion" extend the system out towards Hawaii Kai and through central Oahu.

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Name: Ray Leonard Address:

Phone:

E-mail:

Comments:

1. The No Build Alternative (1) is ridiculous — it will do nothing to get cars off the road.
2. The TSM Alternative (2) is not much better than No Build. Increased zipper-lane operation will only provide a fatter pipe, but the pipe at the downtown end will remain the same. Only reducing cars will reduce Bishop St./Alakea St. congestion
3. Managed lanes may help some, but only to the extent that it would reduce cars on the road. Again, why needs a fatter pipe for cars to the bottlenecks in town (4) I think that fixed-guideway is the best option, whether it is light rail, a people mover, monorail or maglev. I strongly recommend a raised bed. I have lived in areas where too many lives were lost trying to cross (pedestrian or car) at grade level.

Alternative Alignment Summary — pick those w/ the most high/moderate ratings — I recommend:

stay away from the rail!

1.4 Kapolei to N/S Rd. to Farrington Hwy, elevated: moderate cost; not far from UH west

2.2 Farrington Highway (elevated): high rating on cost & 3 other criteria, moderate on fifth

3.3 Kamehameha Hwy (elevated): high rating for cost & 2 other criteria, moderate on rest
goes by Pearl Ridge, Pearl Highlands

4.11 Kam Hwy to Aolele St. (elevated): high rating on cost & 2 other criteria, moderate on rest
goes by Aloha Stadium, Pearl Harbor memorial, Airport

5.3 (Middle St to) N. King street: high rating on cost & 3 other criteria, moderate on fifth

6.13 Nimitz Hwy to Queen St: high rating on cost & 3 other criteria, moderate on fifth

7.11 Queen St to Queen St. Extension to Kinau St: moderate rating on cost, high rating for other criteria
goes by Ward Centre/Marketplace; serves Kakaako

8.7 Kapiolani to UH & Waikiki Spur: moderate rating on cost & one other criteria, high rating on remaining criteria. Serves Waikiki

---------- FOLD ----------

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Ray Leonard
651-A Malunie Ave.
Kailua, HI 96734-2155

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Name: Bob Loll Address:

Phone:

E-mail:

Comments:

Historic Review: All trees impacted by the project should be assessed - particularly those > 50 years should be included in Historic Review

Visual — Diamond Head must be specified as a landmark to receive special attention and coordination re: new planes - Cannot be lumped w/ "others"

EIS — must address visual impacts of trains, stations, power sources, and all infrastructure/construction

Permit Requirements: You will need an "Exceptional Tree" permit

641

— over —

Financing options - Advertising must be taken off the table - especially train advertising or any other advertising that would be "Outside" or visible from public areas or private homes and offices -

Legislation - you have not identified laws/ordinances that might need to be changed - How? - How many? - How different?

Public Involvement: This process appears to be staged to limit input and prevent true meaningful dialog. It puts too much responsibility on the publics ability to absorb ~~the~~ the information and provide substantive input. It completely precludes a "community discussion" and the synergy that often comes from such. It is a colossal "stumble out of the blocks" for what will become the biggest, most expensive public works project in HI. Also doesn't give City & Consultants to put best foot forward so they lose too. It stays [illegible] - Transit process - Lose/Lose

- FOLD -

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— Alternative 4B - What is envisioned for Kapiolani part if the line ends there?

— alternative 4D ,, ,,

— ~~[illegible]~~

— Stations - Where? How Many? What do they look like?

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Name: FRANK MAK Address:

Phone:

E-mail:

Comments:

I am very impressed by the thoroughness of the research and planning displayed at this meeting. It gives me a lot of confidence that the well-being of Oahu is being carefully considered. I am in favor of constructing a high-capacity corridor, and I think it will be essential to the positive growth of our state. Mahalo for all your great work.

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Name: Gov. Paul J. Matt Address:

Phone:

E-mail:

Comments:

As a TRANSIT SYSTEM it's ok -
- Kapiolani PARK TO EWA -
Knock Down City HALL -
40,000 Signatures -
Premium - 300,000.00 Every 8 yrs.
Lease 75,775.00 Every 8 yrs.
Rent - on Site 1,750.00 A Month
Maintenance 650.00 A Month -
2 Twin Towers - On 400,000 SQ FT.
AST 32 Stories EA. As it will
Give a Great Support SYSTEM
for ever -

HAPPY HOLIDAYS

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Name: Motter Goo. Address:

Phone:

E-mail:

Comments:

As The High Density area Should Allow to Lower property TAX by 1/3 - Also - as The 4.% TAX TO 2.% TAX and Along the open AREA Now More housing and Commercial will ADD Millions Along the way. Also - as The Knock Down City HAll AND Alawai Golf Course Raise it 3 1/2 Stories greater

Merry Xmas Watch out 52 OK 52 Call Video Thiers God. Matte

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Name: Gov. Mattes Address:

Phone:

E-mail:

Comments:

Aloha

- AS from Kapiolani Park - Across / By Raising the Alaiwai Golf Course 3 ½ Storied Making a City underneath - That money and Knock Down City Hall plan. Run from Kap / Beretania - Dillingham to Salt Lake to Wai / to Kap to Ewa plain - Now that's Moving People. The Computor Train has internet portal Booths - and Seating Stations as Very much 3050 yr. Style -

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Name: Helen McCune Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

PLEASE NO ELEVATED ON Kuhio or Kalakaua.
PLEASE NO TRACKS OR OVERHEAD WIRES IN WAIKIKI
Kuhio + Kalakaua Aves have no rush hours or traffic jams (unless there is a parade)
The best option for Waikiki is "no-build", on esthetic grounds.

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Name: Jay McWilliams Address: _____

Phone: _____

E-mail: _____

Comments:

No Rail!) Use metering methods to manage Lanes, So that at H1/H2 Interchange one side (from North shore to town) waits a minute while Traffic from Waianae To Town goes, then the Waianae side waits while North Shore To Town goes. You'll Lessen the Number of cars in one spot and that will help Traffic Everywhere on Oahu. 2) Get Traffic accidents/stalled cars moved faster - Don't close the highways - move the Vehicles. Use Videotape, Cameras & helicopters To Record The scene and move it ASAP. 3) Get Government workers To work at home, Work 4-day Work weeks, and

(over)

Other flex-time ideas To eliminate 20+% of all People Travelling on the highways.
4) Build an overhead highway for Hov To use free & charge a toll for all others who want To use it.
5) No Rail of Any kind - it's Too Expensive To Build, To Run $ No one will use it. Don't Waste our Resources Building such a worthless method of Transportation. (I drove in from Waialua and I want my gas $ Back for this Waste-of-Time "Science Fair!")

FOLD

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Name: MEL

Address: [redacted]

Phone: NO telemarketing

E-mail: NO spam

Comments:

(1) I AM NOT IN FAVOR OF RAIL MASS TRANSIT. FIXED RAIL IS A 19TH CENTURY TECHNOLOGY NOT FOR THE 21ST CENTURY.

(2) THE TAXPAYERS ARE TAXED TOO MUCH. HAWAII IS ALREADY THE HIGHEST TAXED STATE IN THE U.S.

(3) PUT THIS ISSUE ON THE BALLOT & HAVE THE VOTERS DECIDE IF THEY REALLY WANT A RAIL TRANSIT OR NOT.

(4) EXPAND THE BUS SYSTEM IF YOU WANT TO DO SOMETHING ABOUT MASS TRANSIT. BUSSES ARE MORE FLEXIBLE THAN FIXED RAIL.

(5) I AM EXTREMELY CONCERNED ABOUT RISING PROPERTY VALUES & ASSESSMENTS THAT MAY BE LEVIED AGAINST RESIDENTS WITHIN A ONE MILE RADIUS OF ANY PROPOSED RAIL ROUTE. CAN YOU GUARANTEE OUR PROPERTY TAXES WILL NOT RISE BECAUSE THE RAIL PASSED NEAR OUR HOME?

(6) AN ELEVATED FIXED RAILWAY WILL BE UGLY & SPLIT COMMUNITIES.

(7) WE ARE AN AUTOMOBILE NATION. WE PREFER TO RIDE OUR OWN CARS AT OUR TIME ON OUR OWN SCHEDULE.

(8) THE PERIOD FOR PUBLIC COMMENT IS TOO SHORT. THE TIMING IS BAD, ESPECIALLY AROUND THE HOLIDAYS. YOU NEED MORE PUBLIC MEETINGS & INPUT BEFORE THIS PROJECT ADVANCES ANOTHER INCH.

FOLD

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(9) VOTERS SHOULD HAVE FINAL SAY ON WHAT THE ROUTE IS. A YES OR NO VOTE ON THE ROUTE SHOULD BE SUBJECT TO A PUBLIC VOTE.

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Name: GEORGE MELENKA Address: [illegible]

Phone: [illegible]

E-mail: _____

Comments:

HAVING WORKED ON THE TRANS PLAN FOR LIGHT RAIL TRANSIT. I STILL THINK LIGHT RAIL IS THE BEST ON A RAISED TRACK.

IT IS VERY NECESSARY THAT A LINK INTO WAIKIKI MADE EITHER WITH A LIGHT RAIL OR PEOPLE MOVER.

Honolulu High-Capacity Transit Corridor Project

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Name: MARK MESLER Address: _____

Phone. _____ _____

E-mail _____ _____

Comments:

I AM 100% FOR THE FIX RAIL ALTERNATIVE.
CLIFF SLATER DOESN'T KNOW WHAT HE IS TALKING ABOUT.
I'VE LIVED IN CITIES AROUND THE WORLD WITH RAIL SYSTEMS
AND CAN ATEST TO THEIR USEFULNESS. EXAMPLES INCLUDE
SINGAPORE, SF(BART), NY, BOSTON, LONDON, TOKYO.
I WOULD PREFER THE ROUTES WITH AIRPORT AND WAIKIKI
ACCESS. I DON'T SEE THE NECESSITY OF GOING UNDER
GROUND DOWNTOWN IF IT SIGNIFICANTLY RAISES COST.

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Name: Marilyn Michaels Address: 16

Phone: _____

E-mail: _____

Comments:

We have a need for some form of convenient rapid transit. It needs to be easy to use and stop at places commuters need to go. There should be adequate park & ride lots in suburbs. A system that avoids surface streets (i.e. an elevated system) would least interfere with traffic. It should be routed along streets that are not directly along the waterfront (to the extent feasible, it shouldn't block the view plane). Convenient stops downtown, near shopping, and Waikiki are needed. An elevated, dedicated system (like D.C.'s metro) would be faster and thus be more likely to be used as compared to a slower bus system.

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Name: Ted Miller Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

1) Any successful transit system must be integrated; the train must go to the airport.
2) Transit needs density, eg. downtown, Ala Moana, Waikiki
3) A rail system should serve the maximum possible population (see # 1 & # 2).
4) Failure to focus on these issues will cripple mass transit in Honolulu for decades.

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Name: Sandy Moneymaker Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

To build anything overhead/elevated would be an environmental Sin. We have far too much development Ruining open space & view that is a precious commodity. Open space and the beauty of the island is what brings visitors and we know we cannot live without them. We've seen how the concrete has destroyed Waikiki already. Only now is it being opened up.

We need to make cars inconvenient by taking away existing lanes and put whatever transit system runs along those lanes. The only way to get people on the transit is to make the transit more convenient + time effecient than personal cars. The city has an

excellent, top notch bus system that I believe should be expanded to provide transit w/dedicated lanes etc. The city/state should also be taxing households with multiple cars so that the transit becomes more attractive. The total number of cars allowed on the Island could also be limited & controlled. Tunneling is a ludicrous idea. The transit should be at street level, adjacent to or in place of existing lanes and NO overhead elevated concrete or double decked highways. PLEASE!

---------- FOLD ----------

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Name: Donn Motooka Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

To move people with the most movement would be to increase the bike lanes and ~~maintain~~ build wider sidewalks. People won't leave their cars at home when it is still unsafe to walk, bike on current roads. Police aren't enforcing speed limits on the main streets into and out of Honolulu urban. Thus traffic becomes too hazardous for people to try to bicycle to work.

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Name: DAISY MURAI Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

1) Traffic Congestion from the Ewa Plains will continue as more residential Developments exists for the future. perhaps a Building moratorium for a few years could help alleviate traffic flow.

2) The idea of private-public partnerships could exists such as in Ala Moana center a major transfer point as it is currently. Because of the private Trolleys, taxicabs, hotel shuttles ~~buses~~ private buses, which pick up & drop off passengers at this popular stop. - residents and other visitors are able to board buses back to Waikiki especially the handicap, wheelchair →

- BUS ENHANCEMENT / Route change should be tried up
board, parents with toddlers & strollers. If it
were not for the private industry - public would
not be able to board buses back to available.
3) underground caverns exists certain parts of
Oahu along the proposed line.
4) Transit development Center - may enhance and
raise the price for residents & commercial.
such as property tax - then causing retailers to raise
their prices to the consumer such as gas, grocery etc.
5) Electric powered energy source to power transit
vehicles - will also raise our Electric
Bills by HECO (Hawaii Electric Company).

expensive seen to KCC Kapiolani Community College for example & more expensive rates

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Name: L. MURAOKA Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

① ANY SOLUTION / CHOICE FOR THE TRANSIT CORRIDOR PROJECT REQUIRES AN INEXPENSIVE & CONVENIENT FEEDER SYSTEM. PEOPLE TRAVEL FROM POINT TO POINT & WANT LOW COST W/ CONVENIENCE. ANY MAJOR DISRUPTION IN GOING POINT-TO-POINT WILL DISCOURAGE USE OF ENTIRE SYSTEM.

② B MY CHOICE IS NON-FIXED SYSTEM — MOST FLEXIBILITY AT LOWEST POSSIBLE COST — GUIDED BUS SYSTEM.

③ I WOULD LIKE A CHART THAT SHOWS THE ESTIMATED COST OF EACH ALTERNATE FOR CONSTRUCTION & ANNUAL ON-GOING COSTS.

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Name: Maureen Muraoka Address: [redacted]

Phone: [redacted]

E-mail: _____

Comments:

No preferred alternative at this time. The people of West Oahu must commit to the usage of mass transit options prior to selection of an alternative being selected. "Build it and they will come" is an expensive way as well as not meeting the needs of our communities. More neighborhood meetings are needed in the areas most affected need to be held and at times that are convenient to young families that would possibly use the mass transit alternatives.

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Name: ROBERT NICKEL Address: [illegible]

Phone: _____ [illegible]

E-mail _____ _____

Comments:

IT'S TIME FOR HONOLULU TO PROCEED ON SOME FORM OF ALTERNATE 4C. FIXED GUIDE RAILS ABOVE SOME AREAS ARE NECESSARY. UNDER DOWNTOWN IS ALSO NECESSARY. WE CANNOT WAIT ANY LONGER TO GET STARTED. OUR KIDS & GRANDCHILDREN WILL EXPERIENCE TOTAL GRIDLOCK IN THE FUTURE. AS A RESIDENT OF EAST HONOLULU, I DON'T MIND HAVING TO PAY ADDITIONAL TAXES FOR THIS PROJECT. WE NEED TO MOVE ON IT NOW.

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Name Christine Olah Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

- Nice event, with knowledgable representatives.
- Look to future events when more specific plans will be explained.

Re. Current Bus System

To keep + encourage more bus riders, there is a need for more service at night. Going to an evening event leaves riders little alternative other than to take a cab home. There is a concern for safety at 10:30-11 pm at night

Example: Going to a play at Ft DeRussy
Going to any event at UH + getting back to town or Ala Moana

Re: New Rail Construction

- Will there be financial consideration given to businesses who are affected by the lack of ingress/egress to their businesses?
- Will the budget of the future have enough guaranteed funding to subsidize the low ridership at the outset?
- Will the transit stations have restrooms, (public) that will be maintained by the rail service?
- How will the new rail service affect the livelihood of the current bus drivers + mechanics
- Are you developing plans NOW for the other islands or are you waiting until it becomes a problem, like on Oahu?

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Name: G. Onishi Address: _____

Phone: _____

E-mail: _____

Comments:

Ward area route - Please consider the impact on the existing businesses. They are faced with impact fees from the state and land condemnation in regards to ID-11 + ID-13 HCDA developments. Any further disruption may be the death of these businesses.

F. William Pelzer

Date: 13 December 2005
To: State of HAWAI'I
and: City & County of HONOLULU

Subject: **High Capacity Transit Corridor Project**

Aloha kākou.

*I am a resident of HONOLULU since 1965, and for all those years, two items have been perennial subjects of public discussion: the Waikīkī Natatorium and Rapid Transit. I'm delighted that one of them is at last considered for solution. As a "**High Capacity Transit Project**" is now in the early pre-planning stage, I'd like to offer the following comments:*

*We can all agree, that the goal of such a project is to **reduce present and future traffic congestion**. An estimate of this congestion can be derived at by the very crude basic formula*

Traffic congestion = number of cars / lane-miles of major highways.

*That points to two things we definitely do **not** want to do: **reduce lane-miles** by making them exclusive for any transit system, busses, etc. and thus removing them from general traffic. (That was the folly of mayor Harris' BRT idea.) And secondly, we don't want to **increase the number of cars.***

*Unless we intent to condemn huge amounts of land under Public Domain for new right-of-ways, the first (no reduced lane-miles) means going into the third dimension (kike the highrises) with an **elevated system**, to make multiple use of existing right-of-way.*

*Now I read that the automobile marketing lobby is pushing for something on the order of an elevated Toll-way – for more cars, of course, which they want to sell. – But let's remember Parkinson's Law,[1] that problems will increase to fill the capacity of their solutions. More road, toll or no toll, means more cars! – Clever little devils, those car sellers. – So where do those extra cars go once they leave the toll-way? That only makes for more congestion, as the above formula predicts, because it would in the long run only **increase the number of cars!***

That leaves as the only reasonable solution an Elevated Fixed Guide-way System – hopefully a bit more advanced than Chicago's old "L"; but something alnog that line. And since Monorails (with or without "mag-lev" feature) use lighter guide-ways railroad-style tracks, and since their trains are unlikely ever to derail, that would be my choice and recommendation.

Friendly Greetings,

Bill Pelz

[1] Cyril Northcote Parkinson, Ph.D. (1909-1993), Ref.: Essay in the London *Economist* in 1955,

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Name: RICHARD PORT

Address:

Phone:

E-mail:

Comments:

PLEASE SEE ATTACHED WRITTEN TESTIMONY.

Dec 13, 2005

Testimony on the Future of Oahu Transportation

To: The Oahu Metropolitan Planning Organization
From: Richard Port

Now that the decision has been made to proceed on the Master Plan for Transportation for Oahu, the Oahu Metropolitan Planning Organization must be visionary in its effort to come up with a plan whose execution will not be out of date by the time it is implemented. The Honolulu Advertiser made this same point recently in an article "How to Derail Transit Plans This Time Around." OMPO must look at its proposals in terms of how the plan and the planners will be perceived 50 years from now.

I spent much of this summer in Boston, and I think that when OMPO looks to the West Coast, or Asia, you may be looking in all the wrong places for a solution. Boston has not only put its rail system underground, it has just eliminated its elevated super highway and placed all its in town traffic underground, leaving room for 28 acres of parks and green space where the highway used to be.

Like Honolulu, Boston's underground is in very close proximity to the Atlantic Ocean, and in some places is actually in the Atlantic Ocean. In one location the transit system is only ten feet below the underground highway. In discussing the practicality of placing Oahu's new transportation system underground from Middle Street to Kahala with two engineers and a geologist, they have told me that Honolulu's transit system can be placed underground. Therefore, I would urge OMPO to at least bring to Hawaii one of the planners and one of the project managers from Boston to discuss how Honolulu could build an underground transportation system.

What are the alternatives? Place our new transportation system on grade and you will eliminate present or future traffic lanes; elevate our new transportation system above ground level and you will reduce sight plains and create another downtown Chicago, reducing Honolulu's attractiveness for our visitors and locals alike.

A person traveling between Middle Street and Kahala underground with four or five stops in between will make the entire route in ten to twelve minutes. Each stop can be under a major area of our city: e.g. Bishop Street, Ala Moana Shopping Center, UH Manoa, Kaimuki with a separate spur to Waikiki. This is very similar to Boston's system, which has been built under skyscrapers. This can be combined with an interconnected bus system similar to New York City.

I hope that, at the very least, the Oahu Metropolitan Planning Organization will look seriously at the alternative I have suggested, bring in Boston's experts and provide cost estimates for decision makers to review.

Thank you for this opportunity to testify.

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Name: Rodolfo Ramos Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I am in support of alignment 4C, must have railway transit in Ewa corridor.
1. Ewa was the first community in the Ewa plain
2. The population support the need for an alternative mode of Transportation both rail transit or Ferry system in Iwagast Point.

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Name: WILL RICH

Address:

Phone:

E-mail:

Comments:

Please study PRT (Personal Rapid transit)

Some facts: ① One line of PRT is equivalent two 3 lanes of highway freeway

② PRT (when crossover capacity is achieved) will be self sufficient, i.e. no subsidy - even profit.

③ The National expert on PRT is Dr. J. Edward Anderson

I will be pleased to provide more info and to introduce you to Dr. Anderson

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Name: DAVID ROCF Address: _____

Phone: _____

E-mail: _____

Comments:

The issue is traffic congestion relief in the leeward corridor. Will the (locally-preferred Alternative) decision be made using numbers that display such relief? If not... this presentation seems to be a proposal for an expensive alternative to the current congestion.

Honolulu High-Capacity Transit Corridor Project

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Name: Ann Ruby Address: _____

Phone: _____

E-mail: _____

Comments:

I have lived in Honolulu (off & on) from 1973. Have ridden the bus most of that time. The buses have become packed at all hrs of the day. Buses are not a long term fix. Need bus only lanes as a temp fix to move people faster.

Must have RAIL eventually: Elevated only. no Tunnels - you can cause downtown to collapse. not ground based rail as it is subject to cross street traffic stops, auto accident ROAD closures, etc. need thin trim sleek MONORAIL. A NARROW one can be built above existing ROADS (not have to buy Land for Right of way). a slim trim monorail will NOT ~~block~~ block the view plane (High Rise block view plane)

So NO TUNNELS built Anywhere.
NO GROUND level RaiL,
Hot lanes good for bus traffic only.
RaiL MUST serve Kapolei, WAipahu,
DOWN KAMEHAMEHA past PearlRidge, ..
DiLLingHAM (VS King), DOWNTOWN (King or Ala
Moana/Nimitz maybe better), Waikiki, UH.
ALSO - FERRYS could provide transportation -
Ewa to Downtown Downtown to WAikiki.
If you will build it - I will Ride it.
* THINK SLIM TRIM SLEEK FAST OFTEN.

FOLD

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Name: Norman Sakamoto Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

a) The selected system must be quiet and with minimal vibrations to nearby homes.

b) With the thousands of residents in Salt Lake the route should serve that community.

c) Fixed guideway makes more Sence than No Built or Add'l highways &

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Name: LANE O. SATO Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

The problem is not lack of a rail or transit system. There are too many automobiles on the island. Suggest two two lane highways ~~are~~ in the ocean traveling in both directions from Waianae to Waimanalo and further if necessary. Examples include the Florida Tampa Bay area where many causeways run along the coastal region alleviating traffic problems. Another example

is Lake Ponchartrain in Louisiana. They have two highways running in both directions over a 40 mile stretch of water. (The whole South Coast of Oahu stretches maybe 35-40 miles.) The highways can be built far enough to not affect the view and surfing activities and big enough to allow shipping traffic underneath. The engineers have stated that they can overcome any construction ~~ob~~challenge. If this cannot become an option, recommend using the same transit route to build a three or four lane highway instead of rail.

---------- FOLD ----------

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Name: ROD SCHULTZ Address: _____

Phone: _____

E-mail: _____

Comments:

I think the project is short-sighted and unfair in that it doesn't address the needs of residents island-wide. I don't see any considerable improvements to traffic flow with any of the alternatives. I see only more restrictions to flow with minor improvements to a select few. It appears that funding alternatives as all the people of Oahu to pay for this project that helps only a small minority. As I said -- short sighted and unfair.

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Name: CHARLES SCOTT Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I do not believe that Oahu can support most of the proposed plans. Already the City has strongly supported a 12½% increase in the state G.E.T. Unrelated to any new project city fees + services have or will be significantly raised and the real property taxes have been increased on average of 28% this year. I have seen no plans to cut back the size of city government (by attrition or otherwise). I think the community including city officials need to look very carefully at the research done by Cliff Slater.

The bottom line is - we cannot afford most of the proposed ideas!

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Name: Troy Seffrood Address: _____

Phone: _____

E-mail: _____

Comments:

I am all for the idea of a mass transit system – to improve quality of life and get some people out of their cars.

We seem to have a well prepared consultant team.

My main concern is that we are

going forward with some minds already decided; sure there will be opportunities to speak up — but will the public input be heard or is it really already set down

Meg Heffernan

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Name: Frank Smith Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

A neglected issue! Why not make our city core more dense? Moiliili, Kaimuki, etc. are way underdeveloped. People living there wouldn't need to spend hours in their cars. Is this a zoning problem or what?

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Name: SCOTT SNIDER Address: _____

Phone: _____

E-mail: _____

Comments: * HAWAII BICYCLING LEAGUE

TRANSIT CORRIDOR PLANNERS SHOULD LOOK AT CYCLING AS AN ALTERNATIVE AND INCLUSIVE FORM OF TRANSPORTATION WITH RAIL SYSTEMS. RIGHT OF WAYS SHOULD INCUDE CYCLING FACILITIES WHEREVER POSSIBLE INCLUDING CHANGING STATIONS, SHOWERS AND LOCKERS. PATHS SHOULD BE INCLUDED TO TIE IN TO STATIONS.

BIKING IS ANOTHER FORM OF TRANSPORTATION.

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Name: Jessica Spurrier Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

Please help us understand how bicycles and pedestrians fit into the big picture plans! Thank you!

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Name: Debbie Stelmach Address:

Phone:

E-mail:

Comments:

I support any alternative that doesn't revolve around the automobile. I won't use the new system as a commuter but would use to hit malls + retail on weekends. - Pearl Ridge, Waikele, Kolina

I own no car - been riding the bus for 30 yrs. I earn $10 a month ~~fail~~ by not owning car - buspass = $40 Parking stall rental = $50 = $10 profit per month - a no brainer

Cliff Slater

Alt 4c King St.

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Name: Marie Stevens Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

1) Thank you for providing this public event.

2) I live along Ala Moana and reviewed the route alternatives. Although I know the Ala Moana shopping center is an important stop, - I would urge the alternative 4c (along King St. to UH) as the route. I believe a shuttle from the train to the mall is appropriate.

3) I believe the system was backwards. This hearing with the proposed alternatives should have been held before the Excise Tax increase.

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Name: MIKE UECHI Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

① I believe future will be MASS transit using rail type vehicle.

Pro – ① predictable destination times
② DON'T HAVE to drive
③ CAN sleep / READ ON vehicles

Con – ① COST may be prohibitive
② Feeder buses ARE notorious for not being ON time – this may be the achilles heel that makes ridership poor.

② I believe NOW we should look @ ways to help freeway congestion.

-Suggestion –

① Extend Airport viaduct to travel over Nimitz – create an elevated freeway extending past downtown ON towards ALA MOANA

② Creation of HOV toll Freeway with ADJUSTABLE Fee schedule dependent on how busy freeways ARE.

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Name: Roberto Vega Address: _____

Phone: _____

E-mail: _____

Comments:

This Project will increase Salaries. With many different Departments of transit an other Companies that will generate (Higher paying Jobs) Systems.
To honor the Students of UH any money that (usually) goes to waste of non Scholarship Plans Should go to Transit. The Future!! (Like me)

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Name: DAVID WEBRE Address: ____

Phone: ____

E-mail: ____

Comments:

- I WOULD LIKE TO SUGGEST THE MONORAIL FOR THE TYPE OF MASS TRANSIT TO BE USED.

- I WOULD ALSO LIKE TO SUGGEST TO UTILIZE SOUTH KING STREET.

* MORE THAN ENOUGH LANES ALREADY EXIST ON S. KING & THE ROAD COULD EASILY ACCOMODATE AN ELEVATED RAIL SYSTEM.

* VEHICLE TRAFFIC ~~BE~~ ON SOUTH KING IS MODERATE WHEN COMPARED TO OTHER STREETS IN THE AREA.

THANK YOU FOR CONSIDERING MY SUGGESTIONS.

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Name: Pablo Wegesend Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

I will oppose any light rail project that will require the displacement of residents & business. I am worried that me & other people would be forced to move in order to make room for light rail. This will cause a lot of trauma & resentment for those forced to move. It is also a violation of private property rights.

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Name: RICHARD WEIMER Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

PLEASE GIVE HIGH PRIORITY TO EXCELLENT SERVICE IN & OUT OF WAIKIKI. WE LIVE IN WAIKIKI FOR ITS RELATIVE CONVENIENCE TO MANY MEDICAL FACILITIES, TO WHICH WE TRAVEL VIRTUALLY EVERY DAY — CLINICS, QUEEN'S, STRAUB, KAISER, KAPIOLANI, TRIPLER, ALA MOANA (LONGS), — PLUS SHOPPING AT SAFEWAY BERETANIA & SOME UNIVERSITY, ET AL. . . .

AND PLEASE ESTABLISH [GOOD] SERVICE TO & FROM TRIPLER IF FEASIBLE — AT LEAST, TO ALLEVIATE THE NUMBERS OF CARS AT TRIPLER & THE VA

(OH, & PLEASE ADD BACK THE REMOVED TRAFFIC LANES ON KALAKAUA, KUHIO, & ALA WAI BLVD. — THINK EMERGENCY & DISASTER AS WELL AS GENERAL IMPEDIMENT TO TRAFFIC FLOW.)

December 14, 2005 Scoping Meeting (Kapolei Middle School)

Written comments received during the scoping meetings have been organized by the date of the meeting. The comments are presented in alphabetical order by the author's name. The complete written comments follow the list of authors. The addresses of individual authors have been obscured to protect their privacy.

List of Comment Authors

Anonymous
Anonymous
Harold Asato
Mattew Bio
James Boyer
Charlie Bracken
David Bremer
Margaret Byrne
Charlie Chang
C. Chong
John Claucherty
CC Curry
Dan Davidson
Jack Epstein
John Flores
Judy Flores
Frank Genadio
James Grenbel
Robert Hartsfield
Frank Hayashida
Larry Howard
Dana Jones
Stan and Roberta Jones
William K.
Leonard Kama
Adrian Lau
David Lemon
Jessica Lomaoang
David Mercil
Daniel Mueller
Gregory Mueller
Anita Mueller
Dean Muramoto
Colleen Neely
James Pacopaco
Kimberly Pine
Douglas Pratner
Dave Rae
Roy Reyes
John Rogers
Brian Shiro
Holli Shiro
Curtis Takano
Charlene Tarr
Mark Taylor
John Thomas
T. Lei Torres
Larry Vaughan
Marien Vaughan
Mo Wearstler
Robert Willing
Vernon Wong
Darrell Yagodich
P. Young
Beverly Yow
Ernie Yow
Paul Zavada

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Name: _____ Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

How do people in Mililani connect with fixed rail?
What kind of rate structure do you envision for fare?

- Need for regular, dependable, frequent local connections
- Reliability is paramount.
- Transportation late at night to accommodate people who work late, attend sporting (cultural) events, etc.
- Safety first!

Three principles: Safety, Reliability, Convenience

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Name:_____ Address:_____

Phone:_____

E-mail:_____

Comments:

WHERE'S THE MAYOR?

HE WAS @ NBC LAST NIGHT!

WHY ISN'T HE HERE TONIGHT?

SHIBAI

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Name: Harold K. Asato Address: _____

Phone: (_____ _____

E-mail: _____ _____

Comments:

Recommend: 1st Phase Start from Waikiki to Pearl City/Waipahu Area.

Reasons: ① Where do young couples leaving in Kapolei and Ewa Beach area go for child care help? ② The biggest or heavy ridership is probably between Waikiki and Kalihi.

Type of system: Elevated type would be best.

Design of System: Attached sketch - Explained to Alex and Jennifer at Kapolei Middle School 12/14/05. At Leeward end need a huge parking structure, restrooms, Food/court, Child care facility, etc. Mahalo.

Future: When Kapolei matures, extend transit system.

Consider extension to Kaimaki in the future

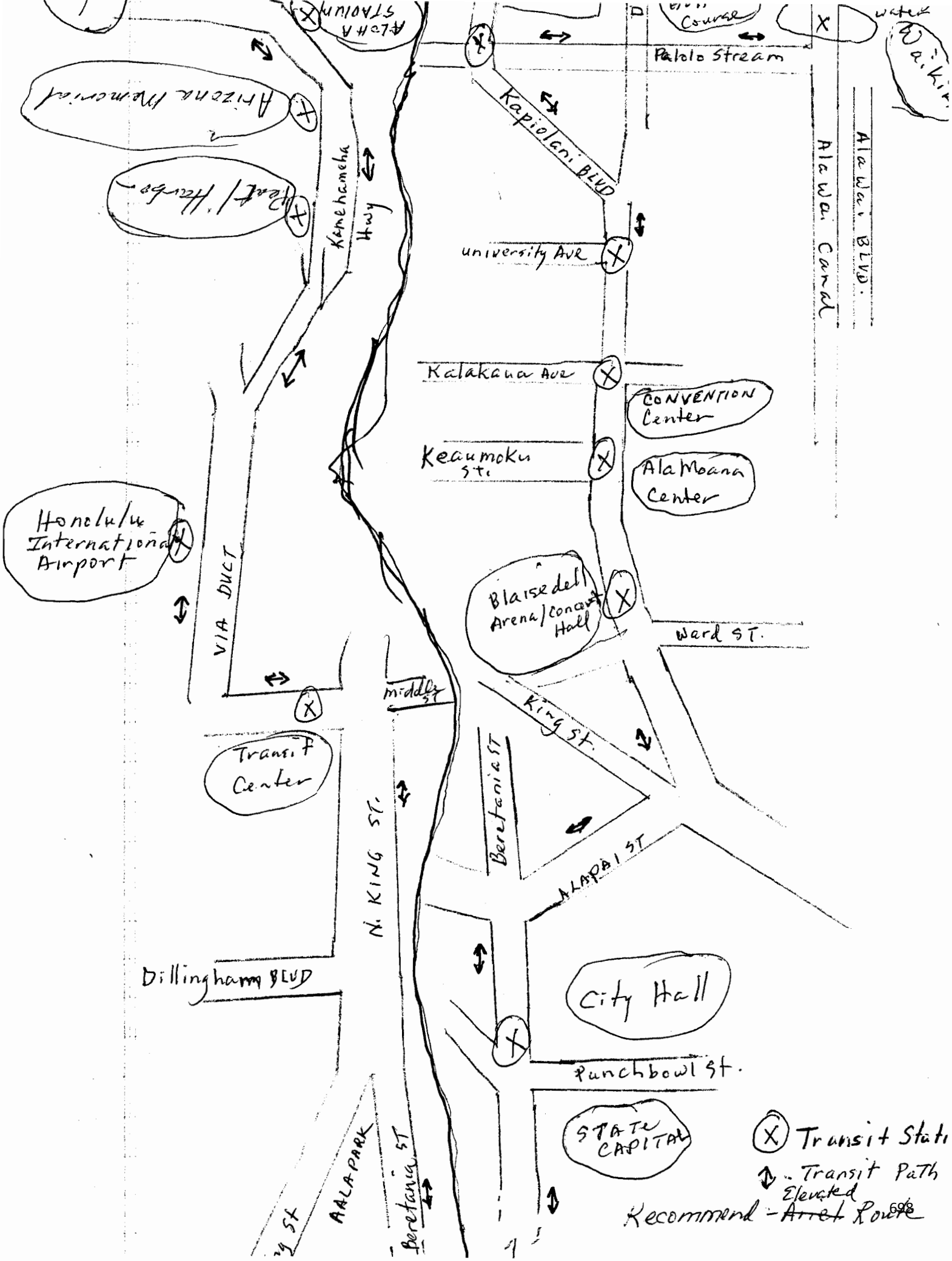
FOLD

Return Address

Place Postage Here

Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

STAPLE HERE


Pearl Harbor
Kamehameha Hwy
Kapiolani BLVD
Ala Wai Canal
Ala Wai BLVD.
University Ave
Kalakaua Ave
CONVENTION Center
Keaumoku St.
Ala Moana Center
Honolulu International Airport
VIA DUCT
Blaisdell Arena/Concert Hall
Ward ST.
middle ST
King St.
Transit Center
N. KING ST.
Beretania ST
ALAPAI ST
Dillingham BLVD
City Hall
Punchbowl St.
STATE CAPITAL
ALA PARK
Transit Station
Transit Path
Elevated
Recommend - ~~Arial~~ Route

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Name: Matthew T. Bio Address: _____

Phone: _____

E-mail: _____

Comments:

If it helps traffic, it all right with me, so long it doesn't interfear with homes.

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Name: James E. Boyer Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

① Managed Lanes are a must have project, now!!

② Plan 4b looks best as it could be planned into the Kapolei Parkway and North-South Roads about to be built.

③ Must have Large Park and Ride Parking Lot in Kapolei and Ewa/North-South Road and Waipahu, etc.

④ Must have bicycle access for Fixed-Guideway/Tram so ~~bike~~ bicyclists can use this system, too.

I bike Kapolei to Tripler 2 times/wk with taking the bus in, ride home.

(5) Train stops need to be 3-4 blocks away from major housing areas or there needs to be enough buses and park and ride parking lots to get people to each stop or they will not use it.

(6) No monorails - they suck!

FOLD

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Name: Charlie Bracken Address: _____

Phone: _____

E-mail: _____

Comments:

I. ~~Aside from the~~ absolute need to change the very nature of personal travel away from private cars; you have to build a fixed-rail, ground, elevated, tunnel, etc, because cars take too much energy, government services, and time. We'll soon look like every mainland city, smoggy.

II think of all the children who now know only the family car or waiting for the Bus. Hawaii will progress only if we build another way.

III Honolulu is the only International city without rapid transit - NYC Boston, Miami, London, Paris, Hong-Kong, Tokyo. Honolulu, as we are without rapid transit, is a little sister.

IV think about how pretty the view from an elevated rail. Honolulu has some of the best scenery in the whole world. People will ride this just for fun.

My personal preference would go down Salt Lake Blvd rather than Nimitz. I also would prefer elevated through downtown, just for fun.

Dear Planners:

Adequate bicycle corridors for commuting to Honolulu from all communities should be included in any transit plan. This is a relatively low-cost solution that would have significant impacts - reducing automobile traffic and exhaust pollution, improving cardiovascular health and fitness, enhancing environmental quality and tourism, etc.

As a Mililani resident employed in Honolulu, I currently commute daily via bicycle and generally enjoy the scenic, one-hour ride each way. However, I feel the route is unnecessarily dangerous at some points. The unsafe conditions discourage others from taking advantage of this opportunity to combine daily exercise with commuting. For example, Kamehameha Hwy through Kipapa Gulch has been red-lined in the State Bike Plan since 1994 as dangerous for cyclists. I drive my car through the gulch, park at Waipio Gentry, and ride from there. I would prefer to ride the whole route if there were an adequate route through the gulch.

I tried taking TheBus through the gulch but gave up on that due to the very infrequent bus scheduling on Kamehameha Highway to Mililani - less than two buses per hour even during rush hour on this major corridor. The resulting wait times often were longer than my pedaling time - sometimes an hour or more at a bus stop.

Due to the City's inability to budget adequate amounts to provide minimally acceptable levels of bus service, I do not have faith that the City will be able to manage a rapid transit rail system. The City will be heavily in debt before the rails are even completed, will likely not invest sufficient monies for fully operating the system, and the result likely will be an enormously expensive and inflexible transit failure.

I would recommend that the City invest its limited resources first in developing an integrated and continuous bicycle network enabling safe and enjoyable bicycle commuting throughout the island - great improvements could be made even just using an amount of $10 million that is currently being invested in the transit planning process.

Second, I think the City should invest more money in TheBus since the problem is under-funding - too few buses, too few drivers. Dedicated bus lanes as used in many other cities would make TheBus an even more desirable mode of transit If the City offered TheBus either free or at low fares, more people would be willing to give up their cars resulting in less need for highway construction and maintenance and reduced traffic congestion. The loss in revenue from fares would be more than offset by reduced highway expenses and less need for investment in more costly and inflexible rail projects.

Rail is a poor solution. Construction will take years during which time the technology adopted is likely to become obsolete. Even if fully successful, the rail will serve only a limited portion of the island. For less cost, the City could provide a first-class bus system with frequent service on all major corridors, plus construct bicycle-safe facilities to all major destinations. As needs change and the City learns from mistakes, the bus lines can

be realigned. A rail remains in the same place forever, carrying only one type of train, regardless of changing demands.

One further thought is that the proposed rail lines all run parallel to the ocean, exposed at places to the tsunamis that we know will hit the island from time to time. The rail provides no help in evacuating residents to higher ground. The tsunamis also will likely wash out the rail in places resulting in months to years of interruption in the transit service in addition to adding enormous costs to reconstruction efforts that will be needed after each tsunami. A bus system would foster more rapid recovery since alternate routes could be used. Buses also provide flexibility that could be used to evacuate people from tsunamis, or to hurricane shelters.

Respectfully submitted,

David A. Bremer, PhD, MPH
Chair, Public Health and Safety Committee, NB#25
Member, Community Affairs Committee, Hawaii Bicycling League

P.S. Although I prepared this statement before the meeting, I had reviewed the website + prior news articles. Nothing I saw tonight provided any basis for changing the comments I have made.

David Bremer

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Name: Margaret Byrne Address:

Phone:

E-mail:

Comments:

must be a Park'n Ride station/lot at Kapolei terminal, so residents of Waianae Coast don't have to rely on bus-feeder system to get to rail.

Park'n Ride lots will not be used alot if there is a charge for them!

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Name: Charlie Chang Address:

Phone:

E-mail:

Comments:

If we are thinking 10-15 yrs from now for completion, would this be effective as the growth of the population and economy affect transportation on transit likewise freeways? There should be emergency kits and phones attached to the transit. Would there be handicaps and elderly seats? There should be a stop every two miles - reason - buses can transfer people within a two mile radius. The less stops, the efficient of the transit would be more affective for the public use

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Name: FLAMY CHONG Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

AS A LOCAL "KAMAAINA", I CAN SEE THE FUTURE WITH TRAFFIC AT "NOT" GETTING BETTER. WE NEED TO DO SOMETHING TO EFFECTIVELY WORK. "LIGHT RAIL" SEEMS TO BE MY CHOICE. BUT WITH HESITATION ON HOW AM "I" GOING TO "AFFORD" IT, AND WILL I REALLY USE IT. "THANK YOU" FOR THIS COMMUNITY MEETING, AND SHOWING US A SOLUTION TO OUR TRAFFIC SITUATION.

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Name: John Claucherty Address: ____

Phone: ____

E-mail: ____

Comments:

The train is essential.
The engineers can figure a plan.
Tax me! Put a toll on the H-1!

Just do it. Don't let this fail again!

Respectfully
John Claucherty
(Voter)

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Name: "CC" Curry Address:

Phone:

E-mail:

Comments:

4C Definately !!!

Also make sure the 5.2 million that is Awarded each years goes to the Wiki Wiki Ferry NOT to Airports Div as it has been diverted in the past by State DoT!

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Name: Dan Davidson Address:

Phone:

E-mail:

Comments:

I work for Aina Nui Corporation, which is part of Campbell Estate. I favor Alternative 4B. It runs through Kapolei on Kapolei Parkway where there is committed right-of-way. It then goes through U.H. West Oahu which is crucial.

The only other viable alternative is 4D.

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Name: JACK A. EPSTEIN Address:

Phone:

E-mail:

Comments:

NOT AT THIS TIME.

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Name: JOHN P. FLORES Address: [redacted]

Phone: [redacted] [redacted]

E-mail: N/A [redacted]

Comments:

PREFER ALTERNATIVE 4D. THIS WOULD ALLOW A QUICKER TRANSIT TIME FROM KAPOLEI TO DOWNTOWN. A FEEDER BUS FROM EWA WOULD BE REQUIRED TO ACCOMMODATE THIS RIDERSHIP. LOOKING AT THE VARIOUS MODE OF TRANSPORT I WOULD LEAN MORE TOWARDS A MONORAIL VEHICLE. SOMETHING WITH SOFT TIRES OR MAGNETIC SYSTEM WOULD REDUCE THE NOISE.

I SUPPORT AN ELEVATED MASS TRANSIT SYSTEM AND WOULD USE

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Name: JUDY FLORES Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

1) DO NOT USE EXISTING ROADWAYS

2) USE FIXED TRANSIT (ELEVATED) PREFERRABLY ALTERNATIVE 4D

3) PROVIDE EITHER PARK + RIDE AREA FOR MAKAKILO / AREAS WEST OF KAPOLEI TO USE OR BUS FEEDER SERVICE BY-PASSING CURRENT BUS TRANSIT AREA WHICH IS IN AN ALREADY SATURATED - CONGESTED TRAFFIC AREA.

WE (OAHU) CANNOT WAIT ANY LONGER NOR WASTE ANY MORE TAX MONEY; FOR A MODERN CITY WE ARE WAY BEHIND THE TIMES.

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Name: FRANK GENADIO Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments: — 14 DEC (ALSO PROVIDED INPUT ON 13 DEC.)

I HAVE HEARD THE CONSULTANTS MENTION POSSIBILITIES FOR A RAIL SYSTEM AT GRADE LEVEL IN ACCOMMODATING AREAS (E.G, A PORTION OF THE EWA PLAIN). PLEASE DISCARD THAT IDEA. BY THE TIME THE SYSTEM IS BUILT, THE PLAIN WILL HAVE CONSIDERABLY MORE DEVELOPMENT — AND THE RESULT WILL BE ROAD CROSSINGS AND GATES. THERE SHOULD BE ZERO GATES ON THE SYSTEM AND NO IMPEDIMENTS TO VEHICLE TRAFFIC, AND, THEREFORE, NO REDUCTION IN TRAIN SPEED AND TRAIN-VEHICLE ACCIDENTS.

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Name: James Greubel Address: _____

Phone: _____

E-mail: _____

Comments:

I am in favor of the fixed rail alternative 4a. I think that routing through Salt Lake would increase ridership & effectiveness. I strongly encourage bicycle capacity for whatever rail system that is built.

Mahalo,

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Name: Robert Hartsfield Address:

Phone:

E-mail:

Comments:

Connections for HZ & Airport Should be explored.
If intra-Island ferry is in operation potential should be explored.
Quicker buildout from time before 2030

Honolulu High-Capacity Transit Corridor Project

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Name: Franklin Hayashida Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

Personally I would like to see a monorail system like in Japan. No underground in downtown area (too disruptive for too long a period for business) and no ground level rail downtown (too disruptive for cross-street) Should pass by Leeward CC & UH. If rail is a "no-go", then we should have a building moratorium on the Leeward coast and central Oahu. Build in Kaneohe, Kailua, Hawaii Kai — all high rise low & moderate income high rises.

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Name: Larry Howard Address:

Phone:

E-mail:

Comments:

1. Looks like some good work has been done - well done!
2. Speed between Kapolei & University is key - faster is better!
3. must be some park and rides!
4. Very few if any grade level crossings - traffic can not be allowed to slow it down
5. either Elevated or tunneled - rail or monorail
6. MUST IMPORTANT - 10 years or so lets celebrate completion not another meeting like this

Very sad - where are the city council members??

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Name: Dana Jones Address: _____

Phone: _____

E-mail: _____

Comments:

I left comments on the verbal recorder but wanted to offer my experience with the MARTA System in Atlanta, GA.
I lived through 20 years of construction + pretty much know the plus + minus. Atlanta still is #3 (I think - at least top 5) for worst traffic. MARTA is not a complete failure, but I can give you further insight if you are interested.
I also worked on interiors for the trains.

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Name: Stan + Roberta Jones Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

We are in favor of fixed rail option #7 Alternative 3: Figure 2-1 Managed Lanes. Rail beginning in Kapolei all the way to U of H. Have bus feeder lines to rail stations. Perhaps a monorail from airport directly to Waikiki.

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Name: William K Kl[illegible]

Address:

Phone:

E-mail: ✓

Comments:

I feel it will be a waste of tax payers money end the transit Idea. Mandatorily during morning & afternoon traffic two or more carpool

7/27

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Name: LEONARD LEO KAMA Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

WHERE'S THE MAYOR!!!
WAIANAE LEFT OUT OR LEFT BEHIND?
EMPLOYMENT FORCE - 80 OR MORE.
WHO DECIDE ROUTE - START TO END
WHERE IS U.H. WEST!!! "PROMISES"
SHORTES ROUTE - KAPOLEI TO TOWN
WAIANAE TO TOWN.

NO TUNNELS IN PEARL HARBOR.

Mayor Hannemann...

I like your go get 'em, no scared 'em attitude... keep up the good work!...

I have two go get 'em, no scared 'em wild ass ideas for the homeless and traffic... these are just brain storming type ideas and I don't know if it's feasible or the legalities of it... I figure that's your folks job... I hope you guys can incorporate some of my ideas with your ideas to come up with one good idea... :)

Homeless

1. This would be a City and State joint venture to clean up our State and utilize part of Barber's Point NAS (or some other large facility or designated area).
2. The City and State can work together to pass stiffer vagrant laws that prohibit people from sleeping in parks and cars (don't know if one already exists) so police have authority to arrest these people. Now the police have someplace to take them, Barber's Point NAS.
3. My thoughts are to use a portion of Barber's Point NAS and create a homeless city. They already have vacant buildings and there are fences around the perimeter that can be used to house and contain the homeless. The area is out of sight of the visitors and the public.
4. Move all services into that area for reasonable rent or have a place they can set-up to provide whatever services to these people (e.g., churches, food providers (IHS), medical assistance, psychologists, educators, potential employers, and all types of services to care for these people and get them back into society).
5. Give them a choice of getting an education or to provide public service (cleaning the streets, parks, cutting tall grass, cleaning hiking trails, etc.). If they want training or an education to get a job and get back into society and be productive again, great. If not, if they refuse, they can be put into a work force to clean our parks, schools, streets, or wherever they're needed. They can be bused to and from Barber's Point to areas where they can be used daily. In this way, we can keep this beautiful place we live in clean. While visiting Philadelphia, I saw people cleaning the streets, parks, cutting tall grass, cleaning hiking trails, etc..
6. Provide a big open space with trees where if they want, they can set up and live in tents (I noticed lots of homeless have tents or sleep under trees).
7. A Homeless Council can be set up with City, State, Church, and homeless represented to make rules to govern the homeless city.

Bike Lanes and Trains - A City and State venture...

Bike Lanes instead of rail:

1. Extend and complete the bike path east and west from Hawaii Kai to Waianae so people can ride their bikes safely.
2. Hawaii has almost year round sunshine, lets take advantage of it. I was in Philadelphia and there were hundreds of people riding bikes. Also, in cities like Amsterdam, they have lanes dedicated for bikes. We just gotta bite the bullet and take away a lane on our roads and reserve it for bikes. We can't keep widening the roads for cars, there's no more room. Fixed rail and mass transit is too costly and the citizens of this state will have to foot the bill. It will also mar the view of this beautiful island. It will start to look like any mainland city. Let's keep Hawaii, Hawaii.
3. Who's going to ride it, the tourists? The same people riding the buses?
4. Our cost of living is already going way up. Pretty soon the local people won't be able to afford living here. Only the rich.
5. Can we afford to pay for and maintain such a system with a population of only a million?
6. The excise tax, sewer fees, shipping, electricity, phone, food costs, gas, property taxes, housing costs, shipping costs, everything is going up, up, up. Our take home pay is surely not keeping pace with all these increases. Please, think very hard about it.

Trains instead of rail:

1. This is such a beautiful island State. Roads can only expand so much before it ruins the Aina and the scenery. This land is limited and it's time we stop paving over it. Asphalt only makes the land and air hotter.
2. Elevated rail systems are ugly. Instead we should try to use what we have, like the bus system and train in Kapolei. The City, State can work with those people that run the train and see if they would like to expand the system to run from Waianae to Hawaii Kai.
3. The bike path should also be expanded to run from Waianae to Hawaii Kai along the same train route. There needs to be lights and barriers installed for safety. Biking is healthy and there are many more bike riders today, just look at the Century Bike Ride, hundreds turn out for that event every year.
4. People can pack their bikes on the buses and trains and then get off closer to

work and ride the rest of the way. When I was in Philadelphia, there were hundreds of people riding bikes everywhere. In Amsterdam, they've dedicated lanes for bikes only.

5. We have one of the highest obesity rates in the nation so this a way to get people to exercise while going to work.
6. The train doesn't have to go very fast. I think a steady speed of 40-45 mph is good enough to get people from Waianae to Hawaii Kai, even with all the stops. Then the bikes can take people the rest of the way, to their final destination.

Thank you for giving me this opportunity to express my voice and my ideas.

Sincerely,

Adrian Lau
A Concerned Resident almost ready for retirement

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Name: DAVID LEMON Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

Feeder Bus service - local shuttles are needed to feed any alternatives. Get started now in building "spokes" to support local service to "BUS" Hubs which can grow into rail service facilities. Older communities need public transportation for local quality of life - not commuters!

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Name: JESSICA LOMAOANG Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I believe that mass transit would be ideal if this were a Utopian society. Instead, the west side continues to become developed at a higher rate than what the rest of the island experiences. Kapolei has yet to prove itself as a second city. I feel that companies will never relocate away from town. While the mass transit would provide an alternative form of transportation, I think it would also create additional problems within the smaller locales of the station areas. I believe the city and county should take a closer look at the housing

boom. It is also their responsibility to help maintain a balance. Furthermore, I cannot truly have an opinion on the matter. I think more information needs to be released. My main concerns involve the turmoil that can and will follow with the construction of the system. In every metropolis, there are at least three ways of mass transit. Oahu has the Bus and maybe one day the Rail. I think a third would be something to consider as the rail continues to develop in plan. Maybe the city should hire more urban planners. Maybe the city should address the "house" less problems. As a community, I believe more communication and less corruption needs to occur before Oahu can maintain its character.

----------FOLD----------

Return Address

_____

_____

_____

Place Postage Here

Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

STAPLE HERE

To those who are building our future,

Efficient automated trains on separate grade are a must.

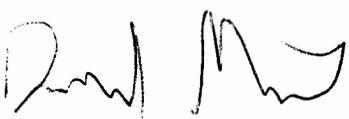
I don't understand why more trains are not automated. If you run the train on a separate grade from traffic, you could totally do away with the operator. That would not only eliminate the possibility of driver error making things safer, but it would also be more economical since that would be less salary to pay out.

Some people may argue that you need an operator to react incase something jumps in front of the train, etc. But face facts, if something jumps in front of an on coming train, there is probably not much an operator can do anyway. If you run the train on a separate grade, you really don't need to worry about this problem anyway.

You could go one step farther and do like they did in Singapore. In many of their subway stations getting on a train is more like getting on an elevator. That is there are elevator like doors to keep people from falling or jumping into the path of an approaching train. That also keeps people from wandering off the platform into train tunnels helping to improve security, something to seriously consider in this day and age.

In any case, we must not share the grade with regular traffic. Any money saved on construction will be ultimately paid back in the long term in the form of delays and accidents, some of which may be deadly.

Sincerely,
David Mercil



To those who are building our future,

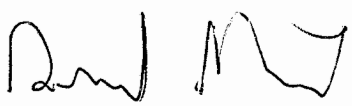
Build it to be bicycle friendly.

It's not practical to have a station within walking distance of everyone. But a lot of people wouldn't mind riding their bicycle. If you make the train bicycle friendly you would get that many more riders.

It seems like it should be easy to do. Just make the deck of the train level with the platform, and provide a large open area in one of the cars for people to put their bikes.

It's ashamed that not many trains are bicycle friendly. When I lived in San Diego, I found it extremely difficult to load a bike on the Trolley. The trains were cramped and you had to negotiate a set of stairs to get on board. I probably would had used the trolley every day if they would had designed it more like the San Diego Coaster, which has a lower deck that was easy to load a bike onto. The Coaster even went so far as to put a bike rack downstairs so you could leave your bike and go upstairs to a comfortable seat.

Sincerely,
David Mercil



To those who are building our future,

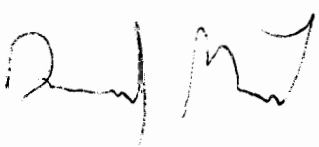
We need flexible, yet fast

We need a rail system capable of serving as many people and places as physically & financially possible. It should be easy for a person to walk or bicycle to the nearest stop, take the train and then walk or bicycle the rest of the way. That means any system will need as many stops as possible. But it needs to do this *without* sacrificing trip times. Now anyone who has ever ridden a train will probably agree that with every stop you increase trip time, making it impossible to have both a flexible yet fast means of transit.

They have solved this problem in Japan, and we should follow their example. Basically what they have done on many of their lines was build dual type rail systems utilizing 4 tracks instead of two. Basically, you have express and local trains that run on the same course. The local train stops in as many places and the express only stops at major stations. If we run the trains frequently enough, it would be easy for commuters to go from their house to a nearby stop. They would jump on the local train and ride it to the nearest major stop. There they would transfer over to the express to go the bulk of the distance.

The thing to remember is anytime you want to compete with something, your product has to be easier to use that the competition's. In this case, personal automobiles are the competition. In San Diego & Los Angeles trains lost because it is still much easier to drive than to take the San Diego Trolley or the Los Angeles Blue Line. In Tokyo, mass transit won. It is much easier to take a train in Tokyo than it is to drive.

Sincerely,
David Mercil



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Name: Daniel Mueller Address: _____

Phone: _____

E-mail: _____

Comments:

A) ~~I want~~ Please put ~~to~~ rail line down Ft. Weaver Road & includes service to Waikiki.

B) Bring line into airport.

C) How about the possibility of an express line under/over Pearl Harbor in addition to H-1 corridor Cir. 2 lines

1) UH to Kapolei via ~~H-1~~ H-1 corridor, etc

2) to Waikiki, Ewa Beach, Kapolei = express) common line thru downtown

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Name: DR GREGORY MUELLER Address: _____

Phone: _____

E-mail: _____

Comments:

I AM FOR A RAIL SYSTEM THAT IS ELEVATED FOR SPEED & FOR SAFETY.

I BELIEVE A SINGLE RAIL SYSTEM WILL NOT ACHIEVE YOUR GOAL OF MAINTING TRAFFIC CONGESTION AT THE PRESENT LEVEL NO MORE THAN THE SINGLE BLUE LINE DID GOING FROM LONG BEACH, CA TO LOS ANGELES.

YOU NEED A COMPREHENSIVE SYSTEM FROM THE START OR IT WILL NEVER BE BUILT. YOU HAVE TO HAVE A WE CAN DO THIS ATTITUDE, NOT A WE CAN'T DO IT BECAUSE..... LIKE IN PRAGUE.

LIVING IN EWA BEACH IT TAKE ALMOST AS LONG TO GET TO THE H-1 AS IT DOES TO GET FROM FORT WEAVER TO DOWNTOWN. YOU NEED A RAIL LINE DOWN FORT WEAVER RD.

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Name: Anita Mueller Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

Want railway down Fort Weaver Road to Waikiki. Prefer Monorail or above ground means of transportation.

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Name: DEAN MURAMOTO Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

I PREFER ALTERNATIVE 4B IN COMBINATION WITH MAG-LEV OR MONORAIL TRAIN. SUGGEST ALTERATION WITH STOPS AT HNL AIRPORT (NOT NEW) AND ALOHA TOWER (FOR CRUISE SHIP PASSENGERS). TRAIN CHOICE IS BASED ON SMOOTH, FAST, QUIET OPERATION. OVERALL, AGREE WITH THIS PROPOSED ROUTE. I PREFER TRAVEL TIME KAPOLEI - ALA MOANA IN ABOUT 30 MINUTES OR LESS.

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Name: Colleen Neely Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

We NEED to find an efficient way to move large groups of commuters in AND out of the Leeward to ? Downtown – Honolulu ? Waikiki ? Seriously poll the people – make a system that will make sense to use. Make it convenient – I am in favor of increasing our bus system; dedicated "HIGHWAY" bus lanes. Town buses seem to effectively move people, but getting TO TOWN – is the monster that needs to be tamed.

Nice presentations – informative speakers –

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Name: James Pacopac Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

Full support of + transit (rail) system
Areas such as Kapolei, Ewa, West Oahu
University should have access to system
Also access at Airport also —

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- Name: R&P. KIMBERLY PINE Address: _____

Phone: _____

E-mail: _____

Comments:

ROUTE 4C WILL BE MOST FAVORABLE TO THE PEOPLE OF EWA BEACH IF CURRENT TRAFFIC CONDITIONS ARE NOT WORSENED.

ROUTE 4B WILL ALSO BE FAVORABLE IF MORE CONNECTOR ROADS ARE MADE FROM EWA BEACH TO THE RAIL LINE. (MONORAIL)

PLEASE USE THE QUIETEST TECHNOLOGY.

THANK YOU FOR ALLOWING US TO GIVE INPUT!

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Name: DOUGLAS PRATHER Address: [redacted]

Phone: [redacted]

E-mail: [redacted]

Comments:

THANK YOU FOR HAVING INFORMATION AVAILABLE FOR US TO REVIEW. LIVING IN WAIANAE, I HAVE USED THE CITY BUS FOR REGULAR TRANSPORTATION TO WORK. I WOULD LIKE TO SEE ALTERNATIVE 4 USED. I LIKE ALTERNATIVE 4A THE BEST, BUT I THINK THAT THE ROUTE THAT WOULD SERVE THE MOST PEOPLE SHOULD BE USED.

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Name: Dave [illegible] Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

YES TO MASS TRANSIT DO IT STOP TALKING

Route 4B !!!

4B IF YOU HAVE TO

BUT TO BYPASS UH WO IS

DUMB!

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Name: Roy Reyes Address: _____

Phone: _____

E-mail: _____

Comments:

1) I think if Transit Corridor project is not harmful to the enviroment and creating Jobs for the people of hawaii ~~then~~ then im all for it. 2) Also if the Transit corridor project can give some relief on traffic Jams from down town to the leeward district, then it's even better. Now the only problem we might have is finding were the Transit corridor project should be ~~rough~~ routed. 3) The big question how ~~much~~ much money it's going to cost the people of hawaii.

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Name: JOHN ROGERS Address: _____

Phone: _____ _____

E-mail: _____

Comments:

1) I AM IN FAVOR OF A RAIL TRANSIT SYSTEM (FIXED GUIDEWAY)

2) ROUTE - ANY PROPOSED ROUTE SHOULD INCLUDE ENA BEACH & KAPOLEI PASSING BY UH WEST

3) THE SYSTEM SHOULD BE AS QUITE AS POSSIBLE EVEN IF COST IS AN ISSUE

4) ALTORNATIVE ENERGY SOURCES (PHOTOPHOTAIC, H2 FUEL CELL, WIND) SHOULD BE INCORPORATED IN TO THE SYSTEM TO PROVIDE ALL THE POWER NECESSARY TO RUN THE SYSTEM SO THAT NO GREENHOUSE GAS IS PRODUCED. STATIONS CAN BE USED IN A DISTRIBUTIVE SYSTEM (PHOTOPHOTAIC)

THIS IS THE MOST IMPORTANT

5 QUESTION - WHAT WOULD BE THE POWER CONSUMPTION OF THE DIFFERENT ALTERNATIVES

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Name: Brian Shiro Address: _____

Phone: (___) _____

E-mail: _____

Comments:

I am a strong supporter of having a rapid transit system on Oahu. We desperately need a high-speed light rail or other train system with a trunk that connects outlying areas to Honolulu and branches that reach each major population center. Trains along Ft. Weaver Road, the Farrington Hwy., and H-1 are all needed to cut down on the traffic and pollution caused by the cars on our roads. In particular, I think a bridge and/or tunnel is needed from Iroquois Point to downtown across Pearl Harbor. We need to cut the

travel time with this more direct route. I like the route 4C the best because it goes on Fort Weaver Road, and the 4D plan was good because it serviced all of Waikiki to Diamond Head. Any train system should include improved feeder buses, park + ride, carpool lanes on the freeway, and integrated bikeways. Don't be afraid to ~~[illegible]~~ consider a train system with branches and multiple lines, including one crossing ~~across~~ a bridge or tunnel across Pearl Harbor. Feel free to contact me anytime.

FOLD

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Name: Holli Shiro Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

I am in favor of alternative #4 - Guided Rail System. This alternative has the best potential to alleviate traffic congestion now and far into the future. I also believe that a rail system is the alternative that will be accessible to a greater number of people at one time. Trains can also be counted on to move people faster and more reliably because it won't be affected by motor vehicle congestion. As a second choice, adding bus-only lanes would probably help with the reliability and popular appeal of bus transportation.

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Name: Curtis Takano Address:

Phone:

E-mail:

Comments:

1) something needs to be done

2) i am against any new taxes~~es~~ or Fee being introduced to implement this plan

3) better review of alternatives need to be studied — what happened to the 2nd city?? - wasn't that supposed to slight traffic patterns?

4) alternate routes — why no bridge across the harbor? —

5) P.R.T. is a more viable alternative that would drive ridership.

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Name: Charlene Tarr Address:

Phone:

E-mail:

Comments:

Thank you for finally getting this project "on the road." I may not benefit from using it for everyday transportation to work however it will be beneficial to the environment + others. Congratulations on taking that step towards assisting the people of Leeward + Central Oahu

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Name: MARK TAYLOR Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I'M A MEMBER OF THE ALIAMANU-SALT LAKE-FOSTER VILLAGE NEIGHBORHOOD BOARD. ON DECEMBER 12, 2005, THE BOARD APPROVED A MOTION TO NOTIFY THE H.H.C.T.C.P. TEAM THAT THE BOARD BELIEVES ANY TRANSIT SYSTEM DEVELOPED SHOULD BE ALIGNED ALONG SALT LAKE BOULEVARD SO THAT IT DIRECTLY SERVES THE COMMUNITIES OF FOSTER VILLAGE, ALIAMANU MILITARY RESERVATION, ALIAMANU, AND SALT LAKE. I SUPPORTED THIS MOTION. ALSO, AS AN INDIVIDUAL, I RECOMMEND →

(OVER)

THAT A TRANSIT STATION BE DEVELOPED ABOVE THE PORTION OF SALT LAKE BOULEVARD BETWEEN THE INTERSECTIONS WITH ARIZONA ROAD AND PELTIER AVENUE, WITH PEDESTRIAN BRIDGE CONNECTIONS TO ALA NAPUAA PLACE AND OTHER CUL-DE-SACS BRANCHING MAKAI FROM ALA ILIMA STREET. SUCH AN ARRANGEMENT WOULD ALLOW FOR EASY ACCESS TO THE TRANSIT SYSTEM BY THE APPROXIMATELY 25,000 RESIDENTS WHO LIVE WITHIN A MILE OF THE PROPOSED STATION LOCATION. FAILING TO DIRECTLY SERVICE SUCH A HIGH-DENSITY RESIDENTIAL AREA WOULD BE A HUGE ERROR IN MY ESTMATION. MAHALO.

----------FOLD----------

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Name: JOHN THOMAS Address: [illegible]

Phone: [illegible]

E-mail: [illegible]

Comments:

I LIKE PART OF EACH PLAN BUT NOT ONLY ONE PLAN. AS I LOOK AT THE TIME IT TAKES TO BUILD IN HAWAII THIS PROJECT WOULD TAKE FIFTY YEARS TO COMPLETE. I HAVE NEVER SEEN ENOUGH WORKER ON ANY ROAD PROJECT TO FINISH IN A TIMELY MANNER, THE CONTRACTOR NEED TO PUT FULL CREWS TO COMPLETE, ALSO GIVE TIME LINE TO COMPLETE EACH SEGMENT AND MAKE THEM STAY WITHIN BUDGET ROAD WAY THAT ~~HAVE~~ HAD CONSTRUCTION OVER THE LAST TEN YEARS WILL BE UNDER CONSTRUSTION FOR THE NEXT FIFTEEN YEARS.

THE FIRST PHASE SHOULD BE IN KALIHI OR CLOSER TO HONOLULU SO RIDER CAN USE IT WHILE THE OUTER AREA'S ARE BUILT. BY THE TIME IT IS COMPLETE THERE WOULD BE A RIDER SHIP ALREADY IN PLACE.

YOU SHOULD NEVER START AT ONE END BECAUSE IT MAY NEVER GET COMPLETED. YOUR BIGGEST BOTTLENECK WOULD BE THE KING STREET KALIHI AREA,

THE ONLY ONE THAT WILL WORK IS A RAIL SYSTEM BUT THE ROUTES NEED CHANGE,

---------- FOLD ----------

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Name: T. Lei Torres Address: _____

Phone: _____

E-mail: _____

Comments:

(1) How much energy will it take to run this?
Just concern about CA electricity problem.
(2) Will the tran system run 24/7?
(3) ~~Did~~ I noticed there were no information on stops (to get on + off)?
(4) Faith Miyamoto was very helpful.
~~(5) Will~~

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Name: Larry Vaughan Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

As a resident of west Oahu, I believe that a convenient, fast transit system for Honolulu is desperately needed. From what I've learned at the meeting tonight a fixed guideway system has the capacity and speed to satisfy our needs. In addition, however, I believe that the guideway should be elevated or underground in order to minimize traffic impediments.

I think it would also be beneficial to reroute the buses to serve the transit stations and use an integrated fare and pass ~~sto~~ system between the bus and transit systems.

FOLD

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Name: Marie Vaughan Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

Please consider a single fare structure for all public transit vehicles. This is the way in Munich, Germany (eg. bus subway trains, streetcars, etc) are under one fare. I hope a single fare structure will the riders who are

now currently using express buses to dowtown and Waikiki, for they may have to transfer from shuttle buses to train station.

FOLD

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Name: Mr. Wearstler Address: _____

Phone: _____ _____

E-mail: Yi _____ _____

Comments:

Preferred Alternative 4C Which includes the Vital Fort Weaver Rd Ewa Corridor!

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Name: Robert Willing Address:

Phone:( )

E-mail:

Comments:

- I would like to suggest adding a bike route as part of the plan. Wether it be added to the no-build or build alternative.
- I also like the idea of a route going through Ewa.
- My suggestion would be for an aerial (or above Road structure). That way it wouldn't take away road space.
- Some questions which arise are about parking, different arms of the system & accessibility for those living on the Waianae Coast (i.e. bus to train transfers)

Regarding the planning and construction of a Mass Transit system for the C &C of Honolulu, I would like to voice my opinion. Although I am presently retired from the City of Honolulu and the State of Hawaii, I have traveled and used the transit systems in Paris, London, Seattle, Portland and San Francisco. I also have about 28 class credits for the UH Masters of Urban and Regional Planning Program.

Looking at the future of Oahu, say 50 years from now, is there any question that the population will be increasing? If so, the best time to allow for this population growth is now, at least providing the dedicated corridor for a transit system from the west end of the island to downtown. Eventually, there may be a need to provide a mass transit system to the windward side and even to the east end. If a dedicated corridor is not provided now, any development will not have any guides. Already, options are limited because of existing development. Waiting longer will only preclude other options and require more dislocations. For example, space must be planned and provided for stations and parking along whatever route is selected.

Any attempt to just add car lanes, HOV, HOT, etc., will not provide a long term solution. Just allowing the cars to reach downtown faster will only result in increased congestion in parking and traffic in town. I am inclined toward a fixed rail transit system, be it monorail, suspended, magnetic levitation or whatever technology is reliable and safe. I recognize that a rail system may require city or state subsidy at least for while but eventually, as population pressure increases, there will not be a choice. I expect that as transit times and travel costs increase over time, there will be more users of a transit system. At least there will be alternatives for commuters who do not wish to drive for 1-3 hours twice a day.

While it may make sense for a short bridge over the mouth of Pearl Harbor, will the Federal government allow a potential blockage of the harbor? As long as a significant military pressence is desired in Pearl Harbor, that is a matter of national security. A ferry will someday be desirable and feasible between Waipahu and downtown.

I agree with Mayor Hanneman that any further delay in implementing and buildiing a mass transit system now may mean that Honolulu will always be traffic congested. With some planning and design, this could be an additional tourist attraction. For example, as a tourist in the above mentioned cities, I enjoyed the convenience of traveling by rail.

Vernon Wong

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings. The project is early in the planning process and seeking your input on the purpose of and needs for the project, the alternatives being evaluated, and the scope of the evaluation to be completed in the Alternatives Analysis and the Environmental Impact Statement. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the Alternatives Analysis in late 2006.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org. Because the project is still early in the planning process, many specific details have not yet been worked out, and staff may only be able to provide general answers on many topics.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to one of the court reporters who will record them for the record or use this form to provide written comments. After the meeting, you may provide on-line comments at www.honolulutransit.org or use this form to send written comments to the Department of Transportation Services.

Name: DARRELL YAGODICH Address: _____

Phone: _____ _____

E-mail: _____

Comments:

I prefer the N-S Road alignment since it is located in the middle of the Ewa plains, midway bet. Ewa/Gentry and Kapolei/Makakilo. It is best suited to serve the most people since distance/time to reach the transit stations on N-S Rd is reduced. Further, this area is not yet developed

so you can still shape the form of urban development to complement the system. ROW land acquisition costs should be low.

FOLD

Return Address

Place Postage Here

Department of Transportation Services
Attn: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

STAPLE HERE

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Name: P. Young Address: _____

Phone: _____ _____

E-mail: _____ _____

Comments:

I think that the first phase of the project should include a Central Oahu alignment. With its large population and the upcoming development of Kroa Ridge and Waiawa, Central Oahu should not be neglected in the planning of the project.

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Name: BEVERLY YAU Address:

Phone:

E-mail:

Comments:

NO SERVICE TO MILILANI? - MISSED A VERY LARGE COMMUNITY WHICH IS MAJOR CONTRIBUTION TO THE LEEWARD TRAFFIC - MAJOR OVERSIGHT!

- MUST CONSIDER MAINT & SUPPORT FOR A SYSTEM HIGHLY RELIED ON AN ISLAND IN MIDDLE OF PACIFIC OCEAN. REQ'S SAME TURNAROUND AS MAINLAND CITIES RECEIVE.

- MUST BE MADE OF MATERIALS THAT CAN SURVIVE THE SALT AIR ENVIRONMENT

- ENERGY EFFICIENT WHICH OAHU CAN SUPPLY & NOT COMPETE WITH CURRENT HOUSING ENERGY DEMANDS.

- CHOOSE 4D & #7 RAPID RAIL, IF THE ABOVE CONSIDERATIONS ABOVE ARE ADDRESSED SATISFACTORILY.

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Name: ERNIE YOW Address: _____

Phone: _____

E-mail: _____

Comments:

Need a route to Mililani / Need to take trip to Vancouver Canada. or ride the ALRT

_____

_____

_____

_____

_____

_____

_____

To Whom It May Concern:
Below are a number of my suggestions and criticisms of designing the new public transportation here on Oahu.
First let me say that after living there for over 30 years I moved here from Washington D.C. / Northern Virginia, so I have some experience in dealing with unimaginable traffic. I also lived through all the changes in traffic designs that had to happen. From Metro Rail, Highway bypasses, timed traffic lights during peak traffic hours, converting four way intersections that would bottle neck out of sight into over/under passes to keep traffic flowing with out having to stop for a light. Pedestrian bridges and tunnels built so you don't stop hundreds of cars in both directions just to let a couple people cross not to mention it's safer for the pedestrians. The one thing I have noticed about the local vibe on the traffic problem and inevitable growth is there is no forward thinking done in this state. It is inevitable that our traffic is only going to get worse. The design from the beginning has been terrible to say the least. When we came here on a house hunting trip I really noticed how bad your public transportation was and how limited and inconvenient it is for your average traveler. It would nice to be able to get on a train from downtown Waikiki and go up to the North shore and visit for the day on the beach then come back and go back to your hotel and enjoy the nightlife on Waikiki. Instead on any given day not to mention the weekend you spend the majority of your time in traffic. This is a once in a life time for some people to come here and others like coming back annually I've met both. All of them complained about the lack of a rail system and one couple said they would never visit this backwards thinking Island again because of the traffic situation and the amount of time they spent in it instead of vacationing.

My wife and I talk about the situation with our neighbors and colleagues that moved out near us in Ewa Beach, Ocean Point. The number one topic is Ft Weaver Rd. Why is there never any forward thinking on traffic design? There should be no four way intersections instead all the intersections should be over/under pass to keep the traffic flow outbound and inbound flowing. Why is there a traffic light with no intersection so a couple usually only person can stop traffic to cross the road when there is a bridge already there less than 200 feet away that a pedestrian under pass could be put at alleviating the stop of hundreds of cars for usually one person? There are hundreds if not thousands of new homes that are being built from this side of the island that will only add to the problem. The new Kapolei parkway that is being built is not going to utilize over under passes but instead and again use untimed traffic traffic lights that will be bottle necks again every morning and every evening. Also is there a plan of action if lets say a tsunami was to hit over near Ewa Beach. How would all the cars get up the hill towards Kunia? Let me answer that one for you as well. They wouldn't. There would be bottle necks again at the two biggest intersections in the middle of Ft. Weaver road and thousands would die because of the lack of forward thinking by our Government and Dept of transportation. Even if they changed nothing in design timed traffic lights would help keep traffic moving at the peak hours. Instead they always change too quickly and frequently giving the side streets the right of way. I have called the Dept of transportation to ask them about this only to be told they done traffic studies and it doesn't warrant any changes. Are you kidding me! Who did the study? And when, at 10:30 in the morning? Once again I could go on and on about the lack of forward thinking by our Government and department of transportation. It's time to realize that the problem is here it is going to

get worse so make this place the kind of city people want to live in and visit. Do some traveling and study other designs. But design it right make it as convenient and modern as possible use some forward thinking. Everybody is complaining about how much we are going to have to pay for it. Use some forward thinking and change some ways in witch you collect taxes and not just from the citizens but from the developers and the visitors and the Airlines and the Hotels and the students and all the people that will reap the rewards of a state of the art well thought out public transportation and highway system. Why do we not have a Lottery here? Sure charge every ticket on the Airlines. Raise the sales tax to 7.5% for Non residents and leave the existing sales tax where it is for residents, a Kamaaina rate for residents. Make developers to pay a certain amount for every house they build. Ask the hotels to put a surcharge on every person that stays there. There are hundreds of ways of collecting the money with out taxing the residents here on Oahu. Use some forward thinking and then put it to a vote. Let the people decide.

Now for the design:
It would be nice to have a modern train that goes all the way around the island. If it can't then one thing is for sure. Putting finger lines down Ft Weaver Road and up towards Kunia as well. Finger lines All the way down the H2. These are major veins where people could come out of their neighborhoods and get on a dedicated system that takes them to the main train line. Make it easier to get to and more people will use it. A campaign on the TV and radio to get slower traffic to get out of the left lane! You have commercials for safety and other issues now put some on for getting slower traffic to move over. If you look t an aerial shoot of traffic you will see that the traffic is staggered all over the lanes keeping faster traffic from getting by and backing things up. Education on lane educate here on this Island is a huge must! And won't cost that much. Use the left lane to pass then get over if you are traveling in the left lane and a faster moving vehicle comes up on you get over and let them pass. Motorcycles should be aloud to split traffic. Especially on stop and go situations. Have more meetings like this to get the suggestions you obviously need then use some forward thinking and Implement it!

Sincerely,
Paul Zavada

Appendix E Scoping Meeting Oral Comments

December 13, 2005 Scoping Meeting (Neal Blaisdell Center)

List of Speakers

Eve Anderson
Pablo Wegesend
Jan Bappe
Chad Taniguchi
James Nakano
Linda Starr

Ian Capps
Richard Port
Sherman Kwock
Richard Kane
Dale Evans
Lane O. Sato
Amy Kimura
Jayson Chun
Katherine Kupuka`A

Transcript of Oral Comments

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
PUBLIC SCOPING MEETING COMMENT
Neal S. Blaisdell Center, Pikake Room
777 Ward Avenue
Honolulu, Hawaii 96814
Tuesday, December 13, 5-8 p.m.

BEFORE: ELSIE TERADA, CSR NO. 437
Certified Shorthand Reporter

Eve Anderson

I understand the state apparently is only talking about this light-rail thing, but we have to also look at a fly-over asphalt roadway over the freeway, then the bus, express bus will come from all the different points coming right to town. They off-load their people right downtown and then the other shuttle bus will take them to the offices.

If we use the other suggestion was asphalt, buses, and then people could pay a toll fee and ride on top, but if we do that, it will be jammed with people on top, the buses would get stuck, and when you get to the other end in Honolulu, it's like a funnel, because you got Nimitz and all the other highways that are jammed, now you got the top.

So this fly-over has to be only used by the express buses, and they can come from all the different spots starting at 6:00 in the morning, so the people there don't have to get up at 3:00 in the morning and get in their cars and sit in that traffic. They can come in, in the bus, if it didn't have any traffic, would come shooting right in, then turn around and go back. During the rest of the day, the schedule can be altered, maybe the bus goes every hour, I don't know.

But also, the emergency vehicles can use this. When there are massive accidents on the freeway like we see and it's tied up for five hours, the police can route people onto it. If there's a big event at the Aloha Stadium, people coming from both sides could get on this bus and shoot right out. So it gives us a lot of flexibility.

If we do the light-rail or whatever they're going to call it, we have to buy a whole new technology, pay for the buses, because that's still going to go, and then pay for a whole new technology, and I don't think enough people are going to ride that.

So if we keep the buses rubber-tired, they will clearly run back and forth, and then after rush hour, the taxis can use it going to the airport. You know, I'm going home and I see an ambulance trying to get through rush-hour traffic, they can't do it, but they could scoot on and then fly over right to downtown.

So I hope they consider that. I know apparently the state, not state law, but the resolution or whatever they pass, it's asking for only the light-rail, but I think our team has to also look closely at a fly-over asphalt, maybe three lanes above the freeway shooting right through.

Now, the students can get off downtown and get right on the bus going to the University of Hawaii, the buses that we already have on the surface streets. It will be like a terminal, so other buses could come and then go right to Waikiki. So this shuttle bus would only come along the whole corridor down, and it would fly in. It would take 45 minutes for a ride instead of the two hours of traffic, five hours, you know, when there is an accident. Nobody is talking about that.

Cliff Slater is talking about paying a toll, so anybody could ride it, but the more traffic we put on it, then it just gets clogged up again. And if we're going to get the buses and cars to off-load in Honolulu, everybody will be stopped, you know, it won't make it any faster.

So in order for people to ride it, they have to know they can get up in the morning and get to the bus terminal at, say, 6:00 or 7:00, and they'll be in town at eight o'clock for their meeting, you know, one-hour ride or 45-minute ride; and the first runs would start way out, and then another bus would start at the next, Waipahu or Pearlridge, you know, so people from those valleys could just get on that bus. They don't have to wait for the Ewa bus to come up and pick them up, and then the people running this would then fix the schedules.

It wouldn't run every ten minutes, but during the rush hour, afternoon and morning, in the morning it could be, I don't know how many lanes, I'm saying three lanes. Two lanes could go to town if there's that much traffic, and one go out, and then reverse it. See, what Cliff Slater is saying, everything going to town in the morning, and then noon, everything goes out, but some people want to go the other way.

So anyway, I don't hear anybody talking about it and I really would like them to look at it, even though that's not on their game plan. Thank you.

Pablo Wegesend

My main concern with building the light-rail project is that you got to move people out of the way, to make room for the light-rail, to make room for the light-rail stations. So, like, who is going to be forced out of the way to make room for it? Could be homes, could be businesses, and it will cause a lot of unnecessary trauma and lot of resentment among people who are being forced to move out of the way, to make room for a light-rail and light-rail stations.

And it's also a special concern to me because I live right near U.H., and if they plan to build a light-rail station near U.H., so, would I have to move, and will it cause a lot of inconvenience for me and my neighbors? And for moving, like it's going to be hectic just to find a new place to live. So it's going to cause a lot of unnecessary problems. That's all I have to say.

Jan Bappe

Well, mainly, I just want to say if they're going to do it, do it right, in the first place, not add things later. They have studied this enough for years, and they have gone around the United States and Europe, even, to study mass transit. And I'm saying this because one of the men over there was saying that we'll add things later. Like there's already the need to go to Mililani, because many there do work in town and every day they face that traffic jam, and on the radio they talk about it, at meetings they talk about it.

I just think all those corridors that they think the potential is there, should be considered right now, not five years down the line, ten years until things get worse and worse, because that's what they've done with the bus, they wait until the problem occurs, big problem, and then they will try to resolve it. You know, they could have prevented it.

I rode the bus. I moved here in 1948. Out of those about 27 years, I rode the bus off and on between cars and whatnot. And it's improved a lot.

With our suggestions, even, they didn't pay any attention. They knew there was a complaint and need, but they're down in the office, where they don't have to deal with us. I hope they will listen to the people as much as they possibly can.

Chad Taniguchi

No matter what alternative is chosen, there needs to be safer bicycle and pedestrian pathways. I'd like to see those pathways alongside the main line, more parallel to it, so that people have an alternative that if they don't want to ride whatever mass transit is there, they can walk along that corridor safely and they can bike along that corridor safely.

It's really not that far for a biker to make the whole trip because they're just physically bicycling it, but the difficulty for a bicyclist is not the physical terrain but the cars and the traffic lights, and the danger that comes with that. So if this safe alternative can be provided at the same time that this thing is built, then it's going to have a long-term impact and, you know, it doesn't take much to maintain a bike and pedestrian path. It's not like cars, which wear out pavement, the bicyclists and walkers are really light on the pavement.

And the other thing is, to get bike paths and walkways from the neighborhoods to the main transit so that if people want to get from their home to the main transit station, then they have an easier way to get there by walking or biking also.

And finally, on the transit system itself, they need equipment to hold bicycles so that bicyclists can ride the transit from one point to another, get off, take their bike off and then go wherever they want to go.

I'd like to see the study cost out the alternative of having bicycle- and pedestrian-friendly facilities so that you can compare how much providing the bike- and pedestrian-friendly facilities will be, in contrast to the main line.

If we can do this now, that is, make bicycle- and pedestrian-friendly facilities, then no matter which alternative is chosen, you're going to provide for people to exercise, use less fuel, and enjoy their lives better.

James Nakano

How I'm addressing this is, first, these are all saying a hundred percent growth in the Ewa side and deviating traffic coming from the Ewa side, they haven't pulled enough people from the west side and Mililani area, why they're coming into town. Are they students or do they work for the government, what specifically are the reasons why.

My proposition is to have satellite offices in the Ewa Beach area, on the west side area, and giving tax breaks from the state or federally to companies, to have satellite offices out there as well as universities or schools. Also, in providing flexible hours for state officials or state workers, that they're able to stagnate the time when coming into town.

By offering tax breaks to companies, I think it's going to give them financial incentive for them to open offices out there. Every one of the alternatives is raising somehow taxes to people that aren't affected; Kailua, North Shore. They have to pay for this, any of these rapid transit ideas.

I do see that traffic does need to be alleviated with alternative means, but instead of financially spending billions of dollars into these rapid systems, why don't we just develop into that area, and people don't have to go, they can go opposite way of traffic coming from Mililani or Salt Lake area, they can drive into the Ewa Beach, Waianae area for their businesses, University of Hawaii, if they have their satellite school there. These are all opportunities just for government people there. People can make choices if they want to go to U.H. or stay on the west side.

The other thing is I saw the population growth, it says there was a hundred percent growth in the Ewa Beach area or Waianae area, but what's the population right now? Is it 200,000, 100,000, what? That area is still so undeveloped in certain areas.

I'm thinking instead of giving it to a lot of the hotels, start giving it to businesses where they can make actual economic development, you know, possible prosperity for people over there. It alleviates gas problems for people driving, because lot of these rapid transit systems, I don't think people will use. I mean, the bus is a perfect example. It's not a perfect system, but it's not a mass system at all, by any means, for a lot of people, especially those who are paying $2 a ride.

That's kind of what I wanted to say, just to have at least a tax break, satellite offices on the west side.

Linda Starr

My name is Linda Starr. I've been involved in traffic issues since 1987. Actually, I worked for Department of Transportation from 1971 to 1979. And my concern is that we have to find out why people get into their cars. There's a saying that people are in love with their cars, we have to find out why they have this love affair with their cars. I did an informal survey, and I found out that people on the Leeward Coast get into their car because, first, they have to get to work, but after work, they want to go to Ala Moana Shopping Center, and then after that, they want to go to Ala Moana Beach Park, okay?

What it is, is on the Leeward side, they don't have any structured shopping centers. They have a dozen strip malls, so the person has to know which strip mall to go to, park their car, buy it, get back into their car, go to another strip mall, buy what they want, get back into their car, go to another strip mall, eat their dinner, get back into their car, go to another strip mall, and go to a theatre. Very inconvenient. They'd rather get in their car once,

park their car once, Ala Moana Shopping Center, and then do whatever it is that they want, do shopping, you know, or dining.

And then on the weekends, there is no family-oriented beach park. All the good beaches on the Leeward side are taken up by the private sector, by the Ihilani hotel, by Paradise Cove, by the military, by the state, by the water park. There is no good recreation for families. In order for a community to be a second community, not only do we have to have a place where people work and live, but work, live, play, go to good schools.

Right now, for the last 50 years, the Leeward side has what you would call the plantation image, the blue-collar image, and people want to be in the middle class.

The Legislature needs to spend the money or the D.O.E. needs to spend the money so that the schools on the Leeward Coast are given the comparable share as downtown or East Honolulu. When they do the survey of broken-down schools, they're almost all Leeward schools.

Also, the transportation, the transportation roads, they're all minimally qualified roads. There's no median dividers with landscaping. When they need road-widening, they just add more lanes with concrete barriers, if that. Lot of times the only thing dividing oncoming traffic is the magic yellow line, and as a result we have head-on collisions, we have pedestrian deaths. We have the minimum construction of roads. Whereas as you go into town, Waikiki, Kahala, East Honolulu, you have enhanced roads, you have wide sidewalks, you have landscaped medians, you have paradise. Whereas you live on the Leeward side, where 60 percent of the people are, all they have is a concrete jungle and not much more.

So, in summary, instead of just looking at traffic, find out is it the cause or the effect, you know. So I think it's just the effect, find out what the real cause is that causes the traffic that causes people to have to get on the road. In order for a

second city to be viable, the second city must incorporate the whole family concept of living, working, worship, school, play, entertainment.

My involvement with transportation issues came to a peak during the 1991 Kalanianaole Highway widening project. I was involved in testifying before City Council when State D.O.T. was applying for their S.M.A. for the project. My testimony essentially said thank you D.O.T., but no thank you. Originally what they wanted was they wanted six lanes of road with no median barriers. So what I did is I came up with three sketches showing how the right-of-way that was acquired could be redesigned to incorporate landscape medians and landscape shoulders.

And after about a year of testifying, the City Council finally gave conditional approval to State D.O.T., and at that time, the director, Ed Harada, approached me and said, "I like what the D.O.T. is coming up with," because, in essence, they took my three sketches and they combined it to come up with what you see on Kalanianaole, East Honolulu today.

BEFORE: JOY C. TAHARA, RPR, CSR 408
Notary Public, State of Hawai`i

Ian Capps

I've lived in Hawai`i now for four years. My wife was born in Waipahu and went to UH before travelling around the world. And we met in New York.

Both of us, and particularly myself, have lived in major world cities and U.S. cities all my life for many years and months at a time. And there is no major city in this world that I know that has succeeded without some form of rapid transit service.

Honolulu is now the 11th largest city in the country and is growing at a fast rate in a very narrow congested area. It has no chance of surviving as a viable expansion city unless it has a fixed rapid transit system.

Every city which has tried to solve the problem,

starting with London, by increasing the highway system, even when there is space, has discovered that the new highway is out-of-date by the time that it's built. At the moment, there is very little space to build new highways in Honolulu. The time to commute about 10 miles into the city is often more than an hour, which is worse than any other major city.

There is no space, and there will be no solution by simply expanding the highway system or even altering it to allow rapid limited access highways for bus systems and paying travelers, paying motorists.

If a fixed rapid transit system is put in place, then the road system can be managed in order to maximize on the rapid lanes and the bus service and all systems of people-carrying will improve. You understood me, right?

My personal experience favors a light system which is environmentally and, in terms of consumption of energy, as efficient as possible which probably means using monorail or magnetic levitation systems. The magnetic levitation systems; you know about that because it's all around here, isn't it?

The congestion on the highways at the moment, and the future congestion that will occur, is going to reduce the productivity of the city's workers by more than the cost of introducing a fixed rapid transit system, in my mind. Let's leave it at that.

You can add at the end, this is all based on personal experience, over 60 years -- London, New York, San Francisco, Miami, Paris, Rio, San Paulo, Beirut, Hong Kong, and Sydney and Tokyo. I've lived in all those places. Thank you very much. Good luck with everything.

Richard Port

Now that the decision has been made to proceed on the master plan for transportation on O'ahu, the O'ahu Metropolitan Planning Organization must be visionary in its effort to come up with a plan whose execution will not be out-of-date by the time it is implemented. The Honolulu Advertiser made this same point recently in an article entitled, "[Here's] How to Derail Transit Plans This Time Around." OMPO must look at its proposals in

terms of how the plan and the planners will be perceived 50 years from now.

I spent much of this summer in Boston, and I think that when OMPO looks to the West Coast or Asia, you may be looking in all the wrong places for a solution. Boston has not only put its rail system underground, it has just eliminated its elevated superhighway and placed all its inbound traffic underground, leaving room for 28 acres of parks and green space where the highway used to be.

Like Honolulu, Boston's underground is in very close proximity to the Atlantic Ocean. And in some places, is actually in the Atlantic Ocean. In one location, the transit system is only 10 feet below the underground highway.

In discussing the practicality of placing O'ahu's new transportation system underground from Middle Street to Kahala with two engineers and a geologist, they have told me that Honolulu's transit system can be placed underground. Therefore, I would urge OMPO to at least bring to Hawai`i one of the planners and one of the project managers from Boston to discuss how Honolulu could build an underground transportation system.

What are the alternatives? Place our new transportation system on-grade and you will eliminate present or future traffic lanes. Elevate our new transportation system above ground level and you will reduce site claims and create another downtown Chicago, reducing Honolulu's attractiveness for our visitors and locals alike.

A person travelling between Middle Street and Kahala underground with four or five stops in-between will make the entire route in 10 to 12 minutes. Each stop can be under a major area of our city. For example, Bishop Street, Ala Moana Shopping Center, UH Manoa, Kaimuki, with a separate spur to Waikiki. This is very similar to Boston's system which has been built under skyscrapers. This can be combined with an interconnected bus system similar to New York City.

I hope that, at the very least, OMPO will look seriously at the alternative I have suggested, bring in to Honolulu Boston's experts and provide cost estimates for decision-makers to review. And I thank you very much for this opportunity to testify.

Sherman Kwock

My family's owned property in the Kapi'olani area since the 1930s and one of the line routes, or three of the line routes, actually, go along Kapi'olani and turn up University Avenue. I'm concerned that when the routes start taking shape, that the amount of property that they're gonna have to condemn will probably include our property, you know, 'cause it makes an up-turn in that area. So that was our main concern; it would displace us, take away property that's been in our family for generations.

It doesn't make sense if, in later years, that the thing doesn't have that much ridership and our family gets displaced or, you know, our property gets taken away from us. So it would seem like it kinda wipe that out, something that maybe, actually, if they can put it on the taxpayers. That's all.

Richard Kane

First of all, I'm here representing the Pacific Resource Partnership, which is the market recovery arm of the Hawai`i Carpenters Union. And Pacific Resource Partnership supports this whole idea of mass transit, and more specifically, the light rail concept of this mass transit.

We do, however, have several concerns about the presentation here and some of the information that may not have been presented. Let me say the good thing right away. There's not one mention of congestion which is a measurement that should not be used. It was not mentioned and that's something that's very positive.

Some of the other measurements that might have been included, but were not, we included reliability as a measurement. But they did not include, on this board here, headway as a measurement. And there are differences in the two; headway would be very important in terms of the frequency of the service.

When you choose between the three alternatives, especially the light rail and all the rest, some of these things, like the mass transit, make no mention of grade

separating. And I spoke to one of the representatives. He says, well, we're looking at either exclusive lanes or grade separations. And I think that distinction should be made known because I think that exclusive lanes might unduly influence pedestrian traffic; whereas grade separated overheads may not. So those are the things.

One of the project goals also concern me. Although this is inherently a transit conversation right now, when they talk about what they're looking for, is they're looking for Smart Growth. Smart Growth can exist with or without transit. This is a transit-associated growth and so it should be termed a transit-oriented development, which is more the correct term.

I spoke to a specialist again, and he feels the terms are interchangeable. But I think there are important distinctions to be made. That's pretty much my comment. That was very painless.

Dale Evans

First of all, as to this meeting, I'm disappointed because I think that, given that 10 million and the amount of time that will be spent on it, I think that it would have been more productive and helpful for it to be interactive. In other words, talking and talking out instead of just there's no dialogue. They cannot know what I'm thinking without being able to question me. And I cannot understand what they have presented which was supposed to be a study of alternatives or an analysis of different alternatives, and so I'm disappointed that, uh, the public or the community or stakeholders.

We are a stakeholder. Our company has been in business since 1938. We are a paratransit operator. We are a paratransit service; and therefore, we are what FTA defines as a stakeholder. And the general law requires input and participation by stakeholders, the private sector. Our company is a privately-owned small business, woman-owned, a paratransit service company since 1938.

I have several questions. What is the problem? What is the city trying to sell us? What is the project purpose? What the goals and objectives and assumptions are?

And so I feel, I believe that one of the assumptions

was that we were going to improve our transportation and traffic. And my sense of what has been presented is that we will be worse off. The people of Honolulu have to understand that we will have worse traffic congestion, just like they have in Portland.

It troubles me that this is more about passengers than about the movements of -- the diverse uses of roads and the different transportation needs of users. Users are not only passengers. Users can be businesses. It could be deliveries, freight deliveries. It could be motorists. It could be truckers. It could be people. And it could be people who are not able to ride the bus but need to go door-to-door, because they are too young, too old, too infirmed, too demented, to ride transit. So, to me, this is not a challenge for transit as far as a challenge to meet diverse user needs.

I was reading the project purpose, and they have defined the project purpose as to provide improved person mobility in the highly congested east-west corridor. But that's not the problem. That's not the purpose. The purpose is to relieve traffic congestion so that you can move, you can serve diverse transportation needs better and more efficiently and quicker. So I question the person mobility statement.

It also says that the purpose is to provide reliable public transportation services in the corridor. But what about the other services that are used in the corridor, such as freight, motorists, paratransits, the vast, vast array of uses?

And then it says the purpose is to serve areas designated for urban growth. I'm puzzled by that because we have existing needs that are not being met. They don't even mention existing needs.

And then the project would provide an alternative to private automobile travel. But what do we do with the motorists today, the people who are using the roads today? I mean, I'm just baffled. This is not the way that I think transportation service companies look at transportation. I'm just baffled why engineers and consultants look at the transportation business this way. I'm very puzzled.

And so I feel that they have summarily dismissed the alternatives that have been talked about. I believe that the managed lanes they are suggesting is nothing more than like

Hotel Street transit mall, one lane in each direction only for buses. Even though they say, oh, we're gonna have transit buses and we're gonna have paratransit -- and oh, we're gonna charge toll for motorists that fill in the empty spaces; but during peaks, there's no empty spaces on Fort Street. And they're talking about spending all this money for something that's not gonna improve traffic.

So I'm questioning whether these people are truly doing an alternative analysis. There is only one alternative that they are producing, and it's a nonexisting alternative today. They're not talking about all the existing modes today. They're talking about a nonexisting mode for tomorrow which may or may not happen.

I think that why traffic congestion is a problem is because public safety and security are compromised due to poor roads, insufficient capacity that lead to accidents, injuries, death, loss of property, loss of business, income, and loss of job opportunities and loss of quality of life. And I believe that the public safety, the quality of life need requires that we be able to address the traffic congestion that we have today or else we're gonna end up worse. So that's about it.

Lane O. Sato

I would like to say I'm surprised that no one has considered putting a two-lane highway in both directions, run along the South Shore of O'ahu from Wai'anae to Waimanalo and further on to the North Shore if necessary. It seems to me the main problem is too many automobiles on the island. That's nothing to do with mass transit, buses, rails, or whatever else there is.

I don't think people can give up on their cars. You know, there's over a million automobiles on the island. That's not gonna change. So, to me, the best solution for this problem is to run the two-highway along the South Shore. Of course you're gonna have people complaining about ruining the view and whatnot, but I think they could build it far enough outside where it won't affect the natural, for the surfing or, you know, stuff like that.

The other reason I suggest this is because in Florida, they have a lot of causeways that stretches for miles and high

enough to let big ships underneath, and it hasn't seemed to fail in areas that they have these causeways. Also in Louisiana, across Lake Pontchartrain, they have two-lane highways that stretch for 40 miles across the lake from the main land to that peninsula thing of Louisiana, and that hasn't been affected by any natural disaster, hurricane, or anything. It's still there. They still use it. If they can do some kind of engineering feat like that up there, I don't see why we cannot consider doing that over here.

That's basically it. But the main thrust is too many automobiles on the island. I don't think people gonna give up on that, driving their cars. So it's mainly to alleviate traffic from the land and divert it somewhere else.

Amy Kimura

Well, I want to suggest that a lot of these charts -- which aren't in the handout we got tonight – be included on the web site quickly and not just before the deadline. But if it's submitted in the next week or so, it would give us more time to look at before we submit our comments because you need the charts in order to understand some of the reports that we got tonight. But I know they cannot provide us with these kinds of huge charts, but if they had it on the web site, we could look at it ourselves in color. That's all.

Jayson Chun

Please make any technology used quiet and safe. I know people can get hit by light rail trains going by and cars can get hit as well. So please consider something that runs separate from traffic.

One more, then I guess. I already submitted my written, so. It's going to be please consider servicing any new UH West O'ahu campus and tying it to 'Ewa Beach and Kapolei community so it's easy to access. That's it. Thank you very much.

Katherine Kupuka`A

I don't like any of the -- anyway, I'm against a fixed rail system. I guess the best solution would be to enhance the bus system. I don't believe that they should even think of having a rail system going from Kapolei all the way to UH when there is a bus system that goes to UH and I see the bus not even filled with passengers, right, at times when I seen the bus going from, let's see, the transit system in Kalihi all the way to UH. I don't see it filled with students or, you know, people who would travel to the UH.

Another thing is we have the UH West O`ahu being constructed in Kapolei. Why would we need a rail system going from Kapolei to UH? It is too expensive. Anyway, that's about it.

December 14, 2005 Scoping Meeting (Kapolei Middle School)

List of Speakers

Leonard L. Kama
Maeda Timpson
David Lemon
Delta Westcot
Senator Brian Kanno
Dana Jones
Senator Will Espero
"CC" Curry
John Claucherty
Dan Mita
Charlie Bracken
Linda Young
Terry Slattery
Paul Zavada
Catharine Lo

Jo Ann Abrazado
Alan R. Gano
David Mercil
Glenn Oamilda
Ed Alakea
Ann Freed
Melvin Uesato
Richard Mori
Dick Porier
Clarence Nishihara
Irvin Sugimoto

Transcript of Oral Comments

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
PUBLIC SCOPING MEETING COMMENT
Kapolei Middle School Cafeteria
91-5335 Kapolei Parkway
Kapolei, Hawaii 96707
Wednesday, December 14, 7-9 p.m.

BEFORE: ELSIE TERADA, CSR NO. 437
Certified Shorthand Reporter

Leonard L. Kama

I had one concern, and my concern is why Waianae is not part of this transit. According to your board over there, it shows that Waianae has 80 or more percent of job, heavy traffic. And several years back, we tried Navatek over here. They tried to run them out of Kapolei, whereas we shuttled the bus from Waianae to over here, at the harbor, and from there they ran into town. But when they had an accident, they shut down the road.

So my concern is that if you get something like this, and if they looking for heavy traffic, people, especially working people, and kids going to school on the west coast side, from Makaha all the way down, you have a density of people there compared to what they have on top of the road right now. That is one concern.

The other concern is why they don't bring the university down over here, the west university they said was going to be here so long ago, but we neva get 'em yet. And then we cut one portion of the traffic going to town, especially the kids that are going to the university. Lot of them decided instead of going to the university, end up at Leeward College, but that is over-jammed, and that is filled up in no time, so the rest that get stuck, gotta go all the way to U.H.

If you really want to take people off of the road, and especially for the school kids, I mean, that's one option, by that coming out of here, which was promised back in the '90s.

And the other concern is who decided the route of where this transit is going to go? And I understand because this is a second city, that's why there was one other option why they chose Kapolei going through. Has anybody thought about since they tried it by sea, they know that there is no traffic out there.

What about running, if they do run this rail thing, why not running something like that in the commercial that they've been showing on T.V.? If you look at it real good, you'll find that the transits

running right next to the bridge, by the water, and if they can do that, it will actually cut the thing, the traveling space in half. Instead of going around the bay, you can go from Kapolei straight to Honolulu, and it might interfere with the airlines, but they have that all over the world, train tracks and airlines. I mean, just looking and observing, this is my comments.

And the last one is why the mayor not here. He was on NBC last night. I remember when he was here when he wanted to get in, and the community was all for him. But it's kind of disappointing that he's not here. If he's not showing any interest in this, and I looked at it, the bus isn't doing a great job right now, but that's another problem that they have. Thank you very much.

Maeda Timpson

Looking at all the different options, I'm not totally happy with any one in particular, but what I would like to see is a possibility of getting Ewa Beach into the mix, so it will be Kapolei, West Oahu. I mean, you have to do West Oahu. It would be foolish to not have one of the options going through West Oahu. So I think we need Kapolei, West Oahu, and Ewa Beach, because those, unless you cover all of them, the other community surrounding will still have all of the traffic roads.

But as a neighborhood board, we totally supported this whole transit project, and we're going to follow it pretty close and want to be supportive of it and do whatever it takes to come out and have our say, but we really would like to see if we can add everyone in.

So Option B is good. We could sort of live with D, but my first choice would be to have it all, you know, Kapolei, Ewa Beach, and U.H./West Oahu.

David Lemon

I'm very concerned that we're not driving the whole concept to eliminating automobiles, so driving to the train station does not eliminate automobiles, it just means I park it in a different place. So the design concepts other than the TSM Alternative 2 is the only one talking about feeder bus service. But we need to design the whole concept to get rid of automobiles on the island, so that I don't have to drive anywhere, that the system supports my transportation needs locally as well as for commuter traffic.

So when I don't have to go to a shopping center, I don't have to get in my car, I can eliminate the car, but I need feeder service between my home and my shopping center and those other attractions other than commuting to and from work.

So right now, 40 or 50 percent of us are in retirement ages and we don't need to commute to work, how are you providing transportation services to support the local community's needs from home to shopping centers, from home to my food stores, to home to my sports attractions without having to get involved in a long transit to commuter rail service to Manoa? I don't go to Manoa, I don't need transportation in Manoa. I do need transportation to Foodland.

Make sure it's included in all the transportation studies so that we can get rid of automobiles and we provide local support for local transportation needs and connect with the longer transportation in the mass transit system.

Delta Westcot

I just want to say that it's important that since we are now paying extra taxes, that this one alternative and preferably the simplest alternative be implemented in order that we can have something. Because we have done six different studies over the last 20 years or so, and nothing has eventuated out of all these studies. Huge waste of the taxpayer money, and I want something to happen so that we have some

kind of rail that even if it's just a simple system to start with, that takes people from Kapolei to U.H., to Waikiki and back, and it needs to happen this time.

Because we're now paying more taxes for it. I'm not going to pay taxes for surveys that never have any product. Why should I? The sooner we do it, the better; otherwise, I'm going to be dead. I'm already old. I've been waiting 20 years. I want it so I can use it.

Senator Brian Kanno

Well, first of all, I think that one of the most important things is to have the route go to or along U.H./West Oahu site. I think, and then, of course, we'd like a stop that serves Kapolei well. Looking at the options, I don't see one that is really optimum at this point.

And I think one of the other things that I wanted to see, if possible, was, could there be an alignment that serves U.H./West Oahu along with the Fort Weaver corridor? I think that Kapolei, being the secondary urban center for the city, for the island, I'd like there to be more community discussion about the routing in the Kapolei portion by the Kapolei community because the route, I think, is going to really determine the future growth for our area and it's going to have a huge impact on everyone's life, and so besides this meeting and then public meeting next year, I would like to see a community effort. I don't know if it will be by these organizers or it will be a community-based effort to have further discussion. And I would hate for the decision to be made by people from outside of our community about what the route is, in our community specifically, and so I don't know what the process is, but by looking at the four routes, I don't see one that's ideal, and I would like there to be the maximum amount of community participation in determining the route in this area.

Dana Jones

I'm from Atlanta, Georgia, and I lived through 25 years of putting our mass transit systems in. It doesn't work. People don't use it because it doesn't stop at the right places, and where it does stop, there is no parking available. Parking, to get on the transit system, is anywhere from 5 to 15 dollars a day, plus the $2 to get on the transit system one way, and then $2 to get back to your car.

So if you're going to do this, you need to have parking available, you need to have kids who ride available, which you don't even have available for your bus system at this point. So, there's nowhere to park, catch the bus, if you wanted to take the bus into town. On a catch-22, you gotta have space to put the cars that are going to catch the transit system.

Atlanta has sold all their parking lots, so no one no longer uses the rapid transit system because there's nowhere to park, to get on it. So I know that taking my mother in the bus systems here in town, I can't take her to the bus stop at Kapolei and park and wait for the bus to come, with her in the car. I have to let her off at the corner, she has to walk across the street, across traffic to catch the bus. There's nowhere to park, so that's the main, huge problem with the land and it's going to be a problem here.

I like the idea of the toll roads, those work. Four hundred in Atlanta works much better than MARTA works in Atlanta, and it's good revenue for the city, and everybody pays for it that lives in the outlying areas and they're the ones that use it the most, so they should pay for it.

Senator Will Espero

I believe that there is a strong, strong need for an elevated rail system for Oahu. The system should have been built 10, 15 years ago. Unfortunately, we didn't have the political will then, and now is the time. For the last 10, 20 years, traffic on Oahu has gotten much worse, particularly for those of us who live in West Oahu and Central Oahu. With government directing growth and development to

this area, more people are moving out here and having to drive in, or some people, they do think it's a crisis at this stage.

A rail system will not alleviate traffic. We will always have traffic, but it will give people another option, which they currently do not have. With the rail system, you won't have to worry about traffic accidents on the highway, stalled vehicles, debris on the road, inclement weather that slows down traffic. You're looking at a system that should run, should be fully automated and would run smoothly, consistently, on time, and provide that alternative for those that don't want to use their cars.

There are several options here, and I believe the route going down Fort Weaver Road is a strong contender, as well as the one going down north/south road, and that would connect to U.H. West Oahu, that's also a very good route for the people in West Oahu.

But it definitely must go to downtown, Waikiki, U.H. Manoa, maybe as far as Kahala Mall, and on our side here, up to Mililani, go through to build this as the transportation system for the future, for our future generations.

What will we be using 50 years from now, a hundred years from now, we expect more cars on our roads where we'll have something that the people will be able to use. Projections also show that in 25 years we're going to have an additional 250,000 people living on Oahu, and where are those people going to live? West Oahu and Central Oahu.

So we need this now, we needed it yesterday, and I'm willing to work with our mayor and council to make certain we do this right, and that we do build a system that will help us economically and deal with our transportation problems and give our residents a system that they will use and be proud of.

"CC" Curry

CC Curry, Interagency Coordination Councils,

Voting Agency with the Citizen Advisory Committee, Division of OMPO.

We really, really strongly prefer the 4C corridor, the one that includes Ewa, Fort Weaver Road, because the most logical reason on the planet, it's the highest growth on the whole island, it speaks for itself, that it has the most gridlock and has to have the future transportation infrastructure more than any other corridor alternative.

In addition to the 4C alternative, we want to make sure that the $5.2 million, which both Alaska and Hawaii received 5.2 million every single year because they're not in the continental United States. So the 5.2 for the Wikiwiki ferry was only used for the Wikiwiki ferry one year, and all the other times it's being diverted to the airport.

So in addition to the 4C corridor choice, we want the Wikikiwiki ferry returned, which is already funded. It's not a matter of getting money or asking for money. We just don't want the money that's funded or it diverted to other purposes. We want it to go in addition to the monorail, and that's what we prefer is monorail over any other type of rail.

4C corridor, Wikiwiki ferry, and paratransit. They're in noncompliance, we've got a federal noncompliance award against Handi-Van, but yet they're not improving, and it's not money again. It's just internal improvements or paratransit, which is Catholic elderly van, which is also getting federal money.

Hand-Cab, all the different paratransit, Malama Lima, but Handi-Van is in the worst shape of all and needs the most improvement.

John Claucherty

We need the train. It's foolish not to put up a train system in Honolulu. If you want this to be a real city, if you want a Chinese corporation to invest here and make some other industry besides military and tourism, then build the train. The capacity of Honolulu has met, that's why we built the Kapolei in the first place. We were foolish not to involve engineers at the time and lay out a long-term plan. There's however many thousands of acres of cane field out here, we open it up to building neighborhoods, and the neighborhoods are going to get built.

Okay. So let's act like we have learned our lesson and build the train. Okay? I'm a commuter. I live in Makakilo, I work in Halawa Heights. If I leave at four o'clock in the morning to go stand watch, it takes me 20 minutes, maybe 22 minutes to drive in the gate at Camp Smith. If I leave at 5:30, it's a lottery, absolute lottery. If it's raining, there's no way I'm making it to work on time, because there's going to be a wrecked vehicle, there's going to be a stalled vehicle on the H-1, and it's going to be backed up, all the way back by Fort Weaver Road.

So, personal opinions. If I was married still, and we had two vehicles, living out in Makakilo, and I'm going to drive downtown to work, and she's going to want to be able to go to the grocery store and whatnot, feed the kid, right? If you build the train, if I can ride the train to work every day, my family doesn't have to have the expense of the second vehicle, right? If you build the train, my vehicle is left at home or my wife has got the vehicle, and I go downtown, and if 30,000 of my best friends are doing exactly the same thing, then there's 30,000 less vehicles downtown. The capacity of parking downtown, right?

Dan Mita

After looking at all of these displays, I've come to the conclusion that they haven't really looked at the basic problem, the basic problem being that

there's too many cars on Oahu. And seems to me they need to find out, go to each driver and get their feedback on what it will take the driver to get out of his car and leave it at home and catch some form of public transportation.

And I think the first, probably one of the answer is convenience. It has to be convenient to them to be able to go to a bus stop or whatever, catch the bus, go to some terminal point, which they talk about, and try and get that expressway into town or wherever they want to go to.

So, seems me that if they can find an answer in all the different areas on what it will take the drivers from those areas to use the public transportation system instead of the cars, then I think that that will result. It would cost money, I'm sure, but at the same time it won't cost as much as the rail system, I don't think.

And as long as they keep up the bus system, sure a lot of people are willing to leave their cars at home, use it only for weekends maybe, but at least during the rush-hour going to work, they can catch the public system. So there really needs to be that study, I think.

Charlie Bracken

We have an absolute need to change the very nature of personal travel away from private cars. You have to build a fixed rail, whether it's on the ground or elevated or we use the tunnel, because cars take too much energy, too much government service, and they waste too much time, and more and more of that in the future. And also because of the smog from cars, we'll soon look like every mainland city with brown skies.

Right now, all the children in this whole city, the whole island, all they know is the family car or waiting for the bus. We have to build an alternative for them, so that they have a future without a crowd that seems to be growing in all directions right now.

Honolulu is the only international city without rapid transit. New York City, Boston, London, Paris, Hong Kong, Tokyo, they all have them. And Honolulu, as we are without a rapid transit, is a poor little sister, and it's really sad that we have taken such a long time to get to this point, and I hope we do this right away.

And also, think about how pretty the view is, from an elevated rail. I've been on some other places like in Seattle, Chicago, and Los Angeles, and every time it's elevated, it's the most wonderful view, and Honolulu has some of the best scenery in the whole world. Even just a short distance up in the air, it will be such a beautiful view and people will ride this just for fun. Thanks.

Linda Young

Personally, I believe that we need a rapid rail system from the Leeward side going into town, and then going into a light-rail when we're in the downtown area. I believe that we could start in the Kapolei area, it has to hit Ewa Beach, and it also has to hit West Oahu campus that's coming up on this end. And then once you get the main thoroughfare going, then you can add spurs on, like bringing in the people in from Nanakuli and adding that on to the Kapolei route, and then also going up central, you need to go up to Waipio and Mililani area.

So another alternative, other than the plans that it's showing going up through Kapolei and up through Waipahu and Pearl City, is to run straight along the bottom and go right in from Kapolei into the Kalihi/downtown area, that would be another ride. So then you get the people from the Leeward side not even going into Pearl City and Aiea, and not even hitting and making more traffic for the people there. So that's another alternative that might be considered.

Terry Slattery

I'm a commuter riding the bus, and I would look at the alternatives proposed, 1 and 2, as being no different at all from what the conditions are now, so I almost view them as if you're satisfied with the options now, then you don't have to do all the rest of the work. From my perspective, I call them throw-away options. Maybe somebody would see value in them, but I don't.

And the issue with No. 2 in particular is that we have the means now to implement what it's suggesting, and we're not doing it because the system isn't disciplined, isn't resourced properly, and isn't managed in the refined way that it needs to, to allow it to be a feasible option.

So I come in and say to myself, we really only have three in the multiple options of four, I guess that those are multiple considerations but pretty much out of the same design. So I'm not really sure it's useful to project there's four alternatives, but I don't, as a person that does the commuting, think there is.

The other one is I wonder how they measure, and I'm going to use the term called "the psychological effect." If they put a route, let's say up Fort Weaver Road, and lot of people are sitting in their car and the transit system is passing them by, the effect that that would have of moving people from cars to the transit system versus having it along lanes that are less trafficked, because some of these pattern showed in areas that are not very heavily trafficked, and the enticement is kind of lost to get people to use it.

So, in that regard, I wonder if they do measure that, and whether that, then, has potential to be considered a factor or an element of analysis in the system.

Paul Zavada

Well, I wrote down my comments and I put them in the suggestion box, and I wrote them down before I came here, but I guess this stuff has been going on the radio and on the T.V., and I moved here from Washington, D.C., with my wife, so we pretty much come from the capital of traffic. And we lived there our whole lives, so we've seen all the changes they've made throughout the years and all the corrections that they've had to make for growth. And one of the biggest things I see here, talking amongst my friends and amongst other people, is the lack of forward-looking thought here in Hawaii as far as designing anything, and the way that they're going to collect the funds for it, I see a lack of that, too.

I mean, I keep hearing about tax the residents when there's a lot of alternatives. They could put like a kamaaina rate and leave the tax rate the way it is, and make like a seven and a half percent sales tax for visitors, and you have to show proof like with a license or some sort of military I.D., or whatever it is, show proof of residency here in Hawaii to get the normal sales rate; otherwise, you pay the seven and a half percent sales tax. They should put a surcharge on every airline ticket being sold, everybody coming in here, every hotel room being rented out.

I think that they could also do some things with just the regular roads here. There's a couple roads, one being Fort Weaver Road, where it's a nightmare in the morning, and I've called the Department of Transportation and they said they've done studies and it doesn't warrant any change. I mean, I don't know who's doing the studies or how they did the studies because it's insane. Every morning I'll get to the two main lights, and it takes me 45 minutes to get not even a mile on Fort Weaver Road.

And the way it's designed is you have the traffic coming from the side roads, they just keep flowing, keep flowing, and the people going this way, you know, you sit there and you see the light and it turns green, and you wait and you don't move, and it turns red, and it turns green, and it turns red, and

finally, after about the tenth light, you get through it.

They should put over-/underpasses all the way down Fort Weaver, all the way to the end, so that the side roads coming this way don't have to wait for anything, no lights, and the traffic going this way can constantly flow in and out and then just have off-ramps, you know, when you need to get off on whatever side ramps they are.

I also think that they should bring the rail or whatever they're going to use, as far as the high-capacity transit, all the way or something to get the people from, you know, down Fort Weaver to the main line. Whether it's more buses or whatever, just don't make it so people have to get in their car and drive to the main line, park in a parking lot, because it's going to take them just as long to get down Fort Weaver Road.

And I think another thing they need to do here is education on just some of the drivers, in general. I mean, you see all over the country these commercials that governments put out for safe driving or for aggressive drivers and how they're going to crack down on aggressive drivers, and maybe if they did a little education and maybe some aerial shots and showing how people here constantly drive in the left lane, and they drive slow in the left lane, and they don't get over.

I mean, if you really read the law, it says the left lane is to be used for passing and then you're supposed to get back over. Nobody does that, and none of the police officers here do anything about trying to enforce that law.

So, I mean, some education, some T.V. commercials, some radio, you know, somehow educate the people that, look, when you're rolling down the road, get out of the left lane, and if someone comes up behind you, let them go. Don't stop them. Your job is not to stop them. If they're speeding, let them speed, let them go, you know. You're only causing more problems by stopping, and then you cause the situations

of aggressive drivers, or a guy trying to whip out of a lane to whip around you, to whip back in front of you, when you could just simply get over and get out of th left lane.

I mean, if you look at an aerial shot, we took a helicopter ride, and you can see a group of cars going down the highway, you know, when it's not solid traffic, and you'll see like 50 cars driving and they're all over the lanes, rather than getting over, use the left lane, get over and then continue going, and you use the left lane as a passing lane.

Over in Europe, when people come up on the back of you, they flash their lights, you get out of at fault for it.

And so I think that that's another thing they need to do here, is some education to get the people to get out of the left lane, because someone told me that in Japan, the left lane is actually the slow lane. So I don't know if that's funneling over from Asia somehow to the island or what the deal is, but I've been all over the country, and people here drive in the left lane, you know, 45, 50 miles an hour, like no other place I've been in my life, so, those are some of my things.

And I think that they should put a rail system however they choose, whether it's train, magnetic, whatever, and I think they should put it all the way around the island. It would be nice for somebody to go to, like, Waikiki, and get on the train, go to the North Shore with his towel, get off, go to the beach, get back on the train, go back to his hotel, you know, then go out to dinner in Waikiki and not have to sit in three hours worth of traffic at Haleiwa on a weekend.

I mean, it's absurd that we're one of the states in the United States, it's one of the most sought-after places to visit, and we can't get with modernizing this. I've already had two people come here from the traffic capital of the world and say they're never coming here again because it's so backwards-thinking here and the traffic is so insane,

that they spent more time in their cars in traffic than they did actually getting to have a vacation. I mean, so when you have people coming here, to the best place in the world and saying that, I mean, something needs to change. That's all I got.

Catharine Lo

So my comment is that I would like them to include in their analysis of the different alternatives which options will be the most effective in relieving congestion not only in the short term but in the long term, because from what I've been hearing, none of these alternatives is really going to get rid of the traffic. So I'd like for them to consider at least which one has the best possibility or would eliminate the most traffic. And I think it should be made clear that just because we implement any of these systems, that traffic is not going to go away, and I think it's important for people to understand that.

BEFORE: JOY C. TAHARA, RPR, CSR 408
Notary Public, State of Hawai`i

Jo Ann Abrazado

I was thinking like if they're gonna do, like a rail system, instead of putting a rail system, would they be considering redoing the railroad tracks that go from Wai'anae to Pearlridge? And with that in mind, maybe what they can do is in Wai`anae areas, instead of making a park-and-ride in Kapolei, make it in Wai'anae and have them catch the rail system to Pearlridge and then catch the monorail from there to town. That way the traffic coming from Wai`anae and out from here won't be as heavy. You know?

And just even now, traffic is so terrible – by 3 o'clock when the kids get out of school. You know? And to get to the store, you gotta get there before 3:00. It takes you half an hour to get out if you're stuck -- or more.

But if they use the -- because I feel the railroad system is still there, why not just improve it, get a better

railroad, or what you call that, a caboose or whatever, the cabin, and maybe that way people don't have to drive to Wai`anae to town.

And if they put a parking lot at the end with security, I think people will feel much better because there's one in Kunia, nobody uses it because there's no security. You know. And that area is known for being hit with vandalism.

So if they do that kind of configuration, I think traffic will be much, much lighter. 'Cause now they want people to come from town to come to Kapolei, right? So it's gonna be even worse. But I think if this railway system be used, it won't maybe cost so much as to make the rail all the way down that way. That's it.

Alan R. Gano

I commuted from Waikiki to the airport before and then from Makakilo to the airport. And I know how bad the traffic has gotten, especially in the Leeward corridor over the last 30 years plus.

I really feel that we need a fixed rail mass transit. But I would also consider buses with dedicated lanes both on major arterials and on the freeway. The only thing is the labor request for buses would be much higher since your fixed rail is usually automated.

The only better thing I'd see about buses is that you'd have dedicated bus lanes which would actually take away lanes for vehicles which would force more people on the ridership on the bus mass transit.

But if we do go into fixed rail, I'm in favor of a route starting at Kapolei and maybe even by the time they're ready to build it, up to Ko Olina and going down Farrington Highway and Kam. Highway and Nimitz, with local trains and express trains. You have to have enough stops for local trains, and they have to have stops right near the gates at Hickam and Pearl Harbor and the airport so that you can get a lot of the people working at the military base, then the military people on it.

Then I'd like to see it continued through Kalihi and

Downtown and then spurs off to Waikiki and up to the university, with the university spur eventually going Kaimuki and Kahala Mall and eventually all the way to Hawaii Kai.

The most important thing though is if we go some type of fixed rail magnetic levitation, we've got to make it cost effective and we've got to conserve energy. Also the stations, the land that the stations are at, we've gotta try and use city, county, or state land so we don't have to buy land.

The stations should also generate electricity by wind power and solar. They have to provide their own electricity. The system itself should kickback electricity since anything using kinetic energy can make electricity.

I also feel that the stations should have shopping centers. The larger ones and even the smaller ones, those should be revenue producing. So we're trying to cut down any deficits, hefty operating deficits, to a minimum. And I think that can be done.

Basically, at this time that's about it. But I think fixed rail is probably gonna be more acceptable than the express local buses feeding into the dedicated lanes. In other words, if they're expanding Fort Weaver Road to three lanes, one of those lanes, the curb lane, would be buses only. You'd have to have fly-overs under the freeway. The left lane on the freeway would be buses only. So you'd be taking away traffic. I say that would increase ridership.

But I think fixed rail will get heavier ridership than people realize. When it takes you somewhere in-between 2 3/4 to 3 1/2 times as long to go on your own private vehicle as it does fixed rail, that's about the point where people start using the fixed rail. And it would also be a cost economy measure for families. A lot of two-car families would be one-car families when you have fixed rail.

So I think it is necessary and I hope it's completed in my lifetime.
David Mercil

I have a couple of suggestions. The first one I have is that when we build this rail line, I think that we should have a sort of a dual train system. One would be a local train that would make many stops so it would be flexible and be able

to pick up the most amount of people. And the other line would be more of an express. It would only make a few stops and it would be much faster. That way people would be able to easily get to a nearby station, ride the local train to the nearest major stop, and then transfer over to the express train and ride the majority of the distance into, say, town or wherever they need to go.

I think if we build that in such a way, it would make it very easy for people to ride the train into a point where they might be willing to get out of their cars and actually ride the thing.

They use this kind of system in Japan. I've ridden it over there and it seems to work very well. I think we should do some research in the Tokyo area and see exactly what would work best for Hawai`i 'cause it seems that there's a lot of similarities between the two areas if you look at 'em, honestly.

My other suggestion is basically to build the entire length of the rail system on a separate grade from the traffic. I haven't seen too much of what their plans are right now, but I think it's very important that the trains, their cars, or the buses or whatever -- I shouldn't say buses, just trains – that they don't share the lanes of traffic because, for one, it's gonna slow everything down. People are just gonna get in the way of each other. You run the risk of having accidents, some of which would be deadly. If you look into the Los Angeles Blue Line, I'm sure you'll see a lot incidents where people have tried to beat the trains and have gotten killed because of it.

I think if we build the system on, say, an elevated grade or, say, below grade, then we could also build it in a way where it would be automated. And I think automating a train so there's no operator would have some great benefits because you eliminate the possibility of driver error or operator error, and you also make it more economical because that's one less salary you have to pay for every train in service. It also gives you the option of having more trains because it'll cost less just because of less operators.

In one country, in Singapore, I notice that in the subway stations, they had sort of like elevator doors so people couldn't fall into the tracks, say, in the path of an approaching train, and it made it a little safer. I think that was also good for security, to keep people from wandering off

down the tunnels. I don't know if they're gonna build a subway or an elevated train, but I think it's something we should consider, at least for the Downtown areas.

My final comment is I think when they build this thing, they need to make it bicycle-friendly. I think this is important because there's no way you're gonna able to create enough stops to service anybody. And I think that if a lot of people go and have to get in their cars and drive to a train station, they're just gonna drive all the way to work anyway.

If you make the trains bicycle-friendly, then people will be more likely to be able to ride a bike to the station. And if you can carry that bike on the train with ease, then you'll probably get a few more riders that way.

I think a good example of a bicycle-friendly train would be the San Diego Coaster which has a lower deck and I've even seen where they have bicycle racks on the lower deck where you park your bike and then you walk upstairs for a comfortable seat into work each day or wherever you're going.

I think a bad idea and a good example of a train that is not bicycle-friendly would be the San Diego Trolley. Although they allow bikes on these trains, it's very difficult to negotiate and get your bike on the train. The entrance to the trolley is very narrow and you have to negotiate a set of stairs, and then you kind of have to hold on to your bike in a very cramped car. I think they should avoid this kind of system just in general. That's all I have to say.

Glenn Oamilda

I think I mentioned this. I've been involved with the community for about 25 years, 'Ewa Beach community. And ever since they came up with the second city, the community had great input into it. And it's been rolling along all this time until government got involved. I think now that government has gotten involved, it's like the horse before the cart -- or the cart before the horse.

I've been considering that government move the planning process along in this Kapolei area, the 'Ewa region. I think there's not enough planning has been done in this area, where businesses, moving of people, tax credit, tax incentive to

businesses to move out here, I think there's not enough adequate planning done.

I think the alternatives, the Honolulu High-Capacity Transit Corridor Project, I think it's, to me, I think it's no confidence. I've heard it in the past that we gotta use the money, we gotta take the money the federal government is offering us and move with the project. I think that's wrong. I think you put a false confidence into the people in this area that you have a plan. And I don't think they have a plan.

There have been alternatives in the past that have never worked, like the ferry system, like carpooling, park-and-ride. It hasn't worked because the trend is to move people back to town. If you're gonna create a second city, I think there's gotta be a planning sufficiently enough until we all exhaust it. Then we can say let's have an alternative.

Furthermore, I think an alternative in this case, where the fallout from this project will be a tremendous impact on the senior citizens and the landscape of Hawai`i, the rail transit. And the blight on the environment and the landscape, I think, really would be affected.

If this project is to work, I think we gotta make a concerted effort to get people out of cars. I think, in Hawai`i, people love their cars. There's a romance with cars. I think if you don't get people out of cars, this project is not gonna work and because we saw it in the past.

You can't give people alternatives for a project this big. I think they gotta consider no-drive zones down in the civic center, no-drive zones, no-park zones. I think you gotta limit cars if this project is gonna work, and I don't think they have an inkling or an idea that there's, you know, things like that that gotta be considered.

I think the money is being wasted if they continually push people back to town. It's not gonna work. If government constantly dictates what the plans are and try to push it on the communities, I think we gonna run into a lot of trouble, a lot of waste of money, and a lot of frustrations.

So lastly, if we don't consider alternatives and the need for more planning in this area, I think it's just gonna be forced down the community's throat and it's not gonna be

successful at all. So thank you. I think I said enough, right?

I think the idea of planning before you have the money, I think it's a good idea. But in this situation, I think they want the money first. They went after the money first and now we gotta start planning. Because the money, they all say the money is there. You know, let's not squander the money.

So I think that's it. I think I better go home.

Ed Alakea

I was talking to the guy out there. I was trying to get him, you know. You have various ways of getting this transportation system improved. That's what his is all about, trying to improve the mass transit.

My question to him is, how you going get the people out of the car to ride something that runs either fixed rail or a better bus system, you know, all this other things that you trying to get the transportation improvement? I think they trying to push for the fixed rail. How you going to get the people out of the car?

I give you a good example. I worked quite some time in Downtown Honolulu. I drove my car from here to all the way down to Richards Street. It cost me about 40 bucks a week for gas. But now with the price of gas, I think that has elevated to almost hundred dollars up. And I have to pay for parking. At that time they used to charge us $150 a month for parking. And you know how much that gonna be a year for parking Downtown. The other one, the city parking, you gotta pay your quarters, and hour or two hours run out and get quarters.

So at that time -- I'm not a rocket scientist, but I could figure I'm wasting a lot of money, bringing my car to work, paying for parking. And the city has a perfect express bus run from Makakilo to Downtown. And at that time it would cost us only $40 for a bus pass for a month. So we used to save on parking, save on gas. I used to ride the bus; it was very comfortable. You were delivered right to where I wanted to go. I can leave home right where I wanted to go without any problem.

And I used to look at all these people riding in the car. Some of them are working. I hear them grumble; they going

raise the parking fee. Well, I cannot stop at the store, I gotta go all the way home, get my car and then go to the store. So I see their logic in the sense of it really does not make sense. I'd rather leave my car home and go shopping maybe once a week and then save my car usage and maintenance and all that.

And then I say if you're gonna put in a mass transit, what's wrong with routing a route that runs from here, Campbell Industrial Park straight to 'Ewa Beach, Iroquois Point, tunnels or bridge, draw-kine, over Pearl Harbor entrance on to Hickam? Hickam, there's an area, there's an old road you call Ke`ehi Lagoon Drive, it used to run all the way into Hickam.

And you have the reef runway which already has a tunnel. Cars go under that -- it just has to be made bigger – all the way and come out, you know, from here, go all the way into town and get out at Lagoon Drive and then merge with the rest of the traffic up there. That, I think, we move the track from 'Ewa; at least some from Makakilo, Wai'anae, all use that.

Now if there's an emergency -- let's say you put a drawbridge over Pearl Harbor and the navy needs to move ships in and out because of war or whatever, we always can put signals out "drawbridge down" and then those of us use the old route.

But at least we have that 'cause we're not at war right now, in a sense. So we should be able to use that area during peak traffic hours to move traffic eastbound and then in the evenings westbound, get 'em out of town and they can use that route to come over, bypass all that congestion by the stadium and all that. You know.

He say to talk to you. And I don't know how far this is going. I wanted to write it down, but I figure I get hard time explaining what I'm trying to say.

Because two things bothers me. If they don't pick the right transit route, they try to utilize some other route that's not comparable, you still gonna get the same congestion because you cannot get the people out of their car. You going say this is now much better, you can travel faster. They still going use the car.

I found way back in 19, what, '92, right after I work Downtown. So '92 we already had traffic. Ride the bus; cheaper. I save money. I save my car. I have money in the

pocket. I could give my son $40 to go spend. Or whatever, buy new clothes or whatever.

So I see all this. And, you know, we have young people living, middle-aged people that have children, some are going private schools, and I can see them dropping 'em off, like Punahou, St. Louis, before they go to work, whatever, private schools. Except I think the only ones that I see is Kam School on buses. Not all the private schools.

So you save a lot of -- with the price of gas nowadays, good to get them. I cannot understand why they cannot get the people out of the cars. That's the easiest thing to get to, you know, to our city, our regular rapid transit that we have now. That's all I have.

Ann Freed

I'm on Neighborhood Board 25, and I represent the Mililani area, Neighborhood Board 25. So I just want to make sure that whatever transit system is in place considers park-and-rides, a sufficient number, I would say probably three or four park-and-rides along the H-2/Kamehameha Highway corridor to make sure that people on the North Shore and below can marry up with the transit system easily.

Right now, it doesn't sound like there's pretty much thought to that, people thinking only light rail. Well, yeah, down the road or maybe not. Let's pray that the population doesn't get that big up there. I hope it never does. But that's okay.

The other thing is -- and I understand that this project is not planning to build bike paths. But I would like to highly encourage and I will encourage our legislators to consider building bike paths that run along these same corridors and to really work very hard to make sure that bikes can get on whatever type of transit is ultimately put it place.

And having said that, I think it's essential that we have some type of rapid transit, whatever it is, that is the best economically noise-wise and is in the realm of possibility in considering having to buy property and neighborhood objections, not-in-my-backyard phenomena. Whatever they can do, I think it's essential that we do it because I don't want to see

O`ahu turned into one vast parking lot. That's not what I moved here for.

Oh, yes. Again, this is not related to the transit project, but certainly will be related to city and state regulations. And that is, I think there should be very high taxes on second automobiles once this is built. I think we should consider down the road a ban on certain types of automobiles on this island, including large trucks, except for commercial vehicles. I think there should be a ban on commercial vehicles within certain parts of the center of Honolulu and Waikiki, commercial traffic only, as they do in Europe.

And then I guess the last thing is I think the military should be approached and asked to pass regulations that limit the numbers of vehicles soldiers, sailors, airmen, and the marine corps are allowed to bring here as a part of their PCS move. That's all.

Melvin Uesato

I think the rail system would be good for us, take some traffic off. And I hope they're able to do all, what you call it, research or whatever that they have to do, and I hope they do it in a -- I want them to do it fast, not take till, like it says, to 2030. My hope is it's done earlier 'cause we need the relief right now, especially with 'Ewa Beach and Kapolei growing really fast.

Also, if they can right now, temporarily, try to put more express buses 'cause it does help in the morning and afternoon. I know during the day you really don't need all those buses because everyone's at work or at school. But that would be right now temporarily. Thank you.

Richard Mori

They shouldn't make it, what you call that, ground level systems because you getting 340 deaths every year in the U.S. from train wrecks that the cars have gone over. So it should be elevated all the way into town. I think they should put a magnet system where they said they can build it in three years and it's the same cost and you getting a higher speed,

less noise, and it's gonna be built faster.

And then the hub-and-spoke system for Kalaeloa should have the stations with free parking and security and then you can add stores or retail nearby and have all the buses come in, the circulators come in to drop the people off from all the bus stops and have the bus circulators running more frequently during rush hour. So the city has to plan now to order smaller buses for more frequent runs and the planning for the bus drivers 'cause you're not going get as much express bus drivers but more circulator drivers. So just using anticipated 5 percent usage of 300,000 people in Leeward and Central area, I'm guessing they should maybe plan for 5,000 people per hour during rush hour going from Kalaeloa into UH on that system.

And they also said there should also -- because they have the planning now from the studies that they've done in the next 25 years of 250,000 additional people in the Leeward and Central area -- they should make the stations also expandable to accommodate the anticipated growth.

They should also keep the number of stations down to a minimum to lower cost and increase the speed of the trains going into town. So the main, I guess, Kalaeloa parking and maintenance yard should be maybe about 50 acres in that corner, that north corner of Kalaeloa.

And about 2,000 parking spaces with provisions for kiss-and-rides and park-and-rides and security, retail. That's one stop. West O`ahu College, Stop No. 2. Renton Road and Fort Weaver, No. 3, the vacant lot. Leeward Community College. Aloha Stadium. Airport. Iwilei. Ala Moana. And UH. That's it.

Dick Porier

Basically, the problems with the project corridor, okay, the corridor does not show a spur and extension to Mililani. I think it must do that, not necessarily to have a rail system up there, but to have some kind of access to where the rail system is going to be. In order to do that, we've got to change the project definition and geographic demarcation 'cause otherwise it's gonna be planned as an afterthought like the last time. The last time we would go to Leeward college and nobody had any idea how people in Central O`ahu were gonna get down there.

And we gotta look at things, like a dedicated bus way from the area so the bus can bring the people down to the station in order they can catch everything. It's extremely important.

It's a matter of funding 'cause a lot of money is gonna go into the corridor and a lot of money we're gonna use is supposed to be island-wide widening, right? And so if we're a part of that, then more money can go into buses as well as rail, etc.

So the bottom line is we gotta plan that spur now. The planning for that spur should be included as part of the rail alignment. And the reason for this is that the City and County's planning policy on growth originally is supposed to go to 'Ewa. You know, Kapolei's the second city.

Then under the Harris administration, that changed. So now central O`ahu is just an important. Although they call it a community plan, it's not. It's a development plan. By the year 2030, there will be just as many people in Central O`ahu as in 'Ewa. So therefore, you gotta service them in terms of coming up with a transportation solution 'cause what was originally was supposed to be an urban or rural fringe area is gonna be a bona fide development area.
That's it.

Senator Clarence Nishihara

I guess my comment would be on that alignment where it passes Leeward Community College, currently there is no secondary access road that goes along that area where I guess is

the dump storage area, which would be where, if you do the alignment and you need to do the rail system through that area, that having that secondary access road is of paramount importance. So in terms of, I guess, multimodal use of the area running through that area, that I think if this goes forward using the rail system, that that should be considered in its construction planning to build that second access road if it doesn't occur before then.

What don't they increase the accessibility to the area to the college and also what they need to do, do the repairs, or whatever else they need to do for the trains when they're running back and forth.

Something else about the system that we had. I notice that in the computerized visual rendition of it, they stop as you approach toward Pearl City where the twin towers are. You don't have anything further beyond that. So I'm not sure if it's because it cost more money to produce going forward into, like, town so they didn't go any further than that in terms of its production. But I thought that it would at least go on through to Pearl City and then maybe around the Pearl Harbor, I thought, at least a visual representation.

Also in the visuals that they have on the large charts, they essentially knock off about 2 to 4 miles off the route, because where it ends in Waipahu, it picks up again, you're already in town or along Nimitz, I think, Dillingham/Nimitz. So there's a huge section that's not in on the map and I'm not sure why they don't put it on. Maybe because they don't plan to do any stops along the way between those two areas, I don't know. But it doesn't show up. It's kind of conspicuously blank.

In some systems, like in Portland, I think you can ride the bus and the rail, or I think they use it interchangeably. But will that be the case where you have the hub-and-spoke system connected to the rail system? What's the integration between how they do the fares? What system they would use to determine how you get on or off? Would it be like a plastic card? Would it be like a paper ticket like you get on the bus?

And also to coordinate the buses so that when they arrive there at the station, it's within that period when the trains are gonna leave. So you wouldn't want guys to get there

to the station and find that they've gotta wait awhile because they missed the bus when they do the routing. But I'm sure that they gotta figure that out too, the routing.

The cost factors; I noticed on some of them, they include tunneling, some don't. So if cost is a factor and when they do the tunneling, then would they reroute through the area because the cost might be too high or the opposition to go aboveground might be too high? It might be a combination of both which also could affect the routing. But if the choice is between if you go with rail, one of the four choices, or is this gonna be a modification of somewhere of the four, a fifth choice would be made, according to this process, I'm not sure.

I think the last one, which has four options for rail, would be still rail. The other two are basically leave it alone, nothing. The other one was using buses. The other one is more high occupancy buses. If they go with more buses, that money that was -- well, the tax that was passed, the half a percent excise tax for the city to use, could they still use that if they did one exclusively working with buses? They said they could, but.

Because I know when the legislature did it, they were thinking more rail. I know they left it to the counties to decide. But with the, I guess, with the other counties, if they decide to pick up the half a percent, they had more latitude because of what they could do. I think they pretty much decided that the other counties couldn't do rail anyway. They'd have to do buses or something because of their tax collections for their automobiles.

But I think it was a great presentation and I think the turnout is pretty good considering the night what it is and the people generally here are interested about it. Looks like had a lot of ordinary citizens who are interested in it, not people who work for an agency or whatever. As the case, a lot of times you have these, you have a lot of, they either work for the one who's presenting it or they have some other interest that's related to that. So this is nice, I thought.

I think it's a good representation for the public. But thank you.

Irvin Sugimoto

In a nutshell, my concern is that nobody has been able to give me any ideas as to the cost of any mass transit system. And there is so much -- you know, I mean, all of this is for naught if the cost is going to be so ridiculous that we can't afford it. But I think the first thing that we ought to do is try to figure out what this is gonna cost. They can't tell me all the lands they have to purchase and -- well, that's my concern.

The other concern I have is that it's just one linear line. They have proposals as to how it's going to feed off, but the bus system, they can't even get the bus system to function efficiently as it is right now. What makes them think that an expanded bus system to service this line is going to be successful?

Time savings. Unless you live directly on the line, I don't anticipate anybody being able to save time. I think that anybody who lives off the line, when they find out that they need to get into their car, whatever, and get down to the station, wait for the train or whatever system comes by, get off, and then they need to go another two miles to get to their workplace or destination and then reverse the process, will find that jumping in the car is going to be quicker than trying to make all the stops. I just don't see it as an efficient system. It's very limited in its usage.

People in Hawaii especially, our needs are just --. It's the population base also. I don't think it's big enough to make this. If we had a larger population base, I think that maybe it might be worth the dollars that's going to be spent. But the population base isn't large enough to justify the cost that's going to be involved.

Somebody needs to come up and start telling the public how much this is really going to cost. From all my conversations with all these people that I'd spoken to, nobody wants to make any educated guess. They're afraid to try to project anything, to try to project the cost. It's ridiculous. They need to address the issue. They need to address that issue.

I think that the best alternative is an elevated system that will service buses and automobiles, probably over

Kamehameha Highway, to alleviate the traffic over the existing H-1. And make it open; it should be at least a four-lane raised highway system rather than just two lanes as they propose. The cost of doing four lanes is probably not going to be that much more than doing two lanes. And if they build only two lanes, we all know that as soon as they're built, people are going to say why only two lanes. But I think an elevated system would allow people the use of their vehicles. It might be the best thing right now.

An inexpensive immediate solution to the congestion on H-1 along the Pearl City corridor is to do a contraflow lane on Kam. Highway because Nimitz Highway has proven to be, has just been so successful. I think we need to apply the same, just do the same thing to Kamehameha Highway and that will alleviate the bottlenecks that exist in H-1 right now.

But what I'm saying is that there are immediate solutions. We're into traffic every day. There are immediate solutions. They did that Nimitz Highway so quickly and so inexpensively, why can't they do Kam. Highway? And it's worked. It's worked tremendously. But that's an immediate solution. This thing is going to take decades. Decades. Okay.

Appendix F Scoping Telephone Comments

Anonymous
12-4-05
In the long run, it's going to cost a lot more than you think. Look at Seattle and some of these places that have had it, it's getting so expensive to keep it up that they're worried about what they're going to do. Don't look at now but also look at the future and how it's going to affect the people then.

Patricia Bruce
12-9-05
I am very much against the mass transit. I think it's a waste of money. The bus system is a tremendous thing. The local people don't want to ride it and I don't think they will ride the mass transit. They won't park their car and get out, they want their cars but if you need more transportation put a few more bus lines in. It would be a lot cheaper and a lot better and the buses are not in the way of the cars, it's the cars in the way of the buses.

Patti Bruce
12-13-05
I'm in complete support of the mono rail system which would pass through highly density populated areas like the malls where people could exit and board.

Michelle Campos
12-30-05
The rail should run in the middle of the H-1 Freeway and should be as quiet as possible.

Carolyn Crandall
12-4-05
You have 2 votes for the electronic express bus and managed lanes alternative.

Darryl Lambert
12-4-05
The train absolutely must come through Ewa Beach. People from Ewa Beach are taking the back roads to Kapolei because the Kapolei flows that much better. Currently, the most houses being built on the island are in Ewa Beach. Please focus on an Ewa Beach stop.

Barney Smith
12-4-05
I'd like to know about East Oahu. Are we going to have anything out in Hawaii Kai? That area needs a transportation system as well. Thank you.

M. Utleg
12-29-05
I am opposing it (rail/transit system) and am totally against having one in Hawaii because for number one, the reason would be of the monies spent should be used for better things like safety in the road meaning like there are lots of racing and a lot of accidents on the streets now so I don't know how this would solve it. It will probably be okay if it wasn't in such a small place like this but Hawaii is such a small place if you're comparing it to places that have transit systems like in the mainland or other countries. Also, the monies should be used on other things like building more drug rehab places to make a Hawaii a nice drug free place and very loving community instead of mass transit which won't really help everybody

2007 Scoping Report

National Environmental Policy Act
Scoping Report
Honolulu High-Capacity Transit Corridor Project

May 30, 2007

Prepared for:
City and County of Honolulu

Prepared by:
Parsons Brinckerhoff

Table of Contents

List of Tables

Chapter 1 Introduction

The City and County of Honolulu Department of Transportation Services (DTS), in cooperation with the U.S. Department of Transportation Federal Transit Administration (FTA), will be preparing an Environmental Impact Statement (EIS) to evaluate alternatives that would provide high-capacity transit service on Oʻahu. The primary project study area is the travel corridor between Kapolei and the University of Hawaiʻi at Mānoa (UH Mānoa).

The notice of intent to prepare the EIS appeared in the *Federal Register* on March 15, 2007. The EIS will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations and Chapter 343 of the Hawaiʻi Revised Statutes. The FTA and DTS requested public and interagency input on the purpose of and needs to be addressed by the project, the alternatives to be considered, and the scope of the NEPA EIS for the project, including the environmental and community impacts to be evaluated. The scoping comment period under NEPA officially began on the date of the Federal Register publication and closed on April 12, 2007.

Scoping activities related to the Hawaiʻi Revised Statutes Chapter 343 process were completed in December 2005 and January 2006. Those activities are summarized in the *Honolulu High-Capacity Transit Corridor Project Scoping Report* dated April 6, 2006. Comments and issues raised during the Chapter 343 scoping process that have not already been addressed during the planning Alternatives Analysis for the project will be addressed in the Environmental Impact Statement, in addition to issues noted during the NEPA scoping process.

DTS completed a planning Alternatives Analysis in October 2006 that evaluated the four following alternatives to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa:

- No Build
- Transportation System Management
- Express Buses operating in Managed Lanes
- Fixed Guideway Transit System

After review of the *Alternatives Analysis Report* and consideration of public comments, the City and County of Honolulu Council selected a Locally Preferred Alternative (LPA) on December 22, 2006. The decision was signed into law by the Mayor on January 6, 2007, becoming Ordinance 07-001, selected a fixed guideway transit system extending from Kapolei to UH Mānoa with a connection to Waikīkī. The ordinance authorizes the City to proceed to planning and engineering of a fixed guideway project within these limits and following the alignment defined in the ordinance. Also, the First Project was directed to be fiscally constrained to anticipated funding sources. City Council Resolution 07-039 defined the First Project as extending from East Kapolei to Ala Moana Center via Salt Lake Boulevard.

All interested individuals and organizations, and federal, state, and local agencies were invited to comment on the purpose of and needs to be addressed by the project; the alternatives, including the modes and technologies to be evaluated and the alignments and termination points to be considered; and the environmental, social, and economic impacts to be analyzed. An opportunity to express a preference for a particular alternative will be available after the release of the draft EIS, which compares various alternatives.

Public scoping meetings were announced in the notice of intent and were held at two locations within the study corridor. A third public meeting to provide information and collect comments was added at the public's request. The meetings were conducted in an open-house format that presented the purpose of and needs for the project, proposed project alternatives, and the scope of analysis to be included in the EIS. The meetings allowed members of the public to ask questions of project staff and provided an opportunity for the public to present either written testimony or oral testimony, recorded by court reporters.

The first scoping meeting was held at Kapolei Hale at 1000 Uluohia Street, Honolulu, HI 96707 on March 28, 2007, from 6:00 p.m. to 9:00 p.m. and was attended by approximately 40 people. The second meeting was held at McKinley High School at 1039 South King Street, Honolulu, HI 96814 on March 29, 2007, from 5:00 p.m. to 8:00 p.m. and was attended by approximately 75 people. The third meeting was held at Salt Lake Elementary School at 1131 Ala Liliko'i Street, Honolulu, HI 96818 on April 3, 2007, from 5:00 p.m. to 8:00 p.m. and was attended by approximately 25 people.

The public scoping meetings were supplemented with an agency scoping meeting targeted to those Federal, State, and County agencies potentially interested in the project. The agency scoping meeting was held at Honolulu Hale, Mission Memorial Auditorium at 550 South King Street, Honolulu, HI 96813 on March 28, 2007, from 10:00 a.m. to 12:00 p.m. and was attended by approximately 20 individuals from agencies and utility companies.

Following closure of the public scoping process, continued public outreach activities will include meetings with interested parties or groups. The project website, www.honolulutransit.org, will be periodically updated to reflect the project's current status. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Anyone may be placed on the project mailing list by registering on the website at www.honolulutransit.org or by calling (808) 566-2299.

Chapter 2 Outreach Efforts

The project scoping meetings were publicized through newsletter mailings, website and phone-line information, newspaper advertisements, and news service coverage. No requests were received for materials or presentations in any language except English.

Newsletters were mailed to approximately 15,000 addresses.

Legal advertisements were placed in the Honolulu Star-Bulletin on March 16, 21, 22, and 23, 2007.

The Scoping Meetings received substantial media notice and coverage, including stories on local television news and in the Honolulu Star-Bulletin.

The project website was updated on March 15, 2007, with the scoping information package and meeting notices. The website also provided a form to submit scoping comments.

Chapter 3 Notice of Intent

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent to Prepare an Environmental Impact Statement for High-Capacity Transit Improvements in the Leeward Corridor of Honolulu, Hawai'i

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the City and County of Honolulu, Department of Transportation Services (DTS) intend to prepare an EIS on a proposal by the City and County of Honolulu to implement a fixed-guideway transit system in the corridor between Kapolei and the University of Hawai'i at Mānoa with a branch to Waikīkī. Alternatives proposed to be considered in the draft EIS include No Build and two Fixed Guideway Transit alternatives.

The EIS will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations. The FTA and DTS request public and interagency input on the purpose and need to be addressed by the project, the alternatives to be considered in the EIS, and the environmental and community impacts to be evaluated.

DATES: *Scoping Comments Due Date*: Written comments on the scope of the NEPA review, including the project's purpose and need, the alternatives to be considered, and the related impacts to be assessed, should be sent to DTS by April 12, 2007. See **ADDRESSES** below.

Scoping Meetings: Meetings to accept comments on the scope of the EIS will be held on March 28 and 29, 2007 at the locations given in **ADDRESSES** below. On March 28, 2007, the public scoping meeting will begin at 6:30 p.m. and continue until 9:00 p.m. or until all who wish to provide oral comments have been given the opportunity. The meeting on March 29, 2007, will begin at 5:00 p.m. and continue until 8:00 p.m. or until all who wish to provide oral comments have been given the opportunity. The locations are accessible to people with disabilities. A court reporter will record oral comments. Forms will be provided on which to submit written comments. Project staff will be available at the meeting to informally discuss the EIS scope and the proposed project. Governmental agencies will be invited to a separate scoping meeting to be held during business hours. Further project information will be available at the scoping meetings and may also be obtained by calling (808) 566-2299, by downloading from www.honolulutransit.org, or by e-mailing info@honolulutransit.org.

ADDRESSES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the related impacts to be assessed, should be sent to the Department of Transportation Services, City and County

of Honolulu, 650 South King Street, 3rd Floor, Honolulu, HI, 96813, Attention: Honolulu High-Capacity Transit Corridor Project, or by the internet at www.honolulutransit.org.

The scoping meetings will be held at Kapolei Hale at 1000 Uluohia Street, Kapolei, HI 96707 on March 28, 2007, from 6:30 p.m. to 9:00 p.m. and at McKinley High School at 1039 South King Street, Honolulu, HI 96814 on March 29, 2007, from 5:00 p.m. to 8:00 p.m.

FOR FURTHER INFORMATION CONTACT: Ms. Donna Turchie, Federal Transit Administration, Region IX, 201 Mission Street, Room 1650, San Francisco, CA, 94105, Phone: (415) 744-2737, Fax: (415) 744-2726.

Supplementary Information

I. Background

On December 7, 2005, FTA and DTS issued a notice of intent to prepare an Alternatives Analysis followed by a separate EIS. The DTS has now completed the planning Alternatives Analysis and, together with FTA, is proceeding with the NEPA review initiated through this scoping notice.

The planning Alternatives Analysis, conducted in accordance with 49 United States Code (U.S.C.) §5309 as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144), evaluated transit alternatives in the corridor from Kapolei to the University of Hawai‘i at Mānoa and to Waikīkī. Four alternatives were studied, including No Build, Transportation System Management, Bus operating in a Managed Lane, and Fixed Guideway Transit. Fixed Guideway Transit was selected as the Locally Preferred Alternative. The planning Alternatives Analysis is available on the project’s Web site at www.honolulutransit.org. The Honolulu City Council has established a fixed-guideway transit system connecting Kapolei and University of Hawai‘i at Mānoa, with a branch to Waikīkī, as the locally preferred alternative. The O‘ahu Metropolitan Planning Organization (OMPO) has included construction of a rail transit system between Kapolei and the University of Hawai‘i at Mānoa and Waikīkī in the 2030 O‘ahu Regional Transportation Plan, April 2006.

II. Scoping

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local governmental agencies and Native Hawaiian organizations, to comment on the project’s purpose and need, the alternatives to be considered in the EIS, and the impacts to be evaluated. During the scoping process, comments on the proposed statement of purpose and need should address its completeness and adequacy. Comments on the alternatives should propose alternatives that would satisfy the purpose and need at less cost or with greater effectiveness or less environmental or community impact and were not previously studied and eliminated for good cause. At this time, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Following the scoping process, public outreach activities with interested parties or groups will continue throughout the duration of work on the EIS. The project Web site, www.honolulutransit.org, will be updated periodically to reflect the status of the project. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Those wishing to be placed on the project mailing list may do so by registering on the Web site at www.honolulutransit.org, or by calling (808) 566-2299.

III. Description of Study Area

The proposed project study area is the travel corridor between Kapolei and the University of Hawai‘i at Mānoa (UH Mānoa) and Waikīkī. This narrow, linear corridor is confined by the Wai‘anae and Ko‘olau mountain ranges to the north (mauka direction) and the ocean to the south (makai direction). The corridor includes the majority of housing and employment on O‘ahu. The 2000 census indicates that 876,200 people live on O‘ahu. Of this number, over 552,000 people, or 63 percent, live within the corridor between Kapolei and Mānoa/Waikīkī. This area is projected to absorb 69 percent of the population growth projected to occur on O‘ahu between 2000 and 2030, resulting in an expected corridor population of 776,000 by 2030. Over the next twenty-three years, the ‘Ewa/Kapolei area is projected to have the highest rate of housing and employment growth on O‘ahu. The ‘Ewa/Kapolei area is developing as a “second city” to complement downtown Honolulu. The housing and employment growth in ‘Ewa is identified in the General Plan for the City and County of Honolulu.

IV. Purpose and Need

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity, high-speed transit in the highly congested east-west transportation corridor between Kapolei and the University of Hawai‘i at Mānoa, as specified in the 2030 O‘ahu Regional Transportation Plan (ORTP). The project is intended to provide faster, more reliable public transportation services in the corridor than those currently operating in mixed-flow traffic, to provide basic mobility in areas of the corridor where people of limited income live, and to serve rapidly developing areas of the corridor. The project would also provide an alternative to private automobile travel and improve transit linkages within the corridor. Implementation of the project, in conjunction with other improvements included in the ORTP, would moderate anticipated traffic congestion in the corridor. The project also supports the goals of the O‘ahu General Plan and the ORTP by serving areas designated for urban growth.

The existing transportation infrastructure in the corridor between Kapolei and UH Mānoa is overburdened handling current levels of travel demand. Motorists and transit users experience substantial traffic congestion and delay at most times of the day, both on weekdays and on weekends. Average weekday peak-period speeds on the H-1 Freeway are currently less than 20 mph in many places and will degrade even further by 2030. Transit vehicles are caught in the same congestion. Travelers on O‘ahu’s roadways currently experience 51,000 vehicle hours of delay, a measure of how much time is lost daily by travelers stuck in traffic, on a typical weekday. This measure of delay is projected to increase to more than 71,000 daily vehicle hours of delay by 2030, assuming

implementation of all of the planned improvements listed in the ORTP (except for a fixed guideway system). Without these improvements, the ORTP indicates that daily vehicle-hours of delay could increase to as much as 326,000 vehicle hours.

Currently, motorists traveling from West O‘ahu to Downtown Honolulu experience highly-congested traffic conditions during the a.m. peak period. By 2030, after including all of the planned roadway improvements in the ORTP, the level of congestion and travel time are projected to increase further. Average bus speeds in the corridor have been decreasing steadily as congestion has increased. “TheBus” travel times are projected to increase substantially through 2030. Within the urban core, most major arterial streets will experience increasing peak-period congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalākaua Avenue, Kapi‘olani Boulevard, King Street, and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Mānoa is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways. Given the current and increasing levels of congestion, a need exists to offer an alternative way to travel within the corridor independent of current and projected highway congestion.

As roadways become more congested, they become more susceptible to substantial delays caused by incidents, such as traffic accidents or heavy rain. Even a single driver unexpectedly braking can have a ripple effect delaying hundreds of cars. Because of the operating conditions in the study corridor, current travel times are not reliable for either transit or automobile trips. To get to their destination on time, travelers must allow extra time in their schedules to account for the uncertainty of travel time. This lack of predictability is inefficient and results in lost productivity. Because the bus system primarily operates in mixed-traffic, transit users experience the same level of travel time uncertainty as automobile users. A need exists to reduce transit travel times and provide a more reliable transit system.

Consistent with the General Plan for the City and County of Honolulu, the highest population growth rates for the island are projected in the ‘Ewa Development Plan area (comprised of the ‘Ewa, Kapolei and Makakilo communities), which is expected to grow by 170 percent between 2000 and 2030. This growth represents nearly 50 percent of the total growth projected for the entire island. The more rural areas of Wai‘anae, Wahiawā, North Shore, Waimānalo, and East Honolulu will have much lower population growth of between zero and 16 percent if infrastructure policies support the planned growth in the ‘Ewa Development Plan area. Kapolei, which is developing as a “second city” to Downtown Honolulu, is projected to grow by nearly 600 percent to 81,100 people, the ‘Ewa neighborhood by 100 percent, and Makakilo by 125 percent between 2000 and 2030. Accessibility to the overall ‘Ewa Development Plan area is currently severely impaired by the congested roadway network, which will only get worse in the future. This area is less likely to develop as planned unless it is accessible to Downtown and other parts of O‘ahu; therefore, the ‘Ewa, Kapolei, and Makakilo area needs improved accessibility to support its future growth as planned.

Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in the Primary Urban Center Development Plan area. Many lower-income workers also rely on transit because of its affordability. In addition, daily parking

costs in Downtown Honolulu are among the highest in the United States, further limiting this population's access to Downtown. Improvements to transit capacity and reliability will serve all transportation system users, including moderate- and low-income populations.

V. Alternatives

The alternatives proposed for evaluation in the EIS were developed through a planning Alternatives Analysis that resulted in selection of a Fixed Guideway Transit Alternative as the locally preferred alternative (LPA). FTA and DTS propose to consider the following alternatives:

- Future No Build Alternative, which would include existing transit and highway facilities and planned transportation projects (excluding the proposed project) anticipated to be operational by the year 2030. Bus service levels consistent with existing transit service policies is assumed for all areas within the project corridor under the Future No Build Alternative.
- Fixed Guideway Alternatives, which would include the construction and operation of a fixed guideway transit system in the corridor between Kapolei and UH Mānoa with a branch to Waikīkī. The draft EIS would consider five distinct transit technologies: light rail transit, rapid rail transit, rubber-tired guided vehicles, a magnetic levitation system, and a monorail system. Comments on reducing the range of technologies under consideration are encouraged. The draft EIS also would consider two alignment alternatives. Both alignment alternatives would operate, for the most part, on a transit-guideway structure elevated above the roadway, with some sections at grade. Both alignment alternatives generally follow the route: North-South Road to Farrington Highway/Kamehameha Highway to Salt Lake Boulevard to Dillingham Boulevard to Nimitz Highway/Halekauwila Street. Both alignment alternatives would have a future extension from downtown Honolulu to UH Mānoa with a future branch to Waikīkī, and a future extension at the Wai‘anae (western) end to Kalaeloa Boulevard in Kapolei. The second alignment alternative would have an additional loop created by a fork in the alignment at Aloha Stadium to serve Honolulu International Airport that would rejoin the main alignment in the vicinity of the Middle Street Transit Center. The first construction phase for either of the Fixed Guideway Alternatives is currently expected to begin in the vicinity of the planned University of Hawai‘i West O‘ahu campus and extend to Ala Moana Center via Salt Lake Boulevard. The Build Alternatives also include the construction of a vehicle maintenance facility, transit stations and ancillary facilities such as park-and-ride lots and traction-power substations, and the modification and expansion of bus service to maximize overall efficiency of transit operation.

Other reasonable alternatives suggested during the scoping process may be added if they were not previously evaluated and eliminated for good cause on the basis of the Alternatives Analysis and are consistent with the project's purpose and need. The planning Alternatives Analysis is available for public and agency review on the project

Web site at www.honolulutransit.org. It is also available for inspection at the project office by calling (808) 566-2299 or by e-mailing info@honolulutransit.org.

VI. Probable Effects

The EIS will evaluate and fully disclose the environmental consequences of the construction and operation of a fixed guideway transit system on O'ahu. The EIS will evaluate the impacts of all reasonable alternatives on land use, zoning, residential and business displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, noise, wildlife, vegetation, endangered species, farmland, water quality, wetlands, waterways, floodplains, hazardous waste materials, and cultural, historic, and archaeological resources. To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions on more specific issues of environmental or community impact are invited from all interested parties. Comments and questions should be directed to the DTS as noted in the **ADDRESSES** section above.

VII. FTA Procedures

The EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and its implementing regulations by the Council on Environmental Quality (CEQ) (40 CFR parts 1500-1508) and by the FTA and Federal Highway Administration ("Environmental Impact and Related Procedures" at 23 CFR part 771). In accordance with FTA regulation and policy, the NEPA process will also address the requirements of other applicable environmental laws, regulations, and executive orders, including, but not limited to: Federal transit laws [49 USC 5301(e), 5323(b), and 5324(b)], Section 106 of the National Historic Preservation Act, Section 4(f) ("Protection of Public Lands") of the U.S. Department of Transportation Act (49 U.S.C. §303), Section 7 of the Endangered Species Act, and the Executive Orders on Environmental Justice, Floodplain Management, and Protection of Wetlands.

Dated: March 12, 2007

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Leslie T. Rogers
Regional Administrator

Chapter 4 Agency Scoping

Notification of Agency Scoping Meeting

The agency scoping meeting was held to provide an opportunity for those agencies potentially interested in the project, or having relevant expertise pertaining to the project, to have input at an early stage. Invitation letters were sent between March 16 and March 19, 2007, to Federal, State and County agencies and utility companies that had either participated in prior transit planning efforts on O'ahu or had responsibilities or expertise that were considered to play a role in the current transit planning program. Under the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002, a coordination plan and an invitation to participate in the project were sent to the agencies listed in Table 4-1. Other parties that received invitations to the agency scoping meeting are shown in Table 4-2. Twenty individuals from the agencies noted in Table 4-1 and Table 4-2 attended the meeting.

Summary of Agency Scoping Meeting

The agency scoping meeting was held from 10:00 a.m. to 12:00 p.m. on March 28 2007, at Honolulu Hale, Mission Memorial Auditorium. Twenty agencies and utility companies attended the scoping meeting. Table 4-1 and Table 4-2 provide information about the agencies invited to the scoping meeting, those who attended, those who provided scoping input, and those who requested further consultation.

The meeting was recorded on a digital audio recorder, and notes of the discussions were taken. The meeting was moderated by the director of DTS and the project consulting team, and the presentation included the meeting purpose, introduction to the project, alternatives under consideration, planning process overview and schedule, and plans for public scoping. DTS stated that comments pertaining to purpose and need, alternatives, and scope of analysis would be particularly useful at this time.

Following the presentation, questions were requested. The subsequent discussion and written comments received from the agencies are summarized below.

Agency Scoping Questions and Responses

Questions were asked at the meeting related to three topics: right-of-way, air clearances, and security. The U.S. Army requested additional information and further consultation related to transit right-of-way needs across Fort Shafter military property. Subsequent to the meeting, a set of more detailed plans was sent to the U.S. Army Garrison-Hawai'i Department of Public Works.

Table 4-1. Agencies Invited to be Participating Agencies and their Status

Agency	Cooperating Agency Invitation	Participating Agency Invitation	Attended Scoping Meeting	Provided Scoping Comment
U.S. Department of Defense (U.S. Army Corps of Engineers)	X		X	X
U.S. Department of Defense (U.S. Army Garrison-Hawai‘i)	X		X	
U.S. Department of Defense (U.S. Naval Base Pearl Harbor)	X			
U.S. Department of Homeland Security (U.S. Coast Guard – 14th Coast Guard District)	X			
U.S. Department of Transportation, Federal Highway Administration	X			
State of Hawai‘i, Department of Transportation	X			X
U.S. Department of Agriculture (Natural Resources Conservation Service)		X		
U.S. Department of the Interior (Fish and Wildlife Service)		X		
U.S. Department of the Interior (National Park Service)		X		
U.S. Department of the Interior (U.S. Geological Survey Pacific Island Ecosystems Research Center)		X		
U.S. Department of Transportation, Federal Aviation Administration		X	X	X
U.S. Environmental Protection Agency		X		
U.S. Federal Emergency Management Agency		X		
State of Hawai‘i Department of Accounting and General Services		X	X	
State of Hawai‘i Department of Business, Economic Development, and Tourism		X		
State of Hawai‘i Department of Defense		X		
State of Hawai‘i Department of Education		X	X	
State of Hawai‘i, Department of Hawaiian Home Lands		X		*
State of Hawai‘i Department of Health		X	X	
State of Hawai‘i Department of Land and Natural Resources		X		
State of Hawai‘i, Department of Land and Natural Resources (State Historic Preservation Division)		X		
State of Hawai‘I, Hawai‘i Community Development Authority		X	X	*
State of Hawai‘i, Office of Environmental Quality Control		X		
State of Hawai‘i Office of Hawaiian Affairs		X		
State of Hawai‘i University of Hawai‘i		X	X	
O‘ahu Metropolitan Planning Organization		X	X	

* Agency did not submit individual comment, but did sign the East Kapolei Developers' comment letter.

Table 4-2. Agency Scoping Meeting Additional Invited Participants

Agency	Attended Scoping Meeting	Provided Scoping Comment
U.S. Department of Defense, U.S. Army Garrison-Hawai'i – Department of Public Works	X	
U.S. Department of Defense, U.S. Corps of Engineers – Pacific Ocean Division		
U.S. Department of Defense, U.S. Corps of Engineers – Honolulu District		
U.S. Department of Defense, U.S. Air Force – 15th CES Hickam AFB		
State of Hawai'i, Department of Transportation – Highways Division		
State of Hawai'i, Department of Transportation – Harbors Division		
State of Hawai'i, Department of Transportation – Airports Division		
State of Hawai'i Department of Health – Office of Planning		
State of Hawai'i Department of Health – Solid and Hazardous Waste Branch		
State of Hawai'i Department of Health – Noise, Radiation and Indoor Air Quality Branch		
State of Hawai'i Department of Health – Clean Water Branch		
State of Hawai'i Department of Health – Clean Air Branch		
State of Hawai'i Department of Land and Natural Resources – State Parks Division		
State of Hawai'i Department of Land and Natural Resources – Land Division		
State of Hawai'i Department of Land and Natural Resources – Commission on Water Resource Management		
State of Hawai'i Department of Business, Economic Development, and Tourism – Strategic and Industries Division		
State of Hawai'i Department of Business, Economic Development, and Tourism – Office of Planning		
Aloha Tower Development Corporation	X	
Legislative Reference Bureau		
State of Hawai'i University of Hawai'i at Mānoa	X	
State of Hawai'i University of Hawai'i at Mānoa – Hamilton Library		
State of Hawai'i University of Hawai'i at Mānoa – Water Resources Research Center		
State of Hawai'i University of Hawai'i – Facilities, Grounds, and Safety		
State of Hawai'i University of Hawai'i – Environmental Center		
State of Hawai'i University of Hawai'i West O'ahu	X	*
Leeward Community College	X	
Honolulu Community College	X	
Honolulu Board of Water Supply		
The Gas Company		
Hawaiian Electric Company, Inc.		X
Hawaiian Telecom		
Oceanic Time Warner Cable		

* Agency did not submit individual comment, but did sign the East Kapolei Developers' comment letter.

The FAA asked if runway clearance airspace limits had been checked for the airport alignment. They were told that the limits would be checked. Later review of project plans and Honolulu International Airport restrictions showed that the plans allow for sufficient clearances.

One subject of questions was related to security planning. FTA requires a security plan, which will be developed during system design and operational planning.

In its written comments, the U.S. Army Corps of Engineers informed the City that a permit may be required from the Corps to construct the project. Coordination will continue with the Corps to ensure that permitting requirements are met. Comments in other areas included the suggested change of the purpose and need to remove the reference to high-speed. The FTA and DTS believe that transit travel times comparable or better than driving times in the corridor are integral to the purpose of the project. Substantially slower transit travel times would be detrimental to the purpose of the project; therefore, the reference to transit speed remains in the Purpose and Need for the project.

The Corps' concerns about independent utility are noted; it is because of these concerns that the project being evaluated in the EIS includes not only the First Project, but also anticipated future extensions, to avoid artificial segmentation of the project in the decision-making process.

The Corps concerns related to aquatic resources and recommendations for data collection and impact analysis are appreciated and further coordination will be completed during preparation of the EIS.

The State of Hawai‘i Department of Transportation commented on two areas. One comment was that an alternative including an airport alignment should be included in the EIS. In response to this comment, a third build alternative is being added to the draft EIS that evaluates the airport alignment exclusively. Second, they requested evaluation of traffic impacts to State highways. Traffic conditions will be one of the elements evaluated during the EIS process.

Written comments received from agencies are provided in Appendix A-1.

Chapter 5 Public Scoping

Clarification of the Scoping Process

A number of commenters expressed confusion about the scoping process. First, the scoping process completed in January 2006 solicited comments on the project's Environmental Impact Preparation Notice (EISPN) and the purpose and need, alternatives, and scope of analysis for the Alternatives Analysis and the follow-on EIS. As stated in the Notice of Intent issued on March 15, 2007, that Notice of Intent superceded the one published on December 5, 2005.

As required by SAFETEA-LU Section 6002, input from the public has been sought regarding both the purpose and need, and the alternatives being evaluated. This input was initially sought during the planning Alternatives Analysis scoping period, and changes were made to the purpose and need at that time as documented in the *Honolulu High-Capacity Transit Corridor Project Scoping Report* dated April 6, 2006. The purpose and need was further refined after completion of the *Honolulu High-Capacity Transit Project Alternatives Analysis Report* and selection of the Locally Preferred Alternative; therefore, the public was again asked to provide comments on the purpose and need during the NEPA scoping period.

Scoping meetings are not intended to be public hearings to express preferences about a project. As stated in the Notice of Intent, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The scoping meetings were designed to maximize the potential to collect information pertinent to the completion of the EIS, while minimizing the demands on the public's time spent listening to information not relevant to their concerns or to the scoping process.

Summary of Public Comments

During the NEPA scoping comment period, 104 comment submissions were received via mail, the website, and the scoping meetings. Comments received from local organizations are provided in Appendix A-2, comments from businesses are in Appendix A-3, and comments received from the general public are provided in Appendix A-4. Correspondence that only requested placement on the mailing list are not included in this report. Comments that focus on a preference for alternatives that have previously been evaluated and eliminated from consideration are included in the appendices to this report but are neither summarized nor considered. No new alternatives to a fixed-guideway transit system that would meet the project's purpose and need and that were not previously considered and eliminated were identified during the scoping process. Information on previously considered alternatives is available in the *Honolulu High-Capacity Transit Project Alternatives Analysis Report.* Questions pertaining to the selection of the Fixed Guideway Alternative as the Locally Preferred Alternative relative to other alternatives evaluated were addressed in the *Honolulu High-Capacity Transit Project Summary of City Council Hearings Testimony,* and are not repeated in this report.

Likewise, comments on taxation that are not specific to the financial plan for the project and the decision making process by the City Council, as established in the City Charter, are neither summarized nor considered in this report, but have been included in the appendices. Similarly, comments focused on the O‘ahu 2030 Regional Transportation Plan, highway operation, and ferry service are outside of the scope and authority of the transit project and are not addressed.

Comments that relate to process, presentation materials, and website design have been included in the appendices, as well as reviewed and considered, but are not summarized or responded to in this report.

The majority of comments received related to a preference for one of the alternatives or a proposed modification to one of the alternatives.

Substantive Comments on Purpose and Need, Alternatives, and Scope of Analysis

Comments Related to Purpose and Need

Comments were received that the purpose and need statement should be expanded to address traffic congestion and highway capacity for private automobiles. The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the OMPO, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawai‘i State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are not fundable by Act 247; therefore, they will not be added to the purpose of the Honolulu High-Capacity Transit Corridor Project. All projects relating to commercial or private automobile mobility included in the O‘ahu 2030 Regional Transportation Plan were included in all alternatives evaluated in the Alternatives Analysis process and will be included in all alternatives evaluated in the EIS. The purpose of the project reflects that a high-capacity transit system would reduce congestion compared to the No Build Alternative, but cannot be expected to reduce congestion to the extent that automobile traffic would flow freely in the corridor at all times.

Comments Related to Alternatives

The majority of substantive public comments related specifically to the proposed alternatives. Several comments suggested reconsideration of previously eliminated alternatives. Comments and questions on this topic reflected issues already addressed in the *Honolulu High-Capacity Transit Corridor Project Summary of City Council Hearings Testimony*, and are not repeated in this report.

Several comments were received on which portion of the Locally Preferred Alternative should be constructed first. The most-frequent suggestion was that the airport alignment should be constructed as opposed to the Salt Lake Boulevard alignment. In response to

this comment, a third build alternative is being added to the draft EIS that evaluates the airport alignment exclusively. Suggestions also were made to construct the sections to UH Mānoa and Waikīkī prior to other portions of the corridor. These issues were addressed during City Council selection of the First Project. First, no sites are available in the Koko Head end of the study corridor to provide a required maintenance and storage facility. Second, the Koko Head end of the corridor, without the complementary benefits provided by including the ʻEwa end of the corridor, has a higher cost per user benefit than the proposed First Project; therefore, transit riders would receive fewer benefits from UH Mānoa and Waikīkī service than from the proposed First Project at the same fixed construction cost. Both UH Mānoa and Waikīkī service are included in all fixed guideway alternatives that will be evaluated in the EIS.

One comment suggested providing additional bus service with either school buses or private vehicles. These options represent variations on the Transportation System Management Alternative evaluated in the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Report*. They would provide additional bus capacity using different vehicles or limited only to certain times of day compared to what was evaluated in the Transportation System Management Alternative, but would not differ structurally from that alternative. These options would not provide substantial benefit compared to the Transportation System Management Alternative already evaluated; therefore, they are not being advanced for analysis in the EIS.

Comments relating to station location, design, and community integration will be considered during preliminary engineering and their environmental effects addressed in the EIS. These comments include such issues as parking availability, station access, and bus transfer facilities.

Comments were received in favor of monorail, light rail, and rapid rail. Selecting a technology that allows for a narrow low-profile guideway was suggested. No information was received that would eliminate one or more of the transit technologies currently under consideration.

Several comments suggested policy changes related to the relocation of jobs at the University of Hawaiʻi, limiting car ownership, changing development patterns through tax incentives, restricting parking, mandating carpools, congestion pricing, requiring all students to bus to school, restricting deliveries to nighttime hours, and limiting the number of people who may move to Oʻahu. These proposals and other policies mentioned are outside the purpose of providing a high-capacity transit system.

Several commenters suggested shifting the Waiʻanae end of the corridor into ʻEwa. An alignment on Fort Weaver Road was evaluated, documented, and eliminated in the *Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Report.* Extending the First Project further Waiʻanae by one additional station also was suggested. This will be considered during preliminary engineering if a funding source is identified to provide the additional station and guideway.

One commenter suggested shifting the Kona Street alignment to Kapiʻolani Boulevard. These alignments were previously reviewed early in the Alternatives Analysis phase, and

Kapi'olani Boulevard was eliminated because of the lack of space for column placement, lack of suitable space for stations without substantial property acquisition, and the greater distance to bus transfers at Ala Moana Center.

One commenter suggested a High Speed Bus Alternative that would include aspects of both the Managed Lane Alternative that was eliminated during the planning alternatives analysis process and the Fixed Guideway Alternative. The concept was to construct an elevated roadway for the extent of the Fixed Guideway Alignment, provide wide passing zones at stations, and several access ramps. This alternative would be more costly and have more severe impacts to many elements of the environment because of its increased width, both for the entire length of the system as compared to the Fixed Guideway Alternative and substantial width approaching 100 feet at stations. These impacts would be similar to those of the Two-Direction Managed Lane Alternative described in the Alternatives Analysis but would extend for the entire length of the corridor from Kapolei to UH Mānoa. Substantial right-of-way would be required to accommodate the structure through urban Honolulu. In addition, right-of-way would be required for the additional proposed ramps. While the system could provide some additional transit user benefit by reducing the number of passenger transfers between the bus and fixed guideway system, this small benefit would be greatly off-set by the significant impacts of the alternative; therefore, the alternative is not being advanced for analysis in the EIS.

Comments Related to Scope of Analysis

A wide range of issues was identified for consideration in the analysis. No comments were received identifying previously unknown resources or hazards located along the proposed alignments of any of the alternatives. One commenter noted two sites on the National Register of Historic Places that were already identified during preparation of the *Honolulu High-Capacity Transit Project Historic and Archaeological Technical Report* to support the *Honolulu High-Capacity Transit Project Alternatives Analysis Report.*

Aesthetics and views were widely mentioned, including the effects of an elevated system, impacts on trees, and effects of advertising on the visual environment. Other concerns were raised about construction impacts and project phasing, noise impacts, right-of-way requirements and displacements, economic impacts, air quality, community connectivity, energy consumption and conservation options, emergency services and public safety, service to elderly and disadvantaged populations, natural resources, natural hazards, effects on land use and zoning, utility relocations, maintenance of traffic, and impacts to parks and recreational facilities. The identified topics of concern will all be evaluated in the EIS. Other issues of concern that were identified, but are not directly related to impacts on the environment, are the future financial and transportation performance of the system. As project development continues, the *Honolulu High-Capacity Transit Project Financial Plan* and *Honolulu High-Capacity Transit Project Transportation Impact Report* will be revised and summarized in the EIS.

Chapter 6 Conclusions

The goals of the scoping process were to establish the purpose of and the needs for the Honolulu High-Capacity Transit Corridor Project, identify the alternatives that should be evaluated for the project, and determine the scope of the analysis that will be conducted to support the EIS.

A purpose and need, list of alternatives, and list of topics to be evaluated that emerged from the planning Alternatives Analysis process were presented to the public and other interested parties. The comments received from members of the public and consulted agencies resulted in an addition to the alternatives being evaluated. A third fixed guideway alternative that would directly serve Honolulu International Airport will be included in the EIS.

Comments on transit technologies for the Fixed Guideway Alternatives (Alternatives 2 and 3) were reviewed; however, no information was received that would eliminate one or more of the transit technologies currently under consideration.

Comments received on the scope of the environmental analysis included concerns about such topics as noise, environmental justice, visual impacts, natural resources, energy, and displacements. The EIS will evaluate the effects of each alternative on each of the elements of the environment listed in the *Comments Related to Scope of Analysis* section in Chapter 5 of this report. The analysis will follow applicable U.S. Department of Transportation guidelines. Appropriate mitigation measures will be evaluated during preparation of the EIS.

Appendix A Scoping Comments

Appendix A-1: Agency NEPA Scoping Comments

TP202807

U.S. Department
of Transportation
**Federal Aviation
Administration**

Honolulu Control Facility
760 Worchester Avenue
Honolulu, HI 96818-5125

APR 9 10 19 AM '07
DTS
TRANS PLANNING

April 2, 2007

Mr. Kenneth Hamayasu
Chief, Transportation Planning Division
Department of Transportation Services
City and County of Honolulu
650 South King Street
3rd Floor
Honolulu, HI 96813

Dear Mr. Hamayasu:

We appreciate the opportunity to comment on the scope of the Environmental Impact Study process for the Honolulu High-Capacity Transit Corridor Project.

In our review of the scoping package, we have found that it does not include an airspace analysis for potential environmental consequences. We ask that you consider the impact on the airspace in the vicinity of the Honolulu International Airport per 14 CFR 77. Of particular concern is the airport routing in Alternative 3. Based on the preliminary information that you have provided, the elevated track system has the potential for adverse impact on aircraft landing on runways 22R and 22L as well as on departing traffic from runways 4R and 4L.

Should you have any questions, please call Moses Akana at (808) 840-6135.

Sincerely,

Robert A. Rabideau
Air Traffic Manager
Honolulu Control Facility

TP 203767

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF
Office of the Chief
Regulatory Branch

April 10, 2007

APR 12 3 31 PM '07

Mr. Kenneth Hamayasu
Chief, Transportation Planning Division
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Hamayasu:

This letter is in response to your March 16, 2007 written invitation requesting our participation in the National Environmental Policy Act (NEPA) public scoping process for the preparation of an Environmental Impact Statement (EIS) for the ***Honolulu High-Capacity Transit Corridor Project*** ("Project") located on the Island of O'ahu, Hawaii. Based on your correspondence, I understand the Federal Transit Administration (FTA) and the City and County of Honolulu, Department of Transportation Services (DTS) will jointly prepare an EIS for this proposal in accordance with NEPA implementing regulations (40 CFR §1500-1508) and pursuant to the State EIS Law (Chapter 343, Hawaii Revised Statutes). The proposed project would implement a fixed guideway transit system in the east-west transportation corridor between Kapolei and the University of Hawai'i at Mānoa with a branch to Waikiki. Alternatives to be considered in the draft EIS include the No Action/No Build and two fixed guideway transit alternatives: one via Salt Lake Boulevard and another serving the Honolulu International Airport plus Salt Lake.

As a Federal agency with jurisdiction by law, the U.S. Army Corps of Engineers (Corps) appreciates your efforts to seek our early involvement and obtain our technical input regarding aquatic resources. I want to take this opportunity to advise the FTA and DTS the proposed Project may require a Corps permit. Enclosed you will find a permit application form and a pamphlet that describes our regulatory program (Enclosure 1). In general, a Corps permit is required for:

a) Structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act (RHA) of 1899. Examples include, but are not limited to: 1) constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water; 2) dredging, dredge disposal, filling and excavation;

b) The discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act (CWA) of 1972. Examples

include, but are not limited to: 1) creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures; 2) mechanized land clearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States; 3) allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States; 4) placing pilings when such placement has or would have the effect of a discharge of fill material; and

c) Any combination of the above.

In addition, my staff offers the following comments for your consideration as part of the Project's public scoping process. Our comments are provided pursuant to our regulatory authorities promulgated under Section 404 of the CWA and Section 10 of the RHA, and are based on information presented in the *EIS Scoping Information Package for the Honolulu High-Capacity Transit Corridor Project* (dated March 15, 2007), the *Alternatives Analysis Report* (dated November 1, 2006), and the *Notice of Intent to Prepare an EIS for High-Capacity Transit Improvements in the Leeward Corridor of Honolulu* (Federal Register, 72 FR 12254, dated March 2007).

Regulatory Scope

Based on Project maps/figures and our knowledge of existing aquatic resources within the transportation corridor study area, it appears the proposed Project could potentially affect jurisdictional waters of the U.S. As your EIS technical studies and fieldwork progress, we expect that site-specific information regarding the delineation of waters of the U.S. and the characterization of the extent/intensity of potential aquatic resource impacts will assist in defining the scope of the Corps' involvement. Moreover, an estimate of the impacts to waters of the U.S. will help establish the appropriate Department of Army (DA) authorization should the proposed Project, or any of its parts, be regulated under Section 10 of the RHA and/or Section 404 of the CWA. Generally speaking, a discharge of dredged or fill material into waters of the U.S. and/or work in Section 10 navigable waters of the U.S. that complies with the terms and conditions of our nationwide permits, may be authorized in a relatively streamlined timeframe. However, for an activity that does not meet the terms and conditions of our nationwide permits and/or results in more than minimal impacts to the aquatic environment, individually or cumulatively, may instead require review under a more rigorous permitting process (e.g., standard individual permit).

We strongly encourage FTA and DTS integrate all reasonable and practicable measures during the early development of alternatives to avoid and minimize adverse impacts on the aquatic environment to the maximum extent practicable. Ensuring the proposed Project avoids and minimizes impacts to waters of the U.S. will also facilitate future Corps regulatory compliance requirements.

Purpose and Need

Foremost, the transit service should be responsive to the needs of the population it serves. As Federal and State entities charged with transportation planning, funding and implementation, we give substantial deference to the expertise of FTA and DTS in determining the project needs and purpose(s) for this public transit project. We understand the planning level alternative analysis performed in accordance with SAFETEA-LU led to the identification of a Locally Preferred Alternative (LPA), namely a fixed guideway transit. In the *Alternatives Analysis Report*, the fixed guideway transit alternative considered five transit technologies and four different alignments with varying station locations and numbers, as well as distinct characteristics and environmental impacts. In this regard, the purpose and need statement should clearly describe the relevant factors considered in defining the need and what selection criteria were applied to eliminate certain alignments and other modal alternatives from further consideration. These factors and criteria should be substantiated with existing and future traffic/transit data, including but not limited to: ridership projections, including assumptions related to the projections; savings or reduction in vehicle miles traveled (VMT); savings or reduction in vehicle hours traveled (VHT) for a.m. and p.m. peak periods; and improvements to the volume to capacity (VC) ratio and level of service (LOS). In turn, the Project purpose statement must be articulated in such a manner as to ensure a reasonable range of alternatives can be formulated to address the identified transportation problems (needs).

Page 2-1 of the Project Scoping Information Package indicates the purpose of the project is "...to provide high-capacity, high-speed transit in the highly congested east-west transportation corridor between Kapolei and the University of Hawaii at Mānoa, as specified in the 2030 O'ahu Regional Transportation Plan (ORTP)". Since the goal is to provide efficient, reliable and effective movement of people between Kapolei and downtown Honolulu/University of Hawaii at Mānoa the inclusion of "high-speed" may arbitrarily or inappropriately narrow the range of practicable alternatives. We recommend you consider some minor modifications to the purpose statement to ensure the Federal NEPA and CWA processes are structured to evaluate a reasonable range of alternatives, which may include multi-modal solutions. By doing so would not preclude or otherwise affect the 2006 selection of your LPA or the City and County Council's adopted "Minimum Operable Segment" identified in Resolution 07-039 FD1(C). Rather, inclusion of other non-high-speed transit and modal alternatives may provide a clearer and sharper comparison between alternatives for NEPA purposes.

Existing and modeled traffic data from the 2006 Alternatives Analysis Report suggest the implementation of the LPA will not necessarily improve the LOS on most segments of the Interstate H-1 Freeway, including the high-occupancy vehicle and Zipper lanes, within the corridor study area (Tables 3-12 and 3-13, *Alternatives Analysis Report*). For instance, at screenline locations Kalauao Stream and Kapālama Canal the LOS will remain "F" under both the Future No Action Alternative and the 2030 Fixed Guideway Alternative. That being the case, the stated goal to "improve" existing conditions, or LOS, is somewhat misleading; rather, the peak-hour volumes and LOS for

future with- and without project conditions suggest there is a need to "provide an alternate means of movement" from Kapolei to Downtown Honolulu/UH at Mānoa. To this end, we agree the inclusion of the verbiage "...to provide high-capacity transit..." is appropriate, but again, caution the use of language that is unduly restrictive.

Similar to NEPA, the CWA Section 404 (b)(1) Guidelines (Guidelines) state that a project's purpose and need is a prerequisite to establishing the reasonable range of alternatives to be evaluated. For activities or projects that are subject to a standard individual permit review process, the statement of purpose for compliance with the Guidelines has two elements: the basic and the overall project purpose. The basic project purpose defines the project purpose in its most simplistic terms and is determined to establish whether a proposed action is water dependent. The overall project purpose is the basic project purpose in consideration of the general objectives of the applicant, cost, logistics, and existing technology. It provides for a more specific definition of the purpose and need of an applicant's project. The overall project purpose should be specific enough to define the FTA's and DTS's needs, but not so restrictive as to preclude all discussion of alternatives. As you may know, the overall project purpose is used for evaluating practicable alternatives under the Guidelines, which require that if the overall purpose of a project is practicably met through several alternatives, the Corps can only authorize the least environmentally damaging practicable alternative (LEDPA).

In light of the aforementioned, we strongly encourage adherence to the general principles and guidelines regarding the development of the Project's overall purpose within the regulatory context of Section 404 of the CWA.

Alternatives and NEPA Scope of Analysis

The Council on Environmental Quality (CEQ) regulations requires an EIS objectively and rigorously examine all reasonable alternatives to the proposal. Towards this end, the range of alternatives should include reasonable alternatives that are not within the jurisdiction of FTA and/or DTS, if they exist (40 CFR 1502.14). As a matter of policy, the range of alternatives and rigor of analysis should be proportional to the level of impacts. The NEPA analysis must pursue and disclose feasible and practicable opportunities for the avoidance and minimization of impacts on the aquatic environment. For projects that are individually reviewed by the Corps, this is important in demonstrating compliance with the substantive requirements of the Guidelines, as well as consistency with our public interest review process.

Paramount to our Section 404 permit decision-making process is that proposed transit technologies and alignments which exhibit the least overall adverse environmental harm are appropriately examined in the context of "practicability" [1], especially prior to being eliminated from further consideration. In other words, as alternatives are evaluated for their effectiveness in achieving the project purpose FTA and DTS should give equal consideration to the impacts on the aquatic ecosystem and other environmental concerns, such as Department of Transportation Act Section 4(f) concerns (e.g., public parks,

[1] "Practicability" as defined by 40 C.F.R. § 230.3(q)

recreational sites, wildlife refuges and historic sites), and select the alternative that would result in the least overall environmental harm. An alternative with fewer impacts to aquatic resources than the preferred alternative may only be eliminated by demonstrating it has other overriding significant environmental impacts (40 CFR 230.10(a)).

The nature of funding for this Project and its phased implementation over the planning horizon (i.e., future extensions and station locations), requires the Project alternatives be examined in the context of independent utility and the proper NEPA scope of analysis to avoid "piecemealing" the environmental analysis. Technical data regarding independent utility and the NEPA scope of analysis should be succinctly presented in the early stages of the EIS development. The Corps believes the environmental consequences resulting from construction of the "Minimal Operable Segment" and all planned extensions must be considered in the project-level EIS, particularly if the Project benefits, wholly or partially, are derived from one or more of these future extensions and station locations. More specifically, NEPA requires the Federal lead agency define the scope of analysis for an individual EIS based on consideration of three factors: 1) the *types of actions*, 2) the *types of alternatives*, and 3) the *types of impacts*. The three types of actions include:

a. *Connected actions*, which means closely related and are connected if they:
    i. Trigger other actions,
    ii. Cannot or will not proceed unless other actions are taken previously or simultaneously, or
    iii. Are interdependent parts of a larger action and depend on the larger action for their justification.
b. *Cumulative actions*, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.
c. *Similar actions*, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography.

My staff therefore recommends the environmental review process adequately documents how the NEPA scope of analysis is defined and the range of alternatives is formulated.

Identification of Resources & Evaluation of Impacts to the Aquatic Environment

The Council on Environmental Quality (CEQ) requires the data and analyses in an EIS are commensurate with the importance of the impact (40 C.F.R. § 1502.15). Similarly, the Guidelines emphasize the level of documentation should reflect the significance and complexity of the discharge activity (40 C.F.R. § 230.6). In the context of the *Honolulu High-Capacity Transit Corridor Project*, the evaluation of project impacts should include relevant quantitative information pertaining to water resources that is coalesced in the main text of the draft EIS. These data must disclose the projected

direct, indirect and cumulative impacts (beneficial and detrimental) to the aquatic environment associated with each of the proposed alternatives in a comparative format.

An important distinction to keep in mind when evaluating the impacts, or "harm", to non-aquatic resources versus impacts to waters of the U.S., is that, for the former, the alternatives selection process evaluates reasonable and prudent alternatives based on the "net harm" after mitigation of the alternative. Conversely, Section 404 alternatives analyses, the evaluation of practicable alternatives must consider the impacts to waters of the U.S. that would result from the alternative before compensatory mitigation. That is, compensatory mitigation may not be used as a method to reduce environmental impacts in the evaluation of the LEDPA (Corps and U.S. EPA Memorandum of Agreement, 1990). These are important aspects of the environmental process to be cognizant of; specifically should the Project necessitate an individual Section 404 permit.

Direct Effects

The corridor study area is relatively large and encompasses some of the most densely populated areas on the Island of O'ahu. Consequently, many of the streams, wetlands and other aquatic resources occurring within the Project study area have been altered or disturbed by past and on-going urban development. As a consequence, these anthropogenic disturbances have, in many cases, diminished the functions and values of the aquatic resources. However, the study area does support streams and wetlands that remain relatively intact or ecologically sensitive and impacts to these areas could be deleterious.

We request the draft EIS, including any appropriate technical studies, identify the temporary and permanent impacts to waters of the U.S. In determining impacts, consideration should be given to the alignment right-of-way and transit structure, including piers and bridge structures; the location, design and overall footprint of disturbance for each transit station location, including associated parking structures; maintenance or emergency access points; and any other ancillary features that may result in the permanent or temporary loss of waters of the U.S. Temporary stream diversions and cofferdams used or employed during construction are also important to identify and include in the analysis of effects. Streambank protection or bank stabilization that may be necessitated by one or more of the transit alignments at water crossings should be similarly identified in the draft EIS.

Indirect Effects

Indirect impacts, including growth-inducing effects, must also be identified and evaluated in the draft EIS. The acknowledgment in the NOI and Scoping Information Package that Kapolei is fast becoming a "second city" and the that the Ewa Development Plan area is [unlikely] to "...develop as planned unless it is accessible to Downtown and other parts of O'ahu...to support its future growth..." reveals the importance for the EIS to evaluate the potential indirect and growth-inducing impacts on the natural environment as a result of the proposed Project. While it is likely that development in this area will

occur with or without the proposed Project, land use patterns, scheduling or timing of future development, and the nature and juxtaposition of such development may be influenced or caused by the proposed Project. In fact, national data and studies suggest VMT growth is often substantially affected by development patterns. As jobs and housing become increasingly segregated, there tends to be a corresponding increase in driving time and hence VMT. For this reason, it seems prudent to disclose how the *Honolulu High-Capacity Transit Corridor Project* may help to ameliorate this "urban sprawl" effect vis-à-vis its support of high density development. In the end, all reasonably identifiable indirect impacts, detrimental or beneficial, on the biological and physical environments should be disclosed in the EIS.

In some cases, permanent structures, such as bridges, over surface water resources have been found to negatively impact water quality and aquatic species by altering water temperatures and the type or presence of in-stream and streambank vegetation. Therefore, we recommend FTA and DTS identify any indirect and incremental shading effects that could be expected from new or expanded bridge structures associated with the proposed alternatives.

The overall health and integrity of the aquatic ecosystem depends largely on water quality, habitat vitality and diversity, and hydrologic processes. Therefore, the loss or degradation of waters of the U.S. must meaningfully consider these factors. Based on our regulations and policies, we place a high degree of importance on quantifying and characterizing the functional losses resulting from the discharge of dredged or fill material into waters of the U.S. Functions are the physical, chemical and biological attributes of a wetland/waters without regard to its importance to society. Examples of functions include flood storage, wildlife habitat, and grounder water recharge. Values are those wetlands/waters functions that generally are regarded as beneficial to society, such as recreation, aesthetics, and wildlife viewing. A functional assessment (FA) should determine which functions are performed by the wetlands/waters, the value of those functions, and how the Project will affect the continued performance of the identified functions. If a FA is deemed appropriate, the precise assessment methodology and rigor for characterizing the functions and values of aquatic resources should be determined in close consultation with the Corps. We suggest the EIS quantitatively and/or qualitatively address the anticipated functional losses to aquatic ecosystems to the extent appropriate and practicable. Factors to consider include changes to sedimentation (e.g., sediment transport, in-stream aggradation and degradation), erosion, turbidity, hydrologic regime, water quality, floodplain encroachment, invasive species, and other native habitat perturbations.

Cumulative Effects

The Council on Environmental Quality (CEQ) regulations define cumulative effect as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR 1508.7). A critical principle is the consideration of past and present

projects as they relate to establishing the environmental baseline and disturbance thresholds for each relevant resource. That is, the cumulative effects analysis should be conducted within the context of resource, ecosystem, and human community thresholds—levels of stress beyond which the desired condition degrades. The magnitude and extent of the effect on a resource depends on whether the cumulative effects exceed the capacity of the resource to sustain itself and remain productive. Similarly, the natural aquatic ecosystem and the human community have maximum levels of cumulative effects that they can withstand before the desired conditions of ecological functioning and human quality of life deteriorate (CEQ, 1997).

To facilitate future decision-making, all reasonably foreseeable projects, private or public that are identified, programmed, funded or approved in regional planning documents should be carefully and fully considered as part of the cumulative impact analysis. Aside from the proposed Project, all connected and similar actions that could contribute to cumulative effects (beneficial or detrimental) must be appropriately considered in the draft EIS. The cumulative impacts analysis should evaluate both the temporal (time) and spatial (geographic) effects associated with each significant environmental resource category.

Mitigation and Sequencing

The NEPA requires a discussion of mitigation for adverse environmental impacts of alternatives, where mitigation is defined to include avoidance, minimization, restoration and creation of habitats. Section 404 of the CWA also requires consideration of practicable alternatives to avoid and minimize adverse environmental impacts, and further requires that these measures be exhausted before turning to restoration and creation of habitats. Since the proposed Project alternatives are likely to cross a number of streams, channels, and other aquatic resources, we advocate design features that would likely avoid or reduce the direct impacts to surface water resources. Both on-site (e.g., design features) and off-site (e.g., different alignments) options to avoid and minimize impacts to waters of the U.S. is important in terms of demonstrating that the Project has taken appropriate and practicable steps to minimize potential adverse impacts of the discharge on the aquatic ecosystem (40 C.F.R. 230.10(d)).

Mitigation is an important aspect of the review and balancing process on many DA permit applications. Consideration of mitigation should occur throughout the permit application review process. Mitigation generally falls into three categories:

1) Project modifications to minimize adverse impacts;
2) Further mitigation measures to satisfy legal requirements; and
3) Mitigation measures that result from the public interest review process.

For unavoidable adverse impacts, compensatory mitigation must be for significant resource losses that are specifically identifiable, reasonably likely to occur, and of importance to the human or aquatic environment. Further, all mitigation must be directly related to the impacts of the proposed Project, appropriate to the scope and degree of

those impacts, and reasonably enforceable. The Corps recommends FTA and DTS incorporate the general tenets of our Honolulu District Mitigation Guidelines (dated February 14, 2005), Regulatory Guidance Letter (RGL) 02-02, *Guidance on Compensatory Mitigation Projects for Aquatic Resource Impacts Under the Corps Regulatory Program Pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899*, and RGL 03-06 *Minimum Monitoring Requirements for Compensatory Mitigation Projects Involving the Aquatic Resources* in your conceptual mitigation planning. These RGLs can be found at www.usace.army.mil/cw/cecwo/reg/rglsindx.htm. We also strongly encourage FTA and DTS give appropriate credence to the Corps and U.S. Environmental Protection Agency's joint proposed rule for "Compensatory Mitigation for Losses of Aquatic Resources" (March 28, 2006, Federal Register 15520), which we anticipate could be finalized prior to completion of the *Honolulu High-Capacity Transit Corridor Project* EIS.

The Corps also encourages the FTA and DTS to pursue any and all mitigation planning opportunities afforded at this early stage of the environmental process by leveraging the resources of Federal, State, local and non-profit entities to help with watershed-wide identification of areas suitable for wetlands enhancement, restoration and/or in-perpetuity preservation, as deemed appropriate by the Project's preliminary impact analyses. The draft EIS should propose a meaningful suite of conceptual mitigation strategies that would avoid and minimize impacts and compensate for any unavoidable adverse impacts to aquatic resources. Possible compensatory mitigation strategies could include establishment of a mitigation bank or an in lieu fee agreement; on- and/or off-site land acquisition and restoration; and control or eradication of invasive species that would enable native species to re-colonize.

Data Needs

Disclosure of the degree and magnitude of impacts is necessary for soliciting meaningful public input as well as for making informed decisions. As a matter of efficacy, the *Honolulu High-Capacity Transit Corridor Project* draft EIS should include a summary of the major impacts to water resources with accompanying aerial or topographic maps of sufficient scale that geo-spatially illustrate the potential direct and indirect effects associated with the discharge of dredged or fill material into waters of the U.S.

Although not all-inclusive, the following list comprises a general overview of the potential data needs and analyses for identifying and assessing waters of the U.S. during the Project's environmental evaluation and EIS review process.

- A delineation of all wetlands, which could be affected by the proposed Project. The delineation must follow the procedures set forth in the 1987 Wetlands Delineation Manual and include the data support forms.
- A delineation of other waters of the U.S. as follows:
  - For tidal waters, the high tide line shall be determined as described at 33 C.F.R. § 328.3(d);

- For non-tidal waters, the ordinary high water mark shall be determined as described at 33 C.F.R § 328.3(e).

- All plant and animal taxa encountered during site visits;
- A detailed assessment of the functions and values of wetlands and other waters of the U.S.
- A detailed assessment of project impacts on special aquatic sites and other waters as follows:
  - A detailed description of the project impacts, including the type of impact (e.g., habitat removal, fragmentation, introduction of exotic species) and its magnitude. These effects must be evaluated in the appropriate local or regional context.
- A detailed purpose and need statement, coordinated with the appropriate agencies. It is noteworthy to mention the Corps is solely responsible for the final approval of the overall project purpose used to conduct the 404(b)(1) alternatives analysis.
- A feasibility study of candidate mitigation sites
- Maps showing the occurrences of all associated sensitive species that have been identified within the survey area in relation to project features, including federally listed endangered and threatened species and designated critical habitat.
  - The size of the population(s) in terms of numbers of individuals and habitat occupied
  - The portion of the population(s) to be directly affected by each project alternative
  - The portion of the population to be indirectly affected by each alternative
  - The amount of suitable habitat to be directly or indirectly affected under each alternative

Inter-agency Coordination

I commend your efforts to engage our agency early in your environmental process. At this stage, our primary regulatory responsibilities associated with the *Honolulu High-Capacity Transit Corridor Project* NEPA document are to provide guidance on CWA and RHA procedures, disclose substantive issues relating to the direct, indirect and/or cumulative effects on the aquatic environment, and identify data gaps or other informational needs for our regulatory process requirements. Depending on our scope of analysis, we would also expect to provide feedback at key milestones to ensure the decisions made around Section 404 of the CWA are adequately substantiated and documented.

The 1995 *NEPA/404 Integration Process Memorandum of Understanding* (MOU) for *Surface Transportation Projects in the State of Hawaii* may have utility with this proposed FTA/DTS transit project. The MOU establishes formal procedures for Federal regulatory and resource agencies to work collaboratively with the transportation lead agencies to streamline the environmental review process. Implementation of the MOU merger procedures have been found particularly helpful for large-scale surface transportation projects that are expected to adversely affect waters of the U.S. and other environmentally sensitive resources.

I recognize the importance this transit project has to the City and County of Honolulu and in particular, to the quality of life for the commuting public. Conceptually, the implementation of a fixed guideway transit system could result in substantial transportation benefits to the leeward communities and a net overall environmental benefit in terms of air quality, noise and socioeconomics when compared to other transportation improvement or modal options. For these reasons, I look forward to my staff working collaboratively with FTA, DTS, and other Federal, State and local agencies to ensure the purpose and needs of this project are met while avoiding and minimizing the adverse impacts to the aquatic environment to the maximum extent practicable. If you have any questions or need clarification on our comments, please feel free to contact Ms. Susan A. Meyer of my staff at (808) 438-2137 or susan.a.meyer@usace.army.mil.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

Enclosure

Copies Furnished (w/o encl):
Ms. Connell Dunning and Dr. Wendy Wiltse, U.S. Environmental Protection Agency
Mr. Michael Molina, U.S. Fish and Wildlife Service
Mr. John Naughton, NOAA, Fisheries
CEPOH-PP-C (Mr. Paul Mizue)

ENCLOSURE 1

Permit Application (ENG FORM 4345)
and
Regulatory Permit Program pamphlet

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT *(33 CFR 325)*	OMB APPROVAL NO. 0710-0003 Expires December 31, 2004

The public reporting burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE *(an agent is not required)*
6. APPLICANT'S ADDRESS	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NUMBERS WITH AREA CODE a. Residence b. Business	10. AGENT'S PHONE NUMBERS WITH AREA CODE a. Residence b. Business

11. **STATEMENT OF AUTHORIZATION**

I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE *(see instructions)*

13. NAME OF WATERBODY, IF KNOWN *(if applicable)*	14. PROJECT STREET ADDRESS *(if applicable)*
15. LOCATION OF PROJECT COUNTY STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

17. DIRECTIONS TO THE SITE

18. Nature of Activity *(Description of project, include all features)*

19. Project Purpose *(Describe the reason or purpose of the project, see instructions)*

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled *(see instructions)*

23. Is Any Portion of the Work Already Complete? Yes _____ No _____ IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

*Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT _____ DATE _____ SIGNATURE OF AGENT _____ DATE _____

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up any trick scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Instructions for Preparing a
Department of the Army Permit Application

Blocks 1 through 4. To be completed by Corps of Engineers.

Block 5. Applicant's Name. Enter the name of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by applicant, if an agent is to be employed.

Block 12. Proposed Project Name or Title. Please provide name identifying the proposed project, *e.g.*, Landmark Plaza, Burned Hills Subdivision, or Edsall Commercial Center.

Block 13. Name of Waterbody. Please provide the name of any stream, lake, marsh, or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Project Street Address. If the proposed project is located at a site having a street address (not a box number), please enter it here.

Block 15. Location of Proposed Project. Enter the county and state where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked Block 15.

Block 16. Other Location Descriptions. If available, provide the Section, Township, and Range of the site and / or the latitude and longitude. You may also provide description of the proposed project location, such as lot numbers, tract numbers, or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known.

Block 17, Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site.

Block 18. Nature of Activity. Describe the overall activity or project. Give appropriate dimensions of structures such as wingwalls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles, or float-supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 18.

Block 19. Proposed Project Purpose. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Block 20. Reasons for Discharge. If the activity involves the discharge of dredged and/or fill material into a wetland or other waterbody, including the temporary placement of material, explain the specific purpose of the placement of the material (such as erosion control).

Block 21. Types of Material Being Discharged and the Amount of Each Type in Cubic Yards. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes: rock, sand, clay, concrete, etc.

Block 22. Surface Areas of Wetlands or Other Waters Filled. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper marked Block 22.

Block 23. Is Any Portion of the Work Already Complete? Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps permit, identity the authorization, if possible.

Block 24. Names and Addresses of Adjoining Property Owners, Lessees, etc.,Whose Property Adjoins the Project Site. List complete names and full mailing addresses of the adjacent property owners (public and private) lessees, etc., whose property adjoins the waterbody or aquatic site where the work is being proposed so that they may be notified of the proposed activity (usually by public notice). If more space is needed, attach an extra sheet of paper marked Block 24.

Information regarding adjacent landowners is usually available through the office of the tax assessor in the county or counties where the project is to be developed.

Block 25. Information about Approvals or Denials by Other Agencies. You may need the approval of other federal, state, or local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for a Corps permit.

Block 26. Signature of Applicant or Agent. The application must be signed by the owner or other authorized party (agent). This signature shall be an affirmation that the party applying for the permit possesses the requisite property rights to undertake the activity applied for (including compliance with special conditions, mitigation, etc.).

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross-Section Map. Identify each illustration with a figure or attachment number.

Please submit one original, or good quality copy, of all drawings on 8½ x11 inch plain white paper (tracing paper or film may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations.

Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross-section). **While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.**

PENALTIES

Violation of pertinent laws may result in the following penalties:

* Removal of material and restoration

* Fines from $500 to $50,000 a day

* Imprisonment up to one year

PERMIT FEES

Fees shall be assessed as follows:

* Commercial or industrial use - $100.00

* Non-commercial use - $10.00

Fees should not be submitted with permit application, but will be collected prior to issuance of the permit.

MAJOR COORDINATING AGENCIES

FEDERAL

US Environmental Protection Agency

U.S. Fish and Wildlife Service

National Marine Fisheries Service

Fourteenth Coast Guard District

STATE & LOCAL

State of Hawaii & various counties

Territories of Guam & American Samoa

~~Trust Territory of the Pacific Islands~~

Commonwealth of the Northern Mariana Islands

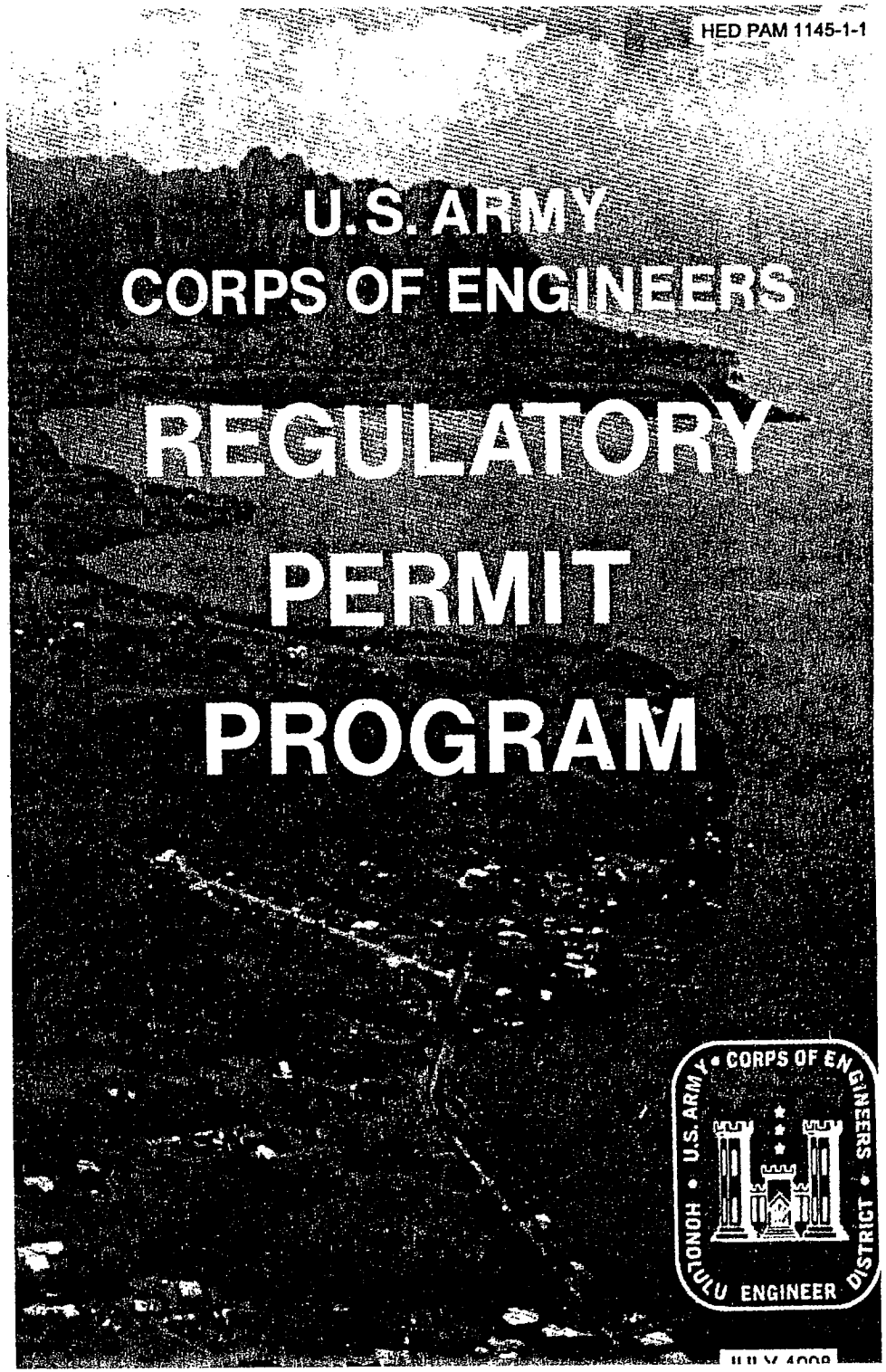
For Additonal information, contact:

U.S. Army Engineer District, Honolulu
Building 230
Fort Shafter Hawaii 96858-5440
Phone: (808)438-9258

HED PAM 1145-1-1

U.S. ARMY CORPS OF ENGINEERS

REGULATORY PERMIT PROGRAM



JULY 1998

INTRODUCTION

Under the laws of the United States, Congress has assigned to the U.S. Army Corps of Engineers certain non-military roles and functions. These include the better known traditional missions in navigation, flood control, hydropower production, water supply storage, and recreation. Congress has also given the Corps of Engineers certain regulatory responsibilities for work in the waters of the United States. The reasons for this are to (1) protect our nation's navigation channels and harbors against destruction and encroachments, and (2) restore and maintain environmental quality by regulating the discharge of dredged or fill material in coastal and inland waters and wetlands, construction and dredging in waters of the United States, and transportation of dredged material for dumping into ocean waters.

WHO IS REQUIRED TO OBTAIN A PERMIT?

Any individual, firm or agency (including Federal, State and local governmental agencies) who plans to do work in the waters of the United States must obtain a permit from the U.S. Army Corps of Engineers. In addition, permits, licenses, variances or other authorizations required by Federal, State or local laws and regulations must be obtained. Private ownership of the land beside or under the water has no effect on the requirement to obtain a permit.

PURPOSE

The permit program is designed to:

- Insure that our nation's water resources are safeguarded.
- Insure that our nation's water resources are used in the best interest of the people.
- Insure that environmental — social — economic concerns of the public are considered.

LAWS

The U.S. Army Corps of Engineers permit program is based primarily on the following Acts of Congress:

THE RIVER AND HARBOR ACT of 1899. Prohibits unauthorized construction in navigable waters of the United States.

THE FEDERAL WATER POLLUTION CONTROL ACT of 1972 (Public Law 92-500.) Governs disposal of dredged or fill material in waters of the United States.

THE MARINE PROTECTION, RESEARCH, AND SANCTUARIES ACT of 1972. Regulates transportation of dredged material for the purpose of dumping in ocean waters.

THE NATIONAL ENVIRONMENTAL POLICY ACT of 1969. States national policy to encourage productive and enjoyable harmony between man and his environment. Started Environmental Impact Statement requirement.

THE FISH AND WILDLIFE ACT of 1958. Requires the Corps to coordinate permit applications with State and Federal fish and wildlife agencies.

THE NATIONAL HISTORIC PRESERVATION ACT of 1966. Requires coordination on matters involving historic preservation.

THE COASTAL ZONE MANAGEMENT ACT of 1972. Requires compliance with State's coastal zone management program.

THE ENDANGERED SPECIES ACT of 1973. Requires coordination to insure that actions taken do not jeopardize the continued existence of endangered and threatened species.

TYPICAL ACTIVITIES REQUIRING PERMITS

The following types of activities in waters of the United States and wetlands may require a permit:

- Construction of piers, wharves, bulkheads, piling, marinas, docks, ramps, floats, mooring buoys, and like structures.
- Construction of wires and cables over the water, and pipes, cables or tunnels under the water.
- Dredging and excavation.
- Any obstruction or alteration of navigable waters.
- Depositing fill and dredged material.
- Filling of wetlands adjacent or contiguous to waters of the United States.
- Construction of riprap, revetments, groins, breakwaters, and levees.
- Transportation of dredged material for dumping into ocean waters.

WATERS OF THE UNITED STATES INCLUDE . . .

- Ocean waters.
- Coastal and inland waters, lakes, rivers, and streams that are navigable waters of the United States, including adjacent wetlands.
- Tributaries to navigable waters of the United States, including adjacent wetlands.
- Fishponds connected to navigable waters of the United States.
- All other waters of the United States, such as lakes, rivers and streams that are not interstate waters or tributaries to navigable waters of the United States, impoundments, perched wetlands, and intermittent streams, where the District Engineer determines that regulation is required to protect interstate commerce and the aquatic environment.

WETLANDS

- Certain unique pond systems
- Inland and coastal shallows
- Marshes
- Estuaries
- Swamps
- Other areas associated with coastal and inland waters of the United States.

PROCESSING PERMIT APPLICATIONS

Processing of permit applications includes:

- Publishing public notices and news releases.
- Seeking advice and comments of private organizations and general public.
- Conducting public hearings, as required.
- Preparing Environmental Impact Statements, as required.

CONSIDERATIONS

When studying a permit application, the factors listed below are considered:

- Conservation
- Economics
- Archaeological or Historic Values
- Water Quality
- Aesthetics
- Recreation
- Navigation
- Water Supply
- General Environmental Concerns
- Land Use Classification
- Needs and Welfare of the People
- Flood Damage Prevention
- Fish and Wildlife Values
- No permit will be granted unless its issuance is found to be in the public interest.

LINDA LINGLE
GOVERNOR

BARRY FUKUNAGA
INTERIM DIRECTOR

Deputy Directors
FRANCIS PAUL KEENO
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PS
2.4145

APR 20 2007

RECEIVED
BY APR 25 P 2:18

Mr. Melvin N. Kaku
Director
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Kaku:

Subject: Honolulu High-Capacity Transit Corridor Project
Scope of Environmental Impact Statement (EIS) for High-Capacity Transit Improvements in the Leeward Corridor of Honolulu, Hawaii

This letter is in response to the Federal Transit Administration notice published in the Federal Register on March 15, 2007.

Due to the amount of public interest expressed over the alignment of the minimum operating segment, we recommend the draft EIS include an evaluation of a fixed guideway transit alignment which directly serves Honolulu International Airport. We believe the draft EIS should also include comparisons of estimated ridership during the first year of service for the alternative route alignments as well as the impact and costs associated with rights-of-way acquisition of the various proposed route alternatives. Finally, we request that the draft EIS evaluate traffic conditions and recommend measures to address traffic impact at all locations where construction is proposed within the State highways rights-of-way.

Your consideration of these recommendations will allow for a more comprehensive and complete report.

Very truly yours,

BARRY FUKUNAGA
Interim Director of Transportation

c: Leslie Rogers, Federal Transit Administration - Region IX

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

ROMY M. CACHOLA
COUNCILMEMBER
(808) 547-7007
(808) 523-4220 (fax)
e-mail: rcachola@honolulu.gov

March 20, 2007

MEMORANDUM

TO: MR. MELVIN KAKU, DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

CC: MR. WAYNE HASHIRO
MANAGING DIRECTOR

FROM: COUNCILMEMBER ROMY M. CACHOLA

SUBJECT: MINIMUM OPERABLE SEGMENT

During the meeting with the Mayor and several members of the Aliamanu/Salt Lake/Foster Village Neighborhood Board No.18 (NB 18) on February 20, 2007, board member Mark Taylor provided the Mayor with maps showing four stations along the Salt Lake Boulevard alignment (see attached maps). These stations would put almost everyone within walking distance of a station and reduce or even eliminate the need for circulator buses in Salt Lake which, in turn, would cut down on operating and maintenance costs. Perhaps a fourth station could be worked out with Target, a prospective tenant at the former Costco site off Salt Lake Boulevard, at little or no cost to the City. This possible station at Pakini would also serve the civilian employees at the Navy Public Works complex and residents from the Aliamanu Military Reservation.

However, if four stations are not feasible, I strongly suggest that a third station be added. As you already know, Salt Lake Boulevard is approximately 4 miles in length and the distance between the two proposed stations is approximately 2.6 miles. The third station could then be situated near the Mapunapuna industrial area where it would serve the rest of the population as well as employees and employers in Mapunapuna.

Also, I strongly recommend moving the Ala Nioi Place station to a location just Ewa of the intersection of Salt Lake Boulevard/Radford Drive/Likini Place where it is flat. A station at this location would serve our military neighbors as well as our local residents.

I appreciate your positive consideration of my request and look forward to working with you to provide our residents with an alternative that would enhance their quality of life. Please provide me with the analysis of the proposed three or four stations along Salt Lake Boulevard, including ridership and costs. Also, please note that even with two additional stations at $20 million each, the Salt Lake Boulevard route remains cheaper than the Airport route.

Enclosures

cc: Aliamanu/Salt Lake/Foster Village Neighborhood Board No. 18 (w/o enclosures)

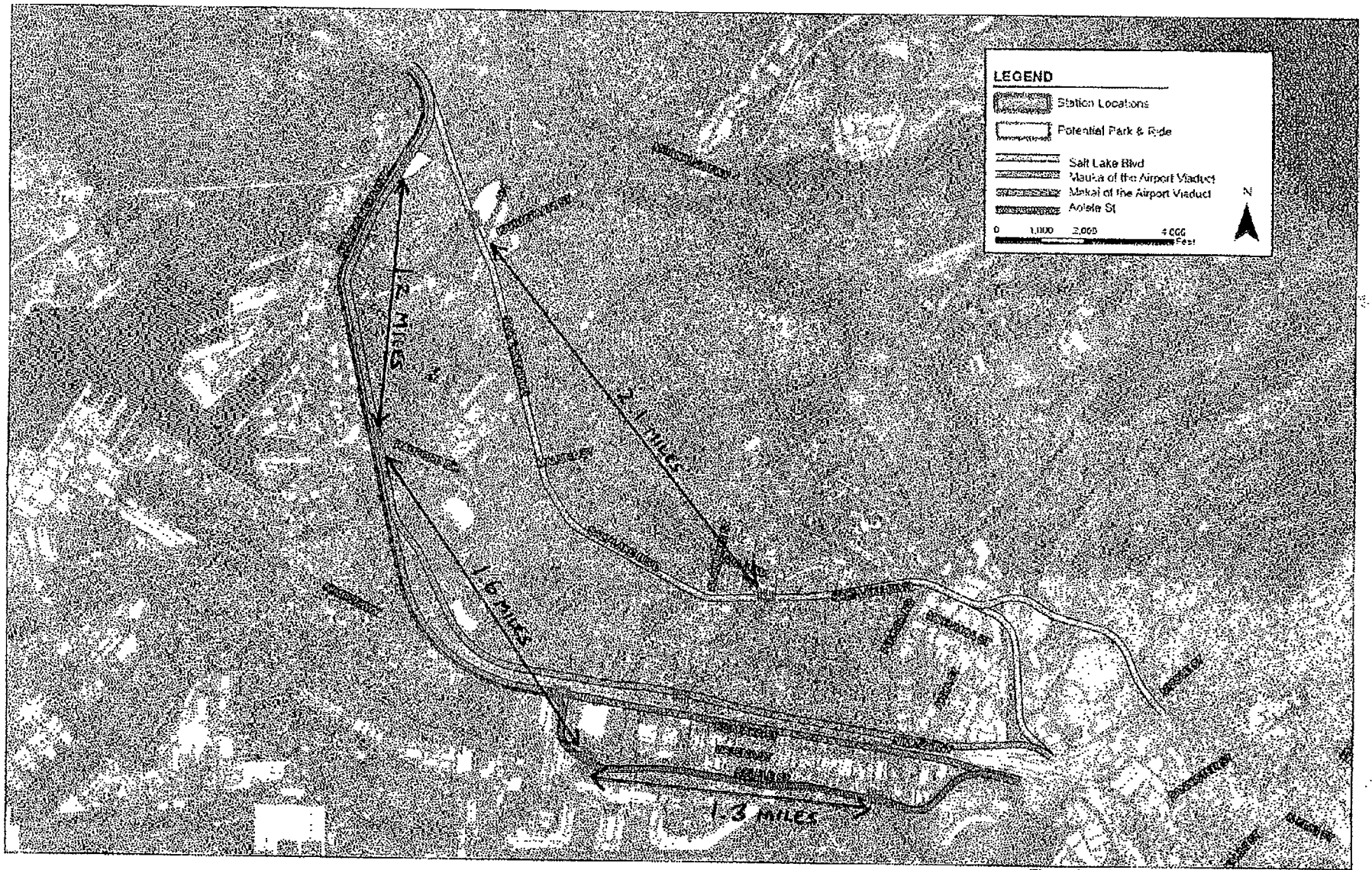


Figure 2-5. Fixed Guideway Alternative Section III

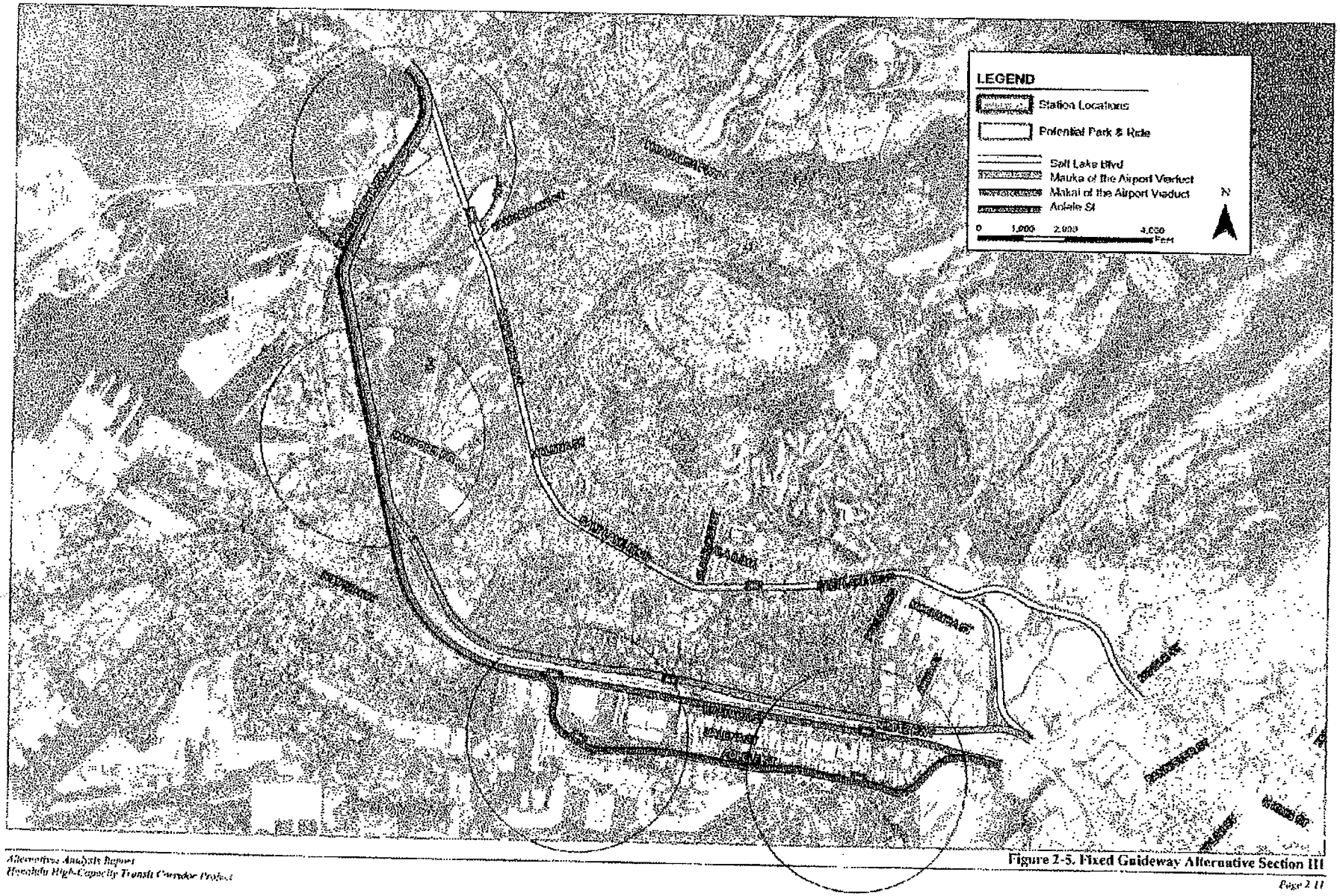


Figure 2-5. Fixed Guideway Alternative Section III

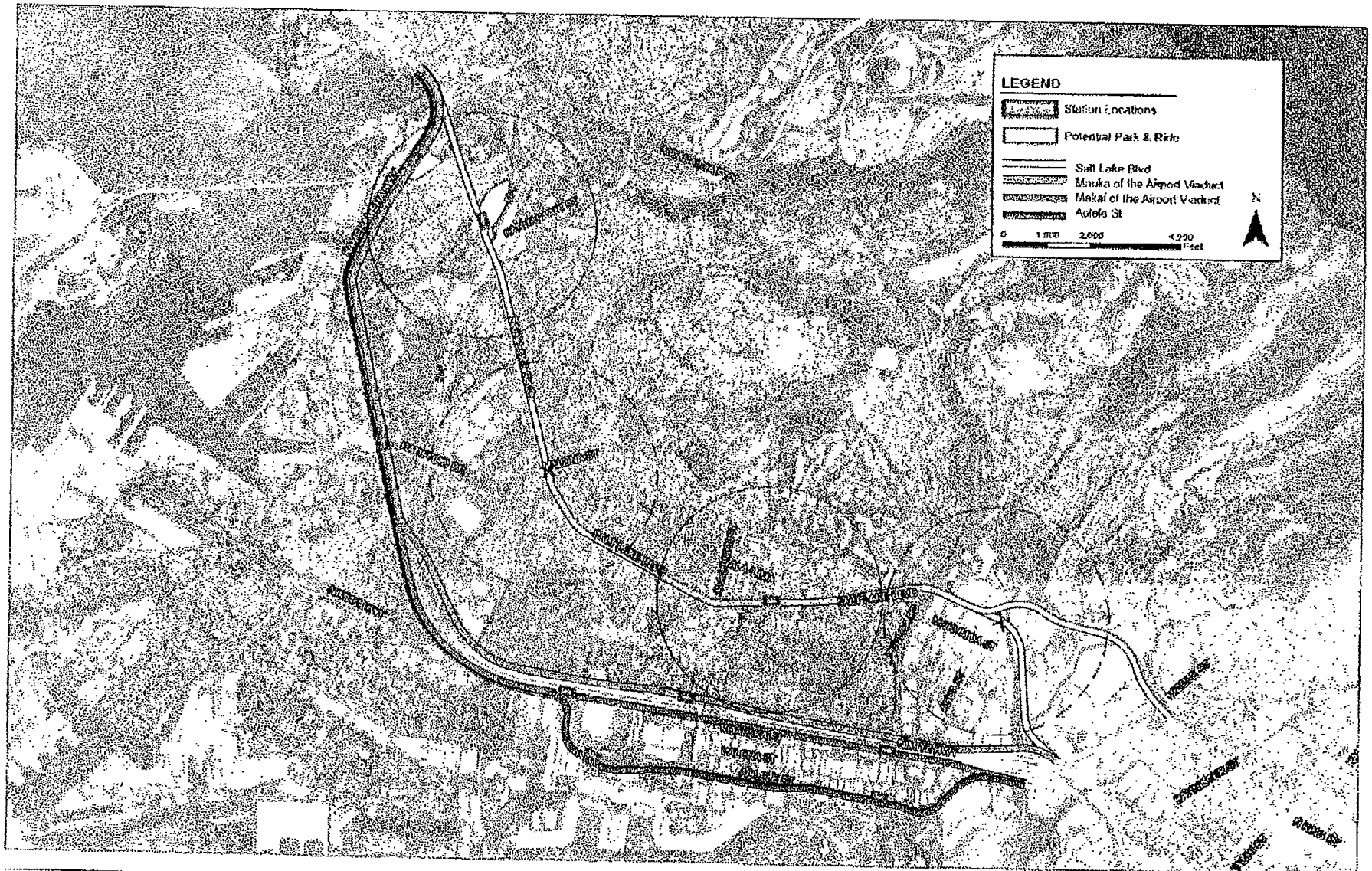


Figure 2-5. Fixed Guideway Alternative Section III

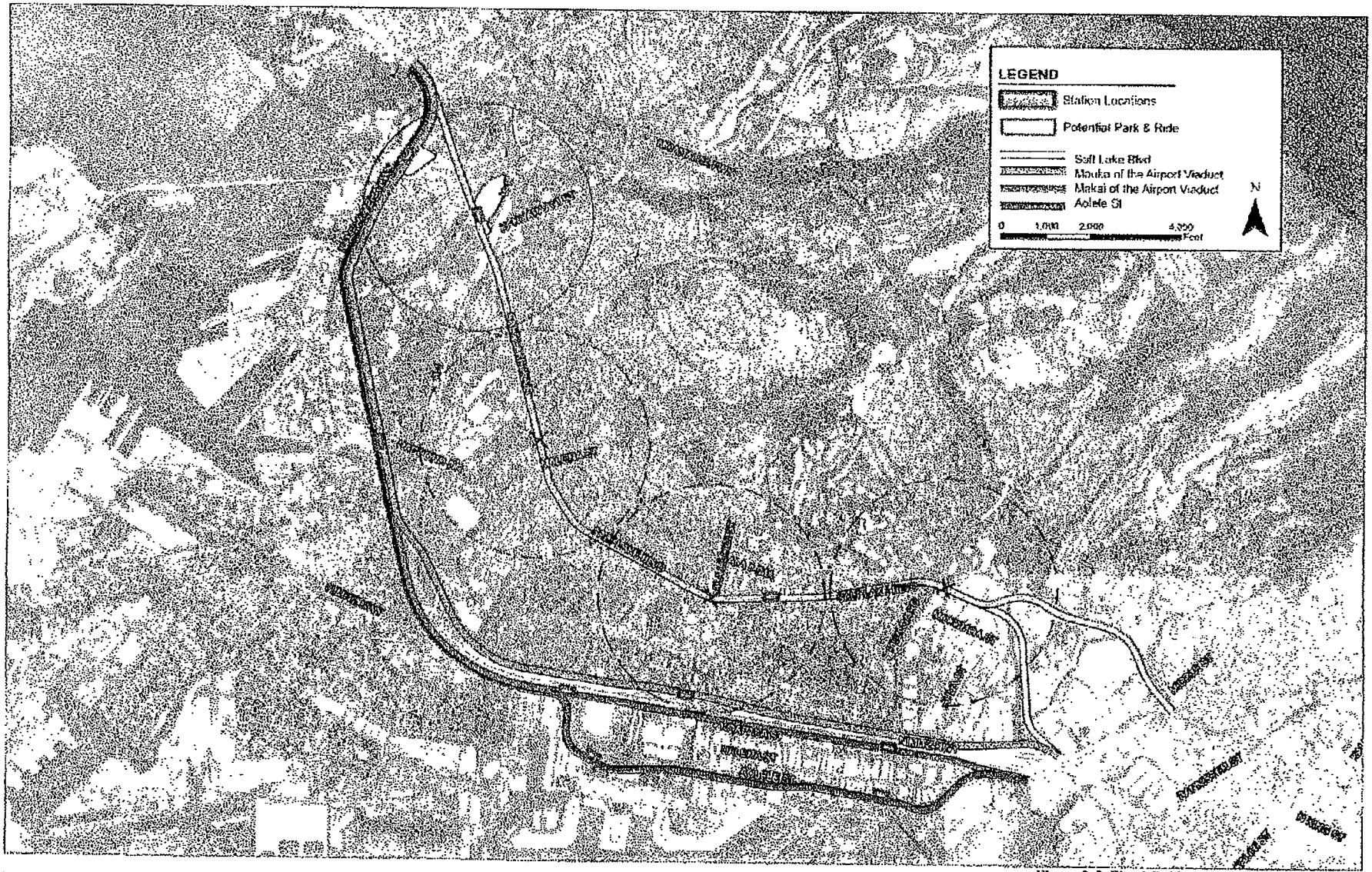


Figure 2-5. Fixed Guideway Alternative Section III

Appendix A-2: Organization NEPA Scoping Comments

Web Site Comment
www.honolulutransit.org

3/22/2007

FROM:
Michelle Matson
Waikiki Area Residents Association
3931 Gail Street
Honolulu, Hawai‘i 96815
MSMatson@hawaii.rr.com

COMMENT:
The instructions for your scoping process are very confusing in your newsletter, especially regarding "alternatives" as used in the context of route alignments, and then as technologies, and then "alignments (routes)" again. Which "alternatives" apply to which comment category in b) below?

The city's transit newsletter at http://www.honolulutransit.org states the following regarding the EIS: "The EIS WILL BE PREPARED to meet both state and federal requirements. On the federal level, the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations are applicable. On the State level relevant law is found in Chapter 343 of the Hawaii Revised Statutes. "Two transit routes are proposed for analysis in the EIS. BOTH ALTERNATIVES encompass the full transit corridor described in the LPA, going from West Kapolei to the University of Hawaii at Manoa, and Waikiki. BOTH ALTERNATIVES also include the First Project (Minimum Operating Segment?) between East Kapolei and Ala Moana Center. ONE ALTERNATIVE follows Salt Lake Boulevard between Aloha Stadium and Middle Street, while THE OTHER ALTERNATIVE includes both Salt Lake Boulevard and Airport alignments..... "The public is invited to comment on the following: a) The purpose of and needs to be addressed by THE PROJECT; b) THE ALTERNATIVES (alternative routes as above, or alternative technologies?), including the technologies, to be evaluated; c) ALIGNMENTS (ROUTES) and termination points (West Kapolei, East Kapolei, Ala Moana Center, UH Manoa, Waikiki?) to be considered; and d) The environmental, social and economic impacts to be analyzed (per HRS 343?)." What is also strange, and appears somewhat deceiving to the reader and confusing to the public, is that this same newsletter notes, "The SCOPING ACTIVITIES RELATED TO Hawaii Revised Statutes CHAPTER 343 process WERE COMPLETED between December 2005 and January 2006." (EIS law HRS 343 specific to d) above, on which the public is invited to comment for the purposes of this scoping process?) When reading this, some members of the public are now made to believe that the invited scoping comments will be strictly limited to the apparently still-pending Salt Lake and/or Airport route segment question. (EIS definition: "Environmental impact statement" or "statement" means an informational document prepared in compliance with the rules adopted under section 343-6 and which discloses the environmental effects of a proposed action, effects of a proposed action on the economic welfare, social welfare, and cultural practices of the community and State, effects of the economic activities arising out of the proposed action, measures proposed to minimize adverse effects, and alternatives to the action and their environmental effects.) Please clarify exactly what it is for which you are inviting public comments.

Web Site Comment
www.honolulutransit.org

3/30/2007

FROM:
Dexter Okada
Kaka'ako Business and Landowners Association
P.O.Box 898
Honolulu, Hawai'i 96808
dexter.okada@uokada.com, 597-1102

COMMENT:
My name is Dexter Okada. My small family business has been in Kaka'ako for over fifty years. I also represent Kaka'ako Business and Landowners Association. Our basic mantra is community input. In other words, we want to have a voice in determining the future of our community not just commenting at scoping meetings.

In the central Kaka'ako area, there are many small properties. On these properties are small businesses. Many of these small business are light industrial or service businesses that serve communities from downtown out to East Oahu and to the windward side. The economic impacts of the route and the resulting transit oriented developments could have a tragic impact on these small businesses and small properties. Eminent domain is a frightening phrase for small property owners. Hawaii Community Development Authority is currently revising their Mauka Plan and Rules to help the small businesses and small property owners in Kaka'ako. Will the transit project undermine this effort? It is often said that small business is the backbone of Hawai'i's economy. Will the transit project be another burden placed on the backs of the small businesses in Kaka'ako?

TP-202504

hawai'i chapter
of the
american planning
association
p.o. box 557
honolulu
hawai'i
96809
www.hawaiiapa.org

April 2, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Attn: Honolulu High-Capacity Transit Corridor Project

Re: **Hawaii Chapter Comments on Scoping for the Environmental Impact Statement (EIS) and Preliminary Engineering**

Gentlemen/Ladies:

The importance of this project cannot be overstated in terms of the way it will shape new urban spaces for fifty or more years, as well as re-shape the urban form of Honolulu that has evolved in the past hundred years. Given this historic importance:

- The project should structure a context sensitive design (CSD) process based on principles of community based planning. This is different from a community information process. The purpose of the CSD community process is to identify connectivity issues and to integrate transit with other community spaces. Every station area should have a community level plan developed by the affected community. This should be completed well before construction is started, especially if the project moves forward as design-build. The community process should be funded adequately to produce the plans in a timely manner.
- The framework and ground rules for the CSD community process should be crafted by an independent Task Force of experts from the fields of facilitation and community participation. This independence is critical so that a climate of mutual trust can predominate, clearing the path for wise decision-making and the resolution of differences. The ground rules developed by the Task Force should ensure that the community process is timely and is not used by opponents to obstruct or delay the implementation of transit.
- The station plans should address connectivity, including access for pedestrians, bicyclists, bus rider transfers, and park-and-ride facilities (as appropriate) within the community. The plans should also address other parking policies within the communities affected by transit.
- Transit-oriented development (TOD) must be about creating new urban places. Opportunities will vary by location. From the experiences in other transit cities, TOD does not occur by accident, but by well formulated articulation of community objectives, criteria for evaluation, policies and regulations. The specific processes for encouraging and then processing TOD should be described in the EIS.
- There needs to be input from the local design and physical planning community starting now in the EIS process and carrying through preliminary engineering, procurement and on to construction. Design cannot take a second seat to cost, expediency or be left to private consultation between the city and individual landowners. Further, design

issues should not be totally in the hands of architects based outside of Hawaii and who may be unfamiliar with elements that create a Hawaiian sense of place.

The next three scoping comments are specific to the beginning and end points of the MOS. This makes them doubly critical for their end of line issues as well as for future extensions. The alternative development process must allow for and produce alternate designs which enhance and draw out the urban form possibilities surrounding the MOS end points.

- The preliminary indications for the design of the Ala Moana station are that it would be at an eighty foot elevation. Such a height contradicts good urban space planning in that location and would create logistical problems for both modal transfer and future extensions. The scope of the EIS needs to be broad enough to test horizontal and vertical variations to find those that best reduce the height of this and any other stations to a more human scale. The City should not shy away from takings when necessary to achieve the right form and to enhance ridership.
- The preliminary indications for transit in Kapolei are that it may not be within the West Oahu Campus. Scoping should include review of an option integrated within the campus.
- All stations in the Ewa Plain must be integrated fully with the overall urban form following principles of connection, and not be relegated to the periphery of master planned sub-communities.

Thank you for the opportunity to comment on the scope of the EIS. APA Hawaii Chapter remains committed to working with the City towards the successful rebuilding of Honolulu through transit.

Sincerely,

Gene Yong, AICP
APA Hawaii Chapter President

John P. Whalen, FAICP
APA Transit Committee

TP 4/07-20326 / TREY / MC / PM

THE LEAGUE OF WOMEN VOTERS OF HONOLULU

49 SOUTH HOTEL STREET, ROOM 314 HONOLULU, HAWAII 96813 PH. (808) 531-7448

APR 11 8 05 AM '07 TRANS PLANNING

April 9, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Re: Honolulu High-Capaciiy Transit Corridor Project Scoping

The League of Women Voters of Honolulu recommends that the following issues be addressed in the Draft EIS:

- **Potential riders**. We do not think there is a sufficient population base to support the shortened route. Eliminating Waikiki and the University of Hawaii from the eastern terminus and a large part of the Ewa plain at the western end of the project leaves a much smaller population to support the project (which was inadequate to begin with). It appears that the City is using transit as a planning tool to encourage high population densities around the transit stations. This is a laudable goal for smart growth. However, it is highly unlikely that it will be paid for by the main beneficiaries, the landowners near the stations. Instead it will be most likely be funded at the local level by the increase in GET, the most regressive possible tax that will fall heaviest on persons with the least ability to pay. And long-term future growth will not provide riders for the system when it is constructed.

- **Rail vs. bus**. The proposed amendment to the OMPO 2030 Plan makes it clear that the Honolulu City Council approved a fixed guideway system. It did not specify rail. The DEIS should also take note of this and not discuss the proposed system as though rail transit were the only option. Buses are a reasonable and much more flexible option than trains. Buses could enable some people to avoid transfers and thus increase ridership. Buses would stop in pull overs so that the buses would not block the guideway and would not hold up buses behind them. The DEIS should spell out the economics, social and environment aspects of the bus system and the rail system.

- **Costs**. Projected costs have to date been unrealistic. The degree of cost escalation that has occurred so far indicates that the methodology now being used is poor and more accurate and realistic methods are needed.

- **Revenues**. Projected revenues are also unrealistic. No system in the country has had a simultaneous increase in both bus and riders

- **Housing**. Impacts on existing housing along the selected route should be addressed. How many units of affordable housing will be removed to build the fixed guideway structure and the transit stations?

- **Traffic congestion**. The effects the proposed rail transit project will have on highway traffic should be displayed prominently. If letters to the editor of our local newspapers are any indication, many people believe that traffic congestion will be very much improved. In fact, the alternative analysis suggests that highway traffic won't get worse as fast as it would have without transit. This is a vast difference and should be clearly explained. Congestion pricing should also be included as an alternative. This has been effective in other cities and there is no reason to think it would be effective on Oahu.

In general, the DEIS should address those areas that the Alternatives Analysis overlooked or made short work of in order to justify rail.

Thank you for giving is this opportunity to comment.

D Pulani Kaopuiki

D, Piilani Kaopuiki, President
League of Women Voters of Honolulu.

To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: Donna.Turchie@fta.dot.gov <Donna.Turchie@fta.dot.gov>
Sent: Tue Apr 10 11:31:44 2007
Subject: ** SPAM ** Honolulu High-Capacity Transit Corridor Project

These comments are in response to the "scoping" request process for the above project.

First, there is no end result good for the customer (individual member of the public). The overwhelming want of every to and from work commuter is less traffic congestion. That public need is not addressed anywhere in the plan. It is as if Safeway planned to build a new store without a produce or meat department.

Second, there are only "do nothing" or government provided solutions. Private enterprise and accompanying attempts to address consumer needs are not on this agenda.

Third, a review of all laws and procedures as impediments to innovation is absent. That aspect should have been first.

Fourth, the average member of the public is intimidated by a "planning" process that asks for his input only as a matter of form. His substantive needs/wants are not addressed with any sincerity. "Scoping" is thus a process, not a search for genuine concern and/or solutions to his problems.

Fifth, this whole "project" is so very governmental. If a private company followed these procedures with hope of well serving the public profitably, it would have long since been dead broke.

Sincerely,

Richard O. Rowland, President
Grassroot Institute of Hawaii
1314 S. King Street Suite 1163
Honolulu, HI 96814
Tel: 808.591.9193 Fax: 808.356.1690
Cell: 808.864.1776

Note my e-mail address has changed to:
dick@grassrootinstitute.org
<http://www.grassrootinstitute.org/> http://www.grassrootinstitute.org/

From: Liu, Rouen [mailto:rouen.liu@heco.com]
Sent: Thursday, April 12, 2007 3:06 PM
To: Nalani E. Dahl
Subject: High Capacity Transit Corridor Project EIS process - comments from Hawaiian Electric Company

Thank you for allowing Hawaiian Electric Company (HECO) to be a part of the planning process.

In the EIS, please identify and address the following:
1) energy (electrical power) requirements for the various alternatives;
2) facilities necessary to meet energy requirements;
3) costs associated with meeting energy requirements;
4) existing utilities that will require relocation and the associated costs;
5) permits and approvals needed to meet energy requirements and necessary existing utility relocations; and
6) emergency generation to temporarily power the system as well as emergency fuel storage, emergency generator emissions, and noise.

Please note that HECO's work and associated costs related to the transit may be subject to approval by the State Public Utilities Commission. For this and other planning reasons, HECO would prefer to coordinate and plan for electrical needs or relocation as soon as practical.

Rouen Liu
Project Administrator
Hawaiian Electric Company

This message was also entered via the internet at www.honolulutransit.org as instructed in page 1-3 of the scoping information package. Due by April 13, 2007

April 12, 2007

Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawai'i 96813
Attention: Honolulu High-Capacity Transit Corridor Project

RE: PARKING CONCERNS REGARDING THE EAST KAPOLEI TERMINUS OF THE MINIMUM OPERABLE SEGMENT OF THE HONOLULU-HIGH CAPACITY TRANSIT PROJECT

Thank you for providing us with an opportunity to provide comments during the scoping phase of the Environmental Impact Statement (EIS) for the Minimum Operable Segment (MOS) of the Honolulu-High Capacity Transit Project. The lands near the transit stops in the vicinity of the East Kapolei terminus of the project's MOS are in various stages of planning, development and construction. As landowners, developers and a regulatory agency (HCDA) located near the East Kapolei terminus of the MOS, we have worked collaboratively to address infrastructure and development issues within this region and to accommodate the proposed transit corridor and stations.

However, because the East Kapolei transit stations will be the western terminus of the MOS, we are concerned that without dedicated accommodations for transit-related automobile parking in the vicinity of the planned East Kapolei transit stations, on-and off-street parking within the future developments may become "de facto" park-and-ride facilities.

A potential solution to this problem could include extending the transit corridor makai of its existing terminus near the KROC Center to properties where there is land available for a park-and-ride facility located in HCDA-regulated lands in Kalaeloa, about 6,500 feet to the south of the current terminus, where there is 200+ acres available to the City.

Thank you for the opportunity to provide comments during the EIS scoping period. We look forward to working with you on this exciting project.

Sincerely,

University of Hawai'i-West O'ahu

Department of Hawaiian Home Lands

Hawaii Community Development Authority

D.R. Horton-Schuler Homes, LLC

Salvation Army-Hawaiian and Pacific Islands Division

DEPARTMENT OF HAWAIIAN HOME LANDS

D·R·HORTON NYSE
America's Builder
SCHULER DIVISION

KAKAʻAKO KALAELOA

THE SALVATION ARMY
DOING THE MOST GOOD

TP- 204095

Comments for EIS Scoping
For the
Honolulu High-Capacity Transit Corridor Project
Submitted by The Outdoor Circle
April 13, 2007

Introductory Remarks

The Outdoor Circle (TOC) has been involved in the Honolulu High-Capacity Transit Corridor Project from the very beginning. In addition to attending the early meetings at the Blaisdell Exhibition Hall and at the City's auditorium, TOC belongs to the City's Transit Solutions Advisory Committee. We also have received two briefings from the City's consultant at our statewide office and have attended numerous City Council hearings as this project has evolved. Therefore, we have license to speak out about the process the City has undertaken to inform, involve and include the public in this project.

Representatives from The Outdoor Circle attended the public scoping meeting, March 29, at McKinley High School. We were appalled at the lack of effort by the City's Public Involvement Team to draw comments and concerns from the public. Having attended dozens of scoping sessions for projects undergoing both NEPA and state environmental review in the past, it is our opinion that the effort put forth at McKinley High was, without a doubt, one of the poorest attempts to engage the public and gather meaningful information that we have witnessed.

The information presented on the posters at the scoping meeting was strikingly similar to the posters presented at previous meetings. It appeared that no new information was provided. Those in attendance were expected to ask questions of the "experts" standing at each easel. However, those questions were not captured as scoping comments in any way. At the easel focusing on aesthetics we asked the person standing in front of it if he was the one to speak to about the project's impacts on the visual environment. His response was "No, but I know some of those people." Then he quickly turned his attention to an apparently less threatening member of the public.

While it might make easier the City's job of writing the Draft Environmental Impact Statement (DEIS), we believe that this scoping effort has failed in its effort to be a meaningful tool to identify and enable the City to properly address the many and very real concerns that exist in our community over the construction and operation of the proposed transit project.

The Outdoor Circle's comments on the Impacts of the Transit Plan Presented at Scoping

The Outdoor Circle has many concerns about the overall effectiveness and viability of the proposed project, the extreme cost and long-term burden to taxpayers and the impact the

diversion of City dollars will have on other City responsibilities such as maintenance in our parks and roadways. However, we will limit our initial comments to specific concerns about the project's impacts on the visual environment that we believe must be addressed and resolved in the DEIS.

View Planes

We have grave concerns about the interruption of Mauka to Makai view planes that will be created by the transit fixed guideway and the multitude of transit stations (and electrical substations) that are planned along the chosen route. The guideway itself will certainly dominate the nearby landscape throughout the route, and transit stations, some as high as 60 feet, will be ever-present obstructions to multitudes of residents who live uphill from the chosen route. These visual impediments will block the view planes from thousands of homes and businesses, thus reducing the quality of life for much of Oahu's population as well as the millions of visitors to this island. If the project moves forward, every possible effort must be made to reduce the negative visual impact of this infrastructure. The DEIS must include meaningful information on the view plane obstructions and how the intrusion on the visual environment will be mitigated. Visual representations, such as detailed landscaping plans and visual simulations must be provided, along with meaningful explanations of how the elements of the plans will mitigate the damage.

Trees

As proposed, construction of transit infrastructure will result in the removal, relocation and/or severe pruning of numerous significant trees that currently line the roadways and medians where transit will run. Among others, these include the heritage Kamani trees on Dillingham Boulevard. Removal of these trees is unacceptable to The Outdoor Circle as well as untold thousands of the general public. If the City persists in Dillingham becoming part of the transit route, it is absolutely essential that the project be engineered in a manner that does not result in damage to these revered trees, much less their removal. The authors of the DEIS should acknowledge that not all significant trees on O'ahu are included on the State's Exceptional tree list. There are hundreds of trees considered by our communities as important trees and every effort to keep them intact must be taken. Relocating trees may or may not be an effective treatment since not all trees can survive relocation. The DEIS must provide real information on the existing trees as well as trees to be planted in the future. Mitigation for the loss of any existing trees must be addressed now. It is not enough to say that the city is working with a consulting arborist and tree issues will be addressed on a case by case basis. In addition, the DEIS must provide tree protection plans that will mitigate the effects of construction on existing trees, their roots and their canopies. How these tree protection plans will be utilized also must be addressed in the DEIS.

Advertising

As currently planned, the City's budget will be heavily burdened by the construction and operation of transit. It stands to reason that as a consequence, the City will look for untapped

revenue streams to provide long-term financial support. Throughout the process City officials have stated that there will be no outdoor advertising on transit stations or the trains themselves. The Outdoor Circle believes it is absolutely essential that the City go beyond denying that advertising is a viable source of revenue. We insist that the City pledge and publicly state that it will not, under any circumstances, ever allow commercial advertising or inappropriate off-site signage of any type, to be placed on any trains or stations or any other aspect of the transit project. This must be acknowledged in the DEIS.

Summary

As the oldest environmental organization in the State of Hawai'i representing thousands of Hawai'i citizens, and as a result of its detailed involvement in virtually every step of the transit project to date, The Outdoor Circle strongly urges the City to take great care to properly address the concerns raised in these Scoping comments. We believe by doing that problems can and will be avoided in the future.

Please consider The Outdoor Circle as a consulted party to the action. Thank you for the opportunity to comment.

Sincerely,

Mary Steiner
CEO
The Outdoor Circle
1314 South King Street Ste 306
Honolulu, HI 96813
(808) 593-0300

cc: Office of Environmental Quality Control

HAWAI'I HOTEL & LODGING
ASSOCIATION
2270 Kalakaua Ave., Suite 1506
Honolulu, HI 96815
Phone: (808) 923-0407
Fax: (808) 924-3843
E-Mail: hhla@hawaiihotels.org
Website: www.hawaiihotels.org

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Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813
Email: www.honolulutransit.org

Attention: Honolulu High-Capacity Transit Corridor Project

Aloha!

The Hawai`i Hotel & Lodging Association is a statewide association of hotels, condominiums, timeshare companies, management firms, suppliers, and other related firms and individuals. Our membership includes over 170 hotels representing over 47,300 rooms. Our hotel members range from the 2,523 rooms of the Hilton Hawaiian Village to the 4 rooms of the Bougainvillea Bed & Breakfast on the Big Island.

Thank you for this opportunity to provide comments on the proposed Environmental Impact Statement for Honolulu's High-Capacity Transit Corridor Project. The Hawai`i Hotel & Lodging Association ("HHLA") continues to support the fixed guide-way alternative from Kapolei to the University of Hawaii serving the airport.

We are, however, very concerned about the Waikiki spur utilizing an elevated guide-way along Kuhio Ave. HHLA believes alternative solutions to servicing Waikiki need to be considered in the EIS process. The impacts of any elevated lines along Kuhio Avenue will outweigh the benefits of this service. It is essential that alternative solutions for providing access to Waikiki be considered. We believe one alternative to be studied for the Waikiki spur should include a Waikiki people mover that connects to the main fixed guide-way in the vicinity of Ala Moana Center or the Hawaii Convention Center.

Again, mahalo for the opportunity to provide comments. If you have any questions or concerns on this matter, please feel free to contact me at (808) 923-0407 or via email at mtowill@hawaiihotels.org

Mahalo Nui Loa

MURRAY TOWILL
President
Hawai`i Hotel & Lodging Association

March 18, 2007

Ms. Donna Turchie
Federal Transit Administration, Region IX
201 Mission Street, Room 1650
San Francisco, CA 94105

Dear Ms. Turchie:

Elimination of Managed Lanes from Honolulu High-Capacity Transit Corridor Project

We object to your failure to include a Managed Lane Alternative (MLA) in your Notice of Intent (NOI) of March 15, 2007, and ask that the notice be amended to include an MLA, and then be republished. We would also like you to clarify the reasons for having two NOIs in effect concurrently.

The double NOI issue.

Neither the Federal Transit Administration (FTA) nor the City and County of Honolulu (City) has made any attempt to clarify why FTA issued a second NOI. While the NOI of December 7, 2005, initiated the NEPA process, the NOI of March 15, 2007, informs us that the NEPA review is "initiated through this scoping notice." Does this mean the old NOI is cancelled? Have we not been in the NEPA process since December 2005?

We also see from the new Scoping Information Package that scoping under HRS 343 was completed in 2005 and that this new scoping is only to satisfy NEPA. However, the NOI of December 5, 2005 and the Scoping Report of April 6, 2006, both discussed the scoping at that time being done under NEPA. We realize that you may not be deliberately confusing the issue, but the result is the same.

Further, we did not receive any response to Honolulutraffic.com's 13 pages of specific comments[1] dated January 9, 2006, until February 22, 2007, and even then it was, for the most part, the usual Parsons Brinckerhoff (PB) boiler plate with few of the specifics addressed. Assumedly, this aspect of the NEPA process does not require "public involvement."

MLA denied fair and equitable treatment

The MLA was denied fair and equitable treatment in the Alternatives Analysis (AA) by the City and County of Honolulu (City) and Parsons Brinckerhoff (PB). As a direct and intended result, the MLA was unjustly eliminated — not for "good cause" but rather for political cause. We submit that this was a blatant violation of the spirit and intent of the regulations that govern the environmental process; we further submit that only by reinstating MLA into your Notice of Intent and the Scoping process, can Honolulu aspire to reducing its traffic congestion. The following supports these claims.

Excessive MLA capital cost projection

PB projects initial costs of $2.6 billion for the *two-lane* reversible elevated Managed Lanes Alternative (MLA) in addition to bus costs (AA, p. 5-2).

[1] Attached to covering email as Scoping_comments_3.pdf

To put that projected cost in perspective, it is seven times the cost of Tampa's comparable new ten-mile *three-lane* elevated reversible expressway and 50 percent greater than the cost of the H-3 highway – even allowing for inflation. At such a cost the MLA would replace H-3 as America's costliest highway, despite H-3 being twice the size, built over difficult terrain, and with extensive tunneling.

The soft costs alone for the MLA are projected at $549 million,[2] which is 30 percent more than the cost of the entire Tampa Expressway, including the $120 million overrun error by URS Corp.

Since we lack sufficient details about the MLA, what may well be driving up the cost are the 5,200 parking stalls (AA, p. 3-8) built into the project, which are almost entirely unnecessary. We have failed to find any significant parking associated with an MLA elsewhere in the country.

To bolster our stand on PB's exaggerating capital costs for the MLA, we have attached comments by Dr. Martin Stone, AICP, Planning Director of the Tampa Expressway Authority, who says, in this detailed four page letter that,

> "It is completely dishonest to say the elevated HOT lane in your transit alternatives analysis is similar to our elevated reversible lanes. And, it is this dishonesty that results in your HOT lanes costing $2.6 billion instead of the less than $1 billion that a true copy of our project would cost."[3]

During the AA process, the City Council appointed a Transit Advisory Task Force to assist them in evaluating the AA. It consisted of six politically-connected people whose views could be relied upon to support the City's agenda, and Dr. Panos Prevedouros, Professor of Traffic Engineering at the University of Hawaii, whose views are based on engineering and science, and not politics.

The Chairman appointed two members to a Technical Review Subcommittee to review construction costs. One had been a long time employee of the state DOT and the other was the recently retired Director of Honolulu's City Department of Transportation Services (DTS).

After their first report to the Task Force, we asked them who they had contacted since there needed to be a reconciliation of the Tampa Expressway cost (less the design error) of $320 million and the PB estimate of $2.6 billion for the MLA. They told us they had only talked to PB, but had been assured that the costs were accurate.

We pushed for a consultation with the Tampa Expressway Authority and especially with PCL Construction, Inc., since they had built the Tampa Expressway, the Hawaii Convention Center, and maintained offices in both Tampa and Honolulu and would be familiar with the costs and construction difficulties in both cities. One of the subcommittee members made a phone call to Tampa; no one contacted PCL. The subcommittee report is attached to the covering email; the lack of due diligence warranted by a multi-billion dollar project is quite evident, and may reflect a breach of the fiduciary duty to investigate and verify the facts and take the necessary steps commensurate with the amounts involved.

After consulting with many industry professionals, we have projected a cost of $900 million for the MLA, including a 25 percent allowance for cost overruns. This is still more than twice the cost of the Tampa Expressway. At $900 million, the MLA would surely have been the LPA, and that is the reason, we submit, for the exaggerated capital cost estimates by PB.

Excessive operating cost

The high operating cost for the MLA is mainly caused by the large number of buses projected for it. The following bus fleet data is taken from the AA, table 2-1, and the daily trips data from the AA, table 3-7. The percentages shown are calculated from these data.

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[2] Capital Costing Memorandum, App. A, Alternative 3.
[3] Attached to covering email as stoneTampa.doc.

Alternative	Bus Fleet	% change in buses			thous trips daily	% change in trips		
		from exist	from NB	from TSM		from exist	from NB	from TSM
Existing	525	0.0%	N/A	N/A	178.4	0.0%	N/A	N/A
NB	614	17.0%	0.0%	N/A	232.1	30.1%	0.0%	N/A
TSM	765	45.7%	24.6%	0.0%	243.1	36.3%	4.7%	0.0%
MLA	906	72.6%	47.6%	18.4%	244.4	37.0%	5.3%	0.5%
Rail-Halek	540	2.9%	-12.1%	-29.4%	294.1	64.9%	26.7%	21.0%

Note that the MLA is projected to have a bus fleet nearly 50 percent greater than the No-build alternative, yet gain only five percent more trips. This small increase is projected despite the MLA offering bus users the advantage of a congestion free ride from the Leeward end of the corridor to downtown.

The 906 buses projected are far too many buses for the projected MLA ridership. It should be anticipated that more riders per bus would be achieved by the MLA option in the Corridor since buses using the MLA would be operating at far higher speeds than either the No-Build or the TSM and thus able to make more trips per bus; the round trip can be made by returning on the relatively uncongested freeway.

Insufficient ridership projected for the MLA

The MLA should project significantly more riders than the No-Build or TSM Alternatives since it will offer potential bus riders a significant time savings of 16 minutes versus automobile travel on the regular freeway. Currently, buses take 39 minutes to travel 13 miles at 20mph on the regular freeway.

If we assume that the number of cars removed from the freeway by the MLA will decrease travel times by 25 percent then buses (and cars) on the regular freeway will take 29 minutes to traverse the 13 miles. Buses on the MLA will take 13 minutes and will offer a significant and enticing 16 minute time savings to some motorists to switch to buses.

Killing the MLA advantage

The AA version of the MLA allowing free passage to HOV-2s significantly reduces the advantages of the MLA over rail transit.

To add insult, PB said in a letter to us that "A two-lane reversible option for the Managed Lanes Alternative, matching what you have proposed, has been added to the range of alternatives being evaluated in the Alternatives Analysis."[4]

What we actually proposed was a 10-13 mile facility and in our comments on the original Scoping wrote, "On the HOT lanes, buses and vanpools would have priority and travel free, other vehicles would pay a toll ..."[5] What resulted was a 16-mile facility, unnecessarily lengthened to presumably drive up costs, with HOVs allowed free.

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[4] Letter signed by Mr. Melvin Kaku, DTS Director to me on 2/26/2007 by Mr. Lawrence Spurgeon of PB and dated 6/20/2006. It refers to "AA and Chapter 343 Scoping of the Honolulu High-Capacity Transit Corridor Project."

[5] Scoping Report, Appendix B. page 46 of 100.

First, allowing HOV-2s at no charge on the MLA means that the zipper lane will no longer be needed. Thus, PB added the 2-lane MLA and deleted the HOV zipper lane, thereby reducing the two-lane gain to a single lane gain.

Second, this policy greatly increases the costs of policing the MLA as staff attempt to determine whether or not autos have the requisite number of automobile occupants. On the other hand, pre-registered buses and vanpools would be outfitted with transponders signifying their legitimacy and will take little policing.

Third, this policy reduces the revenues available to fund the project, thus necessitating a tax increase.

Insufficient ingress/egress options provided for MLA

The rail transit alternative in the AA presently has five different alignment options that have survived the process to date. The reversible MLA, on the other hand, has only one.

PB should have also examined five options for the MLA alternative. They should have considered the three-lane option as built by the Tampa Expressway since it offers a 50 percent greater lane capacity at only a 20 percent increase in cost. They should also have considered both two and three lane options in combination with more options for ingress/egress along the lines suggested by Dr. Prevedouros.[6]

MLA should never be at Level of Service (LOS) D

For some reason PB is showing the MLA option operating at LOS B to D in the morning peak hour. Since dynamically priced MLAs are operated to keep them congestion free, we do not understand why they should not be LOS B, or better, at all times.

FTA funding will likely be allowed

PB says that the Federal Transit Administration (FTA) New Starts funds cannot be used for the MLA Alternative (AA, p. 6-10). However, the FTA has been revising its policies on MLAs such as the recent one allowing funding for HOT lane conversions from existing HOV lanes. While FTA's policy still holds that HOT lanes built *de novo* cannot be funded with New Starts funds, it places the policy in conflict with recent changes in FTA policy favoring variably-priced lanes.

One might reasonably expect that an MLA that met certain conditions, such as giving buses and other high occupancy vehicles priority over automobiles, would, in time, be eligible for New Starts Funds and therefore should be studied further in the Environmental Impact Statement process.

PB has under-engineered the MLA

Professor Prevdouros examined the MLA from an engineering perspective and submitted his report to the Transit Advisory Task Force. He finds PB's treatment of the MLA significantly lacking and concludes,

> "Based on substantial evidence of ML being under-engineered, its performance statistics of are not representative of what a new 2-lane reversible expressway can do for this corridor … In short, the ML provides extensive regional traffic management possibilities, none of which were explored."[7]

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[6] A Design for a HOT Expressway and Other Traffic Relief Projects for Oahu,

[7] Attached to covering email as Panos_TATF_final_report.doc

FTA gives no weight to traffic congestion reduction

> "… in current evaluations of proposed New Starts projects, FTA considers directly only those user benefits derived directly from changes in transit service characteristics."[8]

At the Pearl Ridge screenline, the only freeway is H-1 and for the peak period inbound provides five regular lanes, a zipper lane and an HOV lane.

A properly defined MLA would provide an additional two lanes to the above. More importantly, it would be the equivalent of four new lanes since the MLA is a more efficient conveyer of vehicles. As shown in the U.S. Department of Transportation (USDOT) *Congestion Primer*,[9]

> Vehicle "throughput" on a freeway is the number of vehicles that get through over a short period such as an hour ... The number of vehicles that get through per hour can drop by as much as 50 percent when severe congestion sets in … each variably priced lane in the median of State Route 91 in Orange County, California, carries twice as many vehicles per lane as the free lanes during the hour with heaviest traffic. Pricing has allowed twice as many vehicles to be served per lane at three to four times the speed on the free lanes.

Therefore the two lanes of the MLA would take the equivalent of four lanes of traffic off of the H-1 freeway, providing significant traffic relief in the Corridor.

We do not understand why this is not being taken into account by FTA. In announcing a war on traffic congestion as the new policy, Secretary Mineta announced that,

> Transportation congestion is not a fact of life. It is not a scientific mystery, an uncontrollable force, or the insurmountable fate of the American people. Rather, congestion results from poor policy choices and a failure to separate and embrace solutions that are effective from those that are not.

He concluded the policy announcement by declaring that,

> The Administration's objective must be to reduce congestion, not simply to slow its increase. Congestion is not an insurmountable problem … The Federal Government's most important role is to establish mechanisms to ensure that the right investments get made … We must end the era of complacency about congestion. The **National Strategy to Reduce Congestion on America's Transportation Network** provides the framework for government officials, the private sector, and most importantly, the citizen-user, to take the necessary steps to make today's congestion a thing of the past. (original emphasis)

Furthermore, SAFETEA-LU states that, "… the Secretary shall analyze, evaluate, and consider … factors such as … congestion relief."

Is this policy meaningless? Does it only impact the Secretary's office and have no meaning to FTA?

Traffic congestion reduction is critically important to Oahu citizens and the bias shown by the AA against the MLA needs to be addressed.

For example, Professor Prevedouros states that simply using the AA, table 3-5, AM inbound, as the basis for calculations, and a) allowing for a three-lane variant of the MLA, and b) reinstating the zipper lane, that far lower congestion would exist on the H-1 regular lanes in 2030 than existed for actual conditions in 2003 even given the AA's highly questionable population forecasts.

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8 http://www.fta.dot.gov/documents/Discussion_1_CE_Allowances.doc

9 US DOT Congestion Primer

Summary:

The foregoing are the most important points about the bias exhibited towards the MLA by the City and PB, its "client-focused" consultant.

A disinterested reviewer could only conclude that, at the hands of the City and PB, the MLA has not been accorded fair treatment and that the MLA should be reinstated into the Scoping process — preferably with the MLA study being performed by another, more taxpayer-focused consultant.

Sincerely,
HONOLULUTRAFFIC.COM

Cliff Slater, Chair

Atts:
cc: Mr. Tyler Duvall
Mr. David Horner
Mr. Ron Fisher
Mr. James Ryan
Mr. Ray Sukys
Mr. Melvin Kaku

January 9, 2006

Acting Director Alfred Tanaka
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Tanaka:

Comments on the December 2005 Scoping Meetings

The Scoping Meeting conducted by Parsons Brinckerhoff and the City and County of Honolulu Department of Transportation Services (DTS) on December 13, 2005, provided insufficient information, both at the meeting and at the www.honolulutransit.com website, for the public to understand the cost-effectiveness of the alternatives.

While Parsons Brinckerhoff and DTS showed that the "Development of Initial Set of Alternatives" emerged from "Technical Methods" and "Evaluation Measures,"[i] they refused to disclose the quantitative data that they developed during this process thus denying full public access to key decisions.

For significant public involvement as specified by the Federal Transit Administration (FTA), the public must have some rudimentary understanding of the costs and benefits of each of the alternatives considered — both those accepted and those rejected.

The costs must include capital and operating costs. The benefits and disbenefits must include forecast travel time changes, patronage and traffic congestion impacts. Only with this information can the public be truly involved in the process.

In short, the 'system planning' process has failed to follow the FTA process, as follows:

A. The projected capital costs, operating costs, financing, travel times, patronage and traffic congestion for the alternatives have not been available.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

C. The level of effort exerted in developing the alternatives has been insufficient.

D. The public has not been involved to the extent required by the FTA.

A. The projected cost effectiveness data have not been available to the public.

> "During systems planning, the analysis of alternatives focuses on identifying fatal flaws and a preliminary analysis of cost-effectiveness … Three types of information are particularly important for evaluating cost-effectiveness: transit patronage, capital cost, and operating and maintenance cost." Procedures and Technical Methods for Transit Project Planning (PTMTPP). Part I. p. 2-9. (emphasis added)
>
> "When local officials seek [FTA] approval to initiate alternatives analysis, the results of system planning studies are used by [FTA] to decide whether to participate in further detailed study of guideway alternatives in the corridor. Much of the information needed to make these decisions should be available in reports produced during the system planning phase." PTMTPP, Part I, p. 2-12. (emphasis added)
>
> "These definitions [of alternatives] are sufficient to address such general concerns as ranges of costs, ridership potential and financial feasibility. More basically, they provide the information necessary for decisionmakers and other stakeholders to confirm that no reasonable alternative (in terms of meeting corridor needs) is being excluded from the analysis, as well as understand the magnitude of the costs and benefits associated with the various options for improving conditions in the corridor." Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies (emphasis added)

The documentation required in the 'systems planning'[ii] process concerning public transit patronage data, capital cost and operating and maintenance costs, as required by the FTA has been either withheld from the public or not developed at all.

During the Scoping Meeting, we asked Mr. Hamayasu for cost data for the alternatives and he told us that the City did not have any. Since cost estimates are at the bedrock of scoping decisions it seemed strange that they were not available. This was especially true since Parsons Brinckerhoff had eliminated the reversible High-Occupancy\Toll (HOT) lanes proposal on the grounds of "cost and funding concerns."[iii]

Subsequent to the Scoping Meeting, Mr. Gordon Lum, Executive Director of the Oahu Metropolitan Planning Organization (OMPO) told us that the capital costs developed by their consultant were $2.5 billion each for both the reversible HOT lanes proposal, from Waipahu to the Keehi Interchange (±12 miles), and also the elevated heavy rail line from Kapolei to the University of Hawaii (UH) (±25 miles).

We asked to see the working for those calculations but Mr. Lum told us that their consultants, Kaku Associates, had only given them the number; there was no backup for it. He also said OMPO subsequently conveyed these projected costs to both DTS and the Hawaii State Department of Transportation (HDOT) and both had found them reasonable.

Failing any other explanation, we have to assume that Parsons Brinckerhoff and DTS used the OMPO costs in eliminating the reversible HOT lanes from the Alternatives Analysis.

The capital costs cited by OMPO are unreasonable. These costs, on a per mile basis, amount to $100 million per mile for the heavy rail line and $200 million per mile for the HOT lanes.

OMPO, HDOT, DTS and Parsons Brinckerhoff, would have us believe that a simple elevated *two*-lane highway (HOT lanes is merely the operating method) put out to bid would cost twice as much as a non-bid heavy rail line with all its attendant equipment, rolling stock, trains, and massive stations each with escalators, elevators, and stairs.

The Tampa, Florida, *three*-lane elevated highway due to open shortly costs $46 million per mile and that includes an expensive error by a contractor. The public authority responsible for it estimates they could duplicate it for $28 million per mile.[iv] Even allowing for Hawaii's politically induced high costs that tend to double Mainland prices, it still does not come close to the OMPO estimate of $200 million per mile.

No travel time comparisons are available. Since travel time is a major determinant of patronage forecasts and since HOT lanes may well offer a much faster journey for both autos and buses this information should have been available.

Patronage forecasts for the various alternatives are not available. Mr. Hamayasu told us during the meeting that while OMPO had developed ridership data for the rail, they had not shared it with DTS. We find this troubling since Mr. Hamayasu is Vice-Chair of OMPO's Technical Advisory Committee (TAC).

OMPO told us that while they had developed ridership forecasts for the various alternatives they would not show us the working of the calculations. We appealed this refusal to the Hawaii Office of Information Practices and OMPO now admits that their consultant's forecasts were "intuitive" and therefore there was no working paper to show us.[v]

We had asked for the working paper since the 360,000± daily rail ridership shown on their Strategic Planning Concepts chart (p. 6) for the Kapolei to University of Hawaii (UH) rail alternative would be an 80 percent increase over current ridership and a 50 percent increase in per capita ridership by 2030.

No Metropolitan Statistical Area (MSA) that has built a rail line in modern times has experienced an increase in the percentage of commuters using public transportation in a similar 20-year period, 1980-2000.[vi] We, therefore, find the ridership forecast preposterous failing a detailed, and credible, explanation.

The financing plan is not available.

> "The system planning phase produces a considerable amount of information that will later be used in alternatives analysis. This includes … An analysis of the region's financial capacity to provide planned improvements … and the capacity of the existing revenue base to meet future transit financial requirements." PTMTTP, Part I, page 2-2.
>
> "It is important that system planning consider such questions … 'When compared with lower cost alternatives, are the added benefits of the project greater than the added costs?'" PTMTTP, Part I, page 2-5.

How can this question possibly be answered without quantifying the costs and benefits?

The financing plan needs to show the impacts of the one-half percent General Excise tax increase. Mayor Hanneman had originally asked for a full one percent when he was advocating the $2.7 billion Kapolei to Iwilei line.[vii] Since then his plan has extended to UH and Waikiki but the state legislature cut the tax increase in half. This would only fund a third of the heavy rail alternative; the public needs to know the correct amount of the future taxes they will face.

Traffic congestion estimates are not available. Since HOT lanes promise to move far more cars off the Oahu's highways than would a rail line, it is imperative that the city make the preliminary estimates available to the public.

Funding problems insufficiently explained. Mr. Hamayasu told us that one of the reasons the reversible HOT lanes was eliminated was because of "funding concerns" and that was because FTA had told him that they would not fund HOT lanes. We asked him if he had such an opinion in writing and he said he had not. Since FTA officials have told us that, while they would have to see the precise plans for such a HOT lanes project, if it provided priority and uncongested travel for buses, they believed they would.

In any case, the FTA does not require that funding be in place in order to analyze the alternatives. If it did, it would have to reject the rail alternatives since the half-percent increase in the State General Excise Tax does not begin to cover the capital and operating costs. In addition, the 1992 Rail Plan had no funding in place at any time during the whole process.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

> "I. 2. Systems Planning. … sets a proper foundation for moving forward into alternatives analysis … system planning serves as the first phase of the five-phased process for developing fixed guideway mass transit projects." PTMTTP, Part I, page 2-1.
>
> "This analysis includes the identification of specific transportation problems in the corridor; the definition of reasonable alternative strategies to address these problems; the development of forecasts for these alternatives in terms of environmental, transportation, and financial impacts; and an evaluation of how each alternative addresses transportation problems, goals, and objectives in the corridor." PTMTTP, Part I, 1.2.
>
> "The key principal in the identification of alternatives is that they directly address the stated transportation problem in the corridor ..." PTMTPP, Part II. 2. p. 3.

The scoping information package merely discusses "improved person-mobility" and "improved mobility for travelers facing increasingly severe traffic congestion."[viii] This is misleading information to give to the public. It implies that the process is about reducing traffic congestion when it is clear — with some careful reading — that it is about getting people out of cars and into public transportation. However, Parsons Brinckerhoff does not tell the public that that is their explicit purpose. Neither do they tell the public that no other MSA has managed to reduce the market share of commuters using automobiles.[ix]

If the transportation problem is defined as one of insufficient "person mobility" then one set of alternatives may be preferable, usually centered on public transportation. If on the other hand, Parsons Brinckerhoff were to define the problem as the public

understands it, “excessive traffic congestion hampering the movement of autos and goods vehicles,” then another set of alternatives will be preferred, centering around highways.

If we had a public transportation problem, we would not have had a significant decline in the per capita use of it during the past 20 years — from 96 rides per capita of population to 77 just before the strike. To make it worse this 20 percent decline occurred during a period when we increased the bus fleet by 20 percent. (State Data Books 1991 & 2004)

Conversely, during this same period, Oahu has had a 27 percent increase in registered vehicles with an increase of only a minuscule 2.2 miles of new freeways, from 86.3 to 88.5 miles — a 2.7 percent increase. (State Data Books 1991 & 2004.)

Hawaii has the fewest urban miles of highway of any state in the U.S. because highway construction has not kept pace with residential growth. No Metropolitan Statistical Area (metro area) in the U.S. has reduced traffic congestion by improving public transportation. We can only reduce it by increasing highway facilities and improving highway management and the Texas Transportation Institute concurs in that as follows:

> “The difference between lane-mile increases and traffic growth compares the change in supply and demand. If roadway capacity has been added at the same rate as travel, the deficit will be zero.” 2005 Urban Mobility Report. Texas Transportation Institute.

In addition, Parsons Brinckerhoff has not addressed the negative effects on our economy of the high cost of delivering goods on congested highways. They have ignored national, state and city formal transportation goals as follows:

> “Advance accessible, efficient, intermodal transportation for the movement of people and goods.” Federal Transportation Policy.
>
> “To create a transportation system which will enable people and goods to move safely, efficiently, and at reasonable cost.” City and County of Honolulu, General Plan for the City and County of Honolulu
>
> “To provide for the safe, economic, efficient, and convenient movement of people and goods.” State of Hawaii, Hawaii State Plan

Rail transit does absolutely nothing for the movement of goods “safely, efficiently, and at reasonable cost.” Parsons Brinckerhoff has entirely overlooked that goods move by roads on Oahu, while admitting — only when asked — that building a rail line will not reduce traffic congestion.[x]

This community needs a definition of the transportation problem with which everyone can agree and that is without doubt going to be ‘traffic congestion.’ Honolulu does not have a public transportation problem; it has a traffic congestion problem. This is the problem that Parsons Brinckerhoff and DTS need to address.

C. The alternatives are inadequate and the "level of effort" exerted in developing them insufficient.

"There's small choice in rotten apples."

This line from Shakespeare's *The Taming of the Shrew* is, appropriately, the opening line in the FTA's introduction to *Evaluation of the Alternatives*.[xi]

Each prior rail transit effort in Honolulu from the 1970s on has suffered from the same problem; the range of alternatives studied was inadequate and deliberately so. Disinterested experts have all commented on it.

> "Finally, the most serious deficiency of analyses done to date is the failure to devise and evaluate meaningful alternatives to HART. The so-called "alternatives analysis" is seriously deficient and the bus alternative considered in them can only be considered as "straw men." Dr. John Kain, Chair of Harvard's Economics Department. 1978.[xii]

> "In particular, what is lacking is a serious investigation of several viable dedicated busway options." Dr. Robert Cervero, Professor of Urban and Regional Planning, UC-Berkeley. 1991.[xiii]

Many more examples are available from experts' critiques of the 1990 Alternatives Analysis both on line and at the Honolulu Municipal Library.[xiv]

The reversible two-lane HOT lanes should be reinstated as an alternative.

Our proposal is for a two-lane reversible, elevated HOT lane highway between the H1/H2 merge near Waikele and Pier 16 near Hilo Hatties. This kind of HOT lanes approach has also been termed Virtual Exclusive Busway (VEB) and Bus/Rapid Transit. HOT lanes projects already in place elsewhere have demonstrated the viability of such an alternative.[xv]

During the 2002 Governor's Conference on Transitways, Mr. Mike Schneider, executive vice-president of Parsons Brinckerhoff, told the conference that the reversible tollway proposal giving buses and vanpools priority at no charge was the way the city should have planned its now defunct bus/rapid transit (BRT) program.

Interestingly, a month prior to the conference, Parsons Brinckerhoff prepared and released the state final environmental impact statement for the BRT declaring that:

> "The light rail transit alternative was dropped because subsequent analyses revealed that Bus/Rapid Transit using electric-powered vehicles could accomplish virtually all of the objectives of light rail transit at substantially less cost."[xvi]

On the HOT lanes, buses and vanpools would have priority and travel free, other vehicles would pay a toll that would be collected electronically by way of a pre-paid smart card, as is quite commonplace on the mainland today.

As on the San Diego I-15 HOT lanes, computers would dynamically calculate the toll price every few minutes to keep the lanes full, but free flowing.

One of the more surprising outcomes of implementing HOT lanes has been that they are popular with motorists across all income groups. Even those who use them rarely, still favor them because it is an option they can use when the need warrants it.[xvii]

A single highway lane with free-flowing non-stop traffic carries up to 2,000 vehicles per hour and with two lanes that means removing 4,000 vehicles from the existing freeway, or 25 percent of the current rush hour traffic using that corridor.

Our projection of the HOT lanes traffic of around 4,000 vehicles does not have to be calculated since we know that rush-hour highways are always fully used; it is only the toll price that that needs to be forecast.

Judging from San Diego's I-15 and Orange County's SR-91, the average cost will be about $4.50 under normal circumstances and up to $7.75 for special periods such as Friday evenings.[xviii]

HOT lanes may well offer a much faster journey for buses in comparison to trains. The total trip from Mililani to UH is an example:

- Neither the rail line nor the HOT lanes will be going to Mililani, and so from Mililani to the H1/H2 merge, both rail and HOT lanes alternatives will take the same time by bus. At the H1/H2 merge, the train option would always require a transfer whereas the buses on HOT lanes may not.
- Buses on the 10-12 miles of HOT lanes traveling at 55-60 mph (SkyBuses?) to Pier 16 will take half as much time as trains on the heavy rail line.
- Pier 16 to UH is 4.2 miles and we anticipate that trains would take half as much time as buses for this much shorter distance.

However, the time savings for the buses on HOT lanes will not be offset by the time lost by the bus alternative on the shorter in-town leg. The net result of the time taken for these two journeys would be that HOT lanes would still offer a faster journey than trains and, in addition, not mar the city's residential areas with an overhead rail line.

The major advantages of HOT lanes are:

- Traffic can travel at uncongested freeway speeds of 60mph whereas rail transit can only average 22.5 mph because of stops averaging every half mile.[xix]
- Buses on HOT lanes may travel door-to-door whereas rail nearly always requires transfers.
- HOT lanes offer both motorists and bus riders a choice of avoiding traffic congestion.
- The regular freeways will still be available and with less congestion than before since some 4,000 cars per hour will have been removed from them.
- Express buses using the HOT lanes can return on the far less congested regular freeway in the opposite direction and the HOT lane speed will enable buses to make two trips in the time it now takes to make one.

Options for the HOT lanes proposal that need further study are:

- The feasibility of a three-lane section from the H1/H2 merge to the Pearl Harbor area and then continuing on to Pier 16 as two lanes. This could service the considerable traffic that terminates at Pearl Harbor, Honolulu Airport, the Airport Industrial area, and the Mapunapuna industrial area. The three-lane version could still be of pedestal construction similar to the new Tampa, Florida, Expressway.
- The utility of extending the Ewa end of the HOT lanes further beyond the H1/H2 merge.

Most importantly, HOT lanes meet the requirements needed to maximize public transportation use explained by Dr. Melvin Webber, now Emeritus Professor of Urban Planning, UC-Berkeley in Honolulu 20 years ago,

> "Commuters choose among available transport modes mostly on the basis of comparative money costs and time costs of the total commute trip, door-to-door. Other attributes, such as comfort and privacy, are trivial as compared with expenditures of dollars and minutes. Commuters charge up the time spent in waiting for and getting into a vehicle at several times the rate they apply to travel inside a moving vehicle. This means that the closer a vehicle comes to both a commuter's house and workplace, the more likely he is to use that vehicle rather than some other. It also means that the fewer the number of transfers between vehicles, the better"[xx]

As we have detailed in this letter, the level of effort in data development so far has been insufficient to justify the elimination of the HOT lanes alternative.

> "The system planning effort should recognize the difference between the foregoing of precision and the sacrifice of accuracy in the technical work, so that estimates of costs and impacts, while coarse, are at least approximate indicators of the potential merits of the alternatives. The level of effort must be designed so that additional effort would not result in the choice of a different preferred alternative." PTMTPP, Part II, 2.2, p. 2. [emphasis added]

Parsons Brinckerhoff has substituted, in place of the reversible HOT lanes, a Managed Lanes Alternative, a two-lane elevated highway with one lane in each direction. This has been designed to fail the alternatives analysis process. As U-C Berkeley's Professor Robert Cervero said of the 1992 choice of rail, "it is less a reflection on the work of [Parsons Brinckerhoff] and more an outcome of pressures exerted by various political and special interest groups."[xxi]

This Managed Lane Alternative, for which there appears to be no precedent, is a "straw man" designed to make the rail transit line look good in comparison. Professor Kain has written extensively about such tactics, "Nearly all, if not all, assessments of rail transit systems have used costly and poorly designed all-bus alternatives to make the proposed rail systems appear better than they are."[xxii]

Instead, we believe that the new high-tech HOT lanes have shown such promise and such public — though not political — acceptance that they may be a far preferable alternative.

D. The public has not been involved to the extent required by FTA.

> "The goal of this [joint FTA/FHWA] policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure." (emphasis added) http://www.fta.dot.gov/grant_programs/transportation_planning/planning_environment/3854_8227_ENG_HTML.htm

> "The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1))." (emphasis added) http://www.fhwa.dot.gov/environment/pub_inv/q2.htm

Clearly, as can be seen from the foregoing, our state and local agencies have hindered the public from getting access to information let alone granting "full public access to key decisions."

Further, the agencies are abetted in their endeavors by the 'strategic misrepresentations' of our local and federal elected officials.

Far from "aggressively supporting proactive public involvement," our elected officials, who are part of the process, have acted contrary to FTA policy by misleading the public about the prospects for rail transit in that:

- They continually allude to the idea that building rail transit will result in traffic congestion relief when even Parsons Brinckerhoff[xxiii] says it will not affect traffic congestion in addition to there being no evidence from any other metro area that such is the case.[xxiv]
- They relentlessly use the term 'light' rail when, in reality, they are pushing a 'heavy' rail line.[xxv]
- They imply that the half-percent increase in the county General Excise Tax will be sufficient to pay for rail.[xxvi]

The public frustration with the lack of information was evident from the coverage of the scoping meetings by our newspapers. As the head of the Outdoor Circle's environmental committee said, "It seems to have been designed in a way to limit public interaction"[xxvii]

The net result of Parsons Brinckerhoff and DTS's outreach efforts is that the public believes that a rail transit line will significantly reduce traffic congestion and that it will only cost a half per cent increase in the GE tax. Neither the City nor DTS have made any effort to dispel these myths.

Summary:

The culmination of the current process will be a request by DTS to advance into alternatives analysis. FTA then "reviews this request and supporting technical documentation to determine whether system planning requirements have been met and that the threshold criteria for initiating alternatives analysis have been satisfied." (PTMTTP, Part I, page 2-12.)

Clearly, on the four counts enumerated here, the process is grossly flawed:

- Little, if any, quantitative information has been developed, let alone given to the public.
- The transportation problem is inadequately defined and there has been no evaluation of how the alternatives address specific transportation problems.
- The alternatives are insufficient and Parsons Brinckerhoff's decision prior to the Scoping Meeting to eliminate the reversible HOT lanes alternative was completely unjustified. They made this decision without any disclosure of the impacts of HOT lanes on traffic congestion, patronage, cost, or any other quantitative details that would allow the public to understand the decision. Nor did Parsons Brinckerhoff explain the selection criteria used in eliminating HOT lanes — let alone the weighting of the criteria in the scoring process.
- The process so far makes a mockery of "public involvement" as spelled out in FTA guidance and as defined in the preamble to Hawaii's Uniform Information Practices Act:

  [§92F-2] Purposes; rules of construction. In a democracy, the people are vested with the ultimate decision-making power. Government agencies exist to aid the people in the formation and conduct of public policy. Opening up the government processes to public

> scrutiny and participation is the only viable and reasonable method of protecting the public's interest. Therefore the legislature declares that it is the policy of this State that the formation and conduct of public policy—the discussions, deliberations, decisions, and action of government agencies—shall be conducted as openly as possible.

Accordingly, we believe that Parsons Brinckerhoff, OMPO, and DTS should revisit the process leading up to the Scoping Meeting and redevelop the alternatives according to FTA rules and guidance. Only then can our community have a Scoping Meeting in which the public will be involved according to both the letter and spirit of the law.

Sincerely,

HONOLULUTRAFFIC.COM

Cliff Slater
Chair

cc: Ms. Donna Turchie, Region IX, Federal Transit Administration
Mr. Toru Hamayasu, Chief Planner, Honolulu DTS

Endnotes:

[i] Scoping Meeting, page 4.3.

ii "1.2.1 Systems Planning. Systems planning refers to the continuing, comprehensive, and coordinated transportation planning process carried out by metropolitan planning organizations - in cooperation with state Departments of Transportation, local transit operators, and affected local governments - in urbanized areas throughout the country. This planning process results in the development of long range multimodal transportation plans and short term improvement programs, as well as a number of other transportation and air quality analyses." Procedures and Technical Methods for Transit Project Planning (PTMTPP), Part I, 1."

iii Scoping Information package. December 5, 2005. page 3-1.

iv According to Braden Smith, CFO of Tampa-Hillsborough Expressway Authority (813) 272-6740 the Tampa cost should have been $28 million a mile for the three-lane elevated highway and not the $46 million a mile it is costing. An expensive error made by wrong assumptions about the soil substrate by the designer caused the cost overrun.

v Letter from the Office of Information Practices to Slater and Lum.

vi http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

[vii] http://the.honoluluadvertiser.com/article/2005/Aug/22/ln/FP508220329.html

http://www.co.honolulu.hi.us/nco/nb18/05/18marmin.htm

http://the.honoluluadvertiser.com/article/2003/Oct/28/ln/ln03a.html

http://the.honoluluadvertiser.com/article/2005/Mar/22/ln/ln20p.html

http://starbulletin.com/2003/10/28/news/story2.html

[viii] http://www.honolulutransit.org/pdfs/scoping_info.pdf

[ix] http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

x Honolulu Advertiser article, December 14, 2005.

[xi] PTMTPP, Part II, Sec. 9.

xii Seminar on Urban Mass Transit (transcript). Office of the Legislative Auditor, State of Hawaii. January 1978. Dr. John Kain, Chairman, Dept. of City and Regional Planning, Harvard University.

xiii Quoted from "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990. Robert Cervero, Professor of Urban and Regional Planning at the University of California, Berkeley, and a member of the Editorial Board, Journal of the American Planning Association.

xiv An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement. Hawaii Office of State Planning and University of Hawaii.May 1990.

xv http://www.hhh.umn.edu/centers/slp/projects/conpric/index.htm

xvi State FEIS for the Bus/Rapid Transit Program, November 2002. Prepared by Parsons Brinckerhoff Quade & Douglas. p. 2-4.

xvii http://www.honolulutraffic.com/lexuslane.htm

xviii Orange County's SR-91 lanes are not dynamically priced as are those of the San Diego I-15. However, the SR-91 administrators try to emulate dynamic pricing with fixed prices which allows us to examine what Hawaii prices might look like by time of day. http://www.91expresslanes.com/tollschedules.asp

[xix] http://www.honolulutraffic.com/railspeed.pdf

xx Dr. Melvin Webber, UC Berkeley. Address to the Governor's Conference on Videotex, Transportation and Energy Conservation. Hawaii State Dept. of Planning and Economic Development. July 1984.

xxi "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990.

xxii Kain, John F. "The Use of Straw Men in the Economic Evaluation of Rail Transport Projects." American Economic Review, Vol. 82, No. 2, Papers and Proceedings of the Hundred and Fourth Annual Meeting of the American Economic Association (May, 1992) , pp. 487-493.

[xxiii] http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

xxiv This video of, Mayor Hanneman and Rep. Neil Abercrombie's city hall "Traffic sucks!" rally held on December 5th, 2005, typifies the grossly misleading statements emanating from our elected officials. http://mfile.akamai.com/12891/wmv/vod.ibsys.com/2005/0707/4695365.200k.asx

"Judging by how much traffic has worsened in just in the past few years, that's probably a conservative prediction. The only way to prevent it is to act now to address the problem. Our

quality of life is at stake. Rail transit is a key element in the solution." Congressman Neil Abercrombie. Honolulu Advertiser. April 17, 2005

"Hannemann said the yet-to-be-determined form of transit would run from Kapolei to downtown and the University of Hawai'i-Manoa. He said the system will help all parts of the island, easing traffic overall because 'there'll be less cars on the road.'" http://the.honoluluadvertiser.com/article/2005/May/12/ln/ln02p.html

Mayor's Press Secretary: "Slater misrepresents just about everything Mayor Mufi Hannemann, Transportation Services Director Ed Hirata and other supporters of transit have said, from the timing of federal requirements to tax calculations, highway capacity and a rail system's potential to ease traffic congestion." http://the.honoluluadvertiser.com/article/2005/Aug/10/op/508100321.html

Transcript of Councilmember Barbara Marshall questioning U.S. Rep. Neil Abercrombie (D-Hawaii) http://hawaiireporter.com/story.aspx?696a58e3-9a81-411e-b977-2688f5595685

"Mayor Mufi Hannemann chided Lingle at the rally and said the city needs a rail system to alleviate increasing traffic congestion. U.S. Rep. Neil Abercrombie, D-Hawaii, also blasted a possible veto and said that he and the rest of Hawaii have had enough of the traffic problems. He said commuters are fed up and don't need anymore "Lingle lanes" filled with traffic congestion." http://www.bizjournals.com/pacific/stories/2005/07/04/daily18.html?t=printable

xxv DTS and elected officials continually refer to "light rail" despite constant criticism from us and others.

xxvi Half per cent will pay for about one-third of the projected rail line according to our calculations. Mayor Hanneman originally asked for a full one percent at a time when he was seeking a shorter $2.7 billion line from Kapolei to Iwilei. Now he plans extending it to UH and Waikiki and the tax increase has been reduced to a half of one percent.

xxvii http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Report of the Transit Task Force Technical Review Subcommittee
Construction Cost

The purpose of this report is to:

1. Determine if the estimated costs for the construction of the Managed Lane and Fixed Guideway Alternatives in the Alternatives Analysis Report for the Honolulu High-Capacity Transit Corridor Project are reasonable for the purposes of the report, and
2. Compare the estimated cost of the Managed Lane Alternative with the cost for the construction of the high-occupancy toll lanes on the Tampa-Hillsborough County Expressway.

In addition to the Alternatives Analysis Report, information was obtained from:

1. Toru Hamayasu, Department of Transportation Services
2. Clyde Shimizu, Parsons Brinkerhoff Quade and Douglas
3. Martin Stone, Tampa-Hillsborough County Expressway Authority
4. Paul Santo, Highways Division, Hawaii State DOT

Capital costs in the Alternatives Analysis Report for the construction of the Managed Lane Alternative are estimated at $2.6 billion; capital costs of $3.6 billion are projected for the 20-mile Alignment of the Fixed Guideway Alternative. The actual construction cost reported for the Tampa high-occupancy toll lanes was $300 million for construction (including both at-grade and elevated sections), plus $120 million to correct an engineering error in the construction of foundations for some of the support piers.

Both the Managed Lane and the Fixed Guideway Alternatives estimates use the same unit cost prices and cost calculation categories. These standardized cost categories are prescribed by the Federal Transit Administration to facilitate review of project cost information from all projects seeking Federal funding. The unit cost data (cost per cubic yard of concrete, cost per ton of reinforcing steel, etc.) were obtained from the most recent large-scale construction projects on Oahu, such as the construction of the Waimalu section of the H-1 highway viaduct widening, completed last year. DTS' consultants, Parsons Brinckerhoff, also made use of the U.S. Navy's unit cost construction cost data for Hawaii. Labor and other costs from the H-1 Waimalu Viaduct project were also used as inputs for Alternatives cost estimates. The cost per square foot of the Waimalu Viaduct, about $500 per square foot, was considered but not relied on because this work involved widening an existing elevated highway structure, which is known to be more expensive than new construction. The Alternatives Analysis data

yield an estimated cost to construct elevated highway structures on Oahu at $330 per square foot, and $390 per square foot in urban areas.

Construction costs for the elevated guideway needed for the Managed Lane Alternative were calculated on the same basis as the construction costs for the guideway structure for the Fixed Guideway Alternative. Both Alternatives are designed to meet AASHTO design standards for elevated highway structures, as was the Tampa tollway. As previously stated, costs for both Alternatives were calculated using the same per-unit cost elements (for concrete, steel, labor, etc.). Because the elevated structure for the Managed Lane Alternative would be 36 feet wide for its two travel lanes, whereas the structure for the fixed guideway would be only 26 feet wide, different diameter piers are necessary for each (8 feet versus 6 feet in diameter). However, where the managed lanes require only a single lane (e.g., an access/exit ramp), a 6 foot diameter support pier would be used, similar to and costing the same as the piers used for the fixed guideway. The span length between piers is 120 feet for both alternatives' structures. Portions of the structure for the fixed guideway will be significantly taller, 90 feet tall in some places, than the Managed Lane structure.

Capital cost for the Fixed Guideway Alternative would be approximately the same as the guideway cost for the Managed Lane if the following fixed-guideway-specific adjustments were made: (1) Subtract vehicle costs, system infrastructure cost, cost for downtown utilities relocation (the proposed Managed Lane Alternative does not reach downtown, where most utilities relocation costs are incurred); (2) Adjust for construction cost differences (e.g., structure width, different diameter piers); (3) Adjust for the Fixed Guideway Alternative's longer length and increased height.

Alternative lengths of the fixed guideway that could be built to fit budget limitations were addressed with the Department of Transportations Services and its consultant. For instance, $3 billion would build a system from UH at Manoa to Kaahumanu Street on Kamehameha Highway; $3.2 billion dollars would reach Acacia Road at Kamehameha Highway. If the Salt Lake Boulevard alignment were used, $3.2 billion would reach Leeward Community College but would not reach the Navy Drum Storage Area, which is planned for the fixed guideway storage and maintenance yard. An Ala Moana Center to UH link is estimated to cost $540 million and Ala Moana Center to Waikiki link is $490 million. The Department of Transportation Services has not made a detailed analysis of any Minimal Operating Segment (MOS) other than the 20-mile alignment discussed in the Alternatives Analysis.

According to DTS, the Navy Drum Storage site is the site closest to downtown that is feasible for the maintenance/vehicle storage yard, a necessity for a fixed guideway system. DTS reportedly looked at other possible sites, including the former Costco site, and rejected them because they were not large enough, or otherwise unacceptable. The lack of a suitable yard site closer to downtown requires the fixed guideway to

extend at least to the Navy Drum Storage site in the Ewa direction, thereby limiting the length of the 20 mile alternative guideway in the Koko Head direction.

The committee suggests that DTS reconsider the use of the Costco site as a maintenance/storage facility, at least on a temporary basis. This would avoid having the guideway end points dictated by the storage yard consideration. If the Costco site is not large enough by itself, perhaps the Federal Department of Defense would consider making available DOD-owned land adjacent to the Costco site, either on a temporary or permanent basis. Alternatively, would a smaller yard be adequate for the first years of fixed guideway operations, perhaps making use of unused running track for vehicle storage and limited vehicle maintenance? We understand that the Miami heavy rail system operated without a storage/maintenance facility for the first year or so after that system opened, and instead made use of available track for off-peak vehicle storage and maintenance.

Testimony before the Task Force has included repeated comparison of the actual cost to construct a three lane partially elevated toll highway in Tampa, Florida versus projected construction costs for necessary for the Managed Lane and Fixed Guideway Alternatives. The following comparison of the costs for the Managed Lane Alternative and the Tampa high-occupancy toll lanes is based on information obtained from the Department of Transportation Services, the Tampa-Hillsborough County Expressway Authority, and the Bridge Section of the Hawaii State Highways Division. The Managed Lane Alternative is 15.8 miles long with two lanes, built entirely on elevated structures. The Tampa high-occupancy toll (HOT) facility is 9.4 miles long, of which 4 miles is at grade, and approximately 5.4 miles is built on elevated structures. The Tampa HOT has three 12-foot lanes with two 10-foot shoulders, and is approximately 59 feet wide and was completed in 2004. The Managed Lane Alternative (assuming reversible lanes – both lanes operating Koko Head direction in the morning rush hour, and both lanes operating Ewa in the evening) is 36 feet wide (two 12-foot lanes, one 10-foot shoulder and one 2-foot shoulder).

Dr. Stone recommended that the proposed Managed Lane Alternative should be widened to three lanes based on the experience of the Tampa Expressway Authority. Further, the lanes should be reversible to gain the advantage of all three lanes in the heavily traveled direction during morning and evening peak hours. He further stated that there were insufficient access/exit ramps in the Honolulu proposal and expressed the opinion that the additional lanes and access/exit ramps would not add substantially to the cost of the project. In his view, he felt the cost estimate in the Alternatives Analysis was far too high.

Paul Santo stated that there is a substantial difference in cost for bridge construction between Hawaii and the mainland US. The State DOT Bridge Section presently uses $400 to $500 per square foot for planning purposes and expects the price will continue to rise and approach $1000 per square foot. By comparison, he said that most highway

agencies on the mainland use $100 to $200 per square foot with some even below $100. He believes the high cost in Hawaii is due to its location and the lack of competition. For instance, there is only one precast concrete plant in Hawaii to produce bridge girders. He understands some general contractors in Hawaii look to shipping girders from the mainland as was done by the contractor for the Ford Island causeway in Pearl Harbor. He further believes the cost for construction of the structures is impacted by the additional cost of utility relocation where the alignment of the facility follows existing rights-of-way, such as the Farrington Highway and Kamehameha Highway corridor for both the Managed Lane and Fixed Guideway Alternatives. In addition, construction costs are higher where work is accomplished within existing highways with high traffic volumes whereas the Tampa HOT lanes were built within an existing median, which appears to be nearly 30 feet wide.
Guideway construction cost estimates developed for the Alternatives Analysis are also high compared to Tampa high-occupancy toll lanes costs because the Alternative Analysis' projected costs include a 30% escalation for "soft costs" (engineering costs) and a 25% escalation on all costs for contingencies. The Tampa HOT cost ($300 million) represents actual construction costs only (including 16% for actual engineering costs), and was for a project that started in 2003. Clyde Shimizu pointed out that the per square foot costs of H-3 viaducts in 1990 ($180) exceeded the Tampa tollway costs incurred only a few years ago.

Since the Tampa tollway was built in the median of the existing expressway, there were no rights-of-way costs incurred. Where the Fixed Guideway or Managed Lane are built within existing State or City rights-of-way, land will be made available for the structures at no cost to the project.

The Tampa high-occupancy toll lanes do not cover capital and operating costs through HOT lanes tolls. Rather, the combined revenues from the expressway and the HOT tollway are used to meet operating and capital costs. Tollway fees are expected to rise from $1 to $1.50 next year. Bonds issued to finance construction of the original expressway, which opened for revenue service in 1975, have now been largely paid off or the debt refinanced, freeing up toll revenue from both the original expressway and the HOT lanes to subsidize the HOT lanes' construction costs.

In conclusion, the cost estimates for the Managed Lane and Fixed Guideways Alternatives in the Alternatives Analysis Report are reasonable. Further, a valid comparison of the costs for the Tampa tollway and the proposed Managed Lane cannot be made without substantial adjustments for differences in construction unit costs.

From: Martin Stone, Ph.D., AICP
Director of Planning
Tampa-Hillsborough County Expressway Authority

To: The Honolulu Advertiser and other interested citizens of Honolulu

Recent comments in the Honolulu Advertiser by the chief planner of Honolulu call into question the objectivity of the City and its consultants in their performance of a very expensive transportation alternatives evaluation being mostly paid for by the federal government.

As the public official responsible for planning Tampa's elevated Reversible Express Lanes project, I am astonished that a Hawaiian public official would ***intentionally misrepresent the facts associated with the cost and operation of our project*** – and how a similar HOT lane project might provide true congestion relief for Honolulu at an affordable price.

Two weeks ago, three Honolulu City Council members visited Tampa to see our project and learn the truth. Not only did they view the project close up but they also had the opportunity to meet the people who conceived, financed, designed, and constructed the project. Chairman Donovan Del Cruz and Councilmen Todd Apo and Charles Djou all had a chance to see first-hand the realities of our project.

First, it is completely false to suggest that our project costs "skyrocketed" to $420 million from the original $300 million estimate. The truth is that a design error by an engineer resulted in 155 bridge foundations being constructed smaller then they should have been. It cost $120 million extra to properly reinforce those foundations. Had the licensed engineer designed the foundations correctly, the additional concrete and steel required during the initial construction would have cost only a few million more than the original contract price. But, to ensure that we are open and honest about our project, we always include the additional $120 million and the reasons for it when we show people our price tag. And, the original cost of the elevated portion of our project (5.5 miles long) was less than $120 million of the total project. So, even with the foundation reinforcements, the entire elevated part of our express lanes only cost about $240 million – that's less than $14 million per lane mile for 27.5 lane miles of elevated concrete segmental bridge portion of the express lanes.

Your city's non-accredited chief planner knows this. But it seems he does not want you to know.

It is also totally false that our elevated express lanes are only handling 4,000 trips a day. The project is actually handling three times that much even though we are not in full operation because we are still finishing the final construction punch-list. And, we made sure to build plenty of additional capacity to accommodate future growth (it would have been irresponsible for us not to have planned for the future too).

Your city's non-accredited chief planner knows this too. He just does not want you to know.

And, to say that our project is not meeting its financial obligations and we are being "heavily subsidized by revenues from other toll roads" is simply a lie. The Tampa Hillsborough County Expressway Authority owns only one road – and our elevated Reversible Express Lanes are part of that road. Our agency is completely self-funded. We operate with no tax dollars. All of our funding comes from revenue bonds and loans that are paid back by the tolls we collect from our customers. And, no other toll road subsidizes us. Last year (our 30th year of operation), the Lee Roy Selmon Crosstown Expressway handled more than 34 million trips with annual revenues of

approximately $32 million. Within the past six years, the Authority refinanced all of the expressway debt with two new series of revenue bonds to pay for the construction of the Reversible Express Lanes project. Wall Street bond underwriters and sellers will not handle a $400 million bond issue for an organization that cannot pay its debt. Anyone taking the time to read the annual traffic and revenue reports published by the Expressway Authority auditors and by the Florida Department of Transportation would know this. Under Florida's Sunshine Law, all of this financial information is available to anyone.

Apparently your non-accredited chief planner either didn't do his homework or he is again attempting to mislead you.

Actually, it's worse that that. The intentional distortion of the financial condition of our toll road is indicative of someone who desperately wants to manipulate public opinion in favor of a preordained outcome. This type of dishonesty is not permitted by the canon of ethics of the American Institute of Certified Planners, but then again, since your chief planner is not a registered AICP member, he is not required to meet any professional planning standards of objectivity in the public interest. However, he is a member of the American Society of Civil Engineers (ASCE) and they have a well-defined Code of Ethics for their member's activities. ASCE Fundamental Principle #2 calls for engineers to uphold the integrity, honor and dignity of the profession by "being honest and impartial and serving with fidelity the public…" and Canon #3 says, "Engineers shall issue public statements only in an objective and truthful manner … and shall not participate in the dissemination of untrue, unfair or exaggerated statements regarding engineering."

The statements presented regarding our organization and our projects are all virtually untrue or exaggerated.

The biggest dishonesty of all, however, is the claim by your chief planner and his hired guns that our elevated project was used as the model for the HOT lane alternative they are using as a comparison to the fixed rail system. It is completely dishonest to say the elevated HOT lane in your transit alternatives analysis is similar to our elevated reversible lanes. And, it is this dishonesty that results in your HOT lanes costing $2.6 billion instead of the less than $1 billion that a true copy of our project would cost.

Remember, anyone wanting to control the outcome of the alternatives analysis to favor the train would most certainly want to find a way to boost the cost of the elevated road concept.

Other than both being built on a bridge, there is virtually nothing the same in the design of the two projects. Our bridge has three travel lanes. The Honolulu is only two lanes wide. Because of its unique use of slip ramps for access, our project does not require any interchanges. Your HOT lane alternative has a number of unnecessary and expensive interchanges. Your project also includes a number of unnecessary and very expensive bus stations to be built on the elevated HOT lane structure. Why would you need them? Buses pick you up in your community and use the roadway for the trip. If the project were designed properly, buses would simply use the on & off ramps to access local bus stops for passenger pickup and drop-off. These unnecessary bus stations really boost the cost of the HOT lane alternative. And, the HOT lane alternative also includes costly park & ride lots – another unnecessary component for this type of facility. All of these unnecessary elements add over a billion dollars of cost to the HOT lanes and therefore make the project look much less attractive.

And, the cost estimate to reproduce our elevated reversible lanes project in Honolulu was not done on the back of an envelope. Our most recent project estimate (September, 2006) to determine the insurance replacement cost for our bridge was computed by our Authority's Chief Financial Officer, a man with a total of 30 years experience financing transportation - 22 of which were as the financial advisor to Florida's Governor and CFO for the Florida Department of Transportation Central Office. His estimate to build our 5.5 miles of bridge with today's material and labor costs is $175 million. Extending that to 14 miles in length for the Honolulu HOT lanes alternative would bring the cost to $450 million. You can add any percentage you wish to compensate for higher construction costs in Hawaii, but it is easy to see why this project should not cost you more than $1 billion.

Your city's chief planner knows this too. He has seen the cost estimates. He just doesn't want you to know.

Something else he doesn't want you to know. All of the cars that would use the HOT lanes to get to downtown are not new additional trips into the City. They represent a redistribution of the same trips you would have based on your population and employment. The HOT lanes won't produce new trips. They simply would divert trips away from your existing congested highways thus making the entire system work more efficiently. Growth in population, employment and commercial development creates more trips. The HOT lane trips also don't create more parking problems in downtown Honolulu because they are the same cars that would be parking no matter which roadway they use to get to the City. And, yes, anyone designing a new HOT lane will have to solve how traffic can best move in and out of the City. This would not be accomplished by dumping the traffic into only one location, but likely would involve multiple entrances and solutions that could address other traffic problems as already suggested by the University of Hawaii Civil Engineering department. New gateway entrances into Honolulu would also provide opportunities for new private investment within your downtown.

Prior to opening our express lanes, the average 10-mile trip in the morning peak-hour took over thirty minutes. Since we opened for interim operations, we have achieved a 50% split in the peak-hours between our new Reversible Express Lanes and our existing expressway lanes. This has resulted in a complete balancing of our traffic between our upper and lower lanes with no congestion for any of our customers and an average trip time of 10 minutes for the 10 miles for everyone. The express lanes are already handling enough traffic volume in our morning peak hours to equal having an extra lane constructed on our Interstate into downtown Tampa (about 2,000 per lane per hour).

In addition, the elevated reversible expressway has been so successful that it is attracting 2,000 additional daily trips away from other non-tolled parallel roads. City of Tampa traffic managers report that all three parallel non-tolled roads are operating better in the peak hour because of diversions to our new express lanes. We couldn't be more pleased with the project -- it is doing exactly what we thought it would -- providing a safe, reliable, convenient, stress-free trip for people driving into and out of our city every day during what used to be terrible traffic congestion within our corridor. And, our local transit agency is reporting a 20% increase in ridership on the express bus routes on our facility within less than three months.

Oh, by the way, the toll is presently $1.00 for the entire trip on the express lanes. However, we will be raising tolls next year to $1.50. Now about the toll increase. Our agency normally raises its tolls about once every 8-10 years to keep up with the rising costs associated with inflation. Our last increase raised our tolls from $.75 to $1.00 for electronic toll customers in 1999. Our

finance plan, established many years ago for our agency, identified next year's toll rate to go to $1.50 for electronic customers as a part of our standard toll rate policy.

Are we using the money to pay the debt service for this project as well as our operating cost? Of course we are. That's how toll roads work. We build the road today for our needs today and tomorrow with money that we borrow and then pay back over time, just like the mortgage on your house. We get an asset with a useful life of 75-100 years - and we get to use that asset immediately to address our problems today and in the future - and we pay for it as we use it. And, when we reach positive cash flow on a project, we typically use that money to finance even more transportation projects. That is a financial approach long ago adopted by the State of Florida. In fact, every new highway built in our State during the past 15 years has been built by a toll agency, because, just like Hawaii, virtually all of our fuel taxes are dedicated to maintaining or improving the existing road system.

We have thousands of people who vote with their pocketbooks every day to use our road. But, if people don't want to pay for using our tollway, they don't have to. The key is they get to choose, unlike projects that many people do not want – projects that benefit only a few but are paid for by all through some general tax scheme. Toll roads are not forced on anyone. They serve those willing to pay. But, the entire community benefits, including those who do not use the road, because we improve traffic congestion by diverting traffic away from non-tolled highways and streets.

If you were to build HOT lanes in Honolulu, your public and private transit providers and high occupancy users would have a facility that will allow them to guarantee their arrival schedules. Transit riders would receive reliable, efficient service and automobile drivers would be able to take advantage of that capacity for a very reasonable price at their discretion. Those who decide not to pay to use the HOT lanes would also benefit from the reduced congestion in the non-tolled lanes. The elimination from non-tolled highways of traffic comprised of buses, taxis, vanpools and carpools along with those auto drivers who decide to pay, will make things better for everyone.

We think that's pretty terrific. Our customers think so too. And, if anyone on the City staff tells you a different story, they are either sadly misinformed or they are intentionally falsifying the facts to achieve a specific end.

June 20, 2006

Mr. Cliff Slater
Honolulutraffic.com
PO Box 15502
Honolulu, Hawaii 96830

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Dear Mr. Slater,

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor. A two-lane reversible option for the Managed Lanes Alternative, matching what you have proposed, has been added to the range of alternatives being evaluated in the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. Ridership forecasts are currently being developed to support the Alternatives Analysis. Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

April 13, 2007

Dept. of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813
Attn: Honolulu High-Capacity Transit Corridor Project
VIA email: mkaku@honolulu.gov

Dear Mr. Kaku:

Following are our our comments on the Notice of Intent (NOI) and Scoping Information Package (SIP), issued March 15, 2007.

We have attached to the cover email for your convenience, the Transit Advisory Task Force Final Report (TaskForceReport.pdf), Dr. Stone's letter to the Advertiser (StoneTampa.pdf) and your letter to me dated June 20, 2006 (cliffslater.pdf), which are files referenced in the comments.

These comments on the latest NOI and SIP should be read in conjunction with our earlier comments on the first NOI and SIP of December 5, 2005, attached to the cover email as scoping_comments_3.pdf.

We would appreciate it if you would ask Parsons Brinckerhoff to prepare responses for you that address the issues we raise. The comments that we received on January 27, 2007 (dated June 20, 2006) did not address the vast majority of our concerns.

Sincerely,

Sincerely,
HONOLULUTRAFFIC.COM

Cliff Slater
Chair
CDS/rrs
Att:

cc: Ms. Donna Turchie
Federal Transit Administration, Region IX
201 Mission Street, Room 1650
San Francisco, CA 94105
VIA email: Donna.Turchie@fta.dot.gov

Comments on the 2nd Scoping Information Package and 2nd Notice of Intent

We find the second Notice of Intent (NOI2) and the second Scoping Information Package (SIP2) issued jointly on March 15, 2007, by the Federal Transit Administration (FTA) and the City and County of Honolulu (City) to be unsatisfactory for the following major reasons:

- The issuance of two NOIs and SIPs is not understandable.
- They contain unsatisfactory purpose and needs statements.
- They have excluded the Managed Lane Alternative (MLA) without good cause.

The issuance of two NOIs and SIPs.

Neither the Federal Transit Administration (FTA) nor the City and County of Honolulu (City) has made any attempt to clarify why FTA issued NOI2. While the NOI of December 7, 2005 (NOI1), initiated the National Environmental Protection Act (NEPA) process, the NOI2 of March 15, 2007, informs us that the NEPA review is "initiated through this scoping notice." Does this mean the old NOI is cancelled? Have we not been in the NEPA process since December 2005?

We also see from SIP2 that scoping under Hawaii Revised Statutes 343, the Hawaii Environmental Protection Act (HEPA), was completed in 2006 and that this new scoping, NOI2 and SIP2, is only to satisfy NEPA. However, NOI1 and the Scoping Report of April 6, 2006, both stated that the scoping at that time was being done under NEPA. We have asked the City for clarification without result.

There has obviously been insufficient "public involvement," as required by SAFETEA-LU, if we cannot even find out whether the NEPA process started on December 5, 2005, or March 15, 2007.

Further, we did not receive any response to HONOLULUTRAFFIC.COM'S 13-page comments on NOI1 and SIP1, dated January 9, 2006, until February 22, 2007. Even then it was, for the most part, the usual Parsons Brinckerhoff (PB) boiler plate with few of the specifics addressed.[1]

Unsatisfactory purpose and needs statement

NOI2 and SIP2 have failed to comply with SAFETEA-LU in that they have not involved the public in explaining the importance of the purpose and need statement and that the statement should be what the alternatives must be measured against.

> "PARTICIPATION- As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by … the public in defining the purpose and need for a project."[2]

> "Local officials may choose a different approach, so long as it is technically sound and can accurately measure project merit relative to the purpose and need for the project."[3]

The frustration with the lack of public participation was evident from the coverage of the scoping meetings by our newspapers. As the head of the Outdoor Circle's environmental committee said, "It seems to have been designed in a way to limit public interaction"[4]

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1 Letter signed by Mr. Melvin Kaku, DTS Director, sent to me on 2/26/2007 by Mr. Lawrence Spurgeon of Parsons Brinckerhoff but dated 6/20/2006, attached to the cover email.

2 SAFETEA-LU, Sec. 6002, (d)(7)f(1).

3 Excerpt from the FTA Evaluation of Evaluation of Alternatives 9.4.3 :

4 http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html
http://starbulletin.com/2005/12/14/news/story02.html

The City and FTA have not provided a purpose and need statement in clear English even though the SAFETEA-LU statute requires that,

> "The statement of purpose and need shall include a clear statement of the objectives that the proposed action is intended to achieve ..." (emphasis added).[5]

Instead,

> "A mass of Latin words falls upon the facts like soft snow, blurring the outline and covering up all the details. The great enemy of clear language is insincerity. When there is a gap between one's real and one's declared aims, one turns as it were instinctively to long words and exhausted idioms." George Orwell. *Politics and the English Language.*

Statements used in NOI2 and SIP2 are ambiguous at best, and, at worst, give the impression that they were designed to mislead. Take, for example, the following two sentences:

> "Improved mobility for travelers facing increasingly severe traffic congestion." SIP2

> "Implementation of the project, in conjunction with other improvements included in the ORTP, would moderate anticipated traffic congestion in the corridor." NOI2 & SIP2.

This jargon lulls the average citizen into believing that the primary purpose of the Honolulu High-Capacity Transit Corridor Project (Project) is to reduce traffic congestion from current levels. When does one hear the ordinary citizen use words like "mobility," "travelers," and "moderate anticipated traffic"?

If the intent was to involve and enlighten the public, the writer would quite clearly state, "It is not the intent of the Project to reduce traffic congestion in the future to be less than it is today.[6] When the Kapolei to UH rail transit line is up and running, traffic congestion will be worse than it is today, though somewhat less than what it might be without the rail line." No statement of such clarity exists in NOI2 or SIP2.

Beginning with NOI1 and SIP1, followed by the Draft Oahu Regional Transportation Plan (Draft ORTP), the Alternatives Analysis (AA), the final ORTP, and now NOI2 and SIP2, our City transportation officials, and PB have misled the public into believing that rail transit will relieve congestion. Further, PB and the City have been aided in their endeavors by the 'strategic misrepresentations' of our local and federal elected officials.[7]

Far from "aggressively supporting proactive public involvement," our elected officials, have continually alluded to the idea that building rail transit will result in traffic congestion relief even though the Alternatives Analysis clearly shows that traffic congestion will get significantly worse with the rail transit alternative.[8]

The net result of the current 'purpose and need' statement is that the public misunderstands the purpose of the rail transit proposal in the Project corridor. They believe it is to reduce the current traffic congestion to a more bearable level.

> "SAFETEA-LU requires a clear statement of identified objectives that the proposed project is intended to achieve for improving transportation conditions. The objectives should be derived from needs ..." Question 33. Sec. 6002 final guidance.

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5 SAFETEA-LU, Sec. 6002, (d)(7)f(3).

6 "Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project." Kaku to Slater letter of 6/20/2006.

7 See Appendix A, p. 10.

8 See AA, tables 3-12 & 3-13.

The net result of Parsons Brinckerhoff and DTS's outreach efforts is that the public believes that the 'need' is to significantly reduce traffic congestion and that the 'purpose' of the rail transit Project is to do just that. Neither the City nor PB has made any effort to dispel this myth. A survey of public opinion would make this quite clear.

MLA denied fair and equitable treatment

We object to your failing to include the MLA in NOI2 and SIP2 and ask that they be amended to include a properly defined MLA, modified to satisfy Professor Prevedouros concerns together with the concerns expressed in Appendix 3 of the TATF Report, and then it should be republished.

While FTA does not evaluate the City's AA, it uses the AA's conclusions to eliminate the MLA from NOI2 and determine that it was "eliminated for good cause on the basis of the Alternatives Analysis ..."

In fact, the MLA was denied fair and equitable treatment in the AA by the City and PB. As a direct and intended result, the MLA was unjustly eliminated — not for "good cause" but rather for political cause. We submit that this was a blatant violation of the spirit and intent of the regulations that govern the environmental process; we further submit that only by reinstating the MLA into the NOI2 and SIP2, can Honolulu ever aspire to reducing its traffic congestion. The following supports these claims.

Excessive MLA capital cost projection

The City and PB projected initial costs of $2.6 billion for the *two-lane* reversible elevated MLA in the AA. Here are some indicators of excessive projected costs:

- If PB's projected costs are correct, the MLA would cost seven times that of Tampa's comparable new ten-mile *three-lane* elevated reversible expressway.
- The MLA would cost 50 percent more than the H-3 freeway – even allowing for inflation.[9] At such a cost the MLA would replace H-3 as America's costliest highway, despite H-3 being twice the size, built over difficult terrain, and with extensive tunneling.
- Dr. Stone AICP, Planning Director of the Tampa-Hillsborough Expressway Authority, wrote in a detailed four page letter to the Honolulu Advertiser that, "It is completely dishonest to say the elevated HOT lane in your transit alternatives analysis is similar to our elevated reversible lanes. And, it is this dishonesty that results in your HOT lanes costing $2.6 billion instead of the less than $1 billion that a true copy of our project would cost."[10]
- The soft costs alone (consultants, management, administration, etc) for the MLA are projected at $549 million,[11] which is 30 percent more than the cost of the entire Tampa Expressway, even including the error by the geotechnical subcontractor that cost over $100 million. Had the contractor not erred the cost of the Tampa Project would have been $320 million.
- The lack of even a soupçon of diligence, leave alone *due* diligence, being applied by the Transit Advisory Task Force (Task Force) to verify the reasonableness of PB's projected cost.

To assist in evaluating the AA, the City Council appointed a seven-member TATF, six of them politically connected people who could be relied upon to support the City's agenda. The seventh member was Panos Prevedouros, Ph.D., Professor of Traffic Engineering at the University of

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9 H-3 cost was $1.3 billion at its opening in 1997. Inflation brings it up to $1.63 billion today.
10 Attached to covering email as StoneTampa.pdf.
11 Capital Costing Memorandum, App. A, Alternative 3.

Hawaii, whose views are based on his engineering training and experience, not politics. The TATF presented their final Report to the Council on December 14, 2006.

The Chairman had appointed two TATF members to a Technical Review Subcommittee to evaluate the reasonableness of the projected construction costs of both the MLA and the rail transit alternative. One had been a long time employee of the state DOT and the other was the recently retired Director of Honolulu's City Department of Transportation Services (DTS).

After the subcommittee's first report to the Task Force, we asked them who they had contacted in order to reconcile the Tampa Expressway cost of $320 million (exclusive of the design error) with PB's estimate of $2.6 billion for the MLA. They told us they had only talked to PB, but had been assured that the projected costs were accurate.

We found this response unacceptable. We urged them to contact the Tampa-Hillsborough Expressway Authority and, more particularly, the nation's 10th largest construction company, PCL Construction, Inc. PCL had built both the Tampa Expressway and the Hawaii Convention Center, maintains offices in both Tampa and Honolulu and is familiar with the costs and construction difficulties in both cities. One of the subcommittee members made a single phone call to Tampa; no one bothered to contact PCL.

The final subcommittee report shows the lack of due diligence warranted by a multi-billion dollar project and may reflect a breach of the fiduciary duty to investigate and verify the facts and take the necessary steps commensurate with the amounts involved.

For example, the sub-committee report justifies greater costs for the MLA, in part, by arguing,

> Because the elevated structure for the Managed Lane Alternative would be 36 feet wide for its two travel lanes, whereas the structure for the fixed guideway would be only 26 feet wide, different diameter piers are necessary for each (8 feet versus 6 feet in diameter).[12]

The sub-committee members totally ignored the fact that the Tampa Expressway is nearly 60 feet wide yet has only 6-foot wide piers. It gives one pause to think that this is the extent of construction knowledge of the sub-committee and the local office of PB.

After consulting with many industry professionals, we have projected a cost of $900 million for the MLA, including a 25 percent allowance for cost overruns. This is twice the cost of the Tampa Expressway, including the $100 million error, or three times without it.

At $900 million, the MLA would surely have been the Locally Preferred Alternative (LPA), and that is the reason, we submit, for the exaggerated capital cost estimates.

Another reason given for the rejection of the MLA appears to be that contained in the DTS response to my comments on SIP1,

> The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.[13]

However, we note that with a good faith projection of costs, these Act 247 funds would not be needed since the MLA toll revenues would pay for half the project and the federal government the balance.

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[12] TATF Report, p. A-20

[13] Kaku letter to Slater, 6-20-2006.

Excessive operating cost

Since we lack sufficient detail about the operating costs for the MLA, what may well have driven up the cost are a) maintaining the 5,200 parking stalls (AA, p. 3-8) built into the project, and b) the cost of operating a bus station, and c) the number of buses allocated to the MLA.

The parking stalls are almost entirely unnecessary. We have failed to find any significant parking associated with an MLA elsewhere in the country.

The high bus operating cost for the MLA is mainly caused by an excessive number of buses projected for it. The following bus fleet data is taken from the AA, table 2-1, and the daily trips data from the AA, table 3-7. The percentages shown are calculated from these data.

Alternative	Bus Fleet	% change in buses			thous trips daily	% change in trips		
		from exist	From NB	from TSM		from exist	from NB	from TSM
Existing	525	0.0%	N/A	N/A	178.4	0.0%	N/A	N/A
NB	614	17.0%	0.0%	N/A	232.1	30.1%	0.0%	N/A
TSM	765	45.7%	24.6%	0.0%	243.1	36.3%	4.7%	0.0%
MLA	906	72.6%	47.6%	18.4%	244.4	37.0%	5.3%	0.5%
Rail-Halek	540	2.9%	-12.1%	-29.4%	294.1	64.9%	26.7%	21.0%

Note that the MLA is projected to have a bus fleet nearly 50 percent greater than the No-build alternative, yet gain only five percent more trips. This small increase is projected despite the MLA offering bus users the advantage of a congestion free ride from the Leeward end of the MLA to downtown.

The 906 buses projected are far too many buses for the projected MLA ridership. It should be anticipated that more riders per bus would be achieved by the MLA option in the Corridor since buses using the MLA would be operating at far higher speeds than either the No-Build or the TSM and thus able to make more trips per bus; buses can make the round trip by returning on the relatively uncongested regular freeway.

The MLA should project significantly more riders than the No-Build or TSM Alternatives since it will offer motorists, who may be potential bus riders, a significant time savings. Currently, buses (and autos) take 39 minutes to travel 13 miles at 20mph on the regular freeway. Using the MLA, buses would take 13 minutes to travel the 13 miles at 60 mph, a savings of up to 26 minutes versus automobile travel on the regular freeway.

Killing the MLA advantage

The AA version of the MLA allowing free passage to HOV2s significantly reduces the advantages of the MLA over rail transit by eliminating the zipper lane.

To add insult, PB said in a letter to us that "A two-lane reversible option for the Managed Lanes Alternative, matching what you have proposed, has been added to the range of alternatives being evaluated in the Alternatives Analysis."[14]

[14] Kaku to Slater letter of 6/20/2006.

What we actually proposed in our comments on the original Scoping was, "On the HOT lanes, buses and vanpools would have priority and travel free, other vehicles would pay a toll ..."[15] What resulted was a 16-mile facility, unnecessarily lengthened to presumably drive up costs, with HOVs allowed free.

First, allowing HOV-2s at no charge on the MLA means that the zipper lane will no longer be needed. Thus, by deleting the zipper lane, PB was able to reduce the two-lane gain to a single lane gain.

Second, allowing HOV autos on the MLA greatly increases the costs of policing as staff attempt to determine whether or not autos have the requisite number of automobile occupants. On the other hand, pre-registered buses and vanpools would be outfitted with transponders signifying their legitimacy and take little policing.

Third, this policy reduces the revenues available to fund the project, thus necessitating a tax increase.

PB showed the MLA option operating at LOS B to D in the morning peak hour. Since dynamically priced MLAs are operated to keep them congestion free, we do not understand why they should not be LOS B, or better, at all times.

FTA funding may be allowed for the MLA

FTA New Starts funds cannot presently be used for the MLA Alternative (AA, p. 6-10). However, the FTA has been revising its policies on funding tolled highways such as the recent one allowing funding for HOT lane conversions from existing HOV lanes. While FTA's policy still holds that managed lanes built *de novo* cannot be funded with New Starts funds, it places this policy in conflict with recent changes in FTA policy favoring tolled highways.

One might reasonably expect that an MLA that met certain conditions, such as giving buses and other high occupancy vehicles priority over automobiles, would, in time, be eligible for New Starts Funds and therefore should be studied further in the Environmental Impact Statement process.

PB has under-engineered the MLA

The rail transit alternative in the AA had five different alignment options that survived the process. The reversible MLA, on the other hand, had only one.

PB should have also examined five options for the MLA alternative. They should have considered the three-lane option as built by the Tampa Expressway since it offers a 50 percent greater lane capacity at only a 20 percent increase in cost. They should also have considered both two and three lane options in combination with more options for ingress/egress along the lines suggested by Dr. Prevedouros.[16]

Dr. Prevedouros examined the MLA's treatment in the AA from an engineering perspective and submitted his report[17] to the Transit Advisory Task Force. He finds PB's treatment of the MLA significantly lacking and concludes,

> "Based on substantial evidence of ML being under-engineered, its performance statistics of are not representative of what a new 2-lane reversible expressway can do for this corridor ... In short, the ML provides extensive regional traffic management possibilities, none of which were explored."

The TATF Report itself says, "... it may well be that operational variations of this alternative [MLA] could make it more attractive and/or feasible than the specific version considered." The

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15 Scoping Report, Appendix B. page 46 of 100.

16 A Design for a HOT Expressway and Other Traffic Relief Projects for Oahu.

17 TATF Report, pp A-8 to A-18.

Report then refers to its Appendix 3, "Suggestions for further development of the Managed Lane Alternative," written by the former Chief Counsel of the USDOT's Volpe Center, David Glater, acting as the Transportation Analyst for the TATF. Essentially, this report admits to the under-engineering in producing this list of suggested modifications.[18]

FTA must give weight to traffic congestion reduction

> "... in current evaluations of proposed New Starts projects, FTA considers directly only those user benefits derived directly from changes in transit service characteristics."[19]

At the Pearl Ridge screenline, the only freeway is H-1 and for the peak period inbound provides five regular lanes, a zipper lane and an HOV lane.

A properly defined MLA would provide an additional two lanes to the above. More importantly, it would be the equivalent of four new lanes since the MLA is a more efficient conveyer of vehicles. As shown in the U.S. Department of Transportation (USDOT) *Congestion Primer*,[20]

> Vehicle "throughput" on a freeway is the number of vehicles that get through over a short period such as an hour ... The number of vehicles that get through per hour can drop by as much as 50 percent when severe congestion sets in ... each variably priced lane in the median of State Route 91 in Orange County, California, carries twice as many vehicles per lane as the free lanes during the hour with heaviest traffic. Pricing has allowed twice as many vehicles to be served per lane at three to four times the speed on the free lanes.

Therefore the two lanes of the MLA would take the equivalent of four lanes of traffic off of five regular lanes of the H-1 freeway, providing significant traffic relief in the Corridor.

Dr. Prevedouros calculated "that in 2030 and with a properly designed 3-lane Managed Lane expressway, traffic congestion on the H-1 freeway will be almost the same as in 2003 while still using the AA's growth forecasts. Congestion on H-1 freeway will be incomparably worse with any of the Rail options."[21]

We do not understand why traffic congestion reduction is not being taken into account by FTA. In announcing a war on traffic congestion as the new policy, Secretary Mineta announced that,

> The Administration's objective must be to reduce congestion, not simply to slow its increase. Congestion is not an insurmountable problem ... The Federal Government's most important role is to establish mechanisms to ensure that the right investments get made ... We must end the era of complacency about congestion. The **National Strategy to Reduce Congestion on America's Transportation Network** provides the framework for government officials, the private sector, and most importantly, the citizen-user, to take the necessary steps to make today's congestion a thing of the past. (original emphasis)

Furthermore, SAFETEA-LU states that, "... the Secretary shall analyze, evaluate, and consider ... factors such as ... congestion relief."

Traffic congestion reduction is critically important to Oahu citizens and the bias shown by the AA against the MLA needs to be addressed.

Other matters to be studied

The City must examine the experiences of other cities to justify what it will propose as the result of the Environmental Impact Statement (EIS) process.

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18 TATF Report, pp. A-32 to A-33.
19 http://www.fta.dot.gov/documents/Discussion_1_CE_Allowances.doc
20 US DOT Congestion Primer
21 TATF Report, p. A-12.

The City must compare our present and projected future highway capacities relative to that of other U.S. cities in order for the public to judge whether of not we have shortage of highway mileage.

Population forecasts used by PB from state forecasts are clearly in error and should be reexamined. Resident population growth rate for Honolulu for the 25 year period, 1980-2005, was 0.69 percent annually. For the period 2000-2005, the actual growth rate was 0.67 percent and this at a time of a booming economy and no real unemployment. The state forecast for this period was 0.8 percent annually. The difference led to a population shortfall of 7,600 for the five-year period. Continued shortfalls of this magnitude will lead to a shortfall from the state's population estimates of around 45,000 by 2030.

The EIS for the Project must also include a risk assessment or what may happen if we have another downturn in the State's economy as happened during the 1990s. Few, if any, of the projections made for the 1992 Final EIS for the Honolulu Rapid Transit Project were accurate. Population, jobs, transit tax revenues and transit riders all failed dismally to reach the numbers projected by Parsons Brinckerhoff.

We have significant numbers of young people moving out of the state, in large part because of the high cost of housing. And the full impact of the recent run up in prices has yet to be recognized in the demographic data. A partial view of the situation may be gleaned from a recent article the Wall Street Journal (www.honolulutraffic.com/WSJhomeless.pdf), which details the devastating effect on Hawaii service workers.

The high cost of housing is the primary cause of our having a net outflow of local young families to the Mainland who are being replaced by immigrants, many of whom are virtually unemployable. The result is a grave shortage of service industry people. The economic impacts of this situation together with the heavy financial burden of a rail transit system must be examined in the EIS.

Summary:

The public needs to know why a second NOI and SIP was necessary; otherwise, Heaven forbid, we might think that someone is trying to slide one by us.

The City needs to level with the public and provide a 'need' statement which is in clear language, does not mislead, and is what the public believes it to be, "to reduce traffic congestion below current levels." And the 'purpose' of the Project should be to do just that. With that 'purpose and need' in mind, our elected officials and the public can get on with deciding on what the Project should really be.

Our foregoing comments on the MLA is the most important evidence demonstrating the bias exhibited against the MLA by the City and PB, its "client-focused" consultant.

A disinterested reviewer could only conclude that, at the hands of the City and PB, the MLA has not been accorded fair treatment and that the MLA should be reinstated into the Scoping process — preferably with the MLA study being performed by a different, more "taxpayer-focused," consultant.

As Secretary Mineta said recently in announcing the new *National Strategy to Reduce Congestion on America's Transportation Network*, "Congestion is not a fact of life. It is not a scientific mystery, nor is it an uncontrollable force. Congestion results from poor policy choices and a failure to separate solutions that are effective from those that are not."

Final word

Rail transit may have some benefits but the evidence is clear from the experiences of other cities that reducing traffic congestion is not one of them and the public deserves to be told.

Choosing rail transit over managed lanes would not merely be a "poor policy choice," but rather it would he the definition of a "failure to separate solutions that are effective from those that are not."

Appendix A

This video of, Mayor Hanneman and Rep. Neil Abercrombie's city hall "Traffic sucks!" rally held on December 5th, 2005, typifies the grossly misleading statements emanating from our elected officials. http://mfile.akamai.com/12891/wmv/vod.ibsys.com/2005/0707/4695365.200k.asx

"Judging by how much traffic has worsened in just in the past few years, that's probably a conservative prediction. The only way to prevent it is to act now to address the problem. Our quality of life is at stake. Rail transit is a key element in the solution." Congressman Neil Abercrombie. Honolulu Advertiser. April 17, 2005

"Hannemann said the yet-to-be-determined form of transit would run from Kapolei to downtown and the University of Hawai'i-Manoa. He said the system will help all parts of the island, easing traffic overall because 'there'll be less cars on the road.'"
http://the.honoluluadvertiser.com/article/2005/May/12/ln/ln02p.html

Mayor's Press Secretary: "Slater misrepresents just about everything Mayor Mufi Hannemann, Transportation Ser vices Director Ed Hirata and other supporters of transit have said, from the timing of federal requirements to tax calculations, highway capacity and a rail system's potential to ease traffic congestion." http://the.honoluluadvertiser.com/article/2005/Aug/10/op/508100321.html

Transcript of Councilmember Barbara Marshall questioning U.S. Rep. Neil Abercrombie (D-Hawaii) http://hawaiireporter.com/story.aspx?696a58e3-9a81-411e-b977-2688f5595685

"Mayor Mufi Hannemann chided Lingle at the rally and said the city needs a rail system to alleviate increasing traffic congestion. U.S. Rep. Neil Abercrombie, D-Hawaii, also blasted a possible veto and said that he and the rest of Hawaii have had enough of the traffic problems. He said commuters are fed up and don't need anymore "Lingle lanes" filled with traffic congestion."
http://www.bizjournals.com/pacific/stories/2005/07/04/daily18.html?t=printable

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

December 14, 2006

TO: Romy Cachola, Chair, Council Committee on Transportation and Planning

CC: Donovan Dela Cruz, Council Chair
Transit Advisory Task Force members

FROM: Kazu Hayashida, Chair, Council Transit Advisory Task Force

SUBJECT: Transit Advisory Task Force Report

Following is the report of the Transit Advisory Task Force called for in Council Resolution 06-292, CD1, "Establishing A Transit Advisory Task Force To Assist The Council In Selecting The Locally Preferred Alternative For The City And County Of Honolulu."

The above-referenced Council resolution asked the Task Force to make findings and recommendations in three areas:

1. Whether each alternative in the AA is presented fairly and accurately.

2. Whether the AA's forecast of ridership, impacts, costs and financing for each alternative is reasonable, whether the data provided is comparable to historical data from operating systems in other jurisdictions, and whether the alternatives can be fairly compared on the basis of those forecasts.

3. Whether any additional information must be obtained to enable the Council to select a Locally Preferred Alternative, and if so, where and how such information can be expeditiously obtained.

The Task Force established several committees to review specific aspects of the Alternatives Analysis:

- Committee to review modeling methodologies and the ridership and travel time forecasts they produced.

- Committee to review construction cost estimates to ascertain whether they were reasonably compiled and prepared consistently for all alternatives involving construction.

- Committee to review financing of proposed alternatives involving construction.

These committees have prepared reports presenting their findings, which are included in Appendix 1.[1] In addition, the Task Force's transit analyst addressed other issues as requested by the Task Force Chair.

1. Whether each alternative in the AA is presented fairly and accurately.

The Alternatives Analysis ("AA") proposed four alternatives – No Build, Transportation System Management (improvements not involving capital expenditures), Managed Lane, and Fixed Guideway. We conclude that these alternatives were fully and fairly presented. The Task Force focused its review on the two alternatives involving construction (Managed Lane, Fixed Guideway).

Presentation of the Managed Lane Alternative (Alternative No. 3). The Managed Lane Alternative mirrors a proposal submitted to the City Department of Transportation Services (DTS) Administration by a member of the public approximately 1 year ago, in response to invitations to the public to come up with alternatives to a fixed guideway system. (The primary differences are that the DTS Managed Lane Alternative has added an off ramp at the stadium, and a station near Middle Street.) The Task Force finds that the Alternatives Analysis' presentation and assessment of this alternative were fair and accurate, however, it may well be that operational variations of this alternative could make it more attractive and/or feasible than the specific version considered. These variations are discussed under question no. 3 below (additional information).

Use of "rail" as a shorthand for the Fixed Guideway Alternative. The Fixed Guideway Alternative has been regularly referred to as the "rail" alternative. The Alternatives Analysis did not specify the transit technology (e.g., light rail, heavy rail, bus rapid transit, personal rapid transit) to be operated on Alternative No. 4's fixed guideway. Rather, it states that the choice of technology will be made at a later stage in the planning process.[2]

2. Whether the AA's forecast of ridership, impacts, costs and financing for each alternative is reasonable, whether the data provided is comparable to historical data from operating systems in other jurisdictions, and whether the alternatives can be fairly compared on the basis of those forecasts.

Ridership forecasts. Each of the members (2) of the Committee charged to review the Alternatives Analysis' ridership forecasts independently prepared a report presenting the results of his review. Professor Karl Kim, Ph.D., Professor and Chair, Urban & Regional Planning, University of Hawaii at Manoa, reviewed the planning methods, sources of data, and the internal workings of the computer model used to produce ridership estimates, and concluded that the model produced useful information that could reasonably be relied on for the planning purposes of the Alternatives Analysis. Professor Panos Prevedouros, Ph.D., Professor of Transportation Engineering, Department of Civil and Environmental Engineering, University of Hawaii at Manoa, reviewed the model's outputs, as presented in the Alternatives Analysis, and questioned

specific results that in his view call into question the model's predictions for these same planning purposes. Both Professors' reports are included in Appendix 1.

The Task Force's transit analyst checked with DOT/Federal Transit Administration ("FTA") staff in Washington to ascertain FTA's familiarity and "comfort level" with the ridership forecasting model being used here.[3] The Honolulu planning model does not suffer from deficiencies that FTA has identified in other transportation ridership forecasting models in current use.[4] Nevertheless, FTA will be reviewing the operation of the model and its outputs in detail over the next few months in anticipation of the City's application for entry into New Starts Preliminary Engineering. This review will include testing of the model to ascertain how well its outputs compare with the on-board survey results, as well as how well it reproduces observed travel and ridership patterns.

The Task Force cannot resolve the disagreements between these Task Force members/professors. Professor Kim concludes that the model reflects a sound, "best practices" approach that produces useful, consistent results that enable evaluation and comparison of alternatives. Although Professor Prevedouros is critical of specific results produced by the Honolulu planning model, he does not disagree with the use of computer models for transportation planning. We appreciate that FTA has no a priori dissatisfaction with the computer model being used for this project, and welcome FTA's thorough review and testing of this model and the results it produces. If any of the questions posed by Professor Prevedouros in fact raise substantive issues with the model, we would expect the FTA's review to flag them. We note that, with respect to the model's projections that are based on population trends, the population data used in the model are generated by the State, and must be accepted for transportation planning purposes. We conclude that the ridership and related forecasts presented in the Alternatives Analysis provide a reasonable basis for describing the impacts of each Alternative, and for comparing these Alternatives.

Construction Costs. The Task Force's committee charged with reviewing cost estimates for the two Alternatives involving construction (Managed Lane Alternative and Fixed Guideway Alternative) concluded that the capital costs for each were compiled using the same FTA-prescribed methodology and common unit cost prices. These unit prices (price per cubic yard of concrete, per ton of reinforcing steel, etc.) were obtained from recent large construction projects on Oahu (Waimalu section of the H-1 highway viaduct widening) and validated against U.S. Navy construction unit cost data. Both Alternatives are designed to AASHTO design standards. The committee also compared cost per square foot estimates for construction of the Alternatives' elevated (bridge) structures ($330 per square foot, and $390 per square foot for construction in urban areas) against the Hawaii State DOT's current planning cost estimate for elevated structures -- $400-$500 per square foot. The Task Force agrees with this committee that the Alternatives Analysis' construction cost estimates were fairly and consistently prepared, and that they may be used for both planning and cost comparisons.

Because of the attention focused on comparison of the Alternatives Analysis' estimates of construction costs versus actual costs to construct a partially elevated tollway in Tampa, Florida,

the Task Force requested the committee to assess whether the two projects are comparable. The committee concluded that the projects are sufficiently different (actual costs versus projected costs with contingencies; available, accessible ROW vs. construction in actively used highways; no utilities relocation vs. extensive relocations) as to make the comparison unreasonable.

This committee noted the significance of the proposed location of the Fixed Guideway Alternative's maintenance/vehicle storage facility at the Navy Drum Storage site (blue shaded area Makai of Farrington Highway in AA, figure 2-4 on p. 2 - 10). By treating the need to connect the fixed guideway to this particular site as mandatory, flexibility may be lost to extend the fixed guideway in the Koko Head direction, or to construct this Alternative in otherwise logical segments. The Task Force recommends that a renewed effort to find an alternative site for the maintenance/vehicle storage facility that is closer to downtown, so that the planning for this Alternative is not unnecessarily constrained.

Financing. This committee reviewed the methodology developed to calculate GET ½% tax surcharge revenues and concluded that it produced a reasonable range of tax revenue estimates. The possibility that taxpayers will "game" the tax scheme (by reallocating taxable income to other islands) is real, and the Task Force recommends that the Council develop a plan for addressing it.

Federal funding request. The Federal New Starts funding being budgeted for in the Alternatives Analysis ($930-950 million) exceeds the amount FTA gives to most projects ($750 million). We note, however, that the amount being sought is 20-25% of total costs, depending on the funding obtained from the GET ½% surcharge. This percentage is a smaller share of total project cost than FTA usually provides, and has been cited by FTA as justification for a Federal contribution exceeding the usual amount. In view of FTA's informal advice to ask for what is really needed, we conclude that it is reasonable to use the AA's proposed Federal contribution for planning purposes.

3. Whether any additional information must be obtained to enable the Council to select a Locally Preferred Alternative, and if so, where and how such information can be expeditiously obtained.

The Task Force did not identify any additional information that the Council must obtain before proceeding. However, as observed above, the Alternatives Analysis should have presented variations on the Managed Lane Alternative that could make this alternative more attractive. Appendix 3 contains suggestions for fleshing out possible variants of the Managed Lane Alternative.

A witness at the City Council's hearing held December 7, 2006, testified to limitations on electric generating capabilities on Oahu that could adversely affect operation of electric-powered vehicles on a fixed guideway transit system. When this concern was raised with DTS Administration, the response was that Hawaiian Electric Co. has assured that it can meet a fixed guideway transit system's power requirements. The Task Force recommends that this issue be

explored in more detail, perhaps within the NEPA process.

Environmental Review Status. Council members have questioned why the Alternatives Analysis Report was not accompanied by a Draft Environmental Impact Statement (DEIS) presenting information as to the environmental consequences of the alternatives described in the Report. Early on in the preparation of the Alternatives Analysis, it was the Department of Transportation Services (DTS) Administration's intention to prepare the Alternatives Analysis and a draft Environmental Impact Statement at the same time.[5] The Task Force and the Council have recently been informed that the DTS Administration now plans to conduct the Federal environmental review (NEPA) process after the selection of the Locally Preferred Alternative.[6] This process will begin with "scoping," which involves the identification of alternatives to be studied in the environmental review. This procedure for meeting NEPA requirements is permitted by FTA guidance,[7] however, FTA requires completion of the scoping process prior to a project's entry into Preliminary Engineering.

By proceeding in this order, the DTS Administration expects that scoping's identification of alternatives will be limited to those that are responsive to specific environmental issues posed by the selected Locally Preferred Alternative. The scoping process could elicit proposals that are alternatives to the LPA itself, however, including an alternative that was considered and rejected when the LPA was chosen. In this event, if the Federal Transit Administration is not persuaded that elimination of that alternative was reasonable, it may be necessary to include that alternative in the environmental review process.

Finalization of OMPO's regional transportation plan. The Oahu Metropolitan Planning Organization's (OMPO) projection of worsening traffic congestion provides the formal impetus for the preparation of the Alternatives Analysis. Its predictions appear in OMPO's draft regional transportation plan. The Council should assure that the final version of OMPO's regional transportation plan is substantively unchanged from the draft version being relied upon.[8]

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[1] Each committee presented a summary of its draft report to the Task Force, and responded to questions from Task Force members. The public also had opportunity to comment on these presentations. However, due to the limited time available, the members of each committee may not have had opportunity to evaluate in depth the reports prepared by the other committees.

[2] "The system could use any of a range of fixed-guideway transit technologies that meet performance requirements and could be either automated or employ drivers." AA, p. 2 - 7.

Vehicle performance assumptions: vehicle loading – one standee per 2.7 sq. ft. of floor space; multi-car trains (two vehicles per train), each train is 175-200 ft long and capable of carrying 300 passengers). AA, p. 2 - 15.

"A broad range of technologies was considered for application to this alternative [Alternative 4: Fixed Guideway], including light rail transit, personal rapid transit, automated people mover, monorail, magnetic levitation (maglev), commuter rail, and emerging technologies that are still in the development stage. Through a

screening process, seven transit technologies were selected and will be considered as possible options. Those seven potential technologies include: conventional bus, guided bus, light rail, people mover, monorail, maglev and rapid rail. Technologies that were not carried forward from a screening process include personal rapid transit, commuter rail, and the emerging technologies. The technology screening process and results are documented in the *Honolulu High-Capacity Transit Corridor Project Technology Options Memo*."
Alternatives Analysis Detailed Definition of Alternatives, p. 6 - 1 (Nov. 1, 2006).

[3] The transit analyst spoke with an FTA staff member who was indeed familiar with the Oahu transportation planning model -- he oversaw its initial development in the mid-'90's while working as a contractor employee prior to joining FTA.

[4] The FTA staff member referred to a technical discussion of these computer model deficiencies at a recent (June 2006) FTA-sponsored workshop that reviewed current issues in transportation planning methodology. Materials from this workshop appear at the FTA website. Attached is a discussion paper resulting from this workshop that reviews the history of New Starts transit ridership projections produced by computer planning models. See Appendix 2.

[5] "Scoping Report: Honolulu High-Capacity Transit Corridor Project," at p. 3 -1 (April 6, 2006).

[6] In the course of the Task Force's discussion of a draft of this report, a Task Force member indicated that the approach to accomplishing Federal NEPA environmental review that the DTS Administration now plans is similar to the State's environmental review procedure under Ch. 343, which encourages environmental review after an agency's proposed action has been defined. Section 343-5(f) of this chapter encourages cooperation among Federal and State agencies when both a State EIS and a NEPA EIS are required for the same project, including preparation of a single EIS document that meets both State and Federal requirements.

[7] In a letter to Councilmember Cachola, Chair, Transportation and Planning Committee, dated November 22, 2006 (#D-0958), DTS Director Kaku stated --

> "... the Administration was poised to prepare the AA and DEIS as a single document (AA/DEIS). An AA/DEIS follows FDA's traditional approach for preparing the programmatic environmental analyses and documentation. Beginning in 1993, FTA began to allow for the completion of an AA prior to the preparation of a DEIS as another option. Therefore, in accordance with Council Resolution 05 -- 377, CD1, the Administration has been following the latter option approved by FTA, whereby the AA required by 49 U.S.C. Section 5309(d) is conducted as a planning study prior to the National Environmental Policy Act review.
>
> "An EIS document is now scheduled to be prepared concurrent with the progress of preliminary engineering efforts once the LPA has been determined."

Guidance recently issued by the FTA discussing the relationship between the Alternatives Analysis and the NEPA environmental review process authorizes compliance with the environmental review process after completion of an Alternatives Analysis. From this guidance, summarized below, it appears that the entire environmental process may be conducted after the Alternatives Analysis, including the scoping phase. (Scoping is required by the NEPA process to identify the range of alternatives to be addressed in the DEIS.) However, with respect to scoping, "FTA requires projects to have progressed beyond the NEPA scoping phase before it will approve entry into New Starts preliminary engineering." The DEIS may then be prepared as part of preliminary engineering. "FTA recognizes that when the Draft EIS is being prepared as part of the New Starts PE [Preliminary Engineering] process, the scoping process can take 3 to 4 months to complete. Project sponsors should build this step into the schedule, recognizing that scoping can occur while FTA is reviewing the ridership, cost, and financial information that support the request to enter into New Starts PE." Federal Transit Administration, "Guidance on New Starts Policies and Procedures," p. 5 (May 16, 2006).)

DTS Chief Planner Toru Hamayasu has confirmed that it is now the DTS Administration's plan to prepare a DEIS after the Locally Preferred Alternative is selected, and that a new scoping process will first be conducted to support that DEIS effort. The DEIS will then be prepared (for submission to and eventual issuance by FTA) based on the result of that scoping report.

FTA's guidance states:

> "Performing the New Starts planning Alternatives Analysis prior to the environmental review process (so-called "Option 1") is most effective when the study area has complex transportation issues and a myriad of potential solutions, including alternative transportation modes, transit technologies, and alignments, and combinations thereof. In this case, a planning study to focus the issues is appropriate before initiating the environmental review process."

This guidance goes on to state that,

> "...for the results of a planning study (including a New Starts planning Alternatives Analysis) to be carried forward into the environmental review process, those results must be subjected to public and interagency review and comment during the scoping of the EIS, among other requirements."

Federal Transit Administration, "Notice of Availability of Guidance on Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)," response to Question 13, 71 Fed. Reg. 66576 (November 15, 2006).

[8] In a planning context, the Alternatives Analysis represents a governmental response to the O'ahu Metropolitan Planning Organization's (OMPO) projection of worsening traffic congestion in the Kapolei – University of Hawaii-Manoa corridor. Alternatives Analysis, pp. S-1 – S-2. These projections are presented in OMPO's draft "O'ahu Regional Transportation Plan (ORTP) 2030." This draft was approved by OMPO's Policy Committee on April 4, 2006, however, it has not been finalized or officially released. A notice has recently been placed on the OMPO web site stating: "The Oahu Regional Transportation Plan is being finalized; a final document is expected by the end of 2006."

APPENDICES

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

List of Appendices

Appendix 1 -- Committee Reports
- Ridership & Modeling Committee (two reports)
- Construction Costs Committee report
- Financing Committee report

Appendix 2 -- FTA Discussion Paper #6, "Predicted and Actual Ridership of Proposed New Starts Projects," Federal Transit Administration (June 6, 2006). Also available at: http://www.fta.dot.gov/planning/newstarts/planning_environment_5402.html

Appendix 3 -- Suggestions for further development of the Managed Lane Alternative.

Appendix 4 -- Questions the Task Force posed to DTS Administration, and the answers received.

Review of Alternatives Analysis
Ridership Forecasts

Karl Kim, Ph.D., Transit Advisory Task Force Member
Professor and Chair, Urban & Regional Planning
University of Hawaii at Manoa
2424 Maile Way, #107
Honolulu, HI. 96822
Tel: 956-7381; FAX 956-6870

Overview

Documents related to ridership estimates were reviewed, including the *Honolulu High-Capacity Transit Corridor Alternatives Analysis Report*, the draft Transit Forecasting Methodology Report, and *Travel Forecasting Model Development Project* of the Oahu Metropolitan Planning Organization, Final Documentation. A number of source documents such as the 2005 On-Board Bus Survey and other materials from the consultant were also reviewed. In addition telephone interviews were conducted with Mr. Toru Hamayasu (DTS), Mr. Gordon Lum (OMPO), and Mr. Mark Schiebe (PBQD).

The review was focused on three interrelated questions: 1) are the models and methods used sound? 2) do they produce useful information? and, 3) are the results accurate, reliable, valid? The review concludes with some summary comments.

Background

The Alternatives Analysis provides estimates for 2005 and 2030 for existing conditions, no-build,TSM, Managed Lane, and a number of Fixed Guideway alternatives. The ridership estimates are based on the OMPO regional travel demand model which was updated to estimate the effects of both existing conditions and the various alternatives. OMPO uses a "best practice" modeling approach whereby the components of the traditional four-step (trip generation, trip distribution, mode choice, network assignment) estimation procedure have tested and validated in other jurisdictions and then used in Honolulu. While there have been some new approaches to demand forecasting proposed in the literature, the emphasis with OMPO is to use industry-standard and FTA approved methods and approaches along with updated information. The number of trip assignment zones has been increased from 284 to 762. A new on-board bus survey was completed in 2005 which was used to validate the results of the ridership estimates. Some other enhancements to the OMPO model include the use of 11 different resident trip purpose (including 6 work-related trips) and a two stage trip distribution process to link trip productions to attractions and produce trip tables. The trip distribution procedure uses a Fratar, iterative fitting technique for balancing rows to equal productions and columns to equal attractions. The mode choice model utilizes a nested structure in which auto,

transit, and non-motorized travel (walk/bike) are considered; as are options such as single vehicle occupant, 1- and 2- occupant auto, local and premium bus services as well as kiss-n-ride and park-n-ride facilities. In addition to the estimation of ridership, travel times by mode and class and type of service are also provided. The FTA SUMMIT package also generates zone-to-zone estimates of ridership and travel benefits and impacts.

Soundness of Methods

After reviewing the various documents and speaking to many of the principals involved, I am convinced that the general approach – that is, using a version of the traditional four-step process, using the same model that was developed for the metropolitan planning organization (OMPO), and following FTA's guidelines and recommended procedures is not only sound, it provides opportunity to take advantage of work done over the years for Oahu as well as to incorporate ideas and knowledge from other jurisdictions. The "best practice" approach may not necessarily lead to the most innovative, or advanced or latest theoretical developments in ridership forecasting, but it does enable the City to build on widely accepted, tested, and used approaches to ridership forecasting. The other advantage is that it enables a degree of peer-review to occur, not just because the OMPO models have been developed and tested and reviewed and vetted over a 10 year period, but also because FTA has reviewed and accepted both the model form and the use of various parameters and functions used in the modeling process.

There has been discussion as to whether or not the traditional four-step, "comprehensive" approach should have been used. It is the industry standard. It is what is currently taught as the approach to take in urban transportation planning courses. The advantage is that the pieces of the model can be disentangled – from the land use and population projections, to auto ownership, to the generation of trip (work, school, recreational, etc.), to the distribution of trips in terms of origins and destinations and in terms of production and attraction zones, to the modal split (between transit and private automobile) including various nested combinations (park-n-ride, kiss-n-ride, bus-to-rail, etc.), as well as non-motorized modes (walk and bike). While the approach is complicated and multi-faceted, the value of it is that it lets us review, systematically, the various assumptions, data, forecasts, and inputs into the model and it allows us to understand both the overall ridership estimates as well as the regional, neighborhood, and eventually station location effects. While there have been some general criticisms of the large-scale comprehensive modeling it is, fundamentally, a sound approach to ridership estimation.

There have been some notable improvements made to the forecasting procedures used in Honolulu. The number of transportation analysis zones (TAZs) has been greatly increased. The kinds of different trip purposes has also been augmented. There have been continued developments in the trip distribution procedures. The model uses a Fratar approach which provides a form of internal consistency

and validation, as the trip tables must balance. It is the recommended approach for the trip distribution component of the model. It should also be noted that there have been improvements in the mode choice part of the estimation procedure. A nested logit multinomial model is generally acknowledged as the preferred approach. While we are somewhat constrained by the choice of nests and the particular ordering, it does provide a superior approach to considering different travel modes in a more sequential fashion than a more "flattened" polynomial mode choice.

While one could nit-pick or quibble over the functional forms, model coefficients, and utilities contained in the model, from my perspective, the general approach taken is sound. While there are always opportunities to improve travel demand forecasting, it is also critical that reviewers understand and accept the fundamental differences between an approach which uses industry standard best practices for estimating overall travel demand by alternative versus a more limited partial picture of one or more aspects of transit ridership.

Does the Travel Demand Model Provide Useful Information?

While one can also ask for more detailed information about a particular travel mode or class of service, or the impacts on an individual neighborhood, the advantage of the large scale modeling approach is that it enables us to review system-wide effects and to compare the choices of no-build, TSM, managed lanes, and fixed rail alternatives. The disadvantage of this approach, however, is the problem of information overload or sorting out the most useful and important elements for evaluation and decision-making. It should be noted, however, that the Alternative Analysis provides useful information on: 1) the total number of transit trips for each of the different alternatives including fixed rail estimates; 2) the estimated fixed rail boardings for proposed stations; 3) total VMT (vehicle miles traveled), VHT (vehicle hours traveled), and hours of delay for each of the alternatives; and 4) peak hour volumes and LOS (level of service) estimates for screenlines by alternative.

These systemwide measures are useful in a number of ways. They provide an estimate of automobile use versus other modes of travel. The VMT and VHT measures show auto use both in terms of miles and in terms of hours spent on the road. The vehicle hours of delay is a measure of congestion as are the estimates of LOS. There are two kinds of information provided in the Alternatives Analysis report: 1) information about future travel patterns and demand; and 2) information which allows for the comparison of alternatives.

Looking into the future is a difficult, challenging activity. Such is the business of planning. Part of the difficulty arises from the diversity of factors that can affect the forecasts of population, employment, and other activities of travel demand. The model predicts growth in travel demand and in transit trips even under the "no-builld" assumption. The Alternatives Analysis compares the increase in transit trips over the number of transit trips forecast under the "no-build"

alternative. While different alignments and configurations for the fixed guideway alternative are presented, it is also important to note the Alternatives Analysis enables comparison amongst the alternatives. This is the essence of an alternatives analysis.

Were the alternatives correctly specified? The framework of comparison – existing conditions, "no-build," TSM (Transportation Systems Management), Managed Lane, and Fixed Guideway (four different alignments) is appropriate and reasonable. It should be noted that the bus fleet size used in the analysis grows from 525 (existing) to 614 (no-build) to 765 (TSM) to 846/906 (two direction/reversible managed lane) options. The bus fleet is held closer to existing levels under the guideway alternatives.

It is also important to note that under the Managed Lane alternatives, various estimates of the effects of tolls were determined. Using a modeling approach developed for Houston and constraining the LOS to "C" (1,400 vehicles per hour) or "D" service (1,760 vehicles per hour) which would require a toll of $6.40 on all single and double occupant vehicles (all 3+ occupant vehicles would be free), the effects of tolls were also considered. It is important to note that this alternative is also studied in the OMPO model.

Accuracy, Reliability, and Validity

With travel demand estimation, the accuracy (or correctness) of the results can only ultimately be demonstrated after the system has been built and data collected in 2030. The issue of reliability refers to the reproducibility of the results. In part, this has been addressed in that the OMPO model was run in 2002 (albeit for different alternatives) and then re-run more recently for the High Capacity Transit Corridor Project. An initial inspection of the results indicates that there is a degree of consistency and reliability in terms of the model results. Certainly more information on the reliability of the estimates will become available as parts of the model are re-run as the project advances. Also, because the model is reviewed not just by OMPO and by the FTA, there are opportunities to investigate the reproducibility of the various estimates.

One of the advantages of using the large-scale travel demand forecasting procedure is that there are different ways of validating the results. More extensive documentation of the validation of the OMPO model is available. The validation consists of comparing the estimated to observed travel times for different classes or types of travel for a base year. Typically, an on-board bus survey is done to get ridership and travel time estimates as well data on origins and destinations. These data are compared to modeled or estimated results. A regression model comparing estimated to observed values is calculated, with the R-squared value used as measure of the explanatory or predictive power of the model. While there is need for more documentation of the validation effort for the High Capacity Corridor project, if the estimated travel times and boardings

are within a reasonable range of the observed 2005 on-board survey results, then the confidence in the estimates will be increased.

More effort could go towards the documentation of the modeling procedure. At issue are concerns regarding the aggregation of effects – from the 762 zones to the corridor and the other reporting districts contained in the Alternatives Analysis. There was not sufficient time to do a full audit of the model, nor was there adequate opportunity to examine how the different components from resident based trips to visitor trips and other details were integrated. It is assumed that because these are elements common to the OMPO model and because FTA reviews these details, these aspects of the model can be verified and documented at some later point.

Summary Comments

The methods used in the ridership estimates appear to be sound. The basic structure and approach to ridership modeling, meet industry standards consistent with the "best practice" approach employed by OMPO. It is also somewhat reassuring that the same model which is used by OMPO is also used in the Honolulu High Capacity Transit Corridor Project. The use of the traditional four-step demand estimation procedure with a Fratar trip distribution procedure and a nested logit model is comparable to what is done in other jurisdictions. While there is need for more evaluation of some of the input data – that is information regarding the population estimates, employment growth, and patterns of development to 2030, and while there are always opportunities to improve the specific sub-model components regarding auto ownership, mode choice, induced travel demand, visitor and other special purpose trips, as well as estimates regarding travel preferences as well as the willingness to pay for different types of transportation services, the general approach and set of procedures utilized in estimating ridership are sound.

The Alternatives Analysis provides useful information regarding travel demand, transit use (both presently and into the future), and a basis for comparison of alternatives in terms of key indicators related to transportation such as VMT, VHT, hours of delay, and LOS associated with the baseline, no-build, TSM, managed lane, and fixed guideway alternatives. While additional information could have been provided in terms of other benefits associated with increased choice of travel modes, increased reliability of travel from one point to another, and the differential impact of increased mobility and accessibility for various groups, allowing for more closer inspection of transportation equity and environmental justice requirements of each of the alternatives, these are concerns that might also be addressed in the environmental impact assessment procedure.

The Alternatives Analysis is a fairly digestable document. Unlike others which take hundreds of pages of text, this one seems fairly concise and focused on key issues, concerns, and impacts. As such it provides an adequate base of

information on which to make a policy decision as to whether or not to proceed to the next stage of planning and preliminary engineering

A final comment is that the travel demand estimation procedures and the ridership estimates appear to be somewhat conservative. First, it is important to note that the "best practice" approach employed in this study will yield more reliable results since the techniques are used and tested and evaluated in many other jurisdictions. Second, because the model is reviewed by the FTA, the parameters, utilities, and estimates are constrained by federal guidelines. Third, modest assumptions regarding the cost of gasoline or automobile travel are utilized. They are predicted to grow no faster than the general rate of inflation. Fourth, assumptions regarding future development around stations and the increased ridership associated with transit oriented development or transit adjacent development were quite modest. For purposes of comparison across the various alternatives, the same pattern of land use and population growth and development was used. There has been much research to the contrary, that a fixed guideway system will in fact result in increased densities, resulting in lower automobile use and greater transit ridership. Finally, the utility functions used to specify the willingness to travel by various transportation modes are assumed to remain constant over the period. This is to suggest that people in 2030 will behave much as they do today. The willingness to take a fixed rail guideway system is ultimately based on the willingness of people today to use bus service. This is a conservative approach. The modest growth in transit ridership results from the improvements in transportation services vis-à-vis the various alternatives and alignment choices with constant preferences and utility functions.

While there is always room for improvement in the difficult task of travel demand forecasting, and while we must remain vigilant over the application of various forecasting techniques and the data used as inputs to the model, the ridership forecasts were done using sound methods, providing useful information that is reasonably accurate, reliable, and valid.

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT:
ALTERNATIVES ANALYSIS (AA) REPORT – Report to Transit Task Force

Panos D. Prevedouros, Ph.D. – December 10, 2006
Member, Honolulu Transit Task Force, and Professor of Transportation Engineering,
Department of Civil and Environmental Engineering, University of Hawaii at Manoa

This paper reviews the Alternatives Analysis report from an engineering perspective. In general, its organization tracks the organization of the report.

→ Page S-2: "Motorists experience substantial traffic congestion..." The report relies heavily on anecdotal experience of traffic congestion. It would benefit from a quantitative presentation of congestion data for major origin-destination pairs. This would allow for comparison of Honolulu's congestion to other cities. Data from the State's Congestion Management System should be cited and tabulated.

→ Page 1-1: The statements of purpose

- "improved mobility"
- "provide faster, more reliable public transportation services"
- "provide an alternative to private automobile travel"

make it clear that this is a public transit analysis – not a more comprehensive analysis of transportation issues in the subject corridor . In particular, the effects of the alternatives on freight transportation in the corridor are not considered, even though the alternatives will plainly impact freight. This Alternatives Analysis does not respond directly to the need to reduce traffic congestion on Oahu.

→ Page 1-1: Bottom: "Current a.m. peak period times for motorists from West Oahu to Downtown average between 45 and 81 minutes. By 2030, after including all of the planned roadway improvements in the ORTP, this travel time is projected to increase to between 53 and 83 minutes."

From this description, travel time will be relatively stable for 25 years into the future (45 minutes to 53 minutes, 81 minutes to 83 minutes, on average, provided the ORTP roadway improvements are implemented.) I question whether this level of inconvenience is severe enough to justify a fixed guideway project of the magnitude proposed in the Alternatives Analysis, in addition to the cost of the base improvements called for in the ORTP.

→ Page 1-9: The UH-Manoa campus is not identified here as a major public transit destination, notwithstanding the data presented on page 1-4 (20,000 students, 6,000 staff; 60% of students must drive or use transit to attend classes). If it is not a major transit destination, why is rail service to the UHM being considered?

Page 1-13, Table 1-1: The vehicle speed projection data presented here are not consistent with engineering observations. Once a street segment becomes saturated with traffic, such as the "Liliha Street" segment on the H-1 freeway, the average speed of vehicles on that segment tends to stabilize at about 15 mph. Therefore, the estimated average speed drop from 19 to 12 mph on the Liliha segment is unlikely. Rather, increased traffic will be experienced as longer periods of

traffic congestion. The planning model does not seem to be able to model saturated traffic conditions correctly. This can affect speed estimates for congested roadways, and result in inaccurate travel time forecasts.

→ ♦ Page 2-3: Bus fleet size estimated for the Managed Lane alternative is overstated, and is not consistent with national experience. Buses run 10 miles in approximately 10 minutes on HOT lanes. As a result of improved bus efficiency, either fleet size is reduced, or a given fleet size can provide a much higher service frequency.

→ Page 2-16: It is not clear from the Operating and Maintenance cost estimates presented here whether replacement costs for the rolling stock and the multitude of deteriorating pieces of equipment (switches, generators, signals, computer controls, extensive wiring and power system, etc.) of the Rail option have been included in projections of annual O&M costs. Text at pages 3-9 and 3-10 do not answer this question.

→ Page 3-2: Table 3-1: Significant trip growth is projected in two out of 25 Traffic Analysis Areas on Oahu. Specifically:

Area 11 is Honouiliuli and Ewa Beach — 2005 total daily trips are 176,000
2030 total daily trips forecast at 342,000
This is an increase of 166,000 total daily trips.

Area 12 is Kapolei, Ko'Olina, Kalaeloa — 2005 total daily trips are 122,000
2030 total daily trips forecast at 362,000
This is an increase of 240,000 total daily trips.

Trip generation for these two areas will change from 298,000 trips in 2005 to 704,000 trips in 2030, a growth of 136% in 25 years. These estimates are questionable, given Oahu's population growth of 4.8% between 1990 and 2000, the annual growth in tourism of only 0.6% per annum since 1990, continued reduction in agriculture, stability in military operations and reduced travel as baby boomers retire and draw a pension instead of going to work.

For order-of-magnitude purposes, this 704,000 transit trip projection for areas 11 and 12 should be compared with the Table 3-3 estimates for transit trips under any of the four fixed guideway alternatives – 281,900 to 294,100 – for entire Oahu. If trips in areas 11 and 12 grow by only half as much, by 68% in 25 years, then their 352,000 projected new trips would be close to the projected total number of transit trips on Oahu.

→ Page 3-4: Data in Table 3-3 in combination with Table 3-7 also provide useful order-of-magnitude comparisons:

- Year 2030 Transit trips in the "No Build" alternative are projected at 232,100.
- Year 2030 Transit trips with the Rail alternative most favorable to transit are projected at 294,100.
- Total gain in transit trips after a rail system is constructed: 62,000 transit trips.
- Year 2030 Vehicle trips are estimated at about 3,000,000 (at a 1.6 average occupancy including buses, this estimate represents 4,800,000 person trips).
- The 62,000 new transit trips reflect about 1% of person trips.

Baseline transit trip projections have been historically overstated by about 21%, as the table below indicates. The table shows actual *TheBus* trips versus forecasted *TheBus* trips in the "No Build." In other words, the base ridership in the No Build is inflated. Once the base is inflated, all transit ridership forecasts are inflated and justifiably uncertain.

Millions of *TheBus* Transit Trips per Year

Year	Actual	Forecast	Source	Difference	% Error
1990	75.6				
1991	72.8				
1992	73.0				
1993	75.6				
1994	77.3				
1995	72.7				
1996	68.9				
1997	68.6				
1998	71.8				
1999	66.2				
2000	66.6				
2001	70.4	73.0	*HART*		
2002	73.5	67.0	*Hali 2000*		
2003	69.1	88.0	*Rail 1992*		
2004	61.3	104.0	*BRT 2001*		
2005	67.4	96.0	*Rail 2006*		
Average	**70.7**	**85.6**		**14.9**	**21.1%**

From Table 3-3 it can be observed that in 2030 the number of transit trips for the No Build Alternative is 232,100, and that the number of transit trips in the best rail option is 294,100. If the Rail's trip estimate is overstated by 21%, then 294,100 become 232,339; these are about equal to the transit trips in the No Build. Thus, all of the gain in transit trips due to a rail system may be attributable to the inflated baseline forecasts.

→ ♦ Pages 3-7, 3-8: The TSM alternative is estimated to have a requirement for 6,200 parking stalls at various park-and-ride facilities, the Managed Lane alternative has the same requirement, but the 20-mile rail option is projected to require only 5700 parking stalls. A smaller parking requirement for rail compared to TSM and ML does not make sense. In the Rail alternative many riders who cannot walk to a station must drive and therefore have to park their vehicles somewhere. In the TSM and ML alternatives, the transit vehicles – buses – collect riders from their residential neighborhoods and deliver them to their destination, thereby arguably reducing the quantity of parking stalls required. This discrepancy should be clarified.

→ Page 3-11: Table 3-11 includes travel time estimates for year 2030 with Rail. Basically travel by auto is equal, faster or much faster than rail for all 2030 trips between:

- Aiea (Pearlridge) and Downtown
- Downtown and Ala Moana Center
- Downtown and Manoa
- Airport and Waikiki

For trips between Aiea and either Waikiki or Manoa, all Rail alternatives will provide trip times that are the same as or longer than trips by auto. The travel times by auto reflect 2030 traffic congestion conditions without rail.

→Page 3-13: The following excerpts from the performance assessment of the Managed Lane Alternative indicate that the ML alternative did not receive minimal engineering analysis support needed to develop solutions to obvious issues:

> "While bus speeds on the managed lanes are projected to be relatively high, the H-1 freeway leading up to the managed lanes is projected to become more congested when compared with the other alternatives, because cars accessing the managed lanes would increase traffic volumes in those areas."

Instead of providing new ramps from the H-1 and H-2 freeways and a ramp from Farrington Hwy. to feed the Managed Lane facility, an already congested freeway itself was used to feed the ML. The predictable result is both more congestion on H-1 freeway and underutilization of the ML.

> "Additionally, significant congestion is anticipated to occur where the managed lanes connect to Nimitz Highway at Pacific Street near Downtown."

This occurred because a (poor) choice was made to simply use the state's proposed Nimitz Viaduct (NV) project. However, NV was conceived as a shortcut between the Keehi Interchange and downtown and was never intended to serve new traffic from the Ewa plains to town. It can still be used, but it needs to be re-engineered to provide adequate off ramps to major trip destinations. The AA's ML is under-engineered in terms of off and on ramps by a magnitude of at least three (3). Three times as many ramps are needed and can be engineered. If this is done, the quote below will have no place in the AA.

> "Hence, much of the time saved on the managed lane itself would be negated by the time spent in congestion leading up to the managed lane as well as exiting the lanes at their Downtown terminus."

Based on substantial evidence of ML being under-engineered, its performance statistics of are not representative of what a new 2-lane reversible expressway can do for this corridor.

In addition, the critical function of the ML as an escape/evacuation resource (or special event, high demand reliever) was not analyzed. The ML can be designed with Aloha Stadium and H-3 freeway as its middle anchor. In off-peak times, weekends, special events and evacuations, the ML can run from Waikele to Aloha Stadium and H-3 freeway on its west half, and from Iwilei to Aloha Stadium and H-3 freeway on its east half. Also, if Windward Oahu evacuation or high demand should occur, then the ML can be dynamically configured so that the H-3 freeway discharges both toward Ewa and toward Honolulu. In short, the ML provides extensive regional traffic management possibilities, none of which were explored.

→ ♦ Page 3-20: Table 3-10 presents projections of "vehicle hours traveled," a concept that has no application to trips using transit. This table should be reformulated to show "person *hours* of

travel," to make the comparisons consistent and relevant. Based on my calculations (see Appendix 1), when these data are so converted, then the hours spent traveling on Oahu with a 20-mile Rail line will be 11% longer than the No Build. All Rail alternatives will provide worse Oahu-wide person hours of travel compared to the car and bus No Build alternative. This is consistent with past experience in the U.S. where new rail systems have not reduced traffic congestion.

→ ♦ Page 3-25. The traffic estimates for the Managed Lane alternative presented in Tables 3-12 and 3-13 appear to be based on the assumption that a freeway lane may not carry more than 1,400 vehicles per hour in order for it to operate at a good level of service. This is simply not U.S. national experience for priced lanes. For example, Appendix 2 provides a multi-week, year 2006 sample of a three-lane cross-section of California's SR-91 Managed Lanes. They operate at free flow (about 60 miles per hour) while carrying a volume of more than 2,000 vehicles per hour per lane. There is no reason why this result would not apply to a two-lane Managed Lane facility on Oahu. Based on multiple research projects I have conducted for the State of Hawaii DOT, there are several 15-minute periods during which lanes on the H-1 freeway carry over 2,400 vehicles per hour (hourly equivalent), which attests to the ability of local motorists to drive at headways necessary to result to lane capacities in excess of 2,000 vehicles per hour.

The tables in Appendix 3 provide a sample of traffic analysis, the conclusion of which is that in 2030 and with a properly designed 3-lane Managed Lane expressway, traffic congestion on the H-1 freeway will be almost the same as in 2003 while still using the AA's growth forecasts. Congestion on H-1 freeway will be incomparably worse with any of the Rail options.

→ Page 3-27: "The travel demand forecasting model has been reviewed and updated for use on the project." Following are several common-sense observations on the forecasting model:

- Oahu has no rail service, so the existing OMPO model (done with survey data which are over one decade old) naturally has no local parameters for any type of rail service. What parameters were introduced to the model to represent rail?
- Is the model representative of today's conditions? Since the OMPO model was developed, *TheBus'* share of total trips has declined in the last 10+ years, fuel costs went up in the last 10+ years, Kapolei employment was non-existent 10+ years ago, the "bust" real estate market of the early 1990s is "booming" now, the H-3 freeway did not exist 10+ years ago, safety and security issues in metro rail systems (Tokyo, London, Madrid) did not exist, and last but not least, a huge portion of Oahu's population, the baby boomers, were not on the verge of retirement. Given these circumstances, it is at least questionable whether any model based on historical data can provide useful predictions over the Alternatives Analysis' planning horizon, 2005-2030.

All these trends affect the setting of parameters and alternative-specific constants in the model. Given all these concerns, how can a fundamentally old mode choice model with "imported" parameters give any reasonable predictions for year 2030? The model should be provided for review and its parameters should be justified.

→ Page 3-28: "External factors, such as a downturn in the economy, could affect whether the island will develop as planned." The AA's forecast is truly a best case scenario which is an unrealistic basis for multibillion dollar civil infrastructure development. Below is a partial list of

possible events that would make vigorous growth unlikely. For these reasons as well as the problematic construction and operation deployment of all Rail alternatives it is essential that Risk Assessment Analysis is part of this AA (see last point in this review.)

- practically zero growth in tourism
- a sustained energy crisis will cause high airfares and a reduction in tourist arrivals
- the possibility that avian flu, SARS or similar will further threaten tourism
- the Waikiki tourism plant is old, crowded and revitalization is slow
- continued reduction in agriculture
- stability in military operations and post-Iraq military downsizing to repay the war debt
- baby boomers retiring in large numbers
- substantial loss of seniority in Hawaii's Congressional Delegation will cause a dramatic decrease in earmarked projects and funds for Hawaii

Any of these reasons can cause a substantial reduction in development or expansion which makes rail an alternative that is inferior even to the simple TSM alternative.

→ Page 3-30, Table 3-14: In this summary table, the use of percentages to indicate the magnitude of the Rail alternative's impacts exaggerate the actual effects, because the actual numbers involved are quite small (as the comments above have shown).

→ Page 4-1: The Rail alternative has the highest environmental impact and displacements. Also rail is not environmentally benign once it is built and put to use. The energy units (BTUs) to transport one person one mile from the Transportation Energy Data Book: Edition 25-2006 are:

Car	3,549 BTU
Personal Truck	4,008
Transit Bus	4,160
Rail Transit	3,228

Commuting in America III reports that 70% of rail trips in the nation occur in the New York City metro area where subways run full or near-full for extended periods. In all cities with well utilized rail systems, these systems are busy for about four out of 24 hours per day. Unlike cars and personal trucks that spend energy only when they operate, most rail systems run continuously and draw large amounts of energy for serving few riders. Oahu's rail energy consumption will be at least twice as high as the BTUs reported above. Rail is an inferior environmentally and energy dependency alternative for Oahu.

Two critical omissions of the Alternatives Analysis report are information on the cost of the alternatives per resident and taxpayer and the absence of any risk analysis. The latter, for example, is found in any multimillion dollar project involving private funds.

1. Some argue that financial impact analysis should have been done prior to approving the raise of the General Excise Tax from 4.00% to 4.50%. However, at that time the alleged costs were in the order of about two billion dollars with a quarter of that coming from the FTA, leaving the local tax subsidy at $1.5 billion. The AA makes it clear that for the short, 20 mile rail system, the local contribution will be at least $3 billion. A breakdown of this cost per taxpayer and per capita is essential.

2. At a minimum, risk analysis should examine the implications of a partially finished product due to a severe economic downturn or other significant impediments. Travel demand and existing congestion levels dictate that the first useful segment of a future transit system should connect the airport with the Ala Moana Shopping Center. Managed Lanes can serve this (highest demand and congestion) segment because a large part of it is the state DOT's "Nimitz Viaduct" project which has received environmental approvals. However, one cannot operate a rail system without at least one expansive rail yard. The nearest appropriate space for a rail yard identified in the AA is next to the Leeward Community College. Therefore, with any rail alternative, the lowest demand segment must be constructed first, and if conditions do not allow for it, there is the risk of developing an ineffective piece of transit infrastructure connecting LCC to Aloha Stadium.

Appendix 1. Sample Estimations in Person-Hours of Travel

The travel estimates in Table 3-10 tell a different story than the one presented. Conveniently for the rail alternatives, the AA presents "vehicle hours traveled." By using this measure, those who travel on rail conveniently disappear from the travel time calculations as if they travel at warp speed. Far from it.

Let me take the "No Build" and "20-mile Rail" estimates of the AA to demonstrate the amount of time spent for transportation with and without rail using a statistic that truly matters: Person-hours.

The No Build vehicle hours estimate is 395,000 and assuming an average vehicle occupancy of 1.6 people per vehicle (includes buses), then the 2030 estimate is:

No Build Person Hours = 395,000/1.6 = ***246,875*** (1)

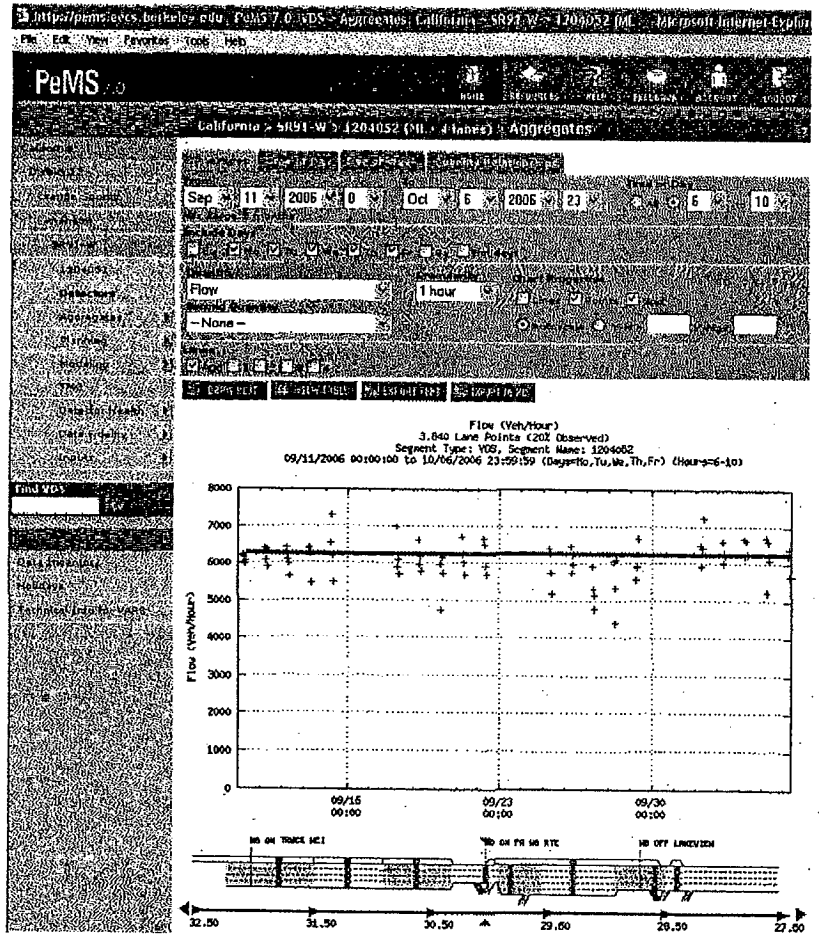
The 20-mile Rail vehicle hours estimate is 376,000 with the same average vehicle occupancy as the No Build. In addition, the 94,970 passengers in Table 3-9 are assumed to travel about half of the available rail line distance, that is, 10 miles on the average, and at the heavy rail average speed of 24 miles per hour. Their person hours of travel are, 94,970 * (10/24) = 39,571. Then the 2030 estimate is:

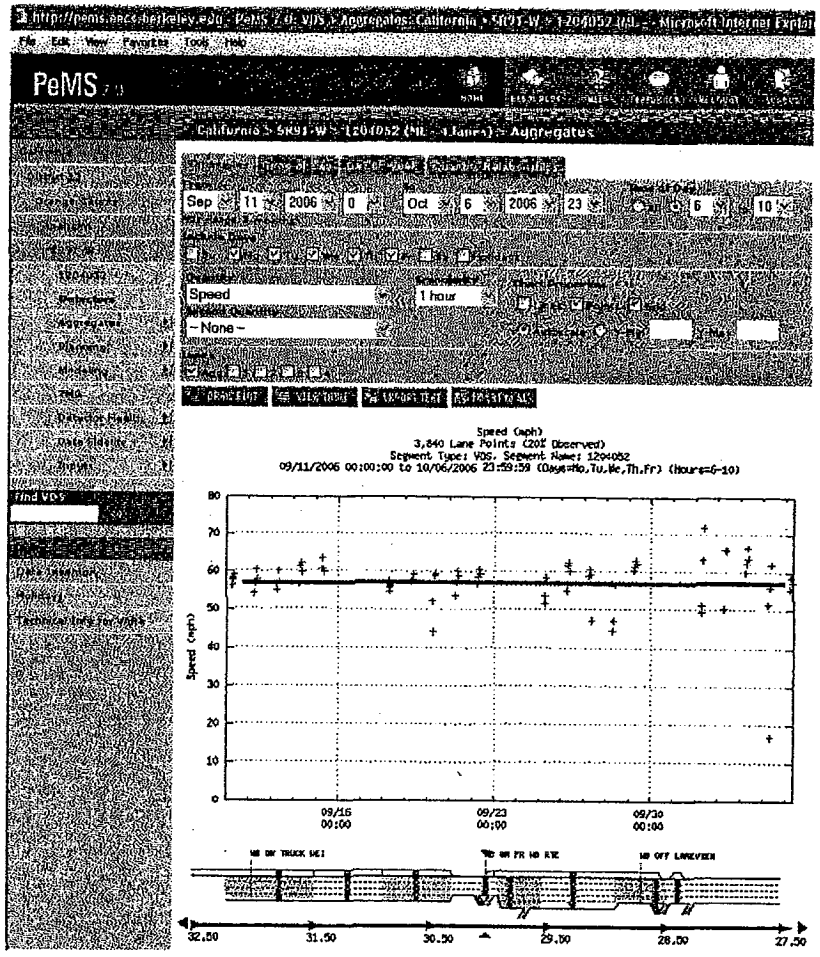
20-mile Rail Person Hours = 376,000/1.6 + 39,571 = ***274,571*** (2)

By comparing (1) and (2) it is clear that the hours spent traveling on Oahu with a 20-mile Rail line will be 11% longer than the No Build. It can be similarly proven that all Rail options will be worse than the No Build.

This outcome is not surprising because, at least in the U.S., the inability of new Rail systems to reduce traffic congestion is well established.

Appendix 2: Real Volume and Speed Operating Characteristics on California SR-91 Express Lanes





Appendix 3.a: Sample Comparisons of AA and Potential Traffic Performance

This set of estimates assumes that vehicular volume for ML is the same as the No Build. This is very conservative because in reality express buses will go from Waikele to Iwilei in 15 minutes.

	2003 Existing	2030 No Build	2030 ML wrong 2 lanes	2030 ML correct 2 lanes	2030 ML correct 3 lanes	2030 Rail (20)
H-1 Fwy	1.15	1.90	1.94	1.76	1.50	1.81
H-1 Fwy (HOV)	0.84	1.59	1.46	0.96	0.96	1.44
H-1 Fwy (Zipper)	0.89	1.29	NA	0.85	0.85	1.18
Moanalua Rd	0.97	0.60	0.57	0.57	0.57	0.50
Kamehameha Hwy	0.86	1.01	0.90	0.90	0.90	0.89
Managed Lane	NA	NA	0.79	0.86	0.86	NA

This set of estimates assumes that express buses will carry the same amount of passengers as the relatively slow and short 20 mile rail option. This is still conservative.

	2003 Existing	2030 No Build	2030 ML wrong 2 lanes	2030 ML correct 2 lanes	2030 ML correct 3 lanes	2030 Rail (20)
H-1 Fwy	1.15	1.90	1.94	1.55	1.29	1.81
H-1 Fwy (HOV)	0.84	1.59	1.46	0.96	0.96	1.44
H-1 Fwy (Zipper)	0.89	1.29	NA	0.85	0.85	1.18
Moanalua Rd	0.97	0.60	0.57	0.57	0.57	0.50
Kamehameha Hwy	0.86	1.01	0.90	0.90	0.90	0.89
Managed Lane	NA	NA	0.79	0.86	0.86	NA

(*) Kalauao Stream Koko Head bound

Highlighted cells show best 2030 V/c ratio -- lower ratio means less congestion.

ML provides the most traffic relief for the AA's highly optimistic 2030 growth rates.

With a 3-lane ML and good express buses, congestion in 2030 will be similar to 2003.

Columns without any highlighted cells contain data exactly as they appear in City's AA.

Engineered to fail: The City added a 2-lane ML and deleted the AM zipper, for a net addition of a single lane! (See Table 3-12.) This is shown above as "ML wrong". "ML correct" has the zipper lane restored.

Appendix 3.b: Detailed Traffic Volume-to-Capacity Rations for a Cross-Section in Aiea

SCREENLINE / FACILITY	Existing Conditions (2003) Facility Capacity (vph)		Observed Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Facility Capacity (vph)	2030 No Build Alternative Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Managed Lane Alternative: Two-direction Option Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	Reversible Option Forecast Volume (vph)	DIFF	PB lanes	Volume/ Capacity Ratio	Level of Service	CORRECTED Reversible Option (2 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service		R20 option Forecast Volume (vph)	Volume/ Capacity Ratio	CORRECTED Reversible Option (3 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound																												
H-1 Fwy	9500	5	10960	1.15	F	9500	18049	1.90	F	18327	1.93	F	18419	370	5	1.94	F	16695	5	1.76	19% better than PB		17209	1.81	14225	5	1.50	
H-1 Fwy (HOV)1	1900	1	1600	0.84	D	1900	3014	1.59	F	2882	1.52	F	2769	-245	1	1.46	F	1826	1	0.96	34% better than PB		2740	1.44	1826	1	0.96	
H-1 Fwy (Zipper) 1	1900	1	1700	0.89	D	1900	2444	1.29	F	1677	0.88	D	NA	0	0	NA	NA	1613	1	0.85	PB mysteriously deleted zipp		2241	1.18	1613	1	0.85	
Moanalua Rd	1700		1650	0.97	E	1700	1018	0.60	B	918	0.54	A	966	-52		0.57	A	966		0.57	~ Same as PB		853	0.50	966		0.57	
Kamehameha Hwy	3450		2960	0.86	D	3450	3488	1.01	F	3226	0.94	E	3121	-377		0.90	E	3121		0.90	~ Same as PB		3059	0.89	3121		0.90	
Managed Lane	4400	0	NA	NA		NA	2200	NA	NA	NA	1769	0.80	D	3457	0	2	0.79	C2	3808	2	0.86	~ Same as PB		NA	NA	6270	3	0.86	
Total General Purpose Traffic	14650		15570	1.06	F	14650	22565	1.54	F	22471	1.39	F	22507			1.39	F	20782					21120	1.31	16312			
Total HOV Traffic	3800		3300	0.87	D	3800	5458	1.44	F	4559	1.20	F	2769			1.46	F	3441					4880	1.31	3441			
Total Managed Lane Traffic	NA	7	NA	NA		NA	2200	NA	NA	NA	1769	0.80	D	3457		8	0.79	C2	3800	9				NA	NA	6270	10		
		correct					28023			28799			28732	wrong, should be 9					28023	correct						28023	correct		

Identical totals – although the reversible ML will carry many more people and a smaller number of vehicles (lower traffic volume)

SCREENLINE / FACILITY	Existing Conditions (2003) Facility Capacity (vph)		Observed Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Facility Capacity (vph)	2030 No Build Alternative Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Managed Lane Alternative: Two-direction Option Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	Reversible Option Forecast Volume (vph)	DIFF	PB lanes	Volume/ Capacity Ratio	Level of Service	CORRECTED Reversible Option (2 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service		R20 option Forecast Volume (vph)	Volume/ Capacity Ratio	CORRECTED Reversible Option (3 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound																												
H-1 Fwy	9500	5	10960	1.15	F	9500	18049	1.90	F	18327	1.93	F	18419	370	5	1.94	F	14772	5	1.55	19% better than PB		17209	1.81	12302	5	1.29	
H-1 Fwy (HOV)1	1900	1	1600	0.84	D	1900	3014	1.59	F	2882	1.52	F	2769	-245	1	1.46	F	1826	1	0.96	34% better than PB		2740	1.44	1826	1	0.96	
H-1 Fwy (Zipper) 1	1900	1	1700	0.89	D	1900	2444	1.29	F	1677	0.88	D	NA	0	0	NA	NA	1613	1	0.85	PB mysteriously deleted zipp		2241	1.18	1613	1	0.85	
Moanalua Rd	1700		1650	0.97	E	1700	1018	0.60	B	918	0.54	A	966	-52		0.57	A	966		0.57	~ Same as PB		853	0.50	966		0.57	
Kamehameha Hwy	3450		2960	0.86	D	3450	3488	1.01	F	3226	0.94	E	3121	-377		0.90	E	3121		0.90	~ Same as PB		3059	0.89	3121		0.90	
Managed Lane	4400	0	NA	NA		NA	2200	NA	NA	NA	1769	0.80	D	3457	0	2	0.79	C2	3600	2	0.86	~ Same as PB		NA	NA	6270	3	0.86	
Total General Purpose Traffic	14650		15570	1.06	F	14650	22565	1.54	F	22471	1.39	F	22507			1.39	F	18859					21120	1.31	16389			
Total HOV Traffic	3800		3300	0.87	D	3800	5458	1.44	F	4559	1.20	F	2769			1.46	F	3441					4880	1.31	3441			
Total Managed Lane Traffic	NA	7	NA	NA		NA	2200	NA	NA	NA	1769	0.80	D	3457		8	0.79	C2	3600	8				NA	NA	6270	10		
		correct					28023			28799			28732	wrong, should be 9					26160	correct				26100.00		26100	correct		

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Report of the Transit Task Force Technical Review Subcommittee
Construction Cost

The purpose of this report is to:

1. Determine if the estimated costs for the construction of the Managed Lane and Fixed Guideway Alternatives in the Alternatives Analysis Report for the Honolulu High-Capacity Transit Corridor Project are reasonable for the purposes of the report, and
2. Compare the estimated cost of the Managed Lane Alternative with the cost for the construction of the high-occupancy toll lanes on the Tampa-Hillsborough County Expressway.

In addition to the Alternatives Analysis Report, information was obtained from:

1. Toru Hamayasu, Department of Transportation Services
2. Clyde Shimizu, Parsons Brinkerhoff Quade and Douglas
3. Martin Stone, Tampa-Hillsborough County Expressway Authority
4. Paul Santo, Highways Division, Hawaii State DOT

Capital costs in the Alternatives Analysis Report for the construction of the Managed Lane Alternative are estimated at $2.6 billion; capital costs of $3.6 billion are projected for the 20-mile Alignment of the Fixed Guideway Alternative. The actual construction cost reported for the Tampa high-occupancy toll lanes was $300 million for construction (including both at-grade and elevated sections), plus $120 million to correct an engineering error in the construction of foundations for some of the support piers.

Both the Managed Lane and the Fixed Guideway Alternatives estimates use the same unit cost prices and cost calculation categories. These standardized cost categories are prescribed by the Federal Transit Administration to facilitate review of project cost information from all projects seeking Federal funding. The unit cost data (cost per cubic yard of concrete, cost per ton of reinforcing steel, etc.) were obtained from the most recent large-scale construction projects on Oahu, such as the construction of the Waimalu section of the H-1 highway viaduct widening, completed last year. DTS' consultants, Parsons Brinckerhoff, also made use of the U.S. Navy's unit cost construction cost data for Hawaii. Labor and other costs from the H-1 Waimalu Viaduct project were also used as inputs for Alternatives cost estimates. The cost per square foot of the Waimalu Viaduct, about $500 per square foot, was considered but not relied on because this work involved widening an existing elevated highway structure, which is known to be more expensive than new construction. The Alternatives Analysis data

yield an estimated cost to construct elevated highway structures on Oahu at $330 per square foot, and $390 per square foot in urban areas.

Construction costs for the elevated guideway needed for the Managed Lane Alternative were calculated on the same basis as the construction costs for the guideway structure for the Fixed Guideway Alternative. Both Alternatives are designed to meet AASHTO design standards for elevated highway structures, as was the Tampa tollway. As previously stated, costs for both Alternatives were calculated using the same per-unit cost elements (for concrete, steel, labor, etc.). Because the elevated structure for the Managed Lane Alternative would be 36 feet wide for its two travel lanes, whereas the structure for the fixed guideway would be only 26 feet wide, different diameter piers are necessary for each (8 feet versus 6 feet in diameter). However, where the managed lanes require only a single lane (e.g., an access/exit ramp), a 6 foot diameter support pier would be used, similar to and costing the same as the piers used for the fixed guideway. The span length between piers is 120 feet for both alternatives' structures. Portions of the structure for the fixed guideway will be significantly taller, 90 feet tall in some places, than the Managed Lane structure.

Capital cost for the Fixed Guideway Alternative would be approximately the same as the guideway cost for the Managed Lane if the following fixed-guideway-specific adjustments were made: (1) Subtract vehicle costs, system infrastructure cost, cost for downtown utilities relocation (the proposed Managed Lane Alternative does not reach downtown, where most utilities relocation costs are incurred); (2) Adjust for construction cost differences (e.g., structure width, different diameter piers); (3) Adjust for the Fixed Guideway Alternative's longer length and increased height.

Alternative lengths of the fixed guideway that could be built to fit budget limitations were addressed with the Department of Transportations Services and its consultant. For instance, $3 billion would build a system from UH at Manoa to Kaahumanu Street on Kamehameha Highway; $3.2 billion dollars would reach Acacia Road at Kamehameha Highway. If the Salt Lake Boulevard alignment were used, $3.2 billion would reach Leeward Community College but would not reach the Navy Drum Storage Area, which is planned for the fixed guideway storage and maintenance yard. An Ala Moana Center to UH link is estimated to cost $540 million and Ala Moana Center to Waikiki link is $490 million. The Department of Transportation Services has not made a detailed analysis of any Minimal Operating Segment (MOS) other than the 20-mile alignment discussed in the Alternatives Analysis.

According to DTS, the Navy Drum Storage site is the site closest to downtown that is feasible for the maintenance/vehicle storage yard, a necessity for a fixed guideway system. DTS reportedly looked at other possible sites, including the former Costco site, and rejected them because they were not large enough, or otherwise unacceptable. The lack of a suitable yard site closer to downtown requires the fixed guideway to

extend at least to the Navy Drum Storage site in the Ewa direction, thereby limiting the length of the 20 mile alternative guideway in the Koko Head direction.

The committee suggests that DTS reconsider the use of the Costco site as a maintenance/storage facility, at least on a temporary basis. This would avoid having the guideway end points dictated by the storage yard consideration. If the Costco site is not large enough by itself, perhaps the Federal Department of Defense would consider making available DOD-owned land adjacent to the Costco site, either on a temporary or permanent basis. Alternatively, would a smaller yard be adequate for the first years of fixed guideway operations, perhaps making use of unused running track for vehicle storage and limited vehicle maintenance? We understand that the Miami heavy rail system operated without a storage/maintenance facility for the first year or so after that system opened, and instead made use of available track for off-peak vehicle storage and maintenance.

Testimony before the Task Force has included repeated comparison of the actual cost to construct a three lane partially elevated toll highway in Tampa, Florida versus projected construction costs for necessary for the Managed Lane and Fixed Guideway Alternatives. The following comparison of the costs for the Managed Lane Alternative and the Tampa high-occupancy toll lanes is based on information obtained from the Department of Transportation Services, the Tampa-Hillsborough County Expressway Authority, and the Bridge Section of the Hawaii State Highways Division. The Managed Lane Alternative is 15.8 miles long with two lanes, built entirely on elevated structures. The Tampa high-occupancy toll (HOT) facility is 9.4 miles long, of which 4 miles is at grade, and approximately 5.4 miles is built on elevated structures. The Tampa HOT has three 12-foot lanes with two 10-foot shoulders, and is approximately 59 feet wide and was completed in 2004. The Managed Lane Alternative (assuming reversible lanes – both lanes operating Koko Head direction in the morning rush hour, and both lanes operating Ewa in the evening) is 36 feet wide (two 12-foot lanes, one 10-foot shoulder and one 2-foot shoulder).

Dr. Stone recommended that the proposed Managed Lane Alternative should be widened to three lanes based on the experience of the Tampa Expressway Authority. Further, the lanes should be reversible to gain the advantage of all three lanes in the heavily traveled direction during morning and evening peak hours. He further stated that there were insufficient access/exit ramps in the Honolulu proposal and expressed the opinion that the additional lanes and access/exit ramps would not add substantially to the cost of the project. In his view, he felt the cost estimate in the Alternatives Analysis was far too high.

Paul Santo stated that there is a substantial difference in cost for bridge construction between Hawaii and the mainland US. The State DOT Bridge Section presently uses $400 to $500 per square foot for planning purposes and expects the price will continue to rise and approach $1000 per square foot. By comparison, he said that most highway

agencies on the mainland use $100 to $200 per square foot with some even below $100. He believes the high cost in Hawaii is due to its location and the lack of competition. For instance, there is only one precast concrete plant in Hawaii to produce bridge girders. He understands some general contractors in Hawaii look to shipping girders from the mainland as was done by the contractor for the Ford Island causeway in Pearl Harbor. He further believes the cost for construction of the structures is impacted by the additional cost of utility relocation where the alignment of the facility follows existing rights-of-way, such as the Farrington Highway and Kamehameha Highway corridor for both the Managed Lane and Fixed Guideway Alternatives. In addition, construction costs are higher where work is accomplished within existing highways with high traffic volumes whereas the Tampa HOT lanes were built within an existing median, which appears to be nearly 30 feet wide.
Guideway construction cost estimates developed for the Alternatives Analysis are also high compared to Tampa high-occupancy toll lanes costs because the Alternative Analysis' projected costs include a 30% escalation for "soft costs" (engineering costs) and a 25% escalation on all costs for contingencies. The Tampa HOT cost ($300 million) represents actual construction costs only (including 16% for actual engineering costs), and was for a project that started in 2003. Clyde Shimizu pointed out that the per square foot costs of H-3 viaducts in 1990 ($180) exceeded the Tampa tollway costs incurred only a few years ago.

Since the Tampa tollway was built in the median of the existing expressway, there were no rights-of-way costs incurred. Where the Fixed Guideway or Managed Lane are built within existing State or City rights-of-way, land will be made available for the structures at no cost to the project.

The Tampa high-occupancy toll lanes do not cover capital and operating costs through HOT lanes tolls. Rather, the combined revenues from the expressway and the HOT tollway are used to meet operating and capital costs. Tollway fees are expected to rise from $1 to $1.50 next year. Bonds issued to finance construction of the original expressway, which opened for revenue service in 1975, have now been largely paid off or the debt refinanced, freeing up toll revenue from both the original expressway and the HOT lanes to subsidize the HOT lanes' construction costs.

In conclusion, the cost estimates for the Managed Lane and Fixed Guideways Alternatives in the Alternatives Analysis Report are reasonable. Further, a valid comparison of the costs for the Tampa tollway and the proposed Managed Lane cannot be made without substantial adjustments for differences in construction unit costs.

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Subcommittee Review of the Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Chapter 5 – Financial Feasibility Analysis

December 13, 2006

Prepared by Transit Task Force Members:
Randal Ikeda
Cindy McMillan

[Note: the members of this Committee readily acknowledge that they are not financial analysts with experience in the evaluation of financial data for the financing of major capital projects. Except as reported below, they have not been able to recruit outside expertise to assist in a detailed review, given the short time available.]

Objectives

The purpose of our review was to determine the following:

- Does the chapter on financial feasibility (chapter 5) of the Alternative Analysis provide City Councilmembers with the information necessary to select a Locally Preferred Alternative?

Documents Reviewed and Experts Consulted

The following documents were reviewed:

- Honolulu High-Capacity Transit Corridor Project Alternatives Analysis
- Honolulu High-Capacity Transit Corridor Project Alternatives Screening Memorandum (DTS, 2006b)
- Scoping Report, Honolulu High-Capacity Transit Corridor Project (April 6, 2006)

In addition, conversations were held and/or e-mail dialogue was conducted with:

Paul H. Brewbaker, Ph.D
Chair, Council on Revenues
Senior Vice President and Chief Economist, Bank of Hawaii

Jack P. Suyderhoud, Ph.D.
Vice Chair, Council on Revenues
Professor of Business Economics, College of Business Administration, UH – Manoa

David Mieger, AICP
Director of Westside Planning
Los Angeles County Metropolitan Transportation Authority

David Glater
Transit Task Force Analyst

Funding Sources – Fixed Guideway Alternative

1. GET revenue predictions. Because of its central role in the financial plan for the Fixed Guideway alternative, we specifically consulted with experts to determine if the estimated revenues from the General Excise and Use Tax (GET) were reasonable. The methodology described below was reviewed by Jack P. Suyderhoud, Ph.D. who indicated that the estimates made in the Alternatives Analysis seem to be reasonable, with the caveats that there is always some inherent uncertainty in forecasting and that the greatest uncertainty in this case is how the new tax will affect reporting of non-Oahu transactions.

   Specifically, from the Honolulu Advertiser, Sunday, Dec. 10, 2006 "while the tax increase in the statewide excise tax only applies to O'ahu, the state has ruled that all companies selling products here — even those based on the Neighbor Islands — will have to pay the tax. So will O'ahu-based companies doing business primarily on the Neighbor Islands". DTS's consultant developed a 17% discount to Oahu's current percentage of the tax base in order to account for the historical over-reporting of Oahu based transactions. That discount factor is based on the primary assumption that the tax base percentage by island will equal the "de facto" population percentage by island. (Population estimates are provided by the State Department of Business, Economic Development and Tourism. The de facto population is defined as the number of persons physically present in an area, regardless of military status or usual place of residence. It includes visitors present but excludes residents temporarily absent. Oahu has 67% of the State's de facto population.) While this is a reasonable assumption, there is still no absolute way to predict actual tax reporting behavior.

   Process that DTS' consultant used to develop GET Surcharge Revenue Projections:

   1. Estimate of the State's overall tax base using historical patterns;

   2. Estimate of what proportion of the State's 4% tax base is attributable to Oahu. Ans. 81% based on historical patterns;

   3. Develop an additional adjustment to reflect businesses that are headquartered in Oahu, but that report some economic activity outside of the county, which income is therefore not subject to the tax surcharge; base assumption is that the percentage of the tax base by island, is equal to the percentage of population by island; therefore the current tax base percentage for Oahu is overstated by 81% - 67% = 14%; pro-rating the 14% over the Oahu current tax base percentage, results in the discount of 14% divided by 81% (14%/81%) = 17%;

   4. Apply 0.5% to the adjusted base; then subtract 10% for the State's administrative costs;

   5. Apply growth rates using the following three scenarios:

      a. Extrapolation of historical patterns (1990 – 2005) to 2022;
      b. Council on Revenue forecast growth rates to 2013 and then reversion to historical growth to 2022; or

c. Council on Revenue forecast growth to 2013 and continuation of that growth to 2022.

6. Present each revenue forecast with and without inflation.

2. Federal contribution to the Fixed Guideway alternative. The Alternatives Analysis assumes an FTA New Starts contribution of $933-948 million. Alternatives Analysis, tables 5-7, 5-8, p. 5-12. The FTA's share of the cost of a New Starts project has generally not exceeded $750 million, with limited exceptions -- primarily for grants made to projects in the New York-New Jersey metropolitan area. When FTA does make a grant exceeding $750 million, the following statement is regularly included in the project description submitted to Congress: "FTA notes that MTA's [New York City's Metropolitan Transit Authority] New Starts funding request is higher than what has historically been provided to other major transit capital projects, but ...." (Text following the "but": "...the New Starts share of 26% is significantly lower than most other projects."). FTA New Starts Report to Congress, FY 2006, p. 15. (Some exceptions to this $750 million informal ceiling outside of the New York area: Los Angeles reportedly divided a single project into three "minimally operable segments" ("MOS"), and then separately applied for and obtained $650 million in New Starts funding for each MOS; Washington, DC Metro extension through Dulles corridor (MOS #1) -- $920 million applied for (50% of costs). It should be noted that the amount Honolulu is seeking is 20-25% of total costs (depends on the funding actually obtained from the GET ½% surcharge). This percentage represents a smaller share of total project cost than FTA usually provides, and is comparable to the 26% contribution cited by FTA to support its grant to New York in excess of the usual ($750 million) amount.

   DTS Administration reports that FTA staff at both the regional and headquarters level has encouraged the City to aim high, and ask for what it reasonably needs. If the Full Corridor Alignment were selected by the Council as the Locally Preferred Alternative, could the project be broken into minimally operable segments as LA and Washington, DC have done, in order to keep the cost of the initial MOS phase under $3.2 billion, while maximizing Honolulu's New Starts Funding over the life of the entire project? Again assuming that the Full Corridor Alignment were selected, could a route alignment for sections 3, 4 and 5 be selected that would be less costly to build than the Alternatives Analysis' preferred alignment for these sections? For example, based on Table 5-2 of the Alternatives Analysis, what would be the impact of selecting the lower cost alignment of Salt Lake Boulevard – North King Street – Queen Street instead of the AA's preferred alignment for sections 3, 4 & 5? Would this lower cost alignment permit a MOS costing $3.2 billion (or less) and permit construction of an alignment beginning at the UH Manoa campus and extending at least to the Navy Drum Storage site – the proposed maintenance-vehicle storage yard? If so, how would this lower-cost alignment compare to the benefits for the AA's recommended alignment, and how would it be evaluated under the FTA's New Starts evaluation criteria?

3. Sharing the benefit of increased value of real property adjacent to fixed guideway facilities. The Alternative Analysis cites various means whereby the City could share in gains from property appreciation (tax increment financing; benefit assessment districts – see p. 5-9), however the report does not quantify the dollar potential of these revenue-producing value capture tools. Based on conversations with Paul Brewbaker, Ph.D., Chairman of the Council on Revenues, there will be

significant increases in the property values along the rail alignment. What mechanisms will the City put in place to use that increased value to help subsidize the construction and operation of the rail system? And what will the City do to discourage speculation on the rail alignment real estate to minimize land acquisition and development costs?

Funding Sources – Managed Lane Alternative

1. Is there a possibility of receiving New Starts funding for the Managed Lane Alternative?

   The Alternatives Analysis concludes that Federal New Starts funds would not be available for the Managed Lane Alternative "because of use by toll-paying single-occupancy vehicles, which are excluded from the statutory definition of 'fixed guideway' (49 USC Section 5302)." AA, p. 5 – 6. Would New Starts funds be available for this alternative if single-occupancy vehicles were prohibited from using the facilities? In other words, would New Starts funding be available if the managed lane facility were restricted to transit vehicles and high-occupancy toll-paying vehicles? If so, how much New Starts funding would be available for this alternative and would that significantly affect its financial feasibility or alter its status relative to the other alternatives? Would this be an unacceptable change in the Managed Lanes concept as proposed?

2. Managed Lanes toll revenue.

   The Alternatives Analysis states that the Managed Lanes – Reversible Option peak period toll would be $6.40 (2006 dollars) in 2030. How was that price determined? Would the demand be sufficiently inelastic to allow collection of higher tolls? Alternatively, if this toll exceeds what prospective West Oahu users can reasonably afford, these users may chose not to use the facility. In this circumstance, opening the facility to single-occupancy vehicles makes less sense. If these speculations have merit, this alternative could be redefined to exclude single-occupant vehicles, and to operate as an HOV lane. Although FTA is reportedly no longer funding HOV lanes under the New Starts program (because it considers these to be highway projects more appropriately financed by Highway Trust Funds), there be some operational mode that will meet FTA's eligibility criteria for New Starts funding and also satisfy Managed Lanes proponents.

Conclusion

Based on our review and research, we believe Chapter 5 – Financial Feasibility Analysis is based on reasonable assumptions and sound methodology. In general, there is adequate information for the Council to make "an intelligent selection of a preferred mode and general alignment."

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c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Appendix 2

Discussion-piece #6
Predicted and Actual Ridership of Proposed New Starts Projects
Federal Transit Administration
June 6, 2006

Purposes of ridership reviews. FTA periodically compares the actual ridership against the ridership predictions for major transit projects using Federal "New Starts" funds. The analysis has three purposes: (1) to provide an up-to-date picture on the reliability of ridership forecasts as the basis for decision-making on proposed New Starts projects; (2) to identify any needed improvements in the technical methods used to make the forecasts; and (3) to identify any appropriate modifications to the way that FTA uses New Starts forecasts in project evaluation.

Pickrell report. FTA published the initial review in 1990 in the report *Urban Rail Transit Projects: Forecast Versus Actual Ridership and Cost* (commonly referred to as the Pickrell report after its primary author). That review considered ten projects and found that only one project generated actual ridership that was more than 50 percent of the predicted ridership (specifically, 72 percent) Actual ridership for the other nine projects was less than 50 percent of their forecasts.

2003 report. FTA prepared (but has not yet released) the 2003 report *Predicted and Actual Impacts of New Starts Projects: Capital Cost, Operating Cost and Ridership Data* (hereafter termed the Phase-1 report) to consider the 19 New Starts projects (both rail and bus guideways) that opened for revenue service since the 1990 report. The post-1990 projects showed improvements in the quality of forecasts. Four of the 19 projects generated ridership that was between 70 and 80 percent of their forecasts. Another three projects generated ridership between 80 and 100 percent of their forecasts. And three projects had actual ridership that exceeded their forecasts by modest amounts. Table 1 summarizes the 19 projects, their ridership forecasts, and their actual (or extrapolated) ridership in the forecast year.

Pickrell update. The 2003 report also included an updated (year 2000) look at the ten projects reviewed by Pickrell. Two of those ten projects had year-2000 ridership close to forecast levels; two others showed growth since the 1990 report but were still far below forecast levels; three projects had little change in ridership; and three experienced declines in ridership since 1990.

Phase-1 conclusions. The 2003 report suggested several possible reasons for the improved quality of transit forecasts post-Pickrell, including greater forecasting experience, more formalized forecasting procedures and guidelines, increased scrutiny of forecasts and the planning process by government agencies and the public, improved forecasting technical methods, and improved computing technology. The report also observed forecasts for people movers, busways, and starter rail lines tended to be least reliable while forecasts for system expansions (additional lines in new corridors or extensions of existing lines in the same corridor) were relatively more reliable.

Phase-2. In 2006, further FTA-sponsored analysis of completed projects concluded in the draft report *Predicted and Actual Ridership of New Starts Projects: Detailed Analysis* (not yet released; hereafter the Phase-2 report) undertook detailed reviews of the ridership forecasts for seven of the nineteen Phase-1 projects (as identified in Table 1). This work faced a substantial hurdle in the general unavailability of detailed information on the forecasts themselves. The forecasts were prepared 10 to 20 years ago and supporting documents and data sets (zone-level demographics, trip tables, zone definitions, and coded transit and highway networks) were simply not available. The case studies included two "successful" forecasts that were within ±20 percent of actual ridership and five "less successful" forecasts that were more than twice the actual ridership.

Successful forecasts. The two projects with successful forecasts – San Diego El Cajon and Portland Westside – were expansions of existing light rail systems. While it was extremely difficult in a retrospective analysis to confirm the level of quality control and reasonableness checks during the forecasting process, a review of both the calibration and validation tests and the results, as well as transit paths and skims, suggests that these procedures have been more rigorously followed in areas with successful forecasts. To some extent, the success of the two forecasts was the product of offsetting errors. While both forecasts were within ±20 percent of actual project-specific ridership, both missed actual levels of systemwide ridership more than ±20 percent and relied upon corridor-level demographic forecasts that also varied from actual outcomes by more than +/- 20 percent.

Less-successful forecasts. The five less-successful forecasts appear to have been subject to multiple types of errors of varying magnitude. Sources of error included erroneous model inputs, problematic model properties, and mistakes in model application – and all forecasts were subject to more than one of these errors.

- Input errors. The most frequent error involved the magnitude and location of future population and employment growth, a problem in all seven of the case studies, contributing both to the less successful forecasts and the offsetting errors that may have masked other problems in the successful forecasts. Because transit relies heavily on walking for access/egress, errors in demographic forecasts at the regional and/or corridor levels are compounded by incorrect allocations to zones within walking distances of fixed-guideway stations. Other sources of input error include the representation of future-year transportation networks (both highway and transit), inadequate detail in the zone system used to represent the region, as well as prices for transit fares, gasoline, and parking. At least one (and usually more) of these input

errors specifically contributed to the forecasting error in each of the "less successful" case studies.

- Model-property errors. A common problem in the less-successful forecasts was the overestimation of future highway congestion. This problem may be the result of problematic demographic forecasts filtering through the model chain. However, overestimation of highway congestion appeared to occur even where regional trip tables generally replicated actual travel patterns indicated by census journey-to-work information and household surveys. In such cases the culprit is the model set itself, likely problems time-of-day distributions and/or network assignment.

- Model-application errors. Haste in the completion of forecasts to support funding application or environmental documents appears to have led to improper representation of changes in project scope or transit service plans in the travel forecasts. Other changes in scope and service plans have occurred after the forecasts were completed, without a corresponding update in the forecasts. In at least one case the model was validated to an outdated set of observed data before being used for the transit forecasts.

Absence of detailed records. While some insights were available from the seven case studies, by far the most significant outcome of the Phase-2 effort was the clear finding that useful comparisons of forecasts with actual outcome are not possible with the largely non-existent records of the forecasts. This outcome has significant implications for the usefulness of the Before-and-After studies that are now a required element of New Starts projects that receive Full Funding Grant Agreements and suggests the need to formalize the preservation of forecasts so that meaningful reviews of their accuracy are possible.

Table 1: Predicted and Actual Ridership for Phase-1 Projects - Forecast Year Comparison

Project	Forecast Year	Forecast Avg Weekday Boardings		Actual (projected) Boardings in Forecast Year	Ratio - Forecast yr actual/Forecast	
		AA/DEIS	FEIS		Actual vs. AA/DEIS	Actual vs. FEIS
Jacksonville ASE	1995	42,472	42,472	2,627[1]	6%	6%
Miami Omni/Brickell	2000	20,404	20,404	4,209	21%	21%
Houston SW Transitway *	2005	27,280	27,280	9,066	33%	33%
Atlanta North Line *	2005	57,120	57,120	21,595	38%	38%
LA Red Line *	2000	295,721	297,733	128,659[1]	44%	43%
Pittsburgh West B'Way	2005	23,369	23,369	10,200[3]	44%	44%
Chicago Orange Line *	2000	118,760	118,760	54,042	46%	46%
San Jose Guadalupe	1990	41,200	41,200	19,738[2]	48%	48%
San Jose Tasman West *	2005	14,875	13,845	9,110	61%	66%
Baltimore LRT Ext.	2005	11,804	12,230	8,207	70%	67%
Baltimore Johns Hopkins	2005	13,600	13,600	10,049	74%	74%
Portland Westside-Hillsboro *	1995/2005	60,314	49,448	49,999	83%	101%
Dallas South Oak Cliff	2005	34,170	34,170	29,307	86%	86%
BART Colma	2000	15,200	15,200	13,482	89%	89%
Salt Lake South LRT	2010	26,500	23,000	25,201	95%	110%
St. Louis Initial System	1995	41,800	37,100	43,711[4]	105%	118%
San Diego El Cajon *	2000	21,600	21,600	23,478	109%	109%
Denver SW LRT	2015	22,000	22,000	23,988[5]	109%	109%
St. Louis St. Clair Ext.	2010	11,960	20,274	16,965	142%	84%
Denver I-25 HOV	2000	not stated	not stated	8,853	NA	NA
Seattle Bus Tunnel	1990	not stated	not stated	44,400	NA	NA

(1) Actual boardings in forecast year given for 2001 since this is the first full year of operation.

(2) Actual boardings in forecast year given for 1992 since this is the first full year after opening

(3) Actual boardings are assumed to increase 1,200 daily riders over 2002 as an additional park and ride lot is completed.

(4) Actual boardings given for 1999 since Airport station did not open until 1998. Forecast year boardings reached by applying the average annual growth in transit boardings achieved by the project sponsor between 1990 and 2002.

(5) Denver has experienced relatively fast ridership growth over the past decade. Since the forecast year remains far in the future, continued growth at recent trends appears overly ambitious. FTA assumed that the Denver project will achieve a growth rate 2/3rds of the growth rate observed between 1990 and 2002. Even at this lower assumed growth rate, this project is very likely to exceed its AA/DEIS forecasts by a significant margin.

* Selected for detailed analysis in the Phase-2 study.

Table 2. Predicted and Actual Ridership for Phase II Case Studies: Summary of Findings by Project

City/Project Name	Summary of Findings
Atlanta MARTA North Line Extension	• 2005 observed boardings only 40% of forecast boardings • Observed rail system ridership less than forecast • Observed overall transit ridership close to forecast but widely fluctuates year-to-year • Forecasting error caused by failure to achieve predicted employment levels in station areas in primary travel market, underestimation of regional employment, fluctuations in overall system ridership, inaccurate transit coding conventions in the model, poor trip distribution model, over-reliance on mode choice adjustment factors, and validation to outdated observed data set.
Chicago CTA Orange Line	• 2000 observed project boardings only 46% of forecast boardings • Observed system-wide rail boardings close to forecast • Observed transit system boardings close to forecast • Forecasting error caused by failure to account for demographic changes in study area / corridor, and poor model structure, especially for trip distribution and mode choice
Houston METRO Southwest Transitway	• 2005 projected (from 2002 observed) boardings only 33% of forecast boardings • Observed transit system ridership less than forecast • Forecasting error caused by failure to achieve predicted population and employment levels in the study corridor and region, failure to achieve predicted land uses in station areas, overestimation of future highway congestion, poor transit coding and zone system, and changes to project following completion of forecasts
Los Angeles MTA Red Line	• 2001 (1st year of full line operation) observed boardings 43% of (2000) forecast boardings • Observed transit system boardings 72% of forecast boardings • Forecasting error caused by poor model inputs for transit fares, gasoline costs, fuel economy, poor transit-access coding, failure to achieve employment forecasts, failure to fully restructure background bus network to eliminate direct competition with line and provide feeder service, service changes due to conversion from trunk line to trunk/branch operations, relocation of line to less attractive transit corridor, and length of time needed to construct and operate full line
Portland Tri-Met Westside/ Hillsboro LRT	• 2002 observed boardings 8% over 2005 predicted boardings • 2001 observed LRT system boardings 3% over 2005 predicted boardings • Forecasting success caused by realistic and quality-controlled transit service inputs, previous experience operating LRT, higher than forecast population/employment growth • Approximately 10% to 15% of the success may be attributed to underestimation of growth • Good model features, such as extra trip purposes, cars per worker variable, use of choice models for demographic inputs, inclusion of non-mechanized trips in mode choice, good model accounting of transit accessibility and use of mode-of-access model in mode choice may have contributed to forecasting success • Errors in population and employment forecasts may have helped ridership forecast for project but are indicative of larger errors in the demographic and employment model (offsetting errors)
San Diego MTDB El Cajon LRT	• 2000 observed boardings 9% over 2000 predicted boardings • 2000 observed LRT system boardings 57% over 2000 predicted boardings • 2000 observed transit system boardings 2% over 2000 predicted boardings • Forecasting success caused by realistic model inputs and quality control, good model features, and greater than expected population and employment growth in the corridor • Approximately 15% to 20% of the success may be attributed to underestimation of growth • Errors in population and employment forecasts may have helped ridership forecast for project but are indicative of larger errors in the demographic and employment model (offsetting errors) • Large forecasting error for LRT system overall suggests problems with mode choice model
San Jose VTA Tasman West LRT	• 2005 observed boardings only 25% of 2005 predicted boardings • Forecasting error caused by severe economic contraction in corridor and surrounding region, overestimation of highway congestion, poor TAZ system, unrefined trip distribution model, poor network inputs, and poor transit assignment

Available at: www.fta.dot.gov/planning/newstarts/planning_environment_5402.html

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Appendix 3

Suggestions for further development of the Managed Lane Alternative.

- The Alternatives Analysis' description of the characteristics of the Managed Lane Alternative should provide more complete information as to mass transit operations utilizing this facility. The Alternatives Analysis states that new express and other bus transit routes would be developed for operation on the Managed Lane facility. (p. 2-4) A fuller development and presentation of the transit services that would accompany the Managed Lane Alternative would be helpful (e.g., routes, new/existing stations). There is no description in the Alternatives Analysis of any proposed supportive operational practices off of the Managed Lane facility that would complement the facility's use as a transit guideway, e.g., transit stations connected to park-and-ride facilities, reserved lanes for transit vehicles on existing streets, traffic signal priority for transit vehicles.

- In its discussion of travel time benefits of the Managed Lane options, the Alternatives Analysis projects that traffic congestion at both the H-1 Freeway access to the Managed Lane facility and at the Nimitz Highway exit at Pacific Street will negate travel time benefits gained from travel on the Managed Lane facility itself. The Analysis should explore how traffic congestion at these points could be alleviated (at least for mass transit vehicles) in order to enhance the overall performance of this Alternative as a transit guideway.

- The description of the Managed Lane Alternative in Chapter 2 of the Alternatives Analysis states "The H-1 zipper lane would be maintained in the Two-direction Option but discontinued in the Reversible Option." (p. 2-4). However, no explanation is provided as to why the zipper lane would not be continued in the Reversible Option. The Managed Lane Reversible Option's addition of two Koko Head-bound elevated lanes for the morning commute appears to result in a net increase of only one lane if the inbound zipper lane were removed.

- The foldout photographic plans presenting the Managed Lane Alternative (Alternatives Analysis, Figures 2 -- 1 and 2 -- 2) do not clearly depict the ramp lanes necessary to access the Managed Lane facility from Interstate Highways H-1 and H-2 in both the Two-direction Option and the Reversible Option, or the ramp lanes necessary to exit from the facility to these Interstate Highways.

- These plans show an approximately one-mile long "facility" in the vicinity of Kaonohi Street (Figure 2 -- 1), and another in the vicinity of Radford Drive (Figure 2 -- 2), however no description of these facilities is provided. In discussions with DTS Administration staff, these facilities have been identified as transit stations with attendant deceleration and acceleration lanes. Assuming this to be the case, it would be helpful to see the proposed location(s) of park-and-ride facilities planned near these stations, comparable to the information presented in Table 3 -- 5, with respect to the Fixed Guideway Alternative. It is not apparent whether the stations would operate in both the Two-direction Option and the Reversible Option. What are the cost implications of adding access/exit ramps for transit vehicles instead of building elevated transit stations?

- Figure 2 -- 2 shows a small section of the Managed Lane facility approximately 2000 feet Koko Head of the end of the facility at Nimitz Highway/Pacific Street. This component of the Managed Lane facility is not explained. Is it an elevated structure or at-grade? Which Managed Lane users would be allowed to access it?

- Figure 2 -- 1 shows two ramps in the vicinity of Aloha Stadium. It is not clear whether these ramps would be available in both the Two-direction Option and the Reversible Option, or whether these ramps would be available to other than transit vehicles (e.g., to vans, three-person and two-person automobiles, and/or single-occupant automobiles paying tolls).

See also Financing Committee's report discussing changes in permitted access to the Managed Lane facility that might make the facility eligible for New Starts and/or GET ½% surcharge funds.

TRANSIT ADVISORY TASK FORCE

c/o Honolulu City Council
530 S. King Street, Room 202
Honolulu, HI 96819
Phone: (808)523-4139

Appendix 4

Questions the Task Force posed to DTS Administration, and the answers received:

1. From the local press, there appears to be a willingness to spend 3.2 -- 3.6 billion dollars for a fixed guideway system, and considerable discomfort spending more than that. Can you calculate how much $3 billion (or $3.2 billion) would buy toward a system with the following alignments:

a) Beginning at UH-Manoa and running Ewa using the optimal alignment described in Chapter 6 of the Alternatives Analysis Report.

b) same question, but using the Salt Lake Blvd alignment instead of the Aolele Street alignment in Section 3, Aloha Stadium to Middle Street.

Answer to 1(a). $3.0 billion will reach Kaahumanu St. on Kamehameha Hwy from UH at Manoa. $3.2 billion will reach Acacia Rd at Kamehameha Hwy. Both will be short of reaching the yard site in the Navy Drum Storage.
Answer to 1(b): $3.2 billion will reach Leeward Community College via Salt Lake Blvd. It will not reach the Navy Drum Storage site.

2. What are the capital costs for the fixed guideway link between Ala Moana Center and the University -Manoa? Link between Ala Moana and Waikiki?
Answer: Ala Moana Center to UH link is estimated to be $540 million. Ala Moana Center to Waikiki is $490 million.

3. Has DTS analyzed any Minimal Operating Segment (MOS) other than the 20-mile alignment?
Answer: no.

4. How do the construction standards for the guideway for the Managed Lane Alternative (Alternative 3) differ from the standards applicable to construction of the guideway for the Fixed Guideway Alternative (Alternative 4)? Do construction costs for these two guideways differ?
[The response to this question is summarized in the report submitted by construction committee.]

5. Has the DTS analyzed the Managed Lane Alternative operated so as to qualify for FTA New Starts funding (no single-occupant vehicles)?
Answer (paraphrased): the Managed Lane Alternative is based on a proposal submitted by a member of the public approximately 1 year ago, in response to invitations to the public to come up with alternatives to a fixed guideway system. The primary differences are that the DTS Managed Lane Alternative now includes an off ramp at the stadium, and a station near Middle Street. If the Managed Lane Alternative excluded single-occupant vehicles, it would qualify as a HOV lane, however, FTA is no longer funding HOV lanes under the New Starts program because it considers these to be highway projects eligible for Highway Trust Funds.

6. How much would $3.2 billion buy toward a fixed guideway system that would begin at the Ala Moana Shopping Ctr. and then travel Ewa along the Administration's preferred alternative to Liliha St./Kaaahi St., then travel farther Ewa along N. King St., then (at Middle St.) travel Ewa along Moanalua Freeway to Salt Lake Blvd., then along Salt Lake Blvd. to the Kamehameha Highway to Farrington Highway to Kamokila Blvd. to Kapolei. (This route appears to be straighter and shorter than the "optimum" alignment specified in Ch. 6 of the Alternatives Analysis.)

[No answer received as yet]

7. What is the cost of a fixed guideway system that followed the above Koko Head – Ewa route alignment, but that stopped Ewa at Palehua Road?

[No answer received as yet]

8. The Alternatives Analysis identifies two possible sites for a maintenance/repair yard for use with a fixed guideway system: one on the north side of Farrington Hwy., opp. the DRHorton Development site, and an alternative on the south side of Farrington Hwy. just south of H-1 ["Navy Drum site"]. Have you identified any other sites that could be used for this purpose that are Koko Head of these two alternatives? If yes, what evaluation of these other sites have you done?

Answer: We looked at many possible sites during this project, including revisiting some sites that were considered in the past studies. We reviewed all possible open or underused sites between 15 to 20 acres. They included all parks and recreational facilities (e.g. Diamond Head, Ala Wai Golf Course, Thomas Square) and they were eliminated from further considerations. Some industrial use sites such as Sand Island, Keehi Lagoon, and Shafter Flat were evaluated and eliminated for various reasons; Sand Island – off line, Keehi – unsuitable soil condition, Shafter – Federal land. Other sites such as Alapai, Middle St., former Costco, and Block J are too small. UH Manoa Quarry and other public school sites were looked but did not pursue. Bottom line – nothing suitable east of the Navy Drum site.

From: Martin Stone, Ph.D., AICP
Director of Planning
Tampa-Hillsborough County Expressway Authority

To: The Honolulu Advertiser and other interested citizens of Honolulu

Recent comments in the Honolulu Advertiser by the chief planner of Honolulu call into question the objectivity of the City and its consultants in their performance of a very expensive transportation alternatives evaluation being paid for mostly by the federal government.

As the professional staff person responsible for planning Tampa's elevated Reversible Express Lanes project, I am astonished that a Hawaiian public official would intentionally misrepresent the facts associated with the cost and operation of our project – and how a similar managed lane project might provide true congestion relief for Honolulu at an affordable price.

Two weeks ago, three Honolulu City Council members visited Tampa to see our project and learn the truth. Not only did they view the project close up but they also had the opportunity to meet the people who conceived, financed, designed, and constructed the project. Chairman Donovan Del Cruz and Councilmen Todd Apo and Charles Djou all had a chance to see first-hand the realities of our project.

First, it is false to suggest that our project costs "skyrocketed" to $420 million from the original $300 million estimate. The truth is that a design error by an engineer resulted in the construction of 155 bridge foundations smaller then they should have been. It cost $120 million extra to reinforce those foundations properly. Had the professionally licensed engineer who designed the foundations not made that error, the additional concrete and steel required during the initial construction would have cost only a few million more than the original contract price. But, to ensure that we are open and honest about our project, we always include the additional $120 million and the reasons for it when we show people our price tag.

The original cost of the elevated portion of our project (5.5 miles long) was less than $120 million of the total project. So, even with the foundation reinforcements, the entire elevated part of our express lanes only cost about $240 million – less than $14 million per lane mile for 27.5 lane miles of the elevated segmental bridge portion of the express lanes.

Your city's chief planner knows this. But it seems he does not want you to know.

It is also wrong to claim that our elevated express lanes are only handling 4,000 trips a day. The project is actually handling more than three times that much even though we are not in full operation because we are still finishing the final construction punch-list. After only four months of partial operation, the reversible express lanes are now handling over 14,000 vehicles per weekday - 1,500 more per day then the original estimates of 12,500 average daily users forecast for the end of our first year of operation in our project's traffic and revenue studies. And, we made sure to build plenty of additional capacity to accommodate future growth (it would have been irresponsible for us not to plan sufficient capacity for the future too).

Your city's chief planner knows this too. He just does not want you to know.

And, by the way, the more than 14,000 vehicles a day that are using the express lanes means we are ahead of our financial goals for this portion of the expressway. In simple terms, to say that our project is not meeting its financial obligations and we are being "heavily subsidized by revenues from other toll roads" is a misrepresentation.

The Tampa Hillsborough County Expressway Authority owns only one road – and our elevated Reversible Express Lanes are part of that road. Our agency is completely self-funded. We operate with no tax dollars. All of our funding comes from revenue bonds and loans retired by the tolls we collect from our customers.

Last year (our 30th year of operation), the Lee Roy Selmon Crosstown Expressway handled more than 34 million trips with annual revenues of approximately $32 million. Within the past six years, the Authority refinanced all of the expressway debt with two new series of revenue bonds to expand our facilities by adding the Reversible Express Lanes project. Wall Street bond underwriters and sellers will not handle a $400 million bond issue for an organization that cannot pay its debt. While our express lanes were forecast to pay their fair share of that debt, they are already doing even better than that because many new customers have embraced the congestion-free travel provided by the lanes.

Anyone taking the time to query our General Engineering Consultant for a copy of our traffic and revenue reports knows this. Under Florida's Sunshine Law, all of this financial information is available to anyone who asks.

Apparently, your chief planner did not do his homework or is intentionally misleading you.

Actually, it is worse that that. The intentional distortion of the financial condition of our toll road is indicative of someone who desperately wants to manipulate public opinion in favor of a preordained outcome.

This type of dishonesty is not permitted by the canon of ethics of the American Institute of Certified Planners, but, since your chief planner is not a registered AICP member, he is not required to meet any professional planning standards of objectivity in the public interest. However, he is a member of the American Society of Civil Engineers (ASCE) and they have a well-defined Code of Ethics for their member's activities. ASCE Fundamental Principle #2 calls for engineers to uphold the integrity, honor, and dignity of the profession by "being honest and impartial and serving with fidelity the public..." Canon #3 says, "Engineers shall issue public statements only in an objective and truthful manner ... and shall not participate in the dissemination of untrue, unfair or exaggerated statements regarding engineering."

The statements presented by the chief planner of the City of Honolulu about our project are all virtually untrue or grossly exaggerated.

However, the biggest dishonesty of all is the claim by your chief planner and his hired guns that our elevated project was used as the model for the managed lane alternative they are using as a comparison to the fixed rail system in your alternatives analysis. It is completely dishonest to say the elevated HOT lane in your transit alternatives analysis is similar to our elevated reversible lanes. And, it is this dishonesty that results in your HOT lanes costing $2.6 billion instead of the less than $1 billion that a true copy of our project would cost.

Remember, anyone wanting to control the outcome of the alternatives analysis to favor the train would most certainly want to find a way to boost the cost of the elevated road concept.

Other than both being elevated, there is virtually nothing the same in the design of the two projects. Our bridge has three travel lanes. The Honolulu version is only two lanes wide and carries far less traffic (which, of course, makes it far less competitive with the train). Because our project design uses simple, low-cost slip ramps for access, it does not require any interchanges. Your managed lane alternative has a number of unnecessary and expensive interchanges. And, the cost estimates for design and construction management are five times more than the amount required for a concrete segmental bridge project. That alone adds $400 million dollars to the grossly overestimated cost of the managed lane alternative.

And, the cost estimate to reproduce our elevated reversible lanes project in Honolulu was not done on the back of an envelope. Our most recent project estimate (September, 2006) to determine the insurance replacement cost for our bridge was computed by our Authority's Chief Financial Officer, a man with a total of 30 years experience financing transportation — 22 of which were as the financial advisor to Florida's Governor and CFO for the Florida Department of Transportation Central Office. His estimate to build our 5.5 miles of bridge with today's high material and labor costs is $175 million. Extending that to

14 miles in length for the Honolulu HOT lanes alternative would bring the cost to $450 million. You can add any percentage you wish to compensate for higher construction costs in Hawaii, but it is easy to see why this project should not cost you more than $1 billion.

Your city's chief planner knows this too. He just does not want you to know.

Something else he does not want you to know: All of the cars that would use the HOT lanes to get to downtown are not new additional trips into the City. They represent a redistribution of the same trips you would have coming into downtown based on your population and employment. The HOT lanes will not produce new trips. They simply would divert trips away from your existing congested highways thus making the entire system work more efficiently. Growth in population, employment, and commercial development creates more trips. Nor do the HOT lanes create more parking problems in downtown Honolulu because they are the same cars that would be parking no matter which roadway they use to get to the City.

But, yes, anyone designing a new HOT lane will have to solve how traffic can best move in and out of the City. This would not be accomplished by dumping the traffic into only one location (as stated by your chief planner), but likely would involve multiple entrances and solutions that would address other traffic problems as already suggested by the University of Hawaii Civil Engineering department. These new gateway entrances into Honolulu would also provide opportunities for new private investment within your downtown as well as improve existing traffic flow.

Prior to opening our express lanes, the average 10-mile trip in the morning peak-hour took over thirty minutes. Since we opened for interim operations, we have achieved a 50% split in the peak-hours between our new Reversible Express Lanes and our existing expressway lanes. This has resulted in a complete balancing of our traffic between our upper and lower lanes with no congestion for any of our customers and an average trip time of 10 minutes for the 10 miles for everyone. The express lanes are already handling enough traffic volume in our morning peak hours to equal having an extra lane constructed on our Interstate into downtown Tampa (about 2,000 per lane per hour).

In addition, the elevated reversible expressway has been so successful that it is attracting 2,000 additional daily trips away from other non-tolled parallel roads. City of Tampa traffic managers report that all three parallel non-tolled roads are operating better in the peak hour because of diversions to our new express lanes. We could not be more pleased with the project — it is doing exactly what we thought it would — providing a safe, reliable, convenient, stress-free trip for people driving into and out of our city every day during what used to be terrible traffic congestion within our corridor.

And, our local transit agency is reporting a 20% increase in ridership on the express bus routes on our facility within less than three months.

Oh, by the way, the toll is presently $1.00 for the entire trip on the express lanes. However, we will be raising tolls next year to $1.50. Now, about the toll increase: Our agency normally raises its tolls about once every 8-10 years to keep up with the rising costs associated with inflation. Our last increase raised our tolls from $.75 to $1.00 for electronic toll customers in 1999. Our finance plan, identified next year's toll rate to go to $1.50 as a part of our standard toll rate policy — we did move it forward to help pay for the engineering error on our project. By the way, we are suing the engineering firm for $120 million and expect to recover a substantial amount of the money their error cost us.

Are we using the tolls to pay the debt service for our expressway, which includes this project, as well as our operating cost? Of course we are. That is how toll roads work. We build the road today for our needs today and tomorrow with money that we borrow and then pay back over time, just like the mortgage on your house. We get an asset with a useful life of 75-100 years, we get to use that asset immediately to address our problems today and in the future, and we pay for it as we use it. And, when we reach positive cash flow on a project, we typically use that money to finance even more transportation projects. That is a financial

approach long ago adopted by the State of Florida. In fact, toll agencies have built every new highway in Florida during the past 15 years, because, just like Hawaii, virtually all of our fuel taxes are dedicated to maintaining or improving the existing road system.

Thousands of people vote with their pocketbooks every day to use our road. If these customers do not want to pay for using our tollway, they do not have to. The key is they get to choose, unlike projects that many people do not want – projects that benefit only a few but all pay for through some general tax scheme. Toll roads are not forced on anyone. They serve those willing to pay. But, the entire community benefits, including those who do not use the road, because we improve traffic congestion by diverting traffic away from non-tolled highways and streets.

If you were to build HOT lanes in Honolulu, your public and private transit providers and high occupancy users would have a facility that will allow them to guarantee their arrival schedules. Transit riders would receive reliable, efficient service and automobile drivers would be able to take advantage of that capacity for a very reasonable price — at their discretion. Those who decide not to pay to use the HOT lanes would also benefit from the reduced congestion in the non-tolled lanes. The elimination from non-tolled highways of traffic comprised of buses, taxis, vanpools and carpools along with those auto drivers who decide to pay, will make things better for everyone.

We think that is pretty terrific; our customers think so too. And, if anyone on the City staff tells you a different story, they are either sadly misinformed or they are intentionally falsifying the facts to achieve a specific end.

June 20, 2006

Mr. Cliff Slater
Honolulutraffic.com
PO Box 15502
Honolulu, Hawaii 96830

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Dear Mr. Slater,

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor. A two-lane reversible option for the Managed Lanes Alternative, matching what you have proposed, has been added to the range of alternatives being evaluated in the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. Ridership forecasts are currently being developed to support the Alternatives Analysis. Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

honolulutraffic.com

Seeking cost-effective ways to improve traffic congestion in Honolulu

January 9, 2006

Acting Director Alfred Tanaka
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Mr. Tanaka:

Comments on the December 2005 Scoping Meetings

The Scoping Meeting conducted by Parsons Brinckerhoff and the City and County of Honolulu Department of Transportation Services (DTS) on December 13, 2005, provided insufficient information, both at the meeting and at the www.honolulutransit.com website, for the public to understand the cost-effectiveness of the alternatives.

While Parsons Brinckerhoff and DTS showed that the "Development of Initial Set of Alternatives" emerged from "Technical Methods" and "Evaluation Measures,"[i] they refused to disclose the quantitative data that they developed during this process thus denying full public access to key decisions.

For significant public involvement as specified by the Federal Transit Administration (FTA), the public must have some rudimentary understanding of the costs and benefits of each of the alternatives considered — both those accepted and those rejected.

The costs must include capital and operating costs. The benefits and disbenefits must include forecast travel time changes, patronage and traffic congestion impacts. Only with this information can the public be truly involved in the process.

In short, the 'system planning' process has failed to follow the FTA process, as follows:

A. The projected capital costs, operating costs, financing, travel times, patronage and traffic congestion for the alternatives have not been available.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

C. The level of effort exerted in developing the alternatives has been insufficient.

D. The public has not been involved to the extent required by the FTA.

3105 Pacific Heights Rd Honolulu Hawaii 96813 Ph: 808-285-7799 email: info@honolulutraffic.com

A. The projected cost effectiveness data have not been available to the public.

> "During systems planning, the analysis of alternatives focuses on identifying fatal flaws and a preliminary analysis of cost-effectiveness ... Three types of information are particularly important for evaluating cost-effectiveness: transit patronage, capital cost, and operating and maintenance cost." Procedures and Technical Methods for Transit Project Planning (PTMTPP). Part I. p. 2-9. (emphasis added)
>
> "When local officials seek [FTA] approval to initiate alternatives analysis, the results of system planning studies are used by [FTA] to decide whether to participate in further detailed study of guideway alternatives in the corridor. Much of the information needed to make these decisions should be available in reports produced during the system planning phase." PTMTPP, Part I, p. 2-12. (emphasis added)
>
> "These definitions [of alternatives] are sufficient to address such general concerns as ranges of costs, ridership potential and financial feasibility. More basically, they provide the information necessary for decisionmakers and other stakeholders to confirm that no reasonable alternative (in terms of meeting corridor needs) is being excluded from the analysis, as well as understand the magnitude of the costs and benefits associated with the various options for improving conditions in the corridor." Additional Guidance on Local Initiation of Alternatives Analysis Planning Studies (emphasis added)

The documentation required in the 'systems planning'[ii] process concerning public transit patronage data, capital cost and operating and maintenance costs, as required by the FTA has been either withheld from the public or not developed at all.

During the Scoping Meeting, we asked Mr. Hamayasu for cost data for the alternatives and he told us that the City did not have any. Since cost estimates are at the bedrock of scoping decisions it seemed strange that they were not available. This was especially true since Parsons Brinckerhoff had eliminated the reversible High-Occupancy\Toll (HOT) lanes proposal on the grounds of "cost and funding concerns."[iii]

Subsequent to the Scoping Meeting, Mr. Gordon Lum, Executive Director of the Oahu Metropolitan Planning Organization (OMPO) told us that the capital costs developed by their consultant were $2.5 billion each for both the reversible HOT lanes proposal, from Waipahu to the Keehi Interchange (±12 miles), and also the elevated heavy rail line from Kapolei to the University of Hawaii (UH) (±25 miles).

We asked to see the working for those calculations but Mr. Lum told us that their consultants, Kaku Associates, had only given them the number; there was no backup for it. He also said OMPO subsequently conveyed these projected costs to both DTS and the Hawaii State Department of Transportation (HDOT) and both had found them reasonable.

Failing any other explanation, we have to assume that Parsons Brinckerhoff and DTS used the OMPO costs in eliminating the reversible HOT lanes from the Alternatives Analysis.

The capital costs cited by OMPO are unreasonable. These costs, on a per mile basis, amount to $100 million per mile for the heavy rail line and $200 million per mile for the HOT lanes.

OMPO, HDOT, DTS and Parsons Brinckerhoff, would have us believe that a simple elevated *two*-lane highway (HOT lanes is merely the operating method) put out to bid would cost twice as much as a non-bid heavy rail line with all its attendant equipment, rolling stock, trains, and massive stations each with escalators, elevators, and stairs.

The Tampa, Florida, *three*-lane elevated highway due to open shortly costs $46 million per mile and that includes an expensive error by a contractor. The public authority responsible for it estimates they could duplicate it for $28 million per mile.[iv] Even allowing for Hawaii's politically induced high costs that tend to double Mainland prices, it still does not come close to the OMPO estimate of $200 million per mile.

No travel time comparisons are available. Since travel time is a major determinant of patronage forecasts and since HOT lanes may well offer a much faster journey for both autos and buses this information should have been available.

Patronage forecasts for the various alternatives are not available. Mr. Hamayasu told us during the meeting that while OMPO had developed ridership data for the rail, they had not shared it with DTS. We find this troubling since Mr. Hamayasu is Vice-Chair of OMPO's Technical Advisory Committee (TAC).

OMPO told us that while they had developed ridership forecasts for the various alternatives they would not show us the working of the calculations. We appealed this refusal to the Hawaii Office of Information Practices and OMPO now admits that their consultant's forecasts were "intuitive" and therefore there was no working paper to show us.[v]

We had asked for the working paper since the 360,000± daily rail ridership shown on their Strategic Planning Concepts chart (p. 6) for the Kapolei to University of Hawaii (UH) rail alternative would be an 80 percent increase over current ridership and a 50 percent increase in per capita ridership by 2030.

No Metropolitan Statistical Area (MSA) that has built a rail line in modern times has experienced an increase in the percentage of commuters using public transportation in a similar 20-year period, 1980-2000.[vi] We, therefore, find the ridership forecast preposterous failing a detailed, and credible, explanation.

The financing plan is not available.

> "The system planning phase produces a considerable amount of information that will later be used in alternatives analysis. This includes ... An analysis of the region's financial capacity to provide planned improvements ... and the capacity of the existing revenue base to meet future transit financial requirements." PTMTTP, Part I, page 2-2.
>
> "It is important that system planning consider such questions ... 'When compared with lower cost alternatives, are the added benefits of the project greater than the added costs?'" PTMTTP, Part I, page 2-5.

How can this question possibly be answered without quantifying the costs and benefits?

The financing plan needs to show the impacts of the one-half percent General Excise tax increase. Mayor Hanneman had originally asked for a full one percent when he was advocating the $2.7 billion Kapolei to Iwilei line.[vii] Since then his plan has extended to UH and Waikiki but the state legislature cut the tax increase in half. This would only fund a third of the heavy rail alternative; the public needs to know the correct amount of the future taxes they will face.

Traffic congestion estimates are not available. Since HOT lanes promise to move far more cars off the Oahu's highways than would a rail line, it is imperative that the city make the preliminary estimates available to the public.

Funding problems insufficiently explained. Mr. Hamayasu told us that one of the reasons the reversible HOT lanes was eliminated was because of "funding concerns" and that was because FTA had told him that they would not fund HOT lanes. We asked him if he had such an opinion in writing and he said he had not. Since FTA officials have told us that, while they would have to see the precise plans for such a HOT lanes project, if it provided priority and uncongested travel for buses, they believed they would.

In any case, the FTA does not require that funding be in place in order to analyze the alternatives. If it did, it would have to reject the rail alternatives since the half-percent increase in the State General Excise Tax does not begin to cover the capital and operating costs. In addition, the 1992 Rail Plan had no funding in place at any time during the whole process.

B. The process has failed to define adequately the specific transportation problems let alone evaluate how each alternative addresses them.

> "I. 2. Systems Planning. ... sets a proper foundation for moving forward into alternatives analysis ... system planning serves as the first phase of the five-phased process for developing fixed guideway mass transit projects." PTMTTP, Part I, page 2-1.
>
> "This analysis includes the identification of specific transportation problems in the corridor; the definition of reasonable alternative strategies to address these problems; the development of forecasts for these alternatives in terms of environmental, transportation, and financial impacts; and an evaluation of how each alternative addresses transportation problems, goals, and objectives in the corridor." PTMTTP, Part I, 1.2.
>
> "The key principal in the identification of alternatives is that they directly address the stated transportation problem in the corridor ..." PTMTPP, Part II. 2. p. 3.

The scoping information package merely discusses "improved person-mobility" and "improved mobility for travelers facing increasingly severe traffic congestion."[viii] This is misleading information to give to the public. It implies that the process is about reducing traffic congestion when it is clear — with some careful reading — that it is about getting people out of cars and into public transportation. However, Parsons Brinckerhoff does not tell the public that that is their explicit purpose. Neither do they tell the public that no other MSA has managed to reduce the market share of commuters using automobiles.[ix]

If the transportation problem is defined as one of insufficient "person mobility" then one set of alternatives may be preferable, usually centered on public transportation. If on the other hand, Parsons Brinckerhoff were to define the problem as the public

understands it, "excessive traffic congestion hampering the movement of autos and goods vehicles," then another set of alternatives will be preferred, centering around highways.

If we had a public transportation problem, we would not have had a significant decline in the per capita use of it during the past 20 years — from 96 rides per capita of population to 77 just before the strike. To make it worse this 20 percent decline occurred during a period when we increased the bus fleet by 20 percent. (State Data Books 1991 & 2004)

Conversely, during this same period, Oahu has had a 27 percent increase in registered vehicles with an increase of only a minuscule 2.2 miles of new freeways, from 86.3 to 88.5 miles — a 2.7 percent increase. (State Data Books 1991 & 2004.)

Hawaii has the fewest urban miles of highway of any state in the U.S. because highway construction has not kept pace with residential growth. No Metropolitan Statistical Area (metro area) in the U.S. has reduced traffic congestion by improving public transportation. We can only reduce it by increasing highway facilities and improving highway management and the Texas Transportation Institute concurs in that as follows:

> "The difference between lane-mile increases and traffic growth compares the change in supply and demand. If roadway capacity has been added at the same rate as travel, the deficit will be zero." 2005 Urban Mobility Report. Texas Transportation Institute.

In addition, Parsons Brinckerhoff has not addressed the negative effects on our economy of the high cost of delivering goods on congested highways. They have ignored national, state and city formal transportation goals as follows:

> "Advance accessible, efficient, intermodal transportation for the movement of people and goods." Federal Transportation Policy.
>
> "To create a transportation system which will enable people and goods to move safely, efficiently, and at reasonable cost." City and County of Honolulu, General Plan for the City and County of Honolulu
>
> "To provide for the safe, economic, efficient, and convenient movement of people and goods." State of Hawaii, Hawaii State Plan

Rail transit does absolutely nothing for the movement of goods "safely, efficiently, and at reasonable cost." Parsons Brinckerhoff has entirely overlooked that goods move by roads on Oahu, while admitting — only when asked — that building a rail line will not reduce traffic congestion.[x]

This community needs a definition of the transportation problem with which everyone can agree and that is without doubt going to be 'traffic congestion.' Honolulu does not have a public transportation problem; it has a traffic congestion problem. This is the problem that Parsons Brinckerhoff and DTS need to address.

C. The alternatives are inadequate and the "level of effort" exerted in developing them insufficient.

"There's small choice in rotten apples."

This line from Shakespeare's *The Taming of the Shrew* is, appropriately, the opening line in the FTA's introduction to *Evaluation of the Alternatives*.[xi]

Each prior rail transit effort in Honolulu from the 1970s on has suffered from the same problem; the range of alternatives studied was inadequate and deliberately so. Disinterested experts have all commented on it.

> "Finally, the most serious deficiency of analyses done to date is the failure to devise and evaluate meaningful alternatives to HART. The so-called "alternatives analysis" is seriously deficient and the bus alternative considered in them can only be considered as "straw men." Dr. John Kain, Chair of Harvard's Economics Department. 1978.[xii]

> "In particular, what is lacking is a serious investigation of several viable dedicated busway options." Dr. Robert Cervero, Professor of Urban and Regional Planning, UC-Berkeley. 1991.[xiii]

Many more examples are available from experts' critiques of the 1990 Alternatives Analysis both on line and at the Honolulu Municipal Library.[xiv]

The reversible two-lane HOT lanes should be reinstated as an alternative.

Our proposal is for a two-lane reversible, elevated HOT lane highway between the H1/H2 merge near Waikele and Pier 16 near Hilo Hatties. This kind of HOT lanes approach has also been termed Virtual Exclusive Busway (VEB) and Bus/Rapid Transit. HOT lanes projects already in place elsewhere have demonstrated the viability of such an alternative.[xv]

During the 2002 Governor's Conference on Transitways, Mr. Mike Schneider, executive vice-president of Parsons Brinckerhoff, told the conference that the reversible tollway proposal giving buses and vanpools priority at no charge was the way the city should have planned its now defunct bus/rapid transit (BRT) program.

Interestingly, a month prior to the conference, Parsons Brinckerhoff prepared and released the state final environmental impact statement for the BRT declaring that:

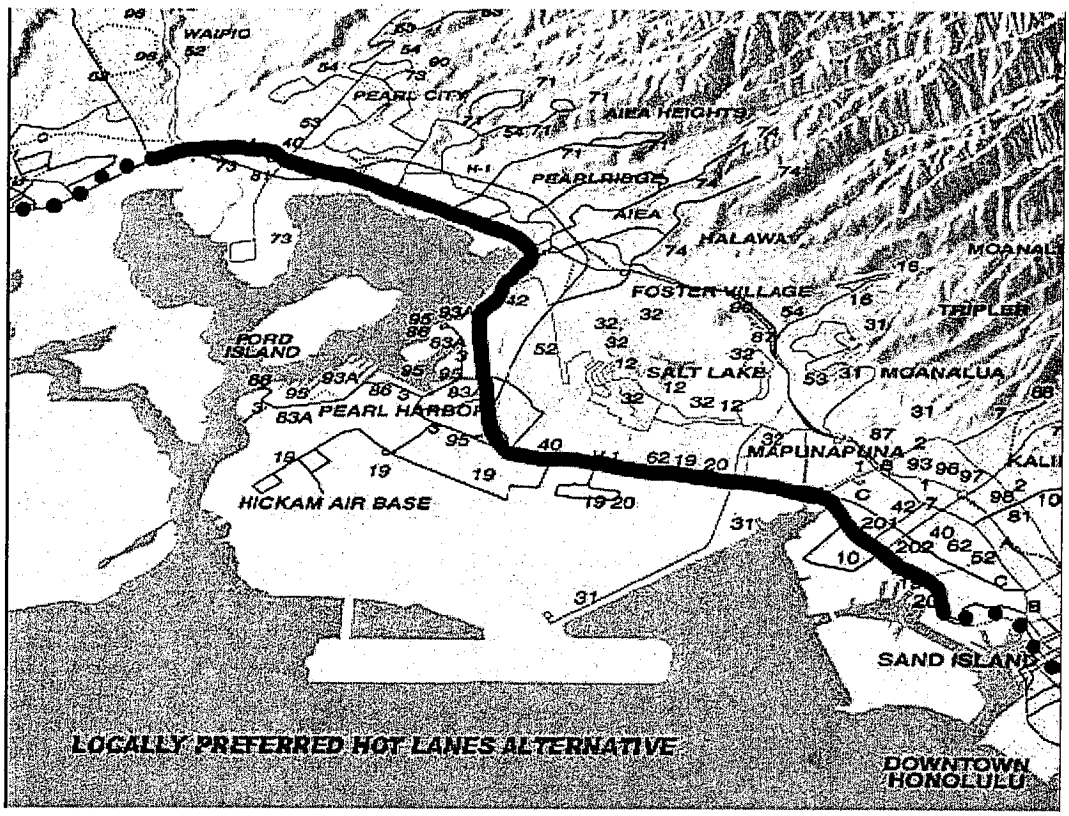
> "The light rail transit alternative was dropped because subsequent analyses revealed that Bus/Rapid Transit using electric-powered vehicles could accomplish virtually all of the objectives of light rail transit at substantially less cost."[xvi]

On the HOT lanes, buses and vanpools would have priority and travel free, other vehicles would pay a toll that would be collected electronically by way of a pre-paid smart card, as is quite commonplace on the mainland today.

As on the San Diego I-15 HOT lanes, computers would dynamically calculate the toll price every few minutes to keep the lanes full, but free flowing.

One of the more surprising outcomes of implementing HOT lanes has been that they are popular with motorists across all income groups. Even those who use them rarely, still favor them because it is an option they can use when the need warrants it.[xvii]

A single highway lane with free-flowing non-stop traffic carries up to 2,000 vehicles per hour and with two lanes that means removing 4,000 vehicles from the existing freeway, or 25 percent of the current rush hour traffic using that corridor.



Our projection of the HOT lanes traffic of around 4,000 vehicles does not have to be calculated since we know that rush-hour highways are always fully used; it is only the toll price that that needs to be forecast.

Judging from San Diego's I-15 and Orange County's SR-91, the average cost will be about $4.50 under normal circumstances and up to $7.75 for special periods such as Friday evenings.[xviii]

HOT lanes may well offer a much faster journey for buses in comparison to trains. The total trip from Mililani to UH is an example:

- Neither the rail line nor the HOT lanes will be going to Mililani, and so from Mililani to the H1/H2 merge, both rail and HOT lanes alternatives will take the same time by bus. At the H1/H2 merge, the train option would always require a transfer whereas the buses on HOT lanes may not.
- Buses on the 10-12 miles of HOT lanes traveling at 55-60 mph (SkyBuses?) to Pier 16 will take half as much time as trains on the heavy rail line.
- Pier 16 to UH is 4.2 miles and we anticipate that trains would take half as much time as buses for this much shorter distance.

However, the time savings for the buses on HOT lanes will not be offset by the time lost by the bus alternative on the shorter in-town leg. The net result of the time taken for these two journeys would be that HOT lanes would still offer a faster journey than trains and, in addition, not mar the city's residential areas with an overhead rail line.

The major advantages of HOT lanes are:

- Traffic can travel at uncongested freeway speeds of 60mph whereas rail transit can only average 22.5 mph because of stops averaging every half mile.[xix]
- Buses on HOT lanes may travel door-to-door whereas rail nearly always requires transfers.
- HOT lanes offer both motorists and bus riders a choice of avoiding traffic congestion.
- The regular freeways will still be available and with less congestion than before since some 4,000 cars per hour will have been removed from them.
- Express buses using the HOT lanes can return on the far less congested regular freeway in the opposite direction and the HOT lane speed will enable buses to make two trips in the time it now takes to make one.

Options for the HOT lanes proposal that need further study are:

- The feasibility of a three-lane section from the H1/H2 merge to the Pearl Harbor area and then continuing on to Pier 16 as two lanes. This could service the considerable traffic that terminates at Pearl Harbor, Honolulu Airport, the Airport Industrial area, and the Mapunapuna industrial area. The three-lane version could still be of pedestal construction similar to the new Tampa, Florida, Expressway.
- The utility of extending the Ewa end of the HOT lanes further beyond the H1/H2 merge.

Most importantly, HOT lanes meet the requirements needed to maximize public transportation use explained by Dr. Melvin Webber, now Emeritus Professor of Urban Planning, UC-Berkeley in Honolulu 20 years ago,

> "Commuters choose among available transport modes mostly on the basis of comparative money costs and time costs of the total commute trip, door-to-door. Other attributes, such as comfort and privacy, are trivial as compared with expenditures of dollars and minutes. Commuters charge up the time spent in waiting for and getting into a vehicle at several times the rate they apply to travel inside a moving vehicle. This means that the closer a vehicle comes to both a commuter's house and workplace, the more likely he is to use that vehicle rather than some other. It also means that the fewer the number of transfers between vehicles, the better"[xx]

As we have detailed in this letter, the level of effort in data development so far has been insufficient to justify the elimination of the HOT lanes alternative.

> "The system planning effort should recognize the difference between the foregoing of precision and the sacrifice of accuracy in the technical work, so that estimates of costs and impacts, while coarse, are at least approximate indicators of the potential merits of the alternatives. The level of effort must be designed so that additional effort would not result in the choice of a different preferred alternative." PTMTPP, Part II, 2.2, p. 2. [emphasis added]

Parsons Brinckerhoff has substituted, in place of the reversible HOT lanes, a Managed Lanes Alternative, a two-lane elevated highway with one lane in each direction. This has been designed to fail the alternatives analysis process. As U-C Berkeley's Professor Robert Cervero said of the 1992 choice of rail, "it is less a reflection on the work of [Parsons Brinckerhoff] and more an outcome of pressures exerted by various political and special interest groups."[xxi]

This Managed Lane Alternative, for which there appears to be no precedent, is a "straw man" designed to make the rail transit line look good in comparison. Professor Kain has written extensively about such tactics, "Nearly all, if not all, assessments of rail transit systems have used costly and poorly designed all-bus alternatives to make the proposed rail systems appear better than they are."[xxii]

Instead, we believe that the new high-tech HOT lanes have shown such promise and such public — though not political — acceptance that they may be a far preferable alternative.

D. The public has not been involved to the extent required by FTA.

> "The goal of this [joint FTA/FHWA] policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure." (emphasis added)
> http://www.fta.dot.gov/grant_programs/transportation_planning/planning_environment/3854_8227_ENG_HTML.htm

> "The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1))." (emphasis added) http://www.fhwa.dot.gov/environment/pub_inv/q2.htm

Clearly, as can be seen from the foregoing, our state and local agencies have hindered the public from getting access to information let alone granting "full public access to key decisions."

Further, the agencies are abetted in their endeavors by the 'strategic misrepresentations' of our local and federal elected officials.

Far from "aggressively supporting proactive public involvement," our elected officials, who are part of the process, have acted contrary to FTA policy by misleading the public about the prospects for rail transit in that:

- They continually allude to the idea that building rail transit will result in traffic congestion relief when even Parsons Brinckerhoff[xxiii] says it will not affect traffic congestion in addition to there being no evidence from any other metro area that such is the case.[xxiv]
- They relentlessly use the term 'light' rail when, in reality, they are pushing a 'heavy' rail line.[xxv]
- They imply that the half-percent increase in the county General Excise Tax will be sufficient to pay for rail.[xxvi]

The public frustration with the lack of information was evident from the coverage of the scoping meetings by our newspapers. As the head of the Outdoor Circle's environmental committee said, "It seems to have been designed in a way to limit public interaction"[xxvii]

The net result of Parsons Brinckerhoff and DTS's outreach efforts is that the public believes that a rail transit line will significantly reduce traffic congestion and that it will only cost a half per cent increase in the GE tax. Neither the City nor DTS have made any effort to dispel these myths.

Summary:

The culmination of the current process will be a request by DTS to advance into alternatives analysis. FTA then "reviews this request and supporting technical documentation to determine whether system planning requirements have been met and that the threshold criteria for initiating alternatives analysis have been satisfied." (PTMTTP, Part I, page 2-12.)

Clearly, on the four counts enumerated here, the process is grossly flawed:

- Little, if any, quantitative information has been developed, let alone given to the public.
- The transportation problem is inadequately defined and there has been no evaluation of how the alternatives address specific transportation problems.
- The alternatives are insufficient and Parsons Brinckerhoff's decision prior to the Scoping Meeting to eliminate the reversible HOT lanes alternative was completely unjustified. They made this decision without any disclosure of the impacts of HOT lanes on traffic congestion, patronage, cost, or any other quantitative details that would allow the public to understand the decision. Nor did Parsons Brinckerhoff explain the selection criteria used in eliminating HOT lanes — let alone the weighting of the criteria in the scoring process.
- The process so far makes a mockery of "public involvement" as spelled out in FTA guidance and as defined in the preamble to Hawaii's Uniform Information Practices Act:

  [§92F-2] Purposes; rules of construction. In a democracy, the people are vested with the ultimate decision-making power. Government agencies exist to aid the people in the formation and conduct of public policy. Opening up the government processes to public

> scrutiny and participation is the only viable and reasonable method of protecting the public's interest. Therefore the legislature declares that it is the policy of this State that the formation and conduct of public policy—the discussions, deliberations, decisions, and action of government agencies—shall be conducted as openly as possible.

Accordingly, we believe that Parsons Brinckerhoff, OMPO, and DTS should revisit the process leading up to the Scoping Meeting and redevelop the alternatives according to FTA rules and guidance. Only then can our community have a Scoping Meeting in which the public will be involved according to both the letter and spirit of the law.

Sincerely,

HONOLULUTRAFFIC.COM

Cliff Slater
Chair

cc: Ms. Donna Turchie, Region IX, Federal Transit Administration
Mr. Toru Hamayasu, Chief Planner, Honolulu DTS

Endnotes:

i Scoping Meeting, page 4.3.

ii "1.2.1 Systems Planning. Systems planning refers to the continuing, comprehensive, and coordinated transportation planning process carried out by metropolitan planning organizations - in cooperation with state Departments of Transportation, local transit operators, and affected local governments - in urbanized areas throughout the country. This planning process results in the development of long range multimodal transportation plans and short term improvement programs, as well as a number of other transportation and air quality analyses." Procedures and Technical Methods for Transit Project Planning (PTMTPP), Part I, 1."

iii Scoping Information package. December 5, 2005. page 3-1.

iv According to Braden Smith, CFO of Tampa-Hillsborough Expressway Authority (813) 272-6740 the Tampa cost should have been $28 million a mile for the three-lane elevated highway and not the $46 million a mile it is costing. An expensive error made by wrong assumptions about the soil substrate by the designer caused the cost overrun.

v Letter from the Office of Information Practices to Slater and Lum.

vi http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

vii http://the.honoluluadvertiser.com/article/2005/Aug/22/ln/FP508220329.html

http://www.co.honolulu.hi.us/neo/nb18/05/18marmin.htm

http://the.honoluluadvertiser.com/article/2003/Oct/28/ln/ln03a.html

http://the.honoluluadvertiser.com/article/2005/Mar/22/ln/ln20p.html

http://starbulletin.com/2003/10/28/news/story2.html

viii http://www.honolulutransit.org/pdfs/scoping_info.pdf

ix http://www.fhwa.dot.gov/ctpp/jtw/contents.htm

x Honolulu Advertiser article, December 14, 2005.

xi PTMTPP, Part II, Sec. 9.

xii Seminar on Urban Mass Transit (transcript). Office of the Legislative Auditor, State of Hawaii. January 1978. Dr. John Kain, Chairman, Dept. of City and Regional Planning, Harvard University.

xiii Quoted from "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990. Robert Cervero, Professor of Urban and Regional Planning at the University of California, Berkeley, and a member of the Editorial Board, Journal of the American Planning Association.

xiv An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement. Hawaii Office of State Planning and University of Hawaii.May 1990.

xv http://www.hhh.umn.edu/centers/slp/projects/conpric/index.htm

xvi State FEIS for the Bus/Rapid Transit Program, November 2002. Prepared by Parsons Brinckerhoff Quade & Douglas. p. 2-4.

xvii http://www.honolulutraffic.com/lexuslane.htm

xviii Orange County's SR-91 lanes are not dynamically priced as are those of the San Diego I-15. However, the SR-91 administrators try to emulate dynamic pricing with fixed prices which allows us to examine what Hawaii prices might look like by time of day. http://www.91expresslanes.com/tollschedules.asp

xix http://www.honolulutraffic.com/railspeed.pdf

xx Dr. Melvin Webber, UC Berkeley. Address to the Governor's Conference on Videotex, Transportation and Energy Conservation. Hawaii State Dept. of Planning and Economic Development. July 1984.

xxi "An Evaluation of the Honolulu Rapid Transit Development Project's Alternative Analysis and Draft Environmental Impact Statement." Hawaii Office of State Planning and University of Hawaii. May 1990.

xxii Kain, John F. "The Use of Straw Men in the Economic Evaluation of Rail Transport Projects." American Economic Review, Vol. 82, No. 2, Papers and Proceedings of the Hundred and Fourth Annual Meeting of the American Economic Association (May, 1992) , pp. 487-493.

xxiii http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

xxiv This video of, Mayor Hanneman and Rep. Neil Abercrombie's city hall "Traffic sucks!" rally held on December 5th, 2005, typifies the grossly misleading statements emanating from our elected officials.
http://mfile.akamai.com/12891/wmv/vod.ibsys.com/2005/0707/4695365.200k.asx

"Judging by how much traffic has worsened in just in the past few years, that's probably a conservative prediction. The only way to prevent it is to act now to address the problem. Our

quality of life is at stake. Rail transit is a key element in the solution." Congressman Neil Abercrombie. Honolulu Advertiser. April 17, 2005

"Hannemann said the yet-to-be-determined form of transit would run from Kapolei to downtown and the University of Hawai'i-Manoa. He said the system will help all parts of the island, easing traffic overall because 'there'll be less cars on the road.'" http://the.honoluluadvertiser.com/article/2005/May/12/ln/ln02p.html

Mayor's Press Secretary: "Slater misrepresents just about everything Mayor Mufi Hannemann, Transportation Services Director Ed Hirata and other supporters of transit have said, from the timing of federal requirements to tax calculations, highway capacity and a rail system's potential to ease traffic congestion." http://the.honoluluadvertiser.com/article/2005/Aug/10/op/508100321.html

Transcript of Councilmember Barbara Marshall questioning U.S. Rep. Neil Abercrombie (D-Hawaii) http://hawaiireporter.com/story.aspx?696a58e3-9a81-411e-b977-2688f5595685

"Mayor Mufi Hannemann chided Lingle at the rally and said the city needs a rail system to alleviate increasing traffic congestion. U.S. Rep. Neil Abercrombie, D-Hawaii, also blasted a possible veto and said that he and the rest of Hawaii have had enough of the traffic problems. He said commuters are fed up and don't need anymore "Lingle lanes" filled with traffic congestion." http://www.bizjournals.com/pacific/stories/2005/07/04/daily18.html?t=printable

xxv DTS and elected officials continually refer to "light rail" despite constant criticism from us and others.

xxvi Half per cent will pay for about one-third of the projected rail line according to our calculations. Mayor Hanneman originally asked for a full one percent at a time when he was seeking a shorter $2.7 billion line from Kapolei to Iwilei. Now he plans extending it to UH and Waikiki and the tax increase has been reduced to a half of one percent.

xxvii http://starbulletin.com/2005/12/14/news/story02.html

http://the.honoluluadvertiser.com/article/2005/Dec/14/ln/FP512140342.html

April 13, 2007

Department of Transportation Services
C&C of Honolulu
650 South King Street, 3rd floor
Honolulu, HI 96815

Attention: Honolulu High Capacity Transit Corridor Project

I am writing to comment on the process through which the City and County Government has narrowed its mass transit choices to the "Fixed Guideway Alternative." I believe that decision process was faulty in that public input was ignored in favor of pre-conceived Administration decisions. It was clear during Council hearings and other public forums that alternative solutions were not on the table. It also became clear that the solving Honolulu's traffic problem was not a primary objective of the project. And it became clear that there was not a broad public consensus in favor of the "Fixed Guideway Alternative" solution being pushed by the Administration. Finally, it became clear that the decision process was driven by politics and not engineering, financial or transportation considerations.

More affordable alternatives, such as Managed Lanes, were proposed. They were even supported by empirical data showing that they actually offer traffic relief. These alternatives were discarded early in the process, and tax measures to support mass transit funding were worded to specifically exclude such alternatives from consideration.

I believe that many who favor the rail solution find that the decision process lacked credibility. I also believe that the only solution at this point is to re-open the decision process, this time to include the citizens who will pay for the answer. **This issue should go on the ballot for voters to decide.** Then let the various advocates convince the voters which is the best solution. The outcome then will have community support.

Robert R. Kessler
Co-Chair, LET HONOLULU VOTE
444 Nahua Street, PH 9
Honolulu, HI 96815
Ph. 922-6188

August 13, 2006

Letter to the Editor

As I read the public discourse about the pending rail transit system, I notice one interesting point. The opponents of rail claim that it will do nothing to relieve traffic congestion, and the rail advocates don't dispute this claim. That tells me there are more issues on the table than meet the eye.

Rail opponents seem to be focused on offering real traffic solutions, such as High Occupancy Toll (HOT) lanes, that can be built at a fraction of the $4,000 per capita that the rail system is expected to cost. Solutions that will be self supporting through tolls collected from users to cover operating and maintenance costs. And that will be accessible to emergency vehicles as well as city and school buses. And that will actually reduce commute time for those willing to pay the toll.

While rail advocates acknowledge that rail will not relieve traffic congestion, they argue that rail will offer commuters "choices". Those choices apparently do not include getting to work any faster since a rail system will have to operate somewhat like a streetcar, making frequent stops, if it is to accommodate passengers from various neighborhoods. Those choices do not include alternate routes for emergency vehicles or city buses. Nor are those choices available to commuters from the Windward side or East Oahu.

On the other hand, there are some choices that will be precluded altogether by rail. Many residents in the path of the rail system will not have the choice to stay in their homes. While the number of homes that will have to be condemned for rail right-of- way probably is statistically small, if your home is one of them statistics be damned.

Nor will Oahu's residents have any choice about surrendering $4,000 per person which might otherwise be spent on tuition, or toward a new home, or braces for the kids, or groceries. That includes those residents - in Waimanalo, for example - who will never have convenient access to the rail system they're paying for.

So, if it's not about traffic congestion, what are the real issues and why should we spend the money? A cynic might think it was about big taxes, jobs and a ribbon-cutting ceremony. Or one might argue that rail stimulates the economy in those communities through which it passes. Such arguments might be acceptable if those were rail's marketing themes. But they're not. Rail is being sold as a transportation solution despite general acceptance on all sides that it is not.

It seems that an issue this big and expensive, one that will affect everyone on Oahu for decades, deserves serious debate and real public participation. Rather than letting ourselves be sold this project by political stakeholders who already have their minds made up, it seems we should demand that the rail issue be decided by the voters of Honolulu, through referendum. Put it on the ballot and make our elected officials convince the electorate why rail is the right thing to do.

Robert R. Kessler, Waikiki
Co-Chair, LET HONOLULU VOTE
Ph. 922-6188

Appendix A-3: Business NEPA Scoping Comments

April 13, 2007

Mr. Melvin Kaku, Director
Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Honolulu High-Capacity Transit Corridor Project

Comments re PROJECT LEGITIMACY, ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS TO BE ANALYZED

PURPOSE & NEED

"The transportation and traffic safety problem" on Oahu is severe lane-deficiency and traffic congestion even though ORTP 2030 and the Scoping Document fail to even mention road shortage and the proposed fixed rail alternative is projected to increase, not decrease, traffic congestion. Central Oahu and Ewa- Ewa Beach suffer the most severe and protracted congestion. While residents and businesses complain about traffic congestion costs and delays, the public transit operator seems oblivious to traffic congestion consequencese.

The proposed "high-capacity fixed guideway project" lacks justification and credibility due to lack of information and data for projects' legitimacy and prioritization process.

The public needs specific data and information for accountability and evaluation of the transportation system and infrastructure past, present and future — in order to prioritize and fund future projects rationally. There has been or is no conditions and performance report from OMPO or in the ORTP 2030. Statistical data as to rating and measurements of progress or decline by specific past and present periods are needed. ORTP 2030 and Scoping document focus primarily on future projections not on past performance in preservation and protection of the infrastructure, and rates of traffic congestion increase, the safety performance and identification of specific hazardous driving areas and conditions.

The public needs — the ORTP 2030 and the Scoping Document fail to provide — past and current data tracking changes by specific segments' travel time index, vehicle-to-capacity ratio, road miles, lane miles, time of day non-commute usage. The public needs — no data has been provided — as to the extent and cost deferred maintenance in pavement and other preservation and restoration of existing transportation infrastructure and facilities.

The public needs — the ORTP 2030 and Scoping Document fail to provide - record of increase and/or decline of lane and road capacities by specific areas where population and jobs increase and/or decrease.

FHWA shows Honolulu as having the least urban road miles per capita at 1.5 miles in the US and territories. (FHWA selected highway statistics 2000).

1970-2000: On Oahu, population grew 40% while road miles grew 28%. (Hawaii DBEDT statistics: Population 630.528: 876.156, Roads 1212.2: 1547.6)

ORTP 2030 population projections are unreliable for development planning purposes.

2000-2006: Oahu had a net domestic outmigration of minus-5,720, except for alien immigration.
http://www.hawaii.gov/dbedt/info/census/popestimate/2006-county-population-hawaii/County_Population_Facts_2006.pdf

1995-2000: The U.S. Census Bureau did a special report in which Hawaii tops all other states (the District of Columbia being the only place higher with -87.1% outmigration) in out-migration rates between 1995-2000:

-69.8 negative net migration of "young, single and college education"
-65.4 negative net migration of "population aged 5 and over"

As the census report indicates:

> "The relative influence of this small population is far greater than its size would suggest. Immigration of young people, whether single or married, carries the potential of population growth through future childbearing. When the young people moving into an area are also college educated, they provide a measure of economic opportunity in the area, while simultaneously serving to raise the area's stock of 'human capital.' This increase, in turn, fosters future economic growth in sectors in which education plays a key role."
> - U.S. Census report "Migration of the Young, Single and College Educated: 1995-2000" [i]

Oahu's population increase is of destitute immigrants and homeless residents

Compact for Free Association migration:

"The last Census in 2003 shows an increase of 35 percent from the previous 6 years in terms of migrants from these areas [Palau, the Federated States of Micronesia and the Marshall Islands] to Hawaii or a total of 7,300 a year, including many who arrive without any family, home, job or the ability to speak English."

Hawaii Foodbank:

"[T]he non-profit collects about 9 million pounds of food annually from supermarkets, distributors and wholesalers, and then distributes the food through 250 agencies to more than 118,000 different individuals each week on Oahu. The demographics of people seeking food donations has changed, Grimm says. Up until recently, there were many seniors on fixed incomes who needed food, but today

agencies are seeing more young parents working in low-income jobs. The vast majority -- around 70 percent -- of our clientele are gainfully employed at low wage jobs, but have difficulty in making ends meet."

City 'Takes Back Crown Jewel' From Homeless Squatters', Hawaii Reporter, 3/28/2006http://hawaiireporter.com/storyPrint.aspx?312c075e-4385-44cf-a7ec-1279d12e67aa**Hawaii's Housing Boom Takes a Toll on the Homeless**, WSJ 1/11/07, http://online.wsj.com/article_email/SB116845808553872913-lMyQjAxMDE3NjE4MTQxNTE4Wj.html; **Homelessness brings shame on all in Hawaii**, http://starbulletin.com/2006/07/02/editorial/editorial01.html

SOCIAL & EQUITY ISSUES

ORTP 2030 focus is on high end Kapolei development

The grouping under EWA in the ORTP 2030 says "EWA" but means "KAPOLEI": the two (or three if you count Waipahu) areas differ in residents' affluence and property values. Kapolei is planned for the highly affluent, whereas Ewa and Waipahu residents are ordinary middle income folks.

ORTP 2030's "Ewa" projections more than double in population increase, and more than triple in job increase, but developments focused mainly in Kapolei. The areas and size of developments investments are limited mainly to Kapolei. The projections are highly optimistic with no assessment as to risks and downsides.

- Kapolei: East Kapolei / UH West Oahu / Hunt / DRHorton (Schuler Homes) / Downtown Kapolei / Kroc / DHHL
- Ewa: Ewa / Ewa Beach / Iroquois Beach / Ocean Pointe / Gentry
- Waipahu: Waipahu / Kunia / Waikele

Land development patterns will mainly be unchanged except for high end development in Kapolei

ORTP 2030 paints a promising development future for Oahu's growth. But, the prospects of development are limited to high end growth.

See "The Quiet Revolution Redux: How Selected Local Governments Have Fared," David L. Callies, 2002 Pace University School of Law:

"The LUC still fulfills this role, and the percentage of land in each classification has changed almost imperceptibly over the past thirty years, with the vast majority of the state's land evenly split between the conservation zone (48%) and the agriculture zone (48%).[1] Indeed, a look at the land use maps in Oahu, formally the City and County of Honolulu--the most heavily populated (by far) of the state's four major island

[1] *See* DAVID L. CALLIES ET AL., CASES AND MATERIALS ON LAND USE 690 (3d ed. 1999).

counties--clearly demonstrates that land development patterns have remained largely the same. There has been incremental growth in existing urban areas, with the exception of the new "second city" of Kapolei, sprouting west of Pearl Harbor on former plantation agricultural land.[2] Much of the watershed remains in the conservation district under the control of another state agency, the Department of Land and Natural Resources,[3] whose Land Board divides that substantial acreage into a series of subzones and permits very limited (usually single-family homes on large tracts) use in only one, the so-called "general" subzone (although in the past the Board has permitted both a golf course and a college campus on conservation land).[4]

"What limited, relatively large-lot residential development is permitted in the zone is just that - **limited, usually to high-end residential development**. Even that is under attack by many who would like to preserve the land and challenge the common county perception that residential use divorced from "real" agricultural production is in fact a permissible use in an agricultural district.[5] Golf courses are a permitted use on much of the land, either by right or as a special use on prime agricultural land,[6] but with well over fifty golf courses in the state and tourism in a long slump, the market for such courses is in the main saturated.[7]

West Oahu region is significantly less dense than Central Oahu or the PUC

Because of the greater land mass of the Waianae / Ewa / Central Oahu corridor, the density is significantly less and therefore incomparable to the density in the Primary Urban Center.

Central Oahu's population of 148,000 is 63% of current Waianae / Ewa / Central Oahu population, projected to grow to 189,000 to be 48% of 2030 projected population of 394,000.

Ewa's 69,000 population is 29% of the current 235,000 population in Waianae / Ewa / Central Oahu. Ewa's projected population increase of 116,000 is still only 63% of Central Oahu's population of 189,000 in 2030.

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[2] *See generally* Kapolei, Hawaii, *available* at http:// www.kapolei.com/home.html (describing the location and plans for the area, with current and future maps) (last visited June 3, 2002).

[3] *See* HAW. REV. STAT. § 205-5(a) (2001); HAW. REV. STAT. § 183- 31 (2000).

[4] DAVID L. CALLIES, PRESERVING PARADISE: WHY REGULATION WON'T WORK 19- 20 (1994).

[5] Testimony of Christopher Yuen, Planning Director of the County of Hawaii, In re Appeal of Continental Properties (Zoning Board of Appeals Nov. 9, 2001) (on file with author).

[6] HAW. REV. STAT. § 205-2(d) (2001).

[7] OFFICE OF STATE PLANNING, GOLF COURSE DEVELOPMENT IN HAWAII: IMPACTS AND POLICY RECOMMENDATIONS 3 (1992).

Environmental justice considerations are mentioned, but rail is planned for the highly affluent commuteres — "the type of people who will not ride a bus." In the US DOT's Conditions &* Performance Report for 2006, FTA's "New Starts" prioritization process is supposedly to fund programs that yield the greatest benefits for "the public." Exactly 'who' is "the public" as to the proposed "high capacity transit project": "the affluent," the "choice riders," "the silver visitors" or the transit-dependent riders?

ALTERNATIVES

The Managed Lanes Alternative (reversible elevated HOT lanes) for West Oahu offers a distinct advantage of being flexible to serve multiple uses: priority first for transit users as well as emergency services, and allowing variably-priced toll paying low occupancy vehicle usage in order to guarantee a high speed throughput. Instead, the recent Alternatives Analysis significantly handicapped the Managed Lane alternative, contrary to FTA guideline 2.4 item 2 stating that *"Each alternative should be defined to optimize its performance."*
[Source: http://www.fta.dot.gov/documents/Definitions_of_Alternatives.pdf]

An Island-Wide School Bus Alternative offers a demand-management opportunity to raise vehicle occupancy by grouping student riders for public and private schools, colleges and universities. Depending on demand, the vehicles could be diverse: vans, minibuses or buses. A market-focused School Bus Alternative offers a lower-cost alternative for specific days and hours, instead of running 20 hours every day. Vouchers should be considered to partially subsidize cash or monthly fares.

Island-Wide Private Transit Alternatives including shuttles, offer the opportunity to supplement the public transit operations during peak and for low ridership routes and particularly for elderly and disabled riders. Vouchers should be considered to partially subsidize cash or monthly fares.

ECONOMIC ISSUES

We are deeply concerned about hindrances to circulation and hazardous driving conditions affecting the conduct and operations of business, commerce and industry road users.

The displacement of lanes and/or shrinkage of lane widths to accommodate the fixed guideway ground-level piers — within the corridor and citywide in the primary urban center — are unacceptable as the roads are max'd out already.

Increased congestion, noise, visual obstructions on the in-town transit route will impact driving safety and efficiency. The added risks of accidents, injuries and property damages are costly to businesses' bottom lines.

Should Kapolei or Waikele or Central Oahu be the "other end" of a fixed guideway

system or of other alternative(s)?

Will the average household income (or to be) higher than in Kapolei compared to citywide other than Kakaako, Downtown, Waikiki - Kahala

Is car ownership in Kapolei (or to be) higher in comparison to Citywide?

Is the transit-dependents' ridership heaviest in the primary urban center or dispersed among all areas in similar ratio?

Is the elderly and disabled peoples' ridership heaviest in the primary urban center or dispersed among all areas in similar ratio?

Federal Highway Trust Fund is anticipated to be in deficit by 2009. Will the public be provided clear and full information as to the effects of such revenue shrinkage on the proposed ORTP 2030 projects and what is the fall-back plan, identify the prioritization process?

State HTF is in severe crisis: will the public be provided clear and full information as to what the effect of such revenue shortfall will be on the proposed ORTP 2030 projects, and what is the fall-back plan, identify the prioritization process?

With shrinking and depleting federal and state contributions to the project, what will be the local taxpayers increased burdens for the project(s) listed in the ORTP 2030? What project(s) will be sidelined, what will be the process of eliminating project(s)?

What is the full Aspirations List for Oahu and how and what prioritization system was/is/will be used for rating funding and project justification?

How much and which taxes and fees need to be increased: fuel taxes, vehicle taxees, GETaxes, property taxes, other fees — to make up for federal and state funding shortfalls?

If the high cost rail project is eliminated in the event of shrinking federal and local funding, will the remaining projects be fully funded without tax or fee increases?

If the high cost rail project is eliminated, will the GETax by Honolulu County be repealed and the collections refunded to the taxpayers?

Respectfully submitted,
Dale Evans, President & CEO
Charley's Taxi & Radio Dispatch Corp.
680 Ala Moana Boulevard, Suite 303
Honolulu, Hawaii 96813-5409

[i] http://www.census.gov/prod/2003pubs/censr-12.pdf

April 15, 2007

Mr. Melvin Kaku, Director
Department of Transportation Services
City & County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Attention: Honolulu High-Capacity Transit Corridor Project

Supplemental Comments re PROJECT LEGITIMACY, ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS TO BE ANALYZED

Dear Mr. Kaku:

We respectfully request to supplement our comments of April 13th, 2007, to clarify the following:

Traffic safety on Oahu is in serious crisis

"The simple truth is that you can buy the safest car available, drive carefully, and still be in danger because the road itself is working against you. ... But fixing problems gets expensive quickly. And in times of tight budgets, states and localities are often left without enough to do the job."

American Automobile Association: [T]raffic safety is a major public health issue. "It's the big challenge for the 21st century."

National Highway Traffic Safety Administration's former head Diane Steed: "[O]ur roads are not safe enough and it's time to bring this the floor."

— Reader's Digest, **Safe Car, Safe Driver, Dangerous Roads, Jun 10, 2003**

Pedestrians

"Every day on average, one or two people get hit by a car as they're walking on a street somewhere on O'ahu. Most of the accidents occur in a six-mile long area between Kapahulu and Kalihi."

Where danger treads, Honolulu Advertiser, May 29 2005
http://the.honoluluadvertiser.com/article/2005/May/29/ln/ln01p.html

Planners tend to blame people for causing accidents.
No. 1 crash spot on Oahu? At Beretania, Alakea streets, Honolulu Advertiser, Apr 13, 2007
http://the.honoluluadvertiser.com/article/2007/Apr/12/ln/FP704120365.html

Bad Roads

But according to this report in Reader's Digest, **Safe Car, Safe Driver, Dangerous Roads, Jun 10, 2003**, "the road itself is working against you."
http://www.roadwaysafety.org/ReaderDigest.pdf

> *"Across America's four (4) million miles of blacktop, every day a multitude of dangers await you and your vehicle: poorly designed and outdated roads, shoddily maintained thoroughfares, inadequate signs and lighting, and a lack of safe crosswalks for pedestrians. The simple truth is that you can buy the safest car available, drive carefully, and still be in danger because the road itself is working against you. ... But fixing problems gets expensive quickly. And in times of tight budgets, states and localities are often left without enough to do the job."*

Oahu motorists, pedestrians and bicyclists experience the same potentially dangerous roadway conditions as are listed in the Roadway Safety Foundation's Roadway Safety Guide. (Emphasis added.)
http://www.roadwaysafety.org/chap1_2.html

> ***Roadway departure hazards:*** *Vehicles leaving the roadway, regardless of cause, represent approximately 15,000 deaths per year. Roadway departure crashes occur on both straight and curved sections of roadway and often involve either rollover of a vehicle or collisions with fixed objects such as trees and utility poles. Roadside hazards also include steep side slopes, drainage ditches along the roadway, and narrow shoulders not large enough to accommodate a vehicle in trouble.*
> ***Road surface conditions:*** *How often have you said or heard, "Boy, that road is slick in nasty weather," or "That road is so full of potholes, I feel like I'm driving on an obstacle course!" Aberrations in the road surface, such as pavement edge drop-offs, potholes and reductions in surface friction due to age, wear, inadequate drainage during rain storms, and incomplete winter maintenance to remove ice or snow obviously impair vehicle stopping and maneuvering capabilities.*
> ***Narrow roadways and bridges:*** *Narrow roadways make it difficult for drivers to safely maneuver in emergency and nonemergency situations—there simply isn't enough room! Narrow bridges are particularly hazardous. Collisions with bridge ends are relatively infrequent, but they are often severe. Such crashes usually occur when the width of a bridge is less than that of the approaching traveling lanes and shoulders. As a result, vehicles strike the ends of bridges, guardrails, curbing, or vehicles traveling in the opposite direction.*
> ***Intersections:*** *We've all experienced dangerous intersections with confusing turn lanes, blind spots, or lack of appropriate or inadequate signage or traffic signals. Obstructions, including vegetation, can block a driver's view of signs, signals, and other traffic control devices.*
> ***Roadway design limitations:*** *The safety of many local roads is limited because they were built to serve fewer cars traveling at slower speeds. Because of the explosion in vehicle miles traveled over the past 30 years, many of these roads are now high-speed commuter corridors. Their safety is compromised by hazards such as sharp curves, poor signs and markings, and lack of medians to separate oncoming traffic. Fatality rates on these roads can be five times as high as on the heavily traveled and high-speed Interstate system. Local governments, which are responsible for over 75% of our entire road network, target their limited resources to fix the most serious problems first. Drivers must therefore be aware of roadway hazards and drive with extra care.*
> ***Roadway access problems:*** *We're all familiar with the roadway access conditions that can cause driver confusion/frustration, such as driveways, roadways into new developments/businesses, and blind entrances. In such situations, drivers must remain alert to changing traffic patterns that require quick reactions.*
> ***Pedestrian and bicycle traffic:*** *Bicycle and pedestrian traffic must be accommodated and speeds must be controlled. There were 5,220 pedestrian deaths and 69,000 injuries during 1998, and these numbers are expected to increase as our population ages. By 2030, one in five Americans will be over age 65. Pedestrians over 70 constitute approximately 9% of the population, but they account for 17% of the fatalities. In 1998, 761 bicyclists were killed and an additional 53,000 were injured in traffic crashes.*

Pavement Preservation

Pavement preservation is identified as first priority in 23 CFR 450.316 (a) (1) "preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;"

In the past 15 years, Oahu's 3,477 lane miles has received scant attention except for quick fixes of filling in potholes.

1989 – 1998: Roadwork decreased from a high of 319 lane miles per year to 45 lane miles in FY 1998.

2001 – 2004: the number of lane miles resurfaced declined by 52%, from 128 to 61, according to the audit.

Despite this buildup of deferred maintenance, is the city's current plan to lay asphalt 3/4ths to one-inch thick enough to address the problem?

Road ruin linked to beach activities, HSB, Jun 22, 05
http://starbulletin.com/2005/06/22/news/story1.html

> ***Pavement Preservation*** *is "a program employing a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations." Source: FHWA Pavement Preservation Expert Task Group*
> ***Preventive Maintenance*** *is "a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity)." Source: AASHTO Standing Committee on Highways, 1997*
> ***Pavement Rehabilitation*** *consists of "structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays." Source: AASHTO Highway Subcommittee on Maintenance*

ORTP 2030 and the Scoping document to which we hereby comment, fail to address the immediate and long term purpose, needs and costs for our transportation system to be safe and efficient for the movement of people and goods on Oahu. OMPO, FTA and the city give inordinate priority and attention to commuter transit (even though transit accounts for less than five percent of total travel — and transit service can be significantly enhanced by an elevated reversible HOTway). Before you entertain further a high cost rail megaproject, we urge the city and OMPO to take care of important business first: #1 - traffic safety, #2 - good roads and more roads, #3 - traffic relief.

Respectfully submitted,
Dale Evans, President & CEO
Charley's Taxi

TP8/06201081

March 20, 2007

The Honolulu High-Capacity Transit Corridor Project
Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI 96813

Sir;

In response to your request for comments at the scoping meetings:

My name is Reg white. I am vice president, project development, for Paradise Cruise, Ltd. We have 463 employees who must make it to work and back each day, as well as all of the suppliers who rely on the proper flow of traffic on our streets to make our required deliveries of supplies and passengers each day within a reasonable time frame. Remember that with regard to deliveries, be they passengers or goods, the cost of such service must remain relative to the time required to complete the operation, and stalled traffic is therefore very expensive to all of Oahu's businesses and residents.

All statistics show that well in excess of 90% of us drive our cars to wherever we need to travel throughout the day. This means that any project undertaken with taxpayer monies must be of a worthwhile service to at least 90% of us. That doesn't mean that we all have to ride the transit to make this work, but it does mean that for whatever funds you are going to spend on transit, it must reduce traffic jams and increase traffic flow for the 90% of us who are on the roads in our cars or you have no right to spend our money for your project. This is what your EIS must resolve. Number one question to be answered is: Does this project reduce traffic congestion and provide efficient and smooth traffic flow on our adjacent roadways because of the transit system that is to be built? If the answer is not a resounding "Yes!" then you have no just cause to spend our money on the project. And please be clear, the money comes from us, whether it's C & C money, state money, or federal funds, it's all the same, the taxes are paid by we the people, and over 90% of us drive where ever we must go, when we must go there, in our cars, and we will not use transit instead, it simply does not fit our needs. The answer required here is "do whatever it takes to smooth and expedite the flow of traffic on our roads". This is the only problem to be solved. Unfortunately, neither of the three proposed alternatives will solve this problem, so you will have to look elsewhere. Remember, when the highway traffic moves efficiently, so does "The Bus", and then we all get what we paid for!

Sincerely,

For Paradise Cruise, Ltd.

Reg White
1540 S. King St.
Honolulu, HI 96826-1919
(808) 222-9794
E-mail RawcoHI@cs.com

Tp 3/07-201084

PHT, Inc. dba
Polynesian Hospitality

March 22, 2007

The Honolulu High-Capacity Transit Corridor Project
Department of Transportation Services
City and County of Honolulu
650 South King St., 3rd floor
Honolulu, HI 96813

DTS
TRANS PLANNING
MAR 23 3 51 PM '07

Whoever is in charge;

In response to your request for comments at the scoping meetings:

My name is Lawson Teshima, secretary-treasurer, for PHT, Inc. a tour bus operator.

Unfortunately, neither of the three proposed alternatives will solve the congestion problem, so you will have to look elsewhere.
We rely on the proper flow of traffic on our streets to make take our passengers each day to their destination within a reasonable time frame. Stalled traffic is very expensive to our business as well as all of Oahu's businesses and residents.

All statistics show that well in excess of 95% of us drive our cars to wherever we need to travel throughout the day. This means that any project undertaken with taxpayer monies must be of a worthwhile service to at least 95% of us. That doesn't mean that we all have to ride the transit to make this work, but it does mean that for whatever funds you are going to spend on transit, it must reduce traffic jams and increase traffic flow for the 95% of us who are on the roads in our cars or on our buses. You have no right to spend our money for your project if it does not significantly reduce traffic congestion and provide efficient and smooth traffic flow on our adjacent roadways because of the transit system that is to be built?

Since 95% of us drive where ever we must go, when we must go there, in our cars, and we will not use transit instead, it simply does not fit our needs. The answer required here is "do whatever it takes to smooth and expedite the flow of traffic on our roads". <u>This is the only problem to be solved.</u>

Sincerely,
For PHT, Inc. dba Polynesian Hospitality

Lawson Teshima
Secretary-Treasurer

650 Iwilei Road, Suite 415 • Honolulu, Hawaii 96817 • Phone (808) 524-5040 Fax (808) 524-4194

Appendix A-4: Public NEPA Scoping Comments

-----Original Message-----
From: Mattice <lesm@hawaiiantel.net>
To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: donnaTurchie@fta.dot.gov <donnaTurchie@fta.dot.gov>
Sent: Sun Apr 15 20:22:02 2007
Subject: scoping process

Melvin Kaku
Director,Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, HI

Dear Mr. Kaku,

I would like to take this opportunity to respond to the City's scoping process in which the City is to explain the transportation alternatives and receive public comments.

We have heard many times from the Mayor and the City that the only thing to consider is the train. Now we learn that the train will run elevated down our waterfront. We also learn that there will be a five story high station in front of Aloha Tower.

As a ka'ma'aina, the prospect of the proposed visual blight along our waterfront, which I believe all of us want protected, is an unconscionable proposal.

Relieving congestion should be our chief concern and the train will not do that. Please study real alternatives such as traffic light coordination, staggered school hours and managed lanes from east Honolulu, and come back to the people.

To say that there is only one alternative is insulting!

Very truly yours,

Leslie Mattice

From: Bobbie Slater
To: Melvin N Kaku
Cc: Donna Turchie
Sent: Apr 13, 2007 5:34 PM
Subject: rrs_kaku1

April 13, 2007

Mr. Melvin Kaku
Director, Dept of Transportation Services City and County of Honolulu Honolulu, Hawaii 96813

Dear Mr. Kaku,
I am opposed to the rail proposal and feel that the City and OMPO have not been truthful with the public for the following reasons.
It was not necessary to start collection of the tax before a plan was in place. The public was led to believe that the FTA required the collection, which is patently a lie. The FTA only requires a designation of a future tax or revenue source.
The City never dealt with the burden of this additional tax. Hawaii's General Excise tax is the most regressive the country. At no point did the City or OMPO address the economic consequences of this tax. We already have the second highest homeless problem in the country. Obviously this will exacerbate the problem.
The Mayor has admitted that this is not enough money to finish the project, but neither the City nor OMPO have ever explained to the public where the rest of the money will come from. Obviously it will come from taxes. Again the poor and elderly will be hurt the most. Not to address this in an open manner was blatantly dishonest.
The City and OMPO have not reached out to the public to show what this train and the stations along the line will look like. One can only assume that their reasoning is that the visual blight would cause alarm.
Other communities that will be affected by the train have not been told about their particular circumstances. For, example, Manoa has not been told that the train will run over the freeway, becoming one of the most egregious environmental blights around.
The City and OMPO have never told the public that there is nothing sustainable about rail. The public has been led to believe that it will save energy, with out ever addressing the energy coast to construct the train, let alone to run it.
The City and OMPO have not been open with the fact that their own data show that traffic will be far worse in the future with rail than it is today.
Neither City nor OMPO have ever reached out to the public to explain the impacts of building an elevated, heavy and noisy train along our waterfront. They have never reached out to the public to tell us that they will block our view of the waterfront that we have always maintained we would protect.
We have asked for responses to these questions and do not get appropriate answers.
The League of Women Voters tried to get a televised discussion between train supporters and opponents and our largest television station was willing to air the show on prime time. Neither your staff nor anyone in the Administration would agree to take part. The City and OMPO are apparently unwilling to meet with opponents in an open, public format.
Hopefully the City and OMPO will give me answers to these concerns and we can then start having an open, public dialog on this the biggest and most expensive public works project in our history.

Very truly yours,

Rosalie Slater

From: ncbleecker@mac.com
To: Melvin N Kaku
Sent: Apr 13, 2007 9:34 PM
Subject: Rail Transit

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd floor
Honolulu, HI 96813

Dear Sirs,

My comments regarding the ill-conceived plan to build a fixed rail transit in Honolulu are hereby offered, although it seems clear to this taxpayer that the City had long ago made up it's mind about the project and alternate options were never going to be even considered. This project is designed for the profit of the land owners along its route and those contractors who will be chosen to build it, and the politicians who are ramming it through on their behalf. It's effect on traffic congestion will be negligible at best. The cost, for building it and for its operation into the infinite future will be a huge burden on all taxpayers of the island, even though it will only be available to serve a small proportion of the populace. Most of the people who want to see the train built want it in hopes that other people will use it so that they can have the highways to themselves. How many people are going to drive down from the valleys, pay to park their car in a lot near the station, pay to ride the rail for a few miles as it stops frequently along the way, then disembark and take a bus to where they need to go?

If you doubt that this project it dictated by the wishes of certain politically powerful constituencies consider the route selected recently for it by the City Council. That it would not go to the University of Hawaii at Manoa or the Airport is ludicrous. Obviously the taxi and bus companies that service the Airport would not wish to have their lucrative concessions there threatened. Their influence is what really counts with the politicians, not the true needs of the population at large.

If the true intent was to do something to reduce traffic congestion on the freeway then HOT lanes and a vastly improved bus circuit would be the best, and most economical solution, but that is not even being considered by the City.

Sincerely,
N.C.Bleecker

1013

Friday, April 13, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813
Via Email

Subject: **Environmental Impact Public Scoping Comments**
Relating to the Honolulu Transit Corridor Project

To Whom It May Concern:

Thank you for providing this opportunity for public comment on the "Honolulu Transit Corridor Project" proposed by the City and County of Honolulu. The following comments are provided because it has become evident that the presently proposed elevated transit guideway is, in some significant aspects, contrary to the public interest.

Background

As the result of often insufficient, inaccurate and distorted information provided by the City administration's transportation department and their hired consultants, the City Council has proceeded in an unnecessarily awkward and chaotic manner during deliberations over a route alignment and technology for a proposed public rapid mass transit system. Fortunately, the City Council has stopped short of a technological definition of this system other than "fixed guideway system," so that it may be eligible for a fractional federal funding share of the cost. In view of this compounded conundrum, it has become abundantly clear that the federally required comprehensive Environmental Impact Statement process must be completed with full public review before any further steps are taken.

The concerned public, however, has been somewhat enlightened by certain disclosures that an elevated rail system, i.e. *heavy rail* system, as strongly promoted by the City administration, development interests, concrete providers, and hired consultants, will be anything but "rapid" at 25 miles-per-hour between stops, and will do nothing to relieve the present LOS F traffic congestion and diminish traffic effectively. But the tangible costs of such a proposed system remain obscured by a false ceiling that conceals the true future fiscal burden to be strapped on the backs of unknowing taxpayers, who presently face escalating replacement and repairs of century-old water, sewer and roadbed infrastructure, which together now portend a bankrupting of the City and County of Honolulu. In light of this, the Little Train That Can't appears at best to be a frivolous fantasy cast upon the masses who will become indebted by this scheme for a generation or more.

Fatal Flaw

Apart from such socio-economic impacts, there is another serious impact that also merits full exposure. This significant impact is the potential irreparable blight of the proposed elevated guideway slamming through the vital heart of the Downtown Honolulu Waterfront and beyond. It is most curious that this significant impact was utterly and completely ignored in the proposed project's "Environmental Consequences: Supporting Information" report, as offered by the City administration's hired consultants at the end of October, 2006.

The fatal flaw in the Environmental Consequences report is the total absence of mention of the four (4) significant historic sites along the proposed Waterfront route. These protected sites, specifically Aloha Tower, Irwin Park, the Dillingham Transportation Building, and Mother Waldron Park are listed respectively on the National Register of Historic Places and the Hawaii Register of Historic Places, as attached. Astonishingly, although all visually and physically impacted historic sites were to be legally considered in this required report, there is no reference to these significant historic sites and the consequent potential impacts on them by the proposed project.

The Environmental Consequences report states the following on page 60: "In regard to historic resources, this project must comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and Section 4(f) of the Department of Transportation Act of 1966 because of the federal participation in the project." However, the report completely ignores Aloha Tower, Irwin Park and the Dillingham Transportation Building in listing the "historic and culturally sensitive areas of Downtown" on page 62, and brazenly states on page 62-63 that the "Nimitz Highway/Halekauwila Street/Kapiolani Boulevard Alignment would have the least impact on cultural resources..." Thus this required report is biased and fatally flawed because it avoids addressing the significant long-term environmental impacts of the presently-proposed elevated route alignment on Aloha Tower, Irwin Park, and the Dillingham Transportation Building along the Downtown Waterfront, and Mother Waldron Park along Halekauwila Street - all registered historic sites.

Specifically, such elevated infrastructure blight is "visually incompatible and blocks the view of a historic resource (e.g., the scale of the infrastructure would overwhelm the resource's historic appearance)" and causes the "loss of integrity of setting, feeling and association" (see pages 63-4). The historic view planes to the Harbor from Bishop Street and the Chinatown Historic District will be similarly impacted. It therefore would be a fatal mistake for Honolulu's future if the City forces the intrusion of elevated transit blight on the Honolulu Waterfront and the *mauka-makai* harbor views. One only needs to consider the blight created by the Embarcadero Freeway along the San Francisco Waterfront, and the universal public elation when it was torn down. It is time that the City and County of Honolulu learns by the mistakes of others before it is too late.

The attached rendering produced by the Hawaii Chapter of the American Institute of Architects illustrates the significant impact of the proposed elevated transit guideway along the Honolulu Waterfront. Verification of such a significant negative impact is provided by the Aloha Tower station video simulation on the City's own www.honolulutransit.com web site. Aloha Tower and Irwin Park are to the left of the rendering, and the elevated transit guideway's immediate proximity to these sites is also briefly visible on the City's video, as is the red-tile-roofed Dillingham Transportation Building immediately adjacent to the elevated guideway on the left side heading east toward Kaka`ako. Together these depictions clearly illustrate that if the Downtown Honolulu Waterfront is allowed to be impacted by the fatal mistake of elevated guideway infrastructure, the vital visual character and integrity of the waterfront centerpiece of Downtown and harbor entrance to Honolulu will be lost.

Further, the Honolulu waterfront and the adjacent Kaka`ako area are both under State jurisdiction, and through State agency and community advisory partnerships these areas are being carefully improved. A new centerpiece park is proposed to extend from historic Irwin Park along the Downtown Honolulu Waterfront, and in addition to historic Mother Waldron park two additional park areas are planned along Halekauwila Street at Punchbowl Street and Ward Avenue. In addition, the Kaka`ako Mauka master plan designates Halekauwila Street and its extension to Kamake`e Street as a significant "promenade" street, a pedestrian-friendly boulevard with wide tree-lined sidewalks and new human-scale residential neighborhoods. Thus, the proposed elevated transit infrastructure blight would be tragically misplaced on Halekauwila Street as well.

Conclusion

In conclusion, there are very serious concerns surrounding the City's disregard and neglect of the significant negative impacts of an elevated transit route along the Honolulu Waterfront specific to the complex of registered historic sites that include Aloha Tower, Irwin Park and the Dillingham Transportation Building, and Mother Waldron Park along Halekauwila Street. This badly-planned project cannot be allowed to overshadow and overpower these significant historic sites or destroy the visual character and integrity of the vital Downtown Waterfront.

Sincerely,

Michelle S. Matson
Michelle S. Matson

National and State Register of Historic Places

http://www.hawaii.gov/dlnr/hpd/register/regoahu.pdf

Site Number	Site Name	Tax Map Key	Hawaii Register	National Register
80-14-9929	Aloha Tower	2-1-01:13	1/29/81	5/13/76
80-14-9829	Irwin Memorial Park	2-1-13:07	12/4/99	
80-14-9900	Dillingham Transportation Building	2-1-14:03		9/7/79
80-14-1388	Mother Waldron Playground	2-1-51:05	6/9/88	

-----Original Message-----
From: garry p smith <garrypsmith@juno.com>
To: Kaku, Melvin N <mkaku@honolulu.gov>
Sent: Tue Apr 10 14:17:03 2007
Subject: Testimony for scoping

Garry P. Smith
CDR. USN (Ret.)
91-321 Pupu Place
Ewa Beach, Hi 96706
689-5559
392-5559
April 10, 2007
Written comments on scoping to be filed with the city and forwarded to Federal Transportation Authority The process involving the selection of the most preferred alternative that resulted in the selection of a fixed guide way was flawed due to not involving the affected public in the decision making and by a conflict of interest from our area State Senator.
Meetings were held in Kapolei on several occasions to determine the public's input on the type of system desired but at no time were any public meetings held in Ewa/Ewa Beach the area most affected by any change in a transportation system. Ewa/Ewa Beach has over 40,000 residents, much more than Kapolei and is projected to increase to over 70,000 residents by the opening date of the fixed guide way in 2018, more residents than in Kapolei. Holding the meetings exclusively in Kapolei ensured the city that the turnout would be overall in favor of a fixed guide way as the residents of Kapolei as represented by their neighborhood board and CAC see any city transportation changes to their benefit regardless of the benefit to other perhaps even more needy residents of outlying communities.
At no time did the Ewa Neighborhood Board, Citizens Advisory Committee (CAC) appointee, Gary Bautista, hold separate committee meetings concerning the alternatives being considered by the city nor did he provide any presentation or testimony to the neighborhood board as to a community input he had or did not have.
Senator Willie Espero, our Ewa Beach district Senator and an appointee to Oahu Metropolitan Policy Organization at no time held a meeting of the public to discuss the alternatives being presented by the city.
Additionally, he was hired by developer D.R. Horton in 2006 just after the announcement by the city of the proposed route of the fixed guide way. D.R. Horton plans on building 11,700 homes in a project called Ho'opili a vacant area that is scheduled to receive one of the fixed guide way stations. The success or failure of this project hinges on the building of a fixed guide way and a station through the project by the city. Sen. Espero in March 2007 publicly announced that he plans to vote at OMPO for the fixed guide way system and expects it will have enough votes to easily pass, this prior to any input from the CAC to which he is supposed to use as an advisory BEFORE he makes his decision.
Given the lack of input requested from a very large community (Ewa/Ewa Beach) directly affected by the transportation system selected by the city I believe the system to be fatally flawed and should be disallowed.
Due to an obvious conflict of interest from our State Senator Espero and his decision making process without waiting for proper public input through the CAC I similarly believe CAC and OMPO are making policy with outside influences and not from the public and should be disallowed.
/s/ Garry P. Smith

-----Original Message-----
From: JamesJKO@cs.com <JamesJKO@cs.com>
To: Donna.Turchie@fta.dot.gov <Donna.Turchie@fta.dot.gov>
CC: Kaku, Melvin N <mkaku@honolulu.gov>
Sent: Thu Apr 12 23:18:20 2007
Subject: Honolulu Mayor pushes for Rail

I attended a neighborhood meeting at Mililani just before Thanksgiving 2006.It started with a 20 min clip featuring the Mayor telling how wonderful rail is.Later, there was this staged question-answer dialog between one pro-rail city councilman & a rep from Parson Brinckerhoff-again telling how good rail is.The bulk of meeting was testimonies from about 15 people on whether they are for against rail (nothing scientific). This went on till about 9:15 pm (almost 3 hrs) at which time people wanted to use the restroom or go home. It was open to questions at the end and I had a few questions but since everyone was anxious to leave I didn't get to ask them-my wife and I felt it was a rigged event. There was no discussion about the "Managed Lanes Alternative".

-----Original Message-----
From: Bronwen Welch <bronwen2@hawaii.rr.com>
To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: DonnaTurchie@fta.gov <DonnaTurchie@fta.gov>
Sent: Thu Apr 12 21:19:23 2007
Subject: Honolulu Rail proposal

Dear Sirs:
I have been a resident of Honolulu for 58 years and have witnessed the incredible increase in traffic congestion. I am very concerned that there was no opportunity for the general public to voice their opinion on possible traffic solutions. The City has said that Rail will NOT reduce traffic congestion.
WE NEED A SYSTEM WHICH WILL REDUCE TRAFFIC CONGESTION FROM CURRENT LEVELS!!!!!!!
The public is being misled and will end up having to pay for a fiasco. How can we be heard?????
Thank you,
Bronwen L. Welch

-----Original Message-----
From: Marijane <marijane@mac.com>
To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: Donna.Turchie@fta.do.gov <Donna.Turchie@fta.do.gov>; Kobayashi, Ann H. <akobayashi@honolulu.gov>
Sent: Wed Apr 11 10:28:54 2007
Subject: Re: Transit Scoping

I would like to comment on the scoping process done by the City on Mass Transit:

I attended one of the meetings held by the Mayor and it was a farce!
There were placards all around the room showing the 4 choices, but the people who were supposed to tell you what each option included were woefully uninformed.
The Mayor took all the floor time to push HIS RAIL, and got upset with anyone who questioned his figures as to cost and rider ship! Actually scolded one man for having attended a previous meeting and being opposed to Rail.
I was unable to get an answer to my question about elevators to get wheelchair people up to the platforms. Heaven only knows how many others may have had a question but were afraid to incur the Mayor's displeasure by asking.

I also attended a seminar on the fixed guideway/managed lanes alternative, with very knowledgeable speakers, who DID have facts and figures, with comparisons to Tampa, Fla, which is a city with approximately the same population as Honolulu. The Rail advocates have all but called them liars, removing "Hot Lanes" from the original 4 choices.

This whole process has been a railroad to everlasting debt! The City Council were forced by time restrictions to make decisions without all the facts, let alone figures!

How can a fair Scoping Process be made when one side is brow beating anyone questioning the validity of the Mayor's choice, and the alternative methods are totally ignored, or worse yet.... misrepresented by prejudiced "docents"?
Is it any wonder the majority of our population don't VOTE, and choose not to "get involved" in political issues?

Marijane Holmes Carlos
620 Mc Cully St. #901
Honolulu, Hi 96826
941-1853

TPQ-

10Apr20072001 3:47

From: Suzanne Teller <suzantell@earthlink.net>
Cc: <donna.turchie@fta.dot.gov>
Bcc: Suzanne Teller <suzantell@earthlink.net>
Date: 10April20072001 3:47
Subject: scoping process

Dept. of Transportation Services
C & C Honolulu
650 So. King Street, 3rd floor
Honolulu 96813 HI
Attention: Honolulu High Capacity Transit Project

Dear Sirs:
As a Senior Citizen living on social security, I am horrified at the tax increase to pay for the rail, and I understand that this will not be enough money down the road. I have been waiting to see what proposals there are for the rest of the costs, but there has been no information. If I could afford to pack up and leave now, I would do so. I'm sure many others feel the same.

I understand that another proposal, managed lanes, has been dropped from consideration because of expense. Isn't it a simple highway? How can it cost so much? We have not been able to see any information on why this alternative is so expensive. There haven't been any reasonable explanations on any of the alternatives.

This process is shafting the senior citizens, and all people of lower incomes. And the City is not being forthright with us, the tax-paying public.

Now that the EPA is demanding a secondary sewage treatment plant be built, better that be the priority ($1 billion ?) as well as the antiquated sewer system or we'll all be in deep doo-doo.

A concerned resident,
Mrs. Suzanne Teller

cc: FTA's Region IX, Donna turchie

Suzanne Teller

Mrs. S. Teller
Apt. 1510
1541 Kalakaua Ave.
Honolulu, HI 96826-2406

RECEIVED
07 APR 13 A8:34

-----Original Message-----
From: Pegge Hopper <peggeh@lava.net>
To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: 'Donna Turchie' <Donna.Turchie@fta.dot.gov>
Sent: Tue Apr 10 16:00:50 2007
Subject: Rail

To whom it may concern,

I have been a gallery owner in downtown Honolulu for 24 years. The first 20 years were very difficult as Downtown/Chinatown had a reputation for drugs, and unsavory situations.

For years, storeowners in this area have persevered to change the character of this historic district. About 4 years ago we started First Friday, one night a month when all the galleries would be open to the public. We provided food, music and whatever we could to get the public to come here and make this a thriving center for culture and the arts.

Just within the last year we have seen results as more and more people come here, and more shops, restaurants and galleries have opened.

Now, we learn that the Mayor's train will run, elevated, along the foot of Nuuanu Street — on the waterfront. It will be a true eyesore and the 70+ decibels will be a huge distraction.

No one told us there would be a huge five-story station across from historic Aloha Tower. No one came to discuss this with any of the organizations I belong to, or that have been involved in our revitalization effort.

After all of our hard work, cost and perseverance, all will be lost when this train ruins the character of our little community. Had the City bothered to tell us these things we would have packed up years ago rather than work so hard to attract people here.

They tell us that there are no alternatives to discuss other than doing nothing. This is a sham and an insult to our intelligence.

One of the solutions I strongly support is MANDATORY SCHOOL BUSING. When school is not in session traffic is cut in half. It doesn't take a genius to figure out that perhaps 50% of A.M. traffic consists of parents driving kids to school!

Pegge Hopper

-----Original Message-----
From: Pegge Hopper <peggeh@lava.net>
To: Kaku, Melvin N <mkaku@honolulu.gov>
CC: 'Donna Turchie' <Donna.Turchie@fta.dot.gov>
Sent: Tue Apr 10 16:00:50 2007
Subject: Rail

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One of the solutions I strongly support is MANDATORY SCHOOL BUSING. When school is not in session traffic is cut in half. It doesn't take a genius to figure out that perhaps 50% of A.M. traffic consists of parents driving kids to school!

Pegge Hopper

UNIVERSITY OF HAWAI'I AT MĀNOA

Department of Civil and Environmental Engineering
2540 Dole Street, Holmes Hall 383, Honolulu, Hawai'i 96822-2382
Telephone: (808) 956-7550, Facsimile: (808) 956-5014

March 9, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813
Attn: Honolulu High-Capacity Transit Corridor Project
VIA email: mkaku@honolulu.gov

Dear Mr. Kaku:

As my comments on the Scoping Information Package of March 15, 2007, I attach my Report to the Honolulu City Council Transit Advisory Task Force dated December 1, 2006.

In my opinion, the most egregious violation of FTA's rules on alternative specification and analysis was the deliberate under-engineering of the Managed Lanes (ML) Alternative to a degree that brings ridicule to prevailing planning and engineering principles. For example, FTA guideline 2.4 item 2 states that
"Each alternative should be defined to optimize its performance."
[Source: http://www.fta.dot.gov/documents/Definitions_of_Alternatives.pdf]
The exact opposite was done. The Honolulu City Council did not reject a HOT expressway with express buses; the City Council rejected an alternative that was engineered to fail, and, it did fail by design. Therefore, the ML alternative must be correctly specified and fully assessed in the upcoming environmental assessment process.

Sincerely,

Panos Prevedouros, Ph.D.
Professor of Transportation Engineering

cc: Ms. Donna Turchie
Federal Transit Administration, Region IX
201 Mission Street, Room 1650
San Francisco, CA 94105
VIA email: Donna.Turchie@fta.dot.gov

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT:

ALTERNATIVES ANALYSIS (AA) REPORT - Report to Transit Task Force

Panos D. Prevedouros, Ph.D.
Member, Honolulu Transit Task Force, and Professor of Transportation Engineering,
Department of Civil and Environmental Engineering, University of Hawaii at Manoa

This paper reviews the Alternatives Analysis report from an engineering perspective. In general, its organization tracks the organization of the report.

→ Page S-2: "Motorists experience substantial traffic congestion..." The report relies heavily on anecdotal experience of traffic congestion. It would benefit from a quantitative presentation of congestion data for major origin-destination pairs. This would allow for comparison of Honolulu's congestion to other cities. Data from the State's Congestion Management System should be cited and tabulated.

→ Page 1-1: The statements of purpose

- "improved mobility"
- "provide faster, more reliable public transportation services"
- "provide an alternative to private automobile travel"

make it clear that this is a public transit analysis - not a more comprehensive analysis of transportation issues in the subject corridor . In particular, the effects of the alternatives on freight transportation in the corridor are not considered, even though the alternatives will plainly impact freight. This Alternatives Analysis does not respond directly to the need to reduce traffic congestion on Oahu.

→ Page 1-1: Bottom: "Current a.m. peak period times for motorists from West Oahu to Downtown average between 45 and 81 minutes. By 2030, after including all of the planned roadway improvements in the ORTP, this travel time is projected to increase to between 53 and 83 minutes."

From this description, travel time will be relatively stable for 25 years into the future (45 minutes to 53 minutes , 81 minutes to 83 minutes, on average, provided the ORTP roadway improvements are implemented). .Question whether this level of inconvenience is severe enough to justify a fixed guideway project of the magnitude proposed in the Alternatives Analysis, in addition to the cost of the base improvements called for in the ORTP.

→ Page 1-9: The UH-Manoa campus is not identified here as a major public transit destination, notwithstanding the data presented on page 1-4 (20,000 students, 6,000 staff; 60% of students must drive or use transit to attend classes). If it is not a major transit destination, why is rail service to the UHM being considered?

Page 1-13, Table 1-1: The vehicle speed projection data presented here are not consistent with engineering observations. Once a street segment becomes saturated with traffic, such as the "Liliha Street" segment on the H-1 freeway, the average speed of vehicles on that segment tends to stabilize at about 15 mph. Therefore, the estimated average speed drop from 19 to 12 mph on

the Liliha segment is unlikely. Rather, increased traffic will be experienced as longer periods of traffic congestion. The planning model does not seem to be able to model saturated traffic conditions correctly. This can affect speed estimates for congested roadways, and result in inaccurate travel time forecasts.

→ ♦ Page 2-3: Bus fleet size estimated for the Managed Lane alternative is overstated, and is not consistent with national experience. Buses run 10 miles in approximately 10 minutes on HOT lanes. As a result of improved bus efficiency, either fleet size is reduced, or a given fleet size can provide a much higher service frequency.

→ Page 2-16: It is not clear from the Operating and Maintenance cost estimates presented here whether replacement costs for the rolling stock and the multitude of deteriorating pieces of equipment (switches, generators, signals, computer controls, extensive wiring and power system, etc.) of the Rail option have been included in projections of annual O&M costs. Text at pages 3-9 and 3-10 do not answer this question.

→ Page 3-2: Table 3-1: Significant trip growth is projected in two out of 25 Traffic Analysis Areas on Oahu. Specifically:

Area 11 is Honouiliuli and Ewa Beach — 2005 total daily trips are 176,000
2030 total daily trips forecast at 342,000
This is an increase of 166,000 total daily trips.

Area 12 is Kapolei, Ko'Olina, Kalaeloa — 2005 total daily trips are 122,000
2030 total daily trips forecast at 362,000
This is an increase of 240,000 total daily trips.

Trip generation for these two areas will change from 298,000 trips in 2005 to 704,000 trips in 2030, a growth of 136% in 25 years. These estimates are questionable, given Oahu's population growth of 4.8% between 1990 and 2000, the annual growth in tourism of only 0.6% per annum since 1990, continued reduction in agriculture, stability in military operations and reduced travel as baby boomers retire and draw a pension instead of going to work.

For order-of-magnitude purposes, this 704,000 transit trip projection for areas 11 and 12 should be compared with the Table 3-3 estimates for transit trips under any of the four fixed guideway alternatives – 281,900 to 294,100 – for entire Oahu. If trips in areas 11 and 12 grow by only half as much, by 68% in 25 years, then their 352,000 projected new trips would be close to the projected total number of transit trips on Oahu.

→ Page 3-4: Data in Table 3-3 in combination with Table 3-7 also provide useful order-of-magnitude comparisons:

- Year 2030 Transit trips in the "No Build" alternative are projected at 232,100.
- Year 2030 Transit trips with the Rail alternative most favorable to transit are projected at 294,100.
- Total gain in transit trips after a rail system is constructed: 62,000 transit trips.
- Year 2030 Vehicle trips are estimated at about 3,000,000 (at a 1.6 average occupancy including buses, this estimate represents 4,800,000 person trips).

- The 62,000 new transit trips reflect about 1% of person trips.

Baseline transit trip projections have been historically overstated by about 21%, as the table below indicates. The table shows actual *TheBus* trips versus forecasted *TheBus* trips in the "No Build." In other words, the base ridership in the No Build is inflated. Once the base is inflated, all transit ridership forecasts are inflated and justifiably uncertain.

Millions of *TheBus* Transit Trips per Year

Year	Actual	Forecast	Source	Difference	% Error
1990	75.6				
1991	72.8				
1992	73.0				
1993	75.6				
1994	77.3				
1995	72.7				
1996	68.9				
1997	68.6				
1998	71.8				
1999	66.2				
2000	66.6				
2001	70.4	73.0	*HART*		
2002	73.5	67.0	*Hali 2000*		
2003	69.1	88.0	*Rail 1992*		
2004	61.3	104.0	*BRT 2001*		
2005	67.4	96.0	*Rail 2006*		
Average	**70.7**	**85.6**		**14.9**	**21.1%**

From Table 3-3 it can be observed that in 2030 the number of transit trips for the No Build Alternative is 232,100, and that the number of transit trips in the best rail option is 294,100. If the Rail's trip estimate is overstated by 21%, then 294,100 become 232,339; these are about equal to the transit trips in the No Build. Thus, all of the gain in transit trips due to a rail system may be attributable to the inflated baseline forecasts.

→ ♦ Pages 3-7, 3-8: The TSM alternative is estimated to have a requirement for 6,200 parking stalls at various park-and-ride facilities, the Managed Lane alternative has the same requirement, but the 20-mile rail option is projected to require only 5700 parking stalls. A smaller parking requirement for rail compared to TSM and ML does not make sense. In the Rail alternative many riders who cannot walk to a station must drive and therefore have to park their vehicles somewhere. In the TSM and ML alternatives, the transit vehicles - buses - collect riders from their residential neighborhoods and deliver them to their destination, thereby arguably reducing the quantity of parking stalls required. This discrepancy should be clarified.

→ Page 3-11: Table 3-11 includes travel time estimates for year 2030 with Rail. Basically travel by auto is equal, faster or much faster than rail for all 2030 trips between:

- Aiea (Pearlridge) and Downtown
- Downtown and Ala Moana Center
- Downtown and Manoa

- Airport and Waikiki

For trips between Aiea and either Waikiki or Manoa, all Rail alternatives will provide trip times that are the same as or longer than trips by auto. The travel times by auto reflect 2030 traffic congestion conditions without rail.

→Page 3-13: The following excerpts from the performance assessment of the Managed Lane Alternative indicate that the ML alternative did not receive minimal engineering analysis support needed to develop solutions to obvious issues:

> "While bus speeds on the managed lanes are projected to be relatively high, the H-1 freeway leading up to the managed lanes is projected to become more congested when compared with the other alternatives, because cars accessing the managed lanes would increase traffic volumes in those areas."

Instead of providing new ramps from the H-1 and H-2 freeways and a ramp from Farrington Hwy. to feed the Managed Lane facility, an already congested freeway itself was used to feed the ML. The predictable result is both more congestion on H-1 freeway and underutilization of the ML.

> "Additionally, significant congestion is anticipated to occur where the managed lanes connect to Nimitz Highway at Pacific Street near Downtown."

This occurred because a (poor) choice was made to simply use the state's proposed Nimitz Viaduct (NV) project. However, NV was conceived as a shortcut between the Keehi Interchange and downtown and was never intended to serve new traffic from the Ewa plains to town. It can still be used, but it needs to be re-engineered to provide adequate off ramps to major trip destinations. The AA's ML is under-engineered in terms of off and on ramps by a magnitude of at least three (3). Three times as many ramps are needed and can be engineered. If this is done, the quote below will have no place in the AA.

> "Hence, much of the time saved on the managed lane itself would be negated by the time spent in congestion leading up to the managed lane as well as exiting the lanes at their Downtown terminus."

Based on substantial evidence of ML being under-engineered, its performance statistics of are not representative of what a new 2-lane reversible expressway can do for this corridor.

In addition, the critical function of the ML as an escape/evacuation resource (or special event, high demand reliever) was not analyzed. The ML can be designed with Aloha Stadium and H-3 freeway as its middle anchor. In off-peak times, weekends, special events and evacuations, the ML can run from Waikele to Aloha Stadium and H-3 freeway on its west half, and from Iwilei to Aloha Stadium and H-3 freeway on its east half. Also, if Windward Oahu evacuation or high demand should occur, then the ML can be dynamically configured so that the H-3 freeway discharges both toward Ewa and toward Honolulu. In short, the ML provides extensive regional traffic management possibilities, none of which were explored.

→ ♦ Page 3-20: Table 3-10 presents projections of "vehicle hours traveled," a concept that has no application to trips using transit. This table should be reformulated to show "person *hours* of travel," to make the comparisons consistent and relevant. Based on my calculations (see Appendix 1), when these data are so converted, then the hours spent traveling on Oahu with a 20-mile Rail line will be 11% longer than the No Build. All Rail alternatives will provide worse Oahu-wide person hours of travel compared to the car and bus No Build alternative. This is consistent with past experience in the U.S. where new rail systems have not reduced traffic congestion.

→ ♦ Page 3-25. The traffic estimates for the Managed Lane alternative presented in Tables 3-12 and 3-13 appear to be based on the assumption that a freeway lane may not carry more than 1,400 vehicles per hour in order for it to operate at a good level of service. This is simply not U.S. national experience for priced lanes. For example, Appendix 2 provides a multi-week, year 2006 sample of a three-lane cross-section of California's SR-91 Managed Lanes. They operate at free flow (about 60 miles per hour) while carrying a volume of more than 2,000 vehicles per hour per lane. There is no reason why this result would not apply to a two-lane Managed Lane facility on Oahu. Based on multiple research projects I have conducted for the State of Hawaii DOT, there are several 15-minute periods during which lanes on the H-1 freeway carry over 2,400 vehicles per hour (hourly equivalent), which attests to the ability of local motorists to drive at headways necessary to result to lane capacities in excess of 2,000 vehicles per hour.

The tables in Appendix 3 provide a sample of traffic analysis, the conclusion of which is that in 2030 and with a properly designed 3-lane Managed Lane expressway, traffic congestion on the H-1 freeway will be almost the same as in 2003 while still using the AA's growth forecasts. Congestion on H-1 freeway will be incomparably worse with any of the Rail options.

→ Page 3-27: "The travel demand forecasting model has been reviewed and updated for use on the project." Following are several common-sense observations on the forecasting model:

- Oahu has no rail service, so the existing OMPO model (done with survey data which are over one decade old) naturally has no local parameters for any type of rail service. What parameters were introduced to the model to represent rail?
- Is the model representative of today's conditions? Since the OMPO model was developed, *TheBus'* share of total trips has declined in the last 10+ years, fuel costs went up in the last 10+ years, Kapolei employment was non-existent 10+ years ago, the "bust" real estate market of the early 1990s is "booming" now, the H-3 freeway did not exist 10+ years ago, safety and security issues in metro rail systems (Tokyo, London, Madrid) did not exist, and last but not least, a huge portion of Oahu's population, the baby boomers, were not on the verge of retirement. Given these circumstances, it is at least questionable whether any model based on historical data can provide useful predictions over the Alternatives Analysis' planning horizon, 2005-2030.

All these trends affect the setting of parameters and alternative-specific constants in the model. Given all these concerns, how can a fundamentally old mode choice model with "imported" parameters give any reasonable predictions for year 2030? The model should be provided for review and its parameters should be justified.

→ Page 3-28: "External factors, such as a downturn in the economy, could affect whether the island will develop as planned." The AA's forecast is truly a best case scenario which is an unrealistic basis for multibillion dollar civil infrastructure development. Below is a partial list of possible events that would make vigorous growth unlikely. For these reasons as well as the problematic construction and operation deployment of all Rail alternatives it is essential that Risk Assessment Analysis is part of this AA (see last point in this review.)

- practically zero growth in tourism
- a sustained energy crisis will cause high airfares and a reduction in tourist arrivals
- the possibility that avian flu, SARS or similar will further threaten tourism
- the Waikiki tourism plant is old, crowded and revitalization is slow
- continued reduction in agriculture
- stability in military operations and post-Iraq military downsizing to repay the war debt
- baby boomers retiring in large numbers
- substantial loss of seniority in Hawaii's Congressional Delegation will cause a dramatic decrease in earmarked projects and funds for Hawaii

Any of these reasons can cause a substantial reduction in development or expansion which makes rail an alternative that is inferior even to the simple TSM alternative.

→ Page 3-30, Table 3-14: In this summary table, the use of percentages to indicate the magnitude of the Rail alternative's impacts exaggerate the actual effects, because the actual numbers involved are quite small (as the comments above have shown).

→ Page 4-1: The Rail alternative has the highest environmental impact and displacements. Also rail is not environmentally benign once it is built and put to use. The energy units (BTUs) to transport one person one mile from the Transportation Energy Data Book: Edition 25–2006 are:

Car	3,549 BTU
Personal Truck	4,008
Transit Bus	4,160
Rail Transit	3,228

Commuting in America III reports that 70% of the transit trips in the nation occur in the New York City metro area where subways run full or near-full for extended periods. In all cities with well utilized heavy rail systems, these rail systems are busy for about four out of 24 hours per day. Unlike cars and personal trucks that spend energy only when they operate, most rail systems run continuously and draw large amounts of energy for serving few riders. Oahu's rail energy consumption will be at least twice as high as the BTUs reported above. Rail is an inferior environmentally and energy dependency alternative for Oahu.

Two critical omissions of the Alternatives Analysis report are information on the cost of the alternatives per resident and taxpayer and the absence of any risk analysis. The latter, for example, is found in any multimillion dollar project involving private funds.

1. Some argue that financial impact analysis should have been done prior to approving the raise of the General Excise Tax from 4.00% to 4.50%. However, at that time the alleged costs were in the order of about two billion dollars with a quarter of that

coming from the FTA, leaving the local tax subsidy at $1.5 billion. The AA makes it clear that for the short, 20 mile rail system, the local contribution will be at least $3 billion. A breakdown of this cost per taxpayer and per capita is essential.

2. At a minimum, risk analysis should examine the implications of a partially finished product due to a severe economic downturn or other significant impediments. Travel demand and existing congestion levels dictate that the first useful segment of a future transit system should connect the airport with the Ala Moana Shopping Center. Managed Lanes can serve this (highest demand and congestion) segment because a large part of it is the state DOT's "Nimitz Viaduct" project which has received environmental approvals. However, one cannot operate a rail system without at least one expansive rail yard. The nearest appropriate space for a rail yard identified in the AA is next to the Leeward Community College. Therefore, with any rail alternative, the lowest demand segment must be constructed first, and if conditions do no allow for it, there is the risk of developing an ineffective piece of transit infrastructure connecting LCC to Aloha Stadium.

Appendix 1. Sample Estimations in Person-Hours of Travel

The travel estimates in Table 3-10 tell a different story than the one presented. Conveniently for the rail alternatives, the AA presents "vehicle hours traveled." By using this measure, those who travel on rail conveniently disappear from the travel time calculations as if they travel at warp speed. Far from it.

Let me take the "No Build" and "20-mile Rail" estimates of the AA to demonstrate the amount of time spent for transportation with and without rail using a statistic that truly matters: Person-hours.

The No Build vehicle hours estimate is 395,000 and assuming an average vehicle occupancy of 1.6 people per vehicle (includes buses), then the 2030 estimate is:

No Build Person Hours = 395,000/1.6 = ***246,875*** (1)

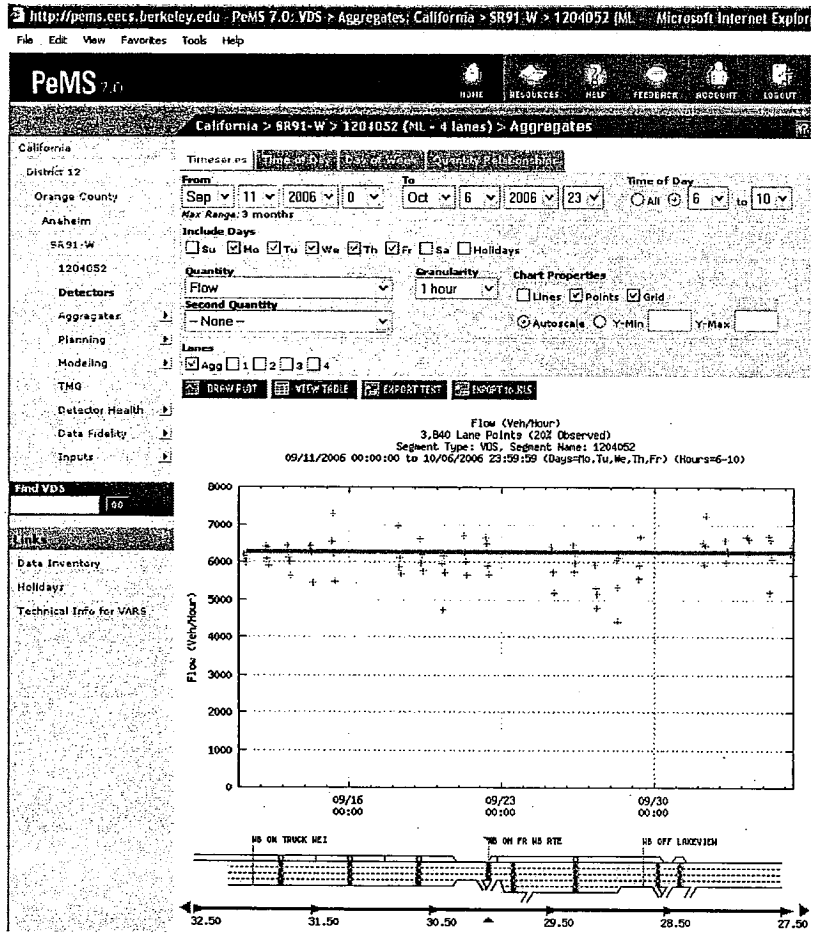
The 20-mile Rail vehicle hours estimate is 376,000 with the same average vehicle occupancy as the No Build. In addition, the 94,970 passengers in Table 3-9 are assumed to travel about half of the available rail line distance, that is, 10 miles on the average, and at the heavy rail average speed of 24 miles per hour. Their person hours of travel are, 94,970 * (10/24) = 39,571. Then the 2030 estimate is:

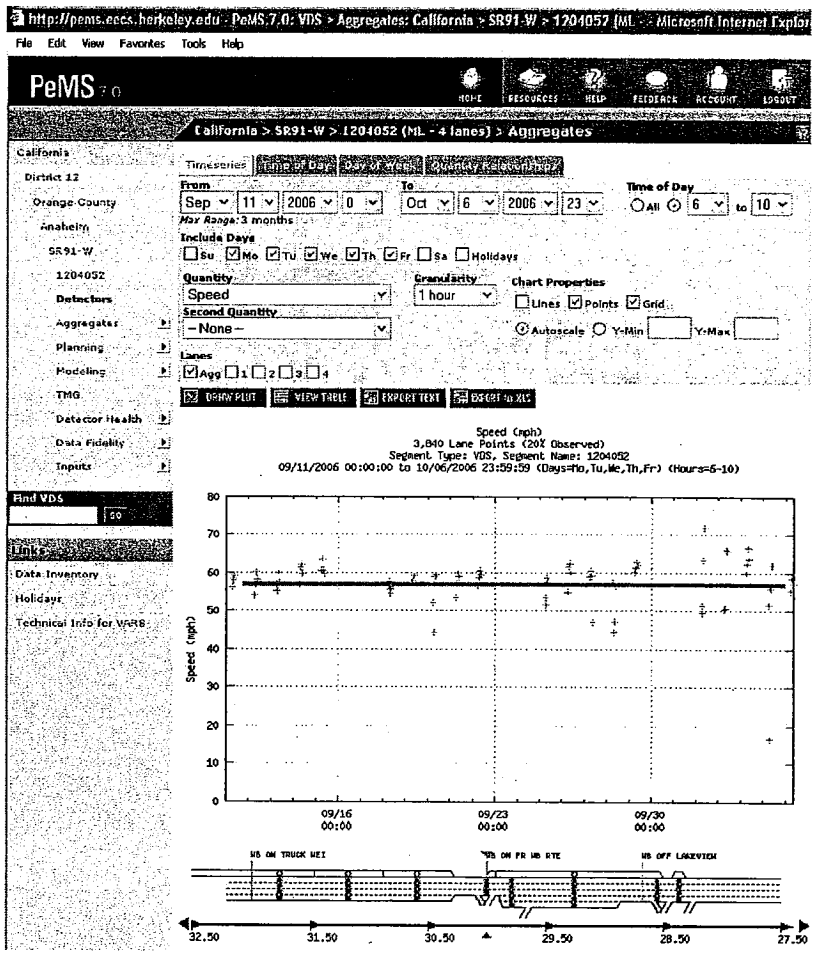
20-mile Rail Person Hours = 376,000/1.6 + 39,571 = ***274,571*** (2)

By comparing (1) and (2) it is clear that the hours spent traveling on Oahu with a 20-mile Rail line will be 11% longer than the No Build. It can be similarly proven that all Rail options will be worse than the No Build.

This outcome is not surprising because, at least in the U.S., the inability of new Rail systems to reduce traffic congestion is well established.

Appendix 2: Real Volume and Speed Operating Characteristics on California SR-91 Express Lanes





Appendix 3.a: Sample Comparisons of AA and Potential Traffic Performance

This set of estimates assumes that vehicular volume for ML is the same as the No Build. This is very conservative because in reality express buses will go from Waikele to Iwilei in 15 minutes.

	2003 Existing	2030 No Build	2030 ML wrong 2 lanes	2030 ML correct 2 lanes	2030 ML correct 3 lanes	2030 Rail (20)
H-1 Fwy	1.15	1.90	1.94	**1.76**	**1.50**	1.81
H-1 Fwy (HOV)	0.84	1.59	1.46	**0.96**	**0.96**	1.44
H-1 Fwy (Zipper)	0.89	1.29	NA	**0.85**	**0.85**	1.18
Moanalua Rd	0.97	0.60	0.57	0.57	0.57	**0.50**
Kamehameha Hwy	0.86	1.01	0.90	**0.90**	**0.90**	**0.89**
Managed Lane	NA	NA	0.79	**0.86**	**0.86**	NA

This set of estimates assumes that express buses will carry the same amount of passengers as the relatively slow and short 20 mile rail option. This is still conservative.

	2003 Existing	2030 No Build	2030 ML wrong 2 lanes	2030 ML correct 2 lanes	2030 ML correct 3 lanes	2030 Rail (20)
H-1 Fwy	1.15	1.90	1.94	**1.55**	**1.29**	1.81
H-1 Fwy (HOV)	0.84	1.59	1.46	**0.96**	**0.96**	1.44
H-1 Fwy (Zipper)	0.89	1.29	NA	**0.85**	**0.85**	1.18
Moanalua Rd	0.97	0.60	0.57	0.57	0.57	**0.50**
Kamehameha Hwy	0.86	1.01	0.90	**0.90**	**0.90**	**0.89**
Managed Lane	NA	NA	0.79	**0.86**	**0.86**	NA

(*) Kalauao Stream Koko Head bound

Highlighted cells show best 2030 V/c ratio – lower ratio means less congestion.

ML provides the most traffic relief for the AA's highly optimistic 2030 growth rates.

With a 3-lane ML and good express buses, congestion in 2030 will be similar to 2003.

Columns without any highlighted cells contain data exactly as they appear in City's AA.

Engineered to fail: The City added a 2-lane ML and deleted the AM zipper, for a net addition of a single lane! (See Table 3-12.) This is shown above as "ML wrong". "ML correct" has the zipper lane restored.

Appendix 3.b: Detailed Traffic Volume-to-Capacity Rations for a Cross-Section in Aiea

SCREENLINE / FACILITY	Existing Conditions (2003) Facility Capacity (vph)	PB lanes	Observed Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Facility Capacity (vph)	2030 No Build Alternative Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound									
H-1 Fwy	9500	5	10960	1.15	F	9500	18049	1.90	F
H-1 Fwy (HOV) 1	1900	1	1600	0.84	D	1900	3014	1.59	F
H-1 Fwy (Zipper) 1	1900	1	1700	0.89	D	1900	2444	1.29	F
Moanalua Rd	1700		1650	0.97	E	1700	1018	0.60	B
Kamehameha Hwy	3450		2960	0.86	D	3450	3498	1.01	F
Managed Lane	4400	0	NA	NA	NA	2200	NA	NA	NA
Total General Purpose Traffic	14650		15570	1.06	F	14650	22565	1.54	F
Total HOV Traffic	3800		3300	0.87	D	3800	5458	1.44	F
Total Managed Lane Traffic	NA	7	NA	NA	NA	2200	NA	NA	NA
		correct					28023		

SCREENLINE / FACILITY	2030 Managed Lane Alternative: Two-direction Option Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	Reversible Option Forecast Volume (vph)	DIFF	PB lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound								
H-1 Fwy	18327	1.93	F	18419	370	5	1.94	F
H-1 Fwy (HOV) 1	2882	1.52	F	2769	-245	1	1.46	F
H-1 Fwy (Zipper) 1	1677	0.88	D	NA	0	0	NA	NA
Moanalua Rd	918	0.54	A	966	-52		0.57	A
Kamehameha Hwy	3226	0.94	E	3121	-377		0.90	E
Managed Lane	1769	0.80	D	3457	0	2	0.79	C2
Total General Purpose Traffic	22471	1.39	F	22507			1.39	F
Total HOV Traffic	4559	1.20	F	2769			1.46	F
Total Managed Lane Traffic	1769	0.80	D	3457		8	0.79	C2
	28799			28732	wrong, should be 9			

SCREENLINE / FACILITY	CORRECTED Reversible Option (2 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service	R20 option Forecast Volume (vph)	Volume/ Capacity Ratio	CORRECTED Reversible Option (3 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound										
H-1 Fwy	16695	5	1.76	10% better than PB	17209	1.81	14225	5	1.50	
H-1 Fwy (HOV) 1	1828	1	0.96	34% better than PB	2740	1.44	1828	1	0.96	
H-1 Fwy (Zipper) 1	1613	1	0.85	PB mysteriously deleted zipp	2241	1.18	1613	1	0.85	
Moanalua Rd	966		0.57	– Same as PB	853	0.50	966		0.57	
Kamehameha Hwy	3121		0.90	– Same as PB	3059	0.89	3121		0.90	
Managed Lane	3800	2	0.86	– Same as PB	NA	NA	6270	3	0.86	
Total General Purpose Traffic	20782				21120	1.31	18312			
Total HOV Traffic	3441				4980	1.31	3441			
Total Managed Lane Traffic	3800	9			NA	NA	6270	10		
	28023	correct					28023	correct		

Identical totals – although the reversible ML will carry many more people and a smaller number of vehicles (lower traffic volume)

SCREENLINE / FACILITY	Existing Conditions (2003) Facility Capacity (vph)	PB lanes	Observed Volume (vph)	Volume/ Capacity Ratio	Level of Service	2030 Facility Capacity (vph)	2030 No Build Alternative Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound									
H-1 Fwy	9500	5	10960	1.15	F	9500	18049	1.90	F
H-1 Fwy (HOV) 1	1900	1	1600	0.84	D	1900	3014	1.59	F
H-1 Fwy (Zipper) 1	1900	1	1700	0.89	D	1900	2444	1.29	F
Moanalua Rd	1700		1650	0.97	E	1700	1018	0.60	B
Kamehameha Hwy	3450		2960	0.86	D	3450	3498	1.01	F
Managed Lane	4400	0	NA	NA	NA	2200	NA	NA	NA
Total General Purpose Traffic	14650		15570	1.06	F	14650	22565	1.54	F
Total HOV Traffic	3800		3300	0.87	D	3800	5458	1.44	F
Total Managed Lane Traffic	NA	7	NA	NA	NA	2200	NA	NA	NA
		correct					28023		

SCREENLINE / FACILITY	2030 Managed Lane Alternative: Two-direction Option Forecast Volume (vph)	Volume/ Capacity Ratio	Level of Service	Reversible Option Forecast Volume (vph)	DIFF	PB lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound								
H-1 Fwy	18327	1.93	F	18419	370	5	1.94	F
H-1 Fwy (HOV) 1	2882	1.52	F	2769	-245	1	1.46	F
H-1 Fwy (Zipper) 1	1677	0.88	D	NA	0	0	NA	NA
Moanalua Rd	918	0.54	A	966	-52		0.57	A
Kamehameha Hwy	3226	0.94	E	3121	-377		0.90	E
Managed Lane	1769	0.80	D	3457	0	2	0.79	C2
Total General Purpose Traffic	22471	1.39	F	22507			1.39	F
Total HOV Traffic	4559	1.20	F	2769			1.46	F
Total Managed Lane Traffic	1769	0.80	D	3457		8	0.79	C2
	28799			28732	wrong, should be 9			

SCREENLINE / FACILITY	CORRECTED Reversible Option (2 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service	R20 option Forecast Volume (vph)	Volume/ Capacity Ratio	CORRECTED Reversible Option (3 lanes) Forecast Volume (vph)	correct lanes	Volume/ Capacity Ratio	Level of Service
Kalauao Stream Koko Head bound										
H-1 Fwy	14772	5	1.55	10% better than PB	17209	1.81	12302	5	1.29	
H-1 Fwy (HOV) 1	1828	1	0.96	34% better than PB	2740	1.44	1828	1	0.96	
H-1 Fwy (Zipper) 1	1613	1	0.85	PB mysteriously deleted zipp	2241	1.18	1613	1	0.85	
Moanalua Rd	966		0.57	– Same as PB	853	0.50	966		0.57	
Kamehameha Hwy	3121		0.90	– Same as PB	3059	0.89	3121		0.90	
Managed Lane	3800	2	0.86	– Same as PB	NA	NA	6270	3	0.86	
Total General Purpose Traffic	18859				21120	1.31	16389			
Total HOV Traffic	3441				4980	1.31	3441			
Total Managed Lane Traffic	3800	9			NA	NA	6270	10		
	26100	correct			26100.00		26100	correct		

-----Original Message-----
From: Pam Smith <pamsmith@hawaii.rr.com>
To: Kaku, Melvin N <mkaku@honolulu.gov>
Sent: Tue Apr 10 15:56:59 2007
Subject: testimony regarding the scoping process

I am submitting this as testimony for the scoping process going on right now.

Concerning the process of determining the best alternative for transportation on Oahu, my fellow area residents and I have been

disenfranchised from the discussion

I have only received after the fact glossy pieces from the city transportation department. No meetings were held in my area although we are the ones this transportation system is supposed to serve. Even my neighborhood board has not held any committee meetings to discuss this issue and to allow the community to provide an input.

The mayor and his administration has made sure that they hold meetings only in places where the people who attend will be receptive to the fixed guide way system he has touted.

It hasn't been fair and I am outraged that I have not been allowed to participate.

Pam Smith

91-321 Pupu Place

Ewa Beach, Hi 96706

398-5556

April 10, 2007

From: EArakaki
To: Melvin N Kaku
Sent: Apr 11, 2007 3:50 PM
Subject: Testimony re; Transportation hearings process

April 10, 2007
I would like to submit this testimony for the scoping concerning the process that was used for determining the fixed guide way as the preferred alternative for the city and county of Honolulu.

I have been an Ewa Beach resident for over 60 years. Our transportation problems began in the mid 1990's as new construction in the Haseko and Gentry developments brought in thousands more people without concurrent road or transportation improvements. Still, with the preferred alternative of a fixed guide way, the city's own analysis says we will not have any traffic relief, in fact the city's analysis says traffic congestion will get worse with the fixed guide way.

Additionally, there were no meetings held in Ewa Beach to determine what our opinion was on the project. The meetings were held in Kapolei that will get a station, the city didn't hold meetings in Ewa Beach because they knew it would be negative. Holding the meetings in Kapolei is like opening a free bar for a bunch of alcoholics, you're gonna get a big crowd and they're all gonna be for whatever the city says. I and all the other residents of Ewa Beach were left out of the process conducted by the city to determine not only the preferred alternative but whether or not we wanted something that we have to drive 5 miles through heavy traffic to use that is not going to reduce traffic congestion.

It's not been a fair process.

Earl Arakaki
91-030 Amio St.,
Ewa Beach, H.I.
96706
phone (808) 689-3400

-----Original Message-----
From: James Quimby [mailto:jquimby@steadfast-hawaii.org]
Sent: Monday, April 09, 2007 1:06 PM
To: Kaku, Melvin N; Donna.Turchie@fta.dot.gov
Subject: Honolulu High Capacity Transit Corridor Project

Dear Folks:

I am writing this letter to protest the procedure used to "sell" the rail transit system to the the citizens of Honolulu. At no time during this process was a fair debate allowed between proponents and opponents. Ideally there should have been a televised debate or at least a radio debate. In my opinion, the proponents were aftraid to face a truly informed public.

Secondly, there was never a PROPER discusssion on the cost of the project. None of the public meeting showed cost figures. Nor did it show what type of system we would have or what we are paying for. This entire process was FLAWED and should not be allowed to continue. Also, there was never a discusssion of alternatives to a rail system.

Finally, the route itself that is suppossedly approved is a joke. There seems to be a desire by the politicians to have this system in spite of the route. How could any system leave out the Airport and the University of Hawaii? This makes absolutely no sense at all!. Thank you for your time.

Sincerely,

Jim Quimby
2945 Haawale Place
Honolulu, HI 96822

Mr. Alan S Lloyd
383 Kaelepulu Drive Apt. B
Kailua, HI 96734

TO: DEPARTMENT OF TRANSPORTATION SERVICES
CITY + COUNTY OF HONOLULU

SUBJECT: EIS FOR HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT.

THANKYOU FOR THIS OPPORTUNITY TO COMMENT ON THE SUBJECT EIS ON THE SUBJECT "FIXED GUIDEWAY" AND A "MANAGED (TRAFFIC) LANES ALTERNATIVE" FOR THE H-1 CORRIDOR BETWEEN WAIPAHU AND DOWNTOWN HONOLULU.

NEED: THE H-1 IN THE WAIPAHU TO HONOLULU CORRIDOR IS TERRIBLY CONGESTED.

OPTIONS: INSTALL A "FIXED GUIDEWAY" (RAIL SYSTEM) AND/OR A "MANAGED LANES" ALTERNATIVE.

BASED ON WELL DOCUMENTED MAINLAND EXPERIENCE, THE FIXED GUIDEWAY ALTERNATIVE MAY BE ABLE TO HANDLE INCREASED FUTURE COMMUTER TRAFFIC BUT WILL NOT IMPROVE THE EXISTING OR FUTURE CONGESTION ON THE H-1. THE ADDITION OF 2 OR 3 REVERSABLE "MANAGED LANES" WILL REDUCE EXISTING AND FUTURE TRAFFIC CONGESTION ON THE H-1, BE FAR MORE FLEXIBLE AND PROVIDE AN ALTERNATE ROUTE WHENEVER THE H-1 IS SHUT DOWN FOR FOUR HOURS FOLLOWING TRAFFIC ACCIDENTS.

ACCORDINGLY - THE EIS RELATED TO THE "MANAGED LANES ALTERNATIVE" MUST BE GIVEN A FAIR AND EQUALLY DOCUMENTED REVIEW AND EVALUATION.

NOTE: PARKING ON THE HONOLULU END OF THE "MANAGED LANES ALTERNATIVE" FOR THE ADDITIONAL TRAFFIC WILL BE PROVIDED (BY BUILDING CODE) BY THE PRIVATELY OWNED DESTINATION FACILITIES. (OFFICE BLDGS, SHOPPING CENTERS, ETC.)

THANKYOU, Alan S. Lloyd, LICENSED PROF. ENGINEER
PHONE/FAX 808-261-7064

TPD-

TO: DEPARTMENT OF TRANSPORTATION SERVICES
City and County of Honolulu
650 South King Street, 3RD Floor
Honolulu, HI 96813

COMMENTS ON HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

COST: Why do you want to spend billions of dollars to build a monstrosity that even you admit will not ease traffic congestion? The route that was chosen is not going anywhere and will not do anything nor serve the public good. What a WASTE of our TAX dollars!!!

The City has to or wants to hire additional staff for this project. More tax dollars needed. How much will the acquisitions of right of way cost? How many people and businesses will be displaced? What about property for the train yard and maintenance yard? How do we finance operating and maintenance? What is the true cost of this white elephant?

ENERGY COST: What will it cost to run the trains? If it is run by electricity, will the community be shortchanged? Judging by some of the incidents that have happened, we have problems during maintenance. What will power the trains and stations when we have blackout situations?

SAVE TIME? How can you claim that it will give people quality of life because it will save time? One has to wait to catch a bus to get to the train station; then wait for the train, then wait to catch another bus to get to one's destination. What a WASTE of TIME!!!

QUALITY OF LIFE. Imagine our quality of life if our sewer system goes bad. The last City Council that voted down the train knew our sewer system needed an overhaul costing couple of billion dollars. And what has been done about it since then? We got the case of the Ala Wai. When is our City administration going to wake up? PHEW! The smell of WASTE will be overwhelming, not to mention how unhealthy it will be if something is not done and soon.

TRAIN STATIONS: Understand that some of the stations will be between 3 to 5 stories high. Aesthetically it is unfriendly. Then, all we need is an earthquake to undermine the structures and render the trains useless.

Are all our roadway lanes going to be intact? It will be a great disserve to the public that in order to build the structures, you are going to take away any roadway lanes. This is a NO, NO!!

Do not underestimate the problems at train stations. You know that they have to be handicap accessible and that means elevators. (Here is a tremendous maintenance cost) Have you not studied the problems of the homeless, the criminals and all things negative at other train stations? Let us not put these things under the rug. I recall being advised not to go to certain train stations in San Francisco in broad daylight.

You and I know that there are many ways to ease the traffic, if only they will be tried before spending monies that we do not have and cannot afford.

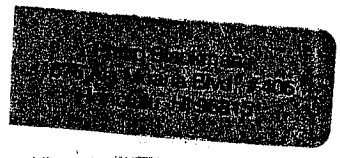
Mahalo
Ruth Nakasone

Ruth Nakasone
2216 Apoepoe St.
Pearl City HI 96782

07 APR 13 A8:34
RECEIVED

1- 004092

DEPARTMENT OF TRANSPORTATION SERVICES
ATTN: Honolulu High-Capacity Transit Corridor Project
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii, 96815



Scooping Comments, 13 April 2007
From Prof. Philip Blackman, 1676 AlAmoana Blvd. #406, Honolulu, Hawaii, 96815 9413901 phil@aloha.net

The scooping recommendations are offered to repair errors and omissions within the alternatives analysis so far, and to add for public and government guidance, key pieces of information hidden or not sufficiently considered.

FTA asks that the scope directly address the stated transportation problem in the corridor. The identification of promising alternatives entails an understanding of the underlying causes of the problems in the corridor, and the potential of particular types of transportation investments to solving those problems.

CONGESTION:
The local transportation problem is congestion. The congestion is based on the below average miles of road per person, road maintenance deficiencies, non-implementation of available technology improvements, and policies reflecting the popularity of cars without balancing policies rewarding more productive use of vehicles. The "problem" needs objective, measurable definition within the scooping document with current accurate data and well-defined methodology supporting "projections" and "estimates".

PUBLIC TRANSPORTATION:
The scoping must clearly define "public transportation". Its principle characteristic is a subsidized service. What it contributes is generally speaking, a service that the user does not see valuable enough to willingly pay the actual cost. This contrasts, for example, with users of taxies that pay a fee that does cover costs and allows a company and its employees to sustain the service and their livelihood.

FIXED GUIDEWAY:
The fixed guideway as a rail system must be defined within the scooping document as strictly a 'public transportation" component, and an adjunct to its parent, and necessary infrastructure, TheBus. Accordingly the scooping must give a very candid and illuminating picture of the existing bus system. This includes ridership by route, time of day, production/destination, etc. as in the Dec. 2006 ridership survey. Projections of these rider "habits" and statistics need to be projected along side of "guideway rail projections". Currently the degree of subsidy can be magically shifted to TheBus and away from rail to improve the apparent, yet not truthful, "productivity" of rail. Additionally more detailed cost/use/load factor data of bus operations must be included to clearly illustrate the reality of near empty busses consuming energy and costs currently camouflaged by "averages". How likely is it that the projected train every three minute going to and from the University starting at 6AM will be anything but an energy hog for most trips.

VEHICLE TYPES AND NECESSITY:
The scoping process must clearly define the vehicular traffic that must use the road system, or is a hands down better alternative for mobility than public transport. Thus a mom scheduling several errands to include dropping off kids, picking up groceries, shopping, and a doctor's appointment, is a vehicle use that makes more sense than using public transport. The government vehicle, cement truck, or plumber's utility truck similarly represents a "constituency" that deserves to have a well-run and adequate road system. The scooping should include these vehicle counts and their "road demand" needs. Parking policy, such as subsidies to government employees driving to work, must be identified within the scope. The scooping should allow a citizen to make a judgment. How does the study present the implied choices when technology offers a four-passenger hybrid of 42mpg with totally flexible schedule and route, as compared to a bus choice on fixed route and schedule that carries up to 36 passengers at 3mpg..

HOT and SMART:
Elevated guideway and added lanes and HOV policy using transducer identification and capacity pricing have excellent potential when designed to work, rather than poorly designed to act only as a strawman for failure. Designing capitol assets that support both public transportation AND road dependent veicles is an obvious plus.

Hope this is helpful, and that the processes by which you acknowledge these suggestions and promulgate the new scooping document honor the significant effort by a concerned constituency to help you serve better the needs of Hawaii's citizens and visitors. MAHALO.

TP 203533

Tom Dinell, FAICP
3694 Kawelolani Place
Honolulu, Hawaii 96816-3304

Phone: 808-734-8102 Fax: 808-735-7686 e-mail: dinell@hawaii.rr.com

April 11, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street, Third Floor
Honolulu, Hawaii, 96813
Attn: Honolulu High Capacity Transit Corridor Project

FAX: 808-523-4730

Dear Honolulu High Capacity Transit Corridor Project Team:

This letter is in response to your invitation to members of the public to submit comments relating to the scoping process in general and to "the alternatives, including the technologies, to be evaluated" in particular.by April 13, 2007.

There was a major gap in the city's November 1, 2006, Alternatives Analysis Report on rapid transit options for Oahu: It did not examine a possible high-speed bus system that could run on the same kind of exclusive right of way now being proposed for the fixed guideway rail system.

Some very preliminary mention of this possibility was raised in December when the City Council adopted the final version of Bill 79 — the measure approving a fixed guideway for rail or buses. The bus option, however, merits more than cursory consideration.

The basic choices set forth in the Alternatives Analysis were: no-build; transportation system management; managed lane (that is, a two-lane, grade-separated highway viaduct); and fixed guideway. The latter is based on multi-car trains, about 175- to 200-feet long, with each train able to carry 300 passengers.

What I am terming the "high-speed bus" is not examined in the Alternatives Analysis, nor is it included among a short list of options in that document

that were considered but rejected. No reason was given for not analyzing the High Speed Bus or a similar approach in either the Alternatives Analysis or in the Alternatives Screening Memo issued last October. This omission should not stand; with the wealth of data already collected, a relatively quick professional analysis is possible.

The Mayor's announcement this past January that he is ready to proceed with a $3.8 billion rail line from East Kapolei to Ala Moana Center (see Honolulu Star Bulletin, January 31, 2007) only adds to the urgency of scrutinizing the one other significant alternative not previously examined, namely, the High Speed Bus using the same exclusive right of way as the rail system. When one expends $3.8 billion, one wants to be as certain as possible that the very best choice has been made.

The High Speed Bus would be very different than the Harris Administration's BRT proposal, which in its In-Town portion had buses traveling on city streets and in many cases taking lanes away from ordinary traffic, and in its Regional segment utilizing H-1 for part of its route.

Rather, a High Speed Bus would operate along the same alignment designated for the fixed guideway alternative, beginning in the Kapolei/Kalaeloa area and terminating at Ala Moana Center (the 20-mile option) or at the University of Hawaii at Manoa (the 28-mile option).

This alignment would need to be modified so as to provide five or six access and egress ramps at the end points and along the way to allow articulated buses to enter and depart the exclusive right of way. This restricted roadway would run overhead, just as is proposed for the fixed guideway transit system.

Vehicles in such a system would be articulated or similar high capacity buses. The roadway would be similar to a highway, but for the exclusive use of regularly scheduled transit buses and emergency vehicles. There would be stations along the way, just as with the rail line.

What would be some of the advantages of the High Speed Bus?

- The High Speed Bus would significantly reduce the number of times the majority of passengers would have to change from one mode of transportation to another. Every time people have to shift from bus to train or from car to train or from bus to bus, some decide they would just rather stay in their cars. Overall, this system would likely attract more passengers than would rail, though this again is a matter to be examined and documented.

- Articulated buses would provide people living in communities not located along the exclusive right of way (e.g., Mililani, Waianae) with access to that right of way without having to make an additional shift from one vehicle to another.

- While each High Speed Bus vehicle would carry fewer passengers than a multi-car train, the frequency with which such articulated buses would arrive and depart would be significantly greater than for trains.

- The High Speed Bus system would allow modification in routes accessing the exclusive right of way as demand changes in the future. Such changes will occur due to new residential, commercial, and light industrial developments in areas such as `Ewa or Central O`ahu.

- A High Speed Bus provides the same kind of opportunities for transit-oriented development around selected stations as would the rail line.

- Travel by High Speed Bus vehicles along the exclusive right of way would probably be just as fast as by rail, since the spacing between stations will be relatively short and therefore trains will not be able to run at high speeds, one of the usual advantages of that mode of transport.

- If there is a vehicle breakdown, then the High Speed Bus system can continue to operate with minimum delay, unlike a rail system -- unless an elaborate network of switches, signals, and sidetracks is provided along the fixed guideway.

- The system may cost less to build than the proposed rail system and is likely to cost less to operate, taking into account all aspects, including maintenance and replacement, again matters that need to be documented.

- The exclusive right of way would vastly reduce the time it takes emergency vehicles to reach Honolulu from outlying districts, and vice versa, probably saving several lives each year.

What might be some of the disadvantages of the High Speed Bus?

- The High Speed Bus would require more drivers than a fully- or partially automated rail system.

- Building the necessary five or six entrance and exit ramps is likely to result in some dislocation of vehicle traffic around the ramps.

- Buses, even articulated hybrid vehicles, are unlikely at this time to be as energy-efficient or as quiet as trains on a fixed guideway, though this remains to be documented. One point to consider, however, is that buses are replaced every 10 to 12 years, thus allowing the City to take advantage of a range of technological improvements at frequent intervals. The same possibility does not hold true for trains.

- The roadway may need to be somewhat wider than the proposed fixed guideway and some high usage stations, e.g., downtown, Ala Moana, somewhat larger, though, again, these aspects need to be examined and documented.

- Unless there is a binding and enforceable commitment from the very start to keep all vehicles except regularly scheduled buses and emergency apparatus off the right of way, there could be unwelcome operational problems and undesirable consequences. The political pressure to allow this or that class of vehicles to use the right of way will be great, which is why it is important that such options be banned from Day One.

- It may or may not be a "disadvantage," but buses, even deluxe buses, are seldom as glamorous as trains.

Perhaps the High Speed Buses could be partially funded from federal sources other than the Federal Transit Administration's New Start program and with less time delay.

An article in the August 2006 Metro Magazine, written by Cliff Henke, a senior analyst at Parsons Brinckerhoff, notes that Jeff Boothe, head of the New Starts Working Group, has stated that the New Starts evaluation process now takes more than 100 months and shows signs of lengthening.

I would strongly urge you to request the highly respected consultant firm, Parsons Brinckerhoff, to run an analysis of the High Speed Bus concept. This option should be compared to a fixed rail transit line in regard to total travel time, number of passengers served, construction and operational costs, environmental impacts, availability and timeliness of federal funds, social consequences, and other similar aspects.

This additional analysis should not take long, because Parsons Brinckerhoff already has much of the required information in hand, including data on the two alternative routes.

Neither you nor I know at this point whether the High Speed Bus is a better or worse option than the proposed fixed guideway rail system. Only when we have the necessary professional analysis available will you be able to recommend the best decision for the people of Honolulu.

I trust you will find these comments about the missing alternative helpful as you proceed in your work.

aloha,

Tom Dinell

Tom Dinell, FAICP

TP 4/07-204000

April 12, 2007

Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

APR 13 3 16 PM '07
DTS
TRANS PLANNING

Re: Honolulu High-Capacity Transit Corridor Project Scoping

I recommend that the following issues be addressed in the Draft EIS(DEIS).

Traffic Congestion. The City's Alterative Analysis (AA) Study stated that the level of service (LOS) is now F on our highways in the main corridor and will be a LOS F with a mass transit alterative in 2030. Since the Federal Department of Transportation (FDOT) is now emphasizing reducing traffic congestion as one of its transportation goals, the DEIS should demonstrate this in the following concerns.

1. **Travel time:** This time should be measured from home to work place from different areas for both the transit alterative and the highway vehicles in 2005 and 2030. DEIS should consider the impact on commercial and emergency vehicles travel time between 2005 and 2030.
2. **Economics:** The DEIS should provide financial comparison between the proposed transit and the vehicle traffic in regard to travel time.Also, the assumptions for these comparisons should be spelled out. The economics is important since it effects our cost of living in Honolulu which was 5.9% in 2006 according to the Federal Government.
3. **Resources:** Comparisons should be made between the amount and cost of resources to power the transit and vehicles in 2005 and 2030. For vehicles, this might be complicated because in the next 23 years vehicles will be improved and they might be using the same source of power as the transit, that is electricity.

Greenhouse Gases. DEIS should begin to include consideration of reducing greenhouse gases in the city. According to the City's AA study, congestion will only get worse than it was in 2005 and the City is proposing to build a new transit facility which will be a new source of emissions. Higher density buildings are being proposed around transit stations which will increase greenhouse emissions. This DEIS should consider greenhouse emissions resulting from total transportation corridor since we are part of the global warming situation.

Project Costs: The State DBEDT stated that high-rise construction cost had a 9.1% increased from 2005 to 2006. The U.S. dollar has been falling in value since 2006 and will continue to fall. Honolulu's 2006 cost of living was 5.9% increase. Since the stated project costs were given in 2006 prices and the final project bids will be made in 2009, these bids will be much higher because of inflation and devaluation of the dollar, especially for foreign firms. The maintenance cost of the total transit system shown also be shown in the DEIS that take into account of inflation and dollar

devaluation. The DEIS should state the assumptions that are behind the projected project and maintenance costs so that the DEIS readers can truly evaluate information.

Revenues: Melvin N. Kaku, in his 2/22/07 memorandum (MM,34) to Mary P.Waterhouse, stated the following farebox recovery ratios.

	Revenue	Expenditures	Farebox Recovery Ratio
FY2006(actual)	$40,119,507	$137,280,444	29.22%
FY2007(est.)	$41,500,000	$142,936,673	29.03%
FY2008(est.)	$42,500,000	$156,199,242	27.21%

We can see from this memo as the farebox recovery ratio goes down, there will be a time that the fares will be rise. Deis should state this fact. The revenue and expenditures figures in the DEIS should reflect inflation and dollar devaluation during the stated time period. Like the project costs figures, the assumptions for the above figures should be given in the DEIS. Just stating the revenue and expenditure figures are not enough, the assumptions are necessary for DEIS reader evaluation.

Ridership: DEIS should show the total system riders, fixed guideway and bus riders, and the individual station users. Since one fare will gey a person from the bus to the fixed guideway to a bus, bus to a ferry to a bus, or bus alone, how can the DEIS readers determine that there is not double counting in the ridership numbers.

Bus Vs Rail: Since the City Council only approved the concept, **Fixed Guideway**, they let the door open for either bus or rail. Using pull out at each station will allow buses behind to pass a bus at the station, thus buses will have quicker travel time than trains. Also, buses can be built in the U.S. The DEIS should analzye both bus and train comparing their social, economic and environmental aspects. Buses should enter and exit at the beginning and end of the system.

Congestion Pricing: The City and County has the authority to place tolls on City highways and streets by HRS 46-1.5 (19)(d). The FDOT encouraging tolling to reduce traffic congestion and is funding cities to study this method as a way to cut congestion. Congestion pricing should be included in the DEIS.

Thank you for giving me this opportunity to comment.

Charles Carole

Charles Carole
1310 Heulu St. #1002
Honolulu, HI 96822
531-2503
chcarole@hotmail.com

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings.

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local governmental agencies and Native Hawaiian organizations, to comment on the project's purpose and need, the alternatives to be considered in the EIS, and the impacts to be evaluated. During the scoping process, comments on the proposed statement of purpose and need should address its completeness and adequacy. Comments on the alternatives should propose alternatives that would satisfy the purpose and need at less cost or with greater effectiveness or less environmental or community impact and were not previously studied and eliminated for good cause. At this time, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to the court reporter who will record them for the record or use this form to provide written comments. After the meeting, you may provide an on-line comment at www.honolulutransit.org or use this form to send a written comment to the Department of Transportation Services.

Name: Susan Chamberlain Address: 3045 Ala Napuaa Place, 1613

Phone: 836-5858 Honolulu 96818

E-mail: chamberlainsusan@yahoo.com

Comments:

In my opinion the following questions have not yet been answered satisfactorily. The questions highlight safety and quality of life concerns important to local and military residents situated close to the Salt Lake Blvd mass transit corridor. I do believe that these questions should have been answered prior to the City Council's "decision" on the Salt Lake Blvd route, but note that it's better late than never.

1. Exactly how much right of way will be required by the Salt Lake Blvd route to provide adequate access by machinery required to service malfunctioning train cars? Two tracks or one? Do you plan to allow at least as much protection on each side of the track as Amtrak does for safety purposes?
2. Do you plan to condemn any property abutting that route? If so, how much and where?
3. How much of a grade is involved at various points along Salt Lake Blvd, and how many decibels of noise will be generated by the trains?
4. Everyone seems to be hoping for the best, but we must prepare for the worst. So, what kind of protection do you plan to provide for residents in closely abutting residences against unimaginable yet all-too-real catastrophic accidents? Do you plan to condemn the new military housing on the makai side of Salt Lake Blvd and/or the largely owner-occupied condominiums on the mauka side? If a decision re condemnation has already been made, you should so admit now.
5. How high off the ground will the station at the nearly inaccessible Ala Nioi be, and how much real estate will be required? Do you plan to condemn more property around the station for parking?
6. Would not additional newly built buses produce less negative impact on the physical, social and spiritual environment, and the taxpayers' pocketbook?
7. What else in the way of consequences of the Council "decision" have you not publicized?

TP 203153

The Hayakawas

1330 Ala Moana Blvd.• No. 3901
Honolulu • HI 96814-4244

April 5, 2007

Department of Transportation Services
City and County of Honolulu
Attn: Honolulu High-Capacity Transit Corridor Project
650 South King Street, 3rd Floor
Honolulu, HI 96813

APR 10 12 57 PM '07
DTS
TRANS PLANNING

RE: Honolulu Fixed Track Mass Transit

Dear Sir/Madam:

This letter is to express our following concerns on the Mass Transit System, which was approved by City and County Council in late February, as Ala Moana residents and as local taxpayers.

CONCERNS OF ALA MOANA RESIDENTS

A part of the proposed Mass Transit route in Ala Moana goes from Ward Ave. to Kona Street then to Ala Mona Center. This part of the route is of great concerns to those residing in the complex of five condominium high rises, consisting of Nauru Tower, Ala Moana, Hawi'iki, Ko'olani, and Hokua (the combined sum of residential units in the complex is well over 1,000). Kona Street is located virtually next to this complex.

We believe that the above stated part of the proposed route causes serious deterioration in our quiet residential atmosphere, congested local traffics, and impaired views around here. Photos taken recently are attached at the end of this letter for your understanding of our concerns.

CONCERNS OF LOCAL TAXPAYERS

The expected construction cost of the approved mass transit system is about $3.5 billion, requiring Federal Funding and revenues from 0.5% General Excise Tax Surcharge. Since the sum of Honolulu City & County revenues in the last fiscal year was about $1.4 billion, the construction cost is well over twice of the annual revenues. Future tax burdens of local residents is not clear at this time since costs for system operation, maintenance, and repairs are not available.

In views of the above concerns, we recommend as follows.

RECOMMENDATION

1. To change the proposed Mass Transit Route in Ala Mona that goes through Kona Street from Ward Ave. to an alternate route that goes through Kapiolani

Blvd. from Ward Ave., terminating at the intersection of Kapiolani Blvd. and Keeaumoku Street.

2. To place the alternate route, about 0.75 miles, in the underground

3. To provide us information on future tax burdens to local residents for bearing the costs of the operation, maintenance, and repairs of the Mass Transit System

Your consideration of the above would be appreciated greatly.

Respectfully Yours,

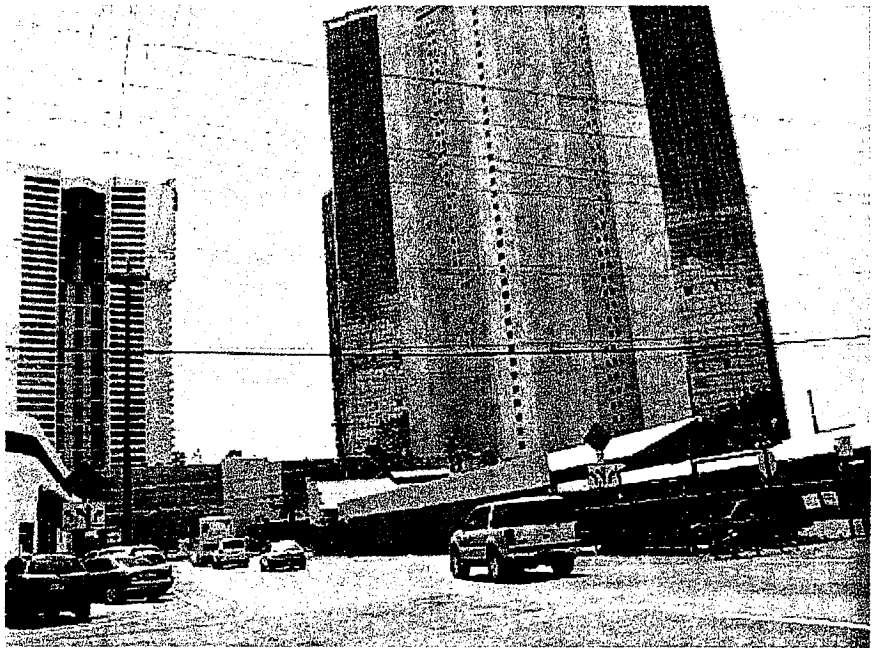
Kan-ichi Hayayakawa, Ph. D.
Professor Emeritus, Rutgers University

Setsuko Hayakawa, Esq.
Attorney at Law
State of New Jersey

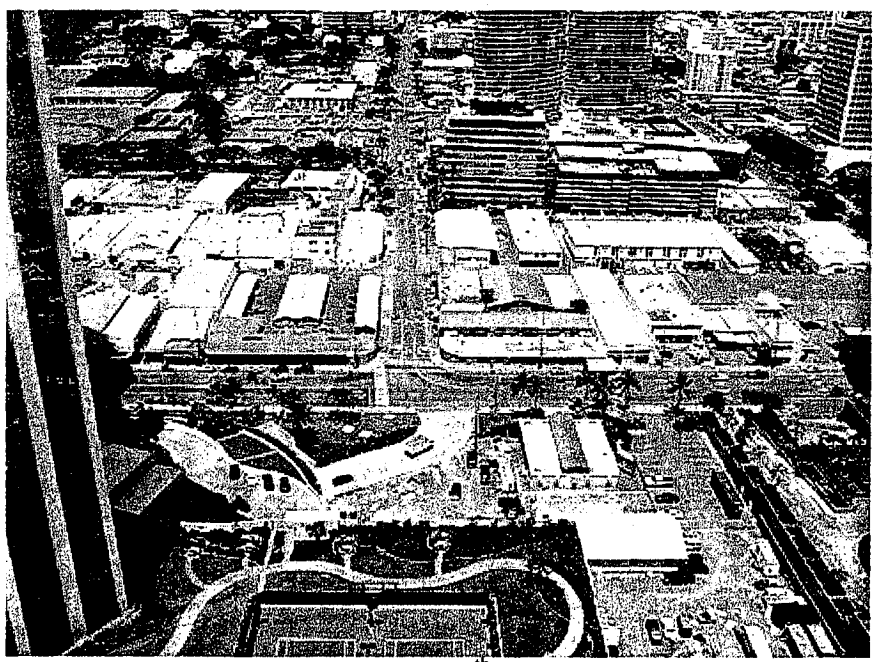
PS:

VIEWS AROUND A COMPLEX OF CONDOMINIUM HIGH-RISES IN ALA MOANA

View from the intersection of Kona and Pensacola, visible condominium high-rises being Hawai'iki, Ala Moana, and Nauru Tower (from left to right)



View from intersection of Kona and Pensacola, visible condominium high-rises being Nauru Tower and Ko'olani (from left to right). A small portion of Hokua is visible at the left edge of Ko'olani.



View looking North from our unit on the 39th floor in Nauru Tower. One straight street extending to the north, in the middle of the photo, is Pensacola. The first street crossing Pensacola is Waimanu, the second street is Kona, the third is Hokaka (one by mid-rise buildings), and the fourth is Kapiolani (a tree-lined street).

COMMENTS ON TRANSIT SCOPING MEETINGS

The following comments are provided on the mass transit project of the City and County of Honolulu, as presented through the media and public meetings. Any reference to the project in this comment sheet should be construed as "rail" rather than other potential uses for the fixed guideway.

Transit Support: Considerable criticism of both the concept of mass transit and the administration's handling of the project has been heard and read over the past year. From my perspective, the mayor and his staff, the Department of Transportation Services (DTS), and the Parsons Brinckerhoff (PB) analysts have done everything in a proper manner and have gone well beyond any "transparency" requirements to ensure that the public was well informed on the project and related issues. In contrast, many comments heard and letters and articles read indicate that some of our elected officials and many citizens are uninformed or pursuing specific agendas either opposing transit or promoting alternatives. The media generally accept these inputs without noting inaccuracies or identifying associations. Perhaps the project's public relations team needs to play a little "hard ball" in the future if the administration wants continued public support—which will be essential to counteract potential efforts to drop transit as elected officials change over the long term involved.

Locally Preferred Alternative (LPA): I fully support the 28-30 mile LPA as shown in the alternatives analysis (AA), including a spur into Waikiki. The opposition of the Waikiki community associations and its member of the City Council do not represent the best interests of all of the residents of O'ahu—and also do not represent the views of a number of Waikiki residents and people with jobs in the area with whom I have communicated. Even without an airport-to-Waikiki segment benefiting tourism, easy transit access to Waikiki will benefit businesses and enhance quality of life for many workers who keep the tourism "engine" operational. My personal reference for an LPA, as submitted early in the AA process, was for an additional seven or eight miles of guideway connecting the main line to Central O'ahu. The city should acknowledge the positive support given to transit from that area and indicate its desire to make that spur the first expansion of the LPA.

Minimum Operable Segment (MOS): My support of the airport alignment through Section III was given in written and oral testimony. Obviously, there was no choice but to accept routing via Salt Lake Boulevard if an MOS was to included in the "package" submitted for federal funding support. A member of the PB staff indicated that a composite alignment that also services the airport is still possible. Since the Salt Lake routing will require the guideway to go over the H-1 freeway at some point near Aloha Stadium, perhaps a composite alignment could keep it mauka of H-1 to the Aolele Street station, then cross over H-1 to connect to the main station for Salt Lake. This would eliminate the station near Kahuapaani Street; a larger park-and-ride lot is recommended for the Aloha Stadium station. Short of planning for two alignments through the airport and Salt Lake areas, a third station along Salt Lake Boulevard should be opposed. I also must reiterate my support for extending the west end of the MOS about 4,000 feet into

either Kalaeloa or a composite maintenance and rail yard that includes the Hawaiian Railway assets. Properties in the vicinity of Leeward Community College or along Farrington Highway sit on lands that are more valuable than that of Kalaeloa; better use can be made than a maintenance and storage yard in either of those areas. (Potential funding is addressed below.) Please consider the above for preliminary engineering.

Transit Service and Technology: Some form of express service is recommended for morning and evening rush hours, and occasional runs at other times. For the LPA, consider an express line with terminals only at Kapolei, UH-West O'ahu, Pearl City, downtown Honolulu, and the University of Hawaii (UH)-Manoa campus. Maximum speed for light rail is probably 50 miles per hour (mph); considering acceleration and deceleration between stops closely spaced, as on O'ahu, a 30 mph average speed may be the best that can be attained point-to-point. From West Kapolei to downtown Honolulu is about 20-23 miles, depending on the route selected. From the AA, it seems that stops between Kapolei and downtown will number between 16 and 20. Assuming an average speed of 30 mph and 30 seconds at each stop, the time from Kapolei to downtown will be between 48-56 minutes. Further assuming 15-20 minutes for either using a feeder system bus or driving to a park-and-ride rail terminal, another 3-6 minutes waiting for a train, and another 5-10 minutes walk to destination, the commute time from Kapolei becomes a minimum of 68 minutes and a maximum of 92 minutes. Extending the trip from downtown to UH-Manoa will add 9-10 stops and take about 15 minutes. These times are not conducive to luring people out of their privately owned vehicles (POVs) until the commute on the road becomes overwhelmingly unbearable—probably beyond year 2020.

There are two ways to address the time concerns: an express line or technology that delivers higher average speeds—or a (preferred) combination of both. Using a light rail express system will allow higher speeds point-to-point (perhaps even 45 mph). Time from Kapolei's western terminus to downtown along a 20-23 mile route will be 32-36 minutes, with the additional three miles to UH-Manoa adding 5-6 minutes (including the downtown stop). Conventional monorail does not appear to offer enough speed differential over light rail but magnetic levitation (maglev) intra-urban systems can reduce times considerably.

Maglev enhancements over the next few years should easily provide average speeds between stops approaching 100 mph. Using 60 mph will make the 20-23 mile—non-express—commute from Kapolei to downtown a trip of 28-31 minutes, with another 7-8 minutes to UH-Manoa. Applying the maglev technology to the above-mentioned express system (with 90 mph achieved due to less acceleration and deceleration) will result in a Kapolei-to-downtown commute of only 16 or 17 minutes, with three more minutes to UH-Manoa. A maglev express could change the West Kapolei-to-downtown full commute to a minimum of 38 minutes and a maximum of 52 minutes—home to office. Those times will definitely get people out of their POVs.

It is understood that an express will require additional guideway; however, a full third track is not necessary. At least one maglev system allows for track switching around stations. The additional costs incurred should—in the long run—increase ridership and,

therefore, fare collections. At the very least, an alternate "skip-stop" form of express service should be studied; however, true express is considered to be far superior.

The Guideway: During the past year, DTS and PB analysts mentioned the possibility of running the guideway at grade level in some areas of O'ahu, particularly in the open spaces of the Ewa Plain. These planners must drop that idea because no area within the high-capacity transit corridor will be rural by the year 2030. West Kapolei is already heavily urban, major housing, retail, and school developments are programmed in East Kapolei, and the Section I alignment through Kalaeloa is anticipated as a prime candidate for transit-oriented development. The guideway must remain elevated to avoid any negative impact on area roads or the possibility of train-vehicle accidents. A fully elevated guideway also allows for selection from multiple technologies. Even a small portion of the guideway at grade (perhaps through downtown) may force selection of light rail as the only acceptable form of technology.

I am aware that transit planners have—more or less—ruled out use of the guideway for some form of bus system. What they have not done satisfactorily, to date, is provide a detailed description of the differences between guideways supporting some form of rail or being used for buses. The larger size, greater "footprint," need for on-off ramps, and (resultant) increased costs to accommodate buses must be made clear to those still involved in the decision-making process as well as the general public.

System Power: Selection of rail technology could provide an impetus for alternative forms of energy used to generate the system's electricity. One form, for example, could be solar power from photovoltaic panels covering all transit stations, park-and-ride lots, and, perhaps, connected in series on the makai (i.e., sunny) side of the full length of the guideway. The use of alternative energy will not only be looked upon favorably by the Federal Transit Administration (FTA) and the Environmental Protection Agency but also help meet the governor's energy goals for the year 2020.

Following is some information collected on solar power: Each photovoltaic panel (5.3 x 2.9 feet) generates 165 watts. Assuming seven stations with 1,200 square feet of roof space each, solar power generated would be about 90 kilowatts (KW). Assuming three roofed park-and-ride lots of 250,000 square feet each, solar power generated would be about 8,050 KW. A single string of panels along the 20-mile MOS guideway would generate about 3,280 KW. Total solar power generating potential for the MOS would be 11,420 KW. Motor power ratings: Light Rail – 130-174 KW; Monorail – 750-1,500 Vdc primary power; and Maglev – 1,500 Vdc.

Funding: Most are aware of the money that will be generated from the surcharge on the general excise tax (GET) and federal funding support through Congress and the FTA. The mayor wants loans to expedite construction and also will pursue public-private partnerships. I am not privy to the recommendations made by the mayor's Transit Funding Advisory Committee; however, last year, I suggested a separate Oahu Power and Transit Authority (OPTA) to oversee system development, implementation, and operation. This body also could have selection and negotiation authority for the means of

powering the system. To make up the difference between fare receipts and operating costs, OPTA should be authorized to sell excess (solar generated) electric power to the Hawaiian Electric Company (HECO)—and purchase power from HECO as required.

Efforts to reduce or eliminate the state's ten percent cut of the GET surcharge (from House Bill 1309) were unsuccessful during the current session of the State Legislature. During testimony given on Senate Bill 930, which was held in committee, and House Bill 724, which passed but was not placed on a committee agenda when sent to the Senate, I perceived no support from the city or DTS. Perhaps an effort was made "behind the scenes" but, since the bills will reappear in the 2008 session, it is suggested that the city "go public" in an effort to add money to the special fund for transit. Elimination of the state's ten percent will add more than $300 million to that fund over the surcharge's life—a significant increase.

A World Class System (?): Is intra-urban maglev the best technology for O'ahu? Based on information made available to date, it is certainly competitive in terms of construction, operations, and maintenance costs; speeds, to include acceleration and deceleration; noise levels; and ability to support an express system. It also, to me, represents state-of-the-art technology that will attract not only commuting residents but also visitors interested in just "taking a ride." Presumably, maglev system developers will be as amenable as developers of other technologies to a public-private partnership.

A dynamic transit system also can help to make the "second city" of Kapolei something more than a typical suburban community. East Kapolei appears to be the last hope for developing something in Ewa that really resembles a downtown area of a major city—with a little difference, a portion with a college town atmosphere. With a little vision, the area around the transit station along the North-South Road between the UH-West O'ahu campus and the Ho'opili development can become a "destination." The concept referred to as "SmartGrowth" defines an area roughly a quarter mile in each direction from the center in which pedestrians can find virtually anything needed for living as well as entertainment. There are major "players" that would have to cooperate with the city and county as well as the state to create downtown Kapolei: the University of Hawaii; Hunt Building Corporation; D.R. Horton-Schuler; and the Department of Hawaiian Home Lands. These organizations can plan the college town on the west (UH) side of the road and the downtown to the east. It may not be the next Waikiki but it can be much more than the Aloha Tower Marketplace.

The "linchpin" for this concept would be a transit center (i.e., not just a station) with a huge park-and-ride lot. It could accommodate major retail and fast food outlets and other amenities, leaving the downtown area to entertainment venues (including live theater), specialty stores, and (indoor and outdoor) restaurants. The Ewa Plain and West Kapolei have accepted thousands of housing units, government offices, and (the inevitable) strip malls; it deserves a downtown East Kapolei as its quid pro quo.

Submitted by Frank Genadio
Telephone: 672-9170

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings.

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local governmental agencies and Native Hawaiian organizations, to comment on the project's purpose and need, the alternatives to be considered in the EIS, and the impacts to be evaluated. During the scoping process, comments on the proposed statement of purpose and need should address its completeness and adequacy. Comments on the alternatives should propose alternatives that would satisfy the purpose and need at less cost or with greater effectiveness or less environmental or community impact and were not previously studied and eliminated for good cause. At this time, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulutransit.org.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to the court reporter who will record them for the record or use this form to provide written comments. After the meeting, you may provide an on-line comment at www.honolulutransit.org or use this form to send a written comment to the Department of Transportation Services.

Name: Susan Chamberlain Address: 3045 Ala Napuaa Place, 1613

Phone: 836-5858 Honolulu 96818

E-mail: chamberlainsusan@yahoo.com

Comments:

In my opinion the following questions have not yet been answered satisfactorily. The questions highlight safety and quality of life concerns important to local and military residents situated close to the Salt Lake Blvd mass transit corridor. I do believe that these questions should have been answered prior to the City Council's "decision" on the Salt Lake Blvd route, but note that it's better late than never.

1. Exactly how much right of way will be required by the Salt Lake Blvd route to provide adequate access by machinery required to service malfunctioning train cars? Two tracks or one? Do you plan to allow at least as much protection on each side of the track as Amtrak does for safety purposes?
2. Do you plan to condemn any property abutting that route? If so, how much and where?
3. How much of a grade is involved at various points along Salt Lake Blvd, and how many decibels of noise will be generated by the trains?
4. Everyone seems to be hoping for the best, but we must prepare for the worst. So, what kind of protection do you plan to provide for residents in closely abutting residences against unimaginable yet all-too-real catastrophic accidents? Do you plan to condemn the new military housing on the makai side of Salt Lake Blvd and/or the largely owner-occupied condominiums on the mauka side? If a decision re condemnation has already been made, you should so admit now.
5. How high off the ground will the station at the nearly inaccessible Ala Nioi be, and how much real estate will be required? Do you plan to condemn more property around the station for parking?
6. Would not additional newly built buses produce less negative impact on the physical, social and spiritual environment, and the taxpayers' pocketbook?
7. What else in the way of consequences of the Council "decision" have you not publicized?

TRANSCRIPT OF VERBAL COMMENTS

MADE AT THE PUBLIC SCOPING MEETING

REGARDING THE ENVIRONMENTAL IMPACT STATEMENT

FOR THE HONOLULU HIGH-CAPACITY TRANSIT

CORRIDOR PROJECT

THURSDAY, MARCH 29, 2007

5:00 - 8:00 P.M.

MCKINLEY HIGH SCHOOL CAFETERIA

1039 SOUTH KING STREET

HONOLULU, HAWAII

BEFORE: SANDRA J. GRAN, CSR NO. 424

Registered Professional Reporter

RALPH ROSENBERG COURT REPORTERS, INC.

Wendell Lum
45-135 Lilipuna Road
Kaneohe, Hawaii 96744-3022

MR. LUM: My name is Wendell Lum, 45-135 Lilipuna Road, L-I-L-I-P-U-N-A, Road, Kaneohe. The Zip Code is 96744-3022.

I'm very familiar with Vancouver Sky Train. In fact, I provided information to the consultant. And I've been going to the website that was created by Bombardier, one of the primary contractors who built the Millennium Edition for the Vancouver Sky Train. In 1985 there was an Expo and the Expo line was created. And in the year 2000 construction was began on another extended line called the Millennium line for a distance of 12.6 miles at a cost of slightly under $800 million, and it included all the vehicles, maintenance, construction.

And that's the part where I have concern for the alternative being chosen. The Millennium line was very different from the Expo line. The Millennium line was a single column constructed with cars -- vehicles going both directions. In other words, if it was on this island, it would go east and west. And it was completed in two years. And for that Millennium line, it was built -- completed under

budget of $100 million. And I see the construction being put up faster. And the tools that they use, they can put up whole segments between columns, after the columns are put in, and put in the guide ways. And construction was done pretty rapid.

And the public had a chance to go on the website during that time, you know, 2000, 2002. That website was rapidtransit.bc.ca, but -- You still can get to the website, but then it's going to divert you to another system, another transportation system for the whole Vancouver Sky Train system.

And the system was done in two years, but the vehicles were made on the West Coast of Canada. And I'm assuming that the construction, if it was -- The construction was -- If we chose that manufacturer, hopefully, the same manufacturer -- Because I don't know how this bidding process of ours is going to be done. And I know there are experts in worldwide construction of transportation systems and airport and various kind of modes of transportation, not only a weight separated rail system. And I know they are based in Quebec, Canada, but there are plants not only in Quebec, but more in different parts of the world.

So I guess I can go on for quite a while, but I think going out and putting out to bid and choosing a manufacturer that has poor skills -- not poor skills, but

lack of skills and abilities -- I can see choosing a contractor that has a lot of skills or a big name that is well known in the transportation system worldwide. And I see subsidiaries and the local companies in Hawaii want to get on this thing and probably union labor, but I don't see it as a foundation or a significant funding that should be directed to local contractors. That's my opinion.

By the way, the vehicles in the Vancouver system in the Millennium line are driverless. There's no driver. And it uses -- it's very energy efficient and it's a very quiet system. It runs about approximately under 30 miles an hour, but close to that. It can go twice as fast, but just for the safety, I guess, it goes at a lower speed. And I know it uses very little electricity. And the maintenance --

There never has been any accidents in the Vancouver system. And that's an important part, I think. The City and County would want not to be held liable. And a company with a historical -- I don't know if the sky train system in Bangkok, maybe that's the same contractor, also, that built the system. I really don't know.

The Vancouver system was built in -- and the monies that I gave you of 700, approximately -- I think it was 760 million was in American dollars. So if you convert that to Canadian dollars, it's going to be about 1.2 million,

approximately.

That's all.

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RALPH ROSENBERG COURT REPORTERS, INC.

Ted Kanemori
46-066 Heeia Street
Kaneohe, Hawaii 96744-3647

MR. KANEMORI: My name is Ted Kanemori, K-A-N-E-M-O-R-I, 46-066 Heeia Street, Kaneohe, Hawaii 96744-3647.

I'm in favor of the transit system. It's just that I disagree with the way they're going about it. All of the council people agreed that it's not the best solution to go through Salt Lake and all of the council people have stated that it's being done for political reasons. Mayor Hannemann says, "That's not our first choice, but it is our second choice." With all this dissension, I don't see how they expect to garner support from the public in spending these huge amounts of money.

Secondly, I think that the system should begin between Waikiki and Ala Moana. Talking to the support people here in this meeting, I've asked them: Once you build a one-mile segment from Kapolei, how many people are going to ride it? Once you build a second mile, how many people are going to ride it? But if you build that two-mile segment from Waikiki to Ala Moana, it will immediately become a revenue-generating source from the tourists.

Having told all that, they need a base yard to start the project. And I have asked them: After X number of years, will building the remaining rail system in Waikiki get any less expensive? I think that they ought to build

that first self-sustainable segment first and then go ahead and extend it out through Kapolei, whichever way they build it.

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Registered Professional Reporter

RALPH ROSENBERG COURT REPORTERS, INC.

Setsuko Hayakawa
1330 Ala Moana Boulevard, No. 3901
Honolulu, Hawaii

MS. HAYAKAWA: My name is Setsuko Hayakawa, 1330 Ala Moana Boulevard, No. 3901, Honolulu, Hawaii.

I have seen the map of the railroad and I think it is misplaced because the railroad is coming right behind the high density condominium area between Ala Moana Shopping Center and Ward Center. And the train, by its nature, makes lots of noise during the construction and also during the operation.

And I think that the railroad should be placed, if it ever has to be placed, towards the -- close to the H1 or Kings Business Area, King Street Business Area. Or, more preferably, I think the express railroad should stop at the Alakawa area right outside of the downtown area from the west. And then everybody gets off there, then there should be a large bus terminal taking the people to the final destination. That way the City can save all the construction and maintenance costs in the -- beyond that point on and the purpose is well served.

And this way, the railroad coming right into the high density residential area, particularly between those two points that I mentioned, will be a great disturbance and harmful to the view and environment and the living condition

of the residents.

Thank you.

And, also, I'd like to say my husband, Kanichi Hayakawa, K-A-N-I-C-H-I, and I just want to say that he agrees with me. There are two opinions.

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Registered Professional Reporter

RALPH ROSENBERG COURT REPORTERS, INC.

Linda Starr
Post Office Box 240310
Honolulu, Hawaii 96824

MS. STARR: My name is Linda Starr. It's Post Office Box 240310, and it's Honolulu, Hawaii, Zip Code 96824. And my e-mail is wailan@hawaii.rr.com.

I used to work for State DOT from 1971 to 1979. And I've been on the Kuliouou, Kalani-Iki Neighborhood Board, too, for 20 years as the transportation chair, the

chair of transportation. And I've been the chair of the transportation committee for just about 20 years, so I've been reactive in the transportation issues.

I've ridden mass transit in Hong Kong, in New York, in San Francisco, in Washington, DC, but -- you know, so I've ridden mass transit systems from a disabled person's point of view with cane, with crutches, with wheelchair. And I have a lot of concerns on how the people that use the assistive devices are going to be able to readily use these systems.

A lot of systems are compliant, but not practical or not usable. They're minimally compliant. We rely on elevators. If the elevator breaks, you can't use the system. Because we need the elevator, we have -- sometimes we have to wait like three and four routes of elevator going up and down because you've got people that use the elevator, they've got their suitcases, they've got their computer on wheels, they've got their children in strollers, whatever. And so one of the systems, I sat there and I waited for the elevator to open and close I think like seven or eight times. It's not convenient.

My main concern for this project is that I don't believe that it is the solution that the community needs. They need something now. They need simple, low-cost items like synchronizing streetlights, like access lanes,

holding lanes. Simple, low-cost solutions like having dedicated service feeder, small buses to get people to the main bus station.

If the system, you know, does go ahead, I would like the system to provide services to the traditionally underserved communities such as Makaha, Wainani, Nanakuli. The traditionally underserved communities, that's where the low-income people who would be willing to take the service jobs in Waikiki would be working, you know.

I don't believe that Kapolei is the appropriate place for the start of the system. Originally, Kapolei community was to be a second Waikiki where the rich people would go, and they're not going to ride the train. We have the people at Ewa Beach, they would love to have some form of coordinated mass transit.

So how can I sum this up? No, no, don't (pause) --

There needs to be not only accessibility, but usability and practical-ness in the thinking of this system. Okay.

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RALPH ROSENBERG COURT REPORTERS, INC.

Katherine Kupukaa
95-685 Makaunulau Street
Mililani Town, 96789

MS. KUPUKAA: My name is Katherine Kupukaa, 95-685 Makaunulau Street, Mililani Town, 96789.

Well, anyway, I'm against this whole fixed skyway system only because I don't feel that they're going to have the ridership.

One of the big areas that I think much thought hasn't been given to is Kamehameha Highway around by Sam's Club. Anyway, I use that route coming from Mililani. Sometimes I get off the H2 and I take Kamehameha Highway. If they are going to take up, you know, two lanes to build this fixed skyway rail, what's going to happen to the traffic that right now is quite congested when you have the bus taking up the right lane? Which some mornings I have to pass two or three buses. But as soon as, you know, they pull up to a bus stop, I go right around and, you know, switch lanes and get in front of them. And that takes up, you know, my driving time.

So I don't know whether the engineers or whatever thought about these power lines along Kamehameha Highway. I mean, have they ever taken a look at that?

Also, another area is going down Salt Lake Boulevard. Where are all these people that are going to hop on to this rail system when I find that people on the bus

stops along Kamehameha Highway? No more than a dozen people. So I don't think people are going to give up their cars. You're looking at people who are just going to switch from bus ridership to the rail, which I find that why should we be taxed for all that to build the fixed skyway when they are not going to get the ridership?

And, anyway, what I see a bigger problem is when the one and three-quarter miles on the viaduct, we have a big problem where buses who are on the -- not the carpool lane, but the -- What do they call it? The zipper lane. They switch from the zipper lane and they come on to the viaduct. Now we have the A bus, the No. 52 and the C bus, C buses, and they're all cutting over, switching about three, four lanes. And so what the engineers need to do is find a solution for the buses that drive on the zipper lane so they can cut over.

I don't know. So, to me, the best solution would have been the hot lanes or the managed lanes. And I understand that that was dropped from the decision making as, I don't know, a viable transit system.

And, also, if the fixed skyway system is going to go on Dillingham Boulevard, I travel on Dillingham Boulevard. That's another area where there's a lot of cars going down there. And if you take up two middle lanes, what's going to happen to us drivers?

Anyway, that's all I have to say. Thank you.

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RALPH ROSENBERG COURT REPORTERS, INC.

Caron Wilberts
733 16th Avenue
Honolulu, Hawaii

MS. WILBERTS: My name is Caron Wilberts, 733 16th Avenue.

I am for the rail system just as long as the property owners of Honolulu will not be footing the bill for it. We, the working poor and the elderly, have seen how frivolously our tax money has been spent over the years and the decades, and this project to us seems like it will probably be the same. We cannot afford any more tax increases. We are having to choose between buying groceries and buying our medicine. And everybody should have a fair responsibility in helping to pay for the transit, not just the property owners, because it always seems like the city council dips into our pockets. No more.

I have had a personal assurance from your budget chair that the property owners will not be footing the bill for this, and I will hold her to it. Just something for all of you to think about.

That's it.

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WEDNESDAY, MARCH 28, 2007

6:00 - 9:00 P.M.

KAPOLEI HALE

1000 ULUOHIA STREET

KAPOLEI, HAWAII 96707

BEFORE: LESLIE L. TAKEDA, RPR, CSR N0. 423
Certified Shorthand Reporter

Ralph Rosenberg Court Reporters, Inc.
Ofc: (808) 524-2090 Fax: (808) 524-2596

Rodlyn Brown
85-303 Kohai Place
Waianae, Hawaii 96792

MS. BROWN: First of all, we need this rail system put in as soon as possible. It should have been done 30 years ago, when it was more affordable than today. It should be through Kapolei, to Ewa, to the airport, to Manoa campus, because that way it will hit both the new campus and the old campus of the college,

and no political person should hold the people hostage as to where it goes. It needs to go where the people need it. And this is why we need to become a referendum state, so that the people can actually vote on these things instead of some political hacks that are holding the people hostage, taking it where they want, for their constituents only.

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Polly "Granny" Grace
P.O. Box 299
Waianae, Hawaii 96792

MS. GRACE: I'm Polly Grace, better known as "Granny," from Waianae. I come here speaking on behalf of the paycheck-to-paycheck families.

We need the transit to go from Kalaeloa to Waikiki, especially to Pearl Harbor, Hickam, and airport. Why we need that is because that's where -- the work force is coming from the west side of the island, then needs to go to the east side of the island or central side of the island to work. Most of us work paycheck to paycheck. If we don't get to work on time, it's hard, difficult to man a house, man a family. I know Salt Lake wants it; but we on the Leeward side, we need it to go to the airport and to Waikiki. There are a lot of kupunas who work at Waikiki as a second job for them because the Social Security doesn't pay that much and, you know, so they need the extra cash to live on. Most families in our area have to work two, three jobs to put food on the table. And they pay taxes, too, yeah, because they work two, three jobs. So, it's imperative that we have it Kalaeloa, through Ewa, through Waipahu -- Kapolei, Waipahu, Ewa -- no -- Kapolei, Ewa, Waipahu, to Pearl Harbor, Hickam, airport, and Waikiki. I know it seems selfish about not going to Manoa, but maybe eventually, because there are only students who ride the bus -- can ride the bus, where they get off at downtown and they can ride the bus up. Because there are more

people trying to make money than there are children trying to get education at UH, because we do have a Leeward, and eventually we'll have a West Oahu campus.

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Gig Greenwood
P. O. Box 22898
Honolulu, Hawaii 96823

WEDNESDAY, MARCH 28, 2007; KAPOLEI, HAWAII

MR. GREENWOOD: My name is Gig Greenwood.

Back in the '90s there was a competition for mass transit, and there were four competitors for the project. There was to be $1.8 billion for a mass transit system to run from Kapolei to Honolulu, with University of Hawaii, Waikiki, and the airport as part of the project. I was on the Aloha Skyways team, which did not get the bid. The team which got the bid received their winning bid on a Wednesday. On the following Monday, their price had gone from 1.8 billion to 2.2 billion. It was announced later in the week that the price would be $2.5 billion. And the week after that, they said they could not do the University of Hawaii or the Waikiki spurts for that amount of money. That's a little history of how mass transits have gone in the past.

The main reason I wanted to come down is that during the several years that I worked on the Aloha Skyways team, one of the things that we had determined was that people from outside of the state would make a difference whether or not the mass transit system would make a profit or not. At that time, we felt so strongly that the market was there for local and visitor traffic

to make a profit with a monorail that we had it totally privately funded; yet, today we're talking about having billions of taxpayer dollars fund this project. If done properly, a mass transit system in Hawaii can be profitable. We felt that the monorail would attract one-third or more of the visitors to Hawaii because they would want to ride on a monorail. Any other type of train is a train and would not get the ridership from outside of the state. Also, local people would want to ride a monorail, but the statistics showed that they were not as enthusiastic about other forms of mass transportation.

I would urge all of those who are considering our mass transit needs to highly consider some sort of monorail system and to promote it as a tourist destination, as well as a means of transportation.

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Ofc: (808) 524-2090 Fax: (808) 524-2596

Georgette Stevens
P.O. Box 75414
Kapolei, Hawaii 96707

GEORGETTE STEVENS: As a resident of Kapolei and growing up on the Leeward coast, I have always supported a form of mass transit, whether it be light rail, heavy rail, a combination of different transportation modes, in order to get the people from the west coast to where a lot of the places of employment are. And it is unfortunate that it's taken us this long to even get to this point, and I would be very disappointed if we don't move further to where we actually have a system in place. So, I support the mass rail. I support whatever efforts we need to make to ensure that it happens, and that environmentally -- I will work hard to make sure that we are held accountable to the environment, but also to make sure that we do have the rail development.

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Carolyn Ancheta
91-1058 Keokolo Street
Kapolei, Hawaii 96707

MS. ANCHETA: My name is Carolyn Ancheta, and I'm from the Villages at Kapolei. I've been a resident in the Villages for 11 years, and I have watched the growth that has been just in the recent 5 years really taking off, including the land value. But most of all, what I'm looking at at this time is the value as to the relationships of the people and what's happening in the Villages, to the point where -- people leave so early in the morning and come home late at night. They're not able to attend our meetings, which is a very dangerous situation, because there's not enough communication given to give the great value of what is needed here. So, by them not getting there, we are put on the table to accept what is put there. The issue is that I've been called by many people to speak out in public on it.

I'm on the Board of Directors of the Villages of Kapolei for some 4,000 houses and still growing, have done a lot of volunteer work within the community and schools and civic meetings with the City and County, Division of Planning and everything; and now as I've

taken time off and now I'm jumping back in, I feel that, you know, everything has been done and planned. And now I'm hearing the older people voicing and saying that they would really want it not to pass through the center of Kapolei, the city, but in the outskirts of Kalaeloa and continuing down the corridors -- Waipahu, Pearl City, airport, and on down to Waikiki -- because they feel that the older generation and people that, I guess, utilize the bus services use the system more than anyone else and find it hard to accept that the cars will be taken off the street.

I believe that we're affording the University of Hawaii students to have the bigger share of the use of the transit. I feel at this time, because that's the younger generation, they could afford to get on the buses connecting themselves to the University of Hawaii and letting the transit system support the workers of the State of Hawaii and the City and County and various employments, because that's the taxpayers. And here in Kapolei, as I did a lot of grant work and just neighbor-to-neighbor type of projects, I found out a lot of students here didn't go to University of Hawaii; they went elsewhere or just to Leeward College or just went straight to work.

We live in a community down here in the Villages

which is 60, 40 percent affordable, and more affordables will come about. I know some people here in the Villages that work two or three jobs just to make their mortgages and take care of their families. And with everything going up and the cost of our fundamental structures, the sewer systems, the garbage pickups, electricity, water all going up, I find that it's a real hardship, and we should be more supportive of the people that are in the work force here.

In finishing up the work for the neighbor-to-neighbor project, which was funded by several big agencies here in Hawaii, we want to connect the neighbors with each other and find out what their hardships and needs are. I've come to the conclusion that they come home so late, they're so misinformed, and they cannot participate in all this. So, the hardship of this is that when they come home, they get into arguments with their neighbors, find little things to biddy about, and become so built up and pent up with a lot of frustrations going on before they even get home that it's not developing a happy neighborhood. I have a street full of people that are constantly calling saying they cannot interact with their neighbors without realizing that the problem is not your nextdoor neighbor but it's been something else. The hardship of that is that they

were in traffic for, say, an hour, they've had road rage somewhere, and then getting down to the Villages at Kapolei where we're at and getting home and seeing that someone's dog messed their yards up will turn them and make them very angry, or their children aren't at home. It's a mixture of hardships and it's overwhelming, so that people cannot really respond to it at this time because they find it difficult, that maybe they've got the problem or too much misinformation has been given to them from other people without getting here to learn on their own. So, the conflict keeps on being created and they neglect to get to our meetings. And you know what's going to happen; right? They, at the age of retirement, will have to put up with everything that they should have taken care of in the first place; that is, become a good neighbor and become a good citizen by participating as a taxpayer.

TRANSCRIPT OF VERBAL COMMENTS

MADE AT THE PUBLIC SCOPING MEETING

REGARDING THE ENVIRONMENTAL IMPACT STATEMENT

FOR THE HONOLULU HIGH-CAPACITY TRANSIT

CORRIDOR PROJECT

WEDNESDAY, MARCH 28, 2007

6:00 - 9:00 P.M.

KAPOLEI HALE

1000 ULUOHIA STREET

KAPOLEI, HAWAII 96707

BEFORE: LESLIE L. TAKEDA, RPR, CSR N0. 423
Certified Shorthand Reporter

Ralph Rosenberg Court Reporters, Inc.
Ofc: (808) 524-2090 Fax: (808) 524-2596

Carlson C. P. Look
94-423 Ikepono Street
Waipahu, Hawaii 96797-1619

MR. LOOK: My solution is a multi-faceted solution to the problem with mass transit right now. One, the simplest solution that we can try, why don't we experiment with having a bus-only lane, 24 hours a day, 7 days a week; so, you have a lane that's dedicated to buses only. It would be the exact same thing as mass transit, and we could try that for six months and see how

much people actually ride it. Dedicate that lane all the time. The problem with the monorail, for example, is, if it breaks, how do you fix it? It becomes dead on the line. But say you had a bus-only lane, one car breaks, you could just take it out and swap another one right back in.

Also, the problem with a mass transit system is it stops at certain areas but doesn't allow to go into the neighborhoods. This bus line can break out and still go into the neighborhoods, which people don't have to walk 20 minutes or so. Or if they're elderly, incapable, handicapped, it's really difficult for some people to even walk for 10 minutes let alone. That's my one thing that I want to stress majorly.

And the biggest thing is this eyesore that's going to be in the skyline, if it is above the skyline. It's going to be a 20-mile monument sitting on the skyline all the time for us to see. People don't come to Hawaii to look at another Los Angeles or New York City. They come to Hawaii because of its beaches, because of its people, because of the environment. We don't want to make another major city.

Next thing I have is, these are steps that we can take to help generate money and/or use those monies that are being appropriated. What is it -- is it going

to be, like, $5 billion to make this mass transit system? Or more maybe? One thing I'd like to do is move the City and County, State, Federal workers all to the west side; all the offices move out to this side. I know everybody's going to say the problem being you can't tell people where to live and where to move. Correct. But they're ramming this 5 billion-dollar monorail down our throat, basically, telling us, This is what you're going to have.

Same thing: We should also move the University of Hawaii. There's no reason for it to be where it is in Manoa. Prime real estate. Why does it need to be there?

The medical school, why did it need to be on the waterfront? It doesn't need to be. There's a lot less expensive property here on the west side, where all of that could be.

How do we get the people to go? We offer them tax incentives. We say, You work City and County, you live on the west side, we'll give you a tax incentive.

We also can provide more affordable housing on this side than we can anyplace else. We all know that the growth is happening in this area. It's all on the west side. It's not happening anyplace on the east side, practically; and homes are unaffordable there, anyway.

So, another thing is electric cars. We want to

say that the monorail is going to remove our dependency on oil. So, why not have electric cars? Here's my solution for that, too: Everybody says, Well, an electric car is no good because it can't provide enough people. The problem is now three-fourths of the people on the road are single persons driving in the car. My solution is every single person who has to drive one person in a car has an electric car. He has no other purpose. He's not carrying five people in his car. They now make cars that are in-line cars, like a motorcycle, where two people can ride in it, it has a 500-hundred mile range, and has an average speed -- a top speed of 80 miles per hour. Same thing: We offer tax incentives for people to buy these cars.

Then we have to make the ferry work. The ferry has to work from the west side to the east side. Because if we get the ferry to work, same thing. You can get a ton load of cars from the west side into the east side, to Honolulu, or wherever it may be.

An electric car doesn't need additional infrastructure. An electric car, because it's in-line and small, occupies less space in a lane. Four electric cars can occupy the same space an SUV is occupying now. Also, four electric cars can occupy the same space of a parking stall. So, we don't need to build more roads; we

don't need to build more parking stalls. The electric car will fit, saving oil and environmental concerns.

The problem with living on the west side, a lot of people say, is there's rampant crime. There's not a lot of good places to go, not a lot of housing. We can take a billion dollars, hire more police officers, hire better educators, better teachers, more affordable housing. We have to make it available for everyone on this side so that people will want to come to this side, and it's a safe place to live, a comfortable place to live.

We have to also have a zero-tolerance law, where the HPD says, for example, If you're caught speeding, you're riding the bus; If you're caught without no-fault, you're riding the bus. Anybody who breaks the law more than three times has their license revoked. Because the bottom line is driving is not a right; driving is a privilege. Then you can increase ridership. And we all know how bad it is right now. The courts are so jammed with traffic problems.

Delivery trucks: Deliveries should be made between 10:00 P.M. and 5:00 A.M. There's no reason for them to be delivering during prime-time hours. They don't need to be. Because right now there are a lot of supermarkets, restaurants, supplies are being made during

those hours, thus lessening the flow of traffic on the road. Of course, I know, yes, there are some deliveries that have to be made during the regular hours of the day. But if we make the majority of them take those hours, we take them off the road, as well.

I guess my biggest thing is, if this thing is going to take $5 billion to build -- and that's not including the cost of maintenance -- we could take 3 of that 5 billion. You know how many police officers we could put out there? You know how much money we can pay to education? How much could be made for affordable housing? And on the infrastructure to do it, as well. It's not going to take $3 billion to do that.

It's a hard pill to swallow. Nobody's going to want to do it. But if you offer the general public tax incentives to buy an electric car, tax incentives to move to the west side, move the State -- and we all know it's going to work, because when there's a holiday, there's no traffic on the road. So, you can't tell me it's not going to work. It's going to work. Because if we move half of that population out to this side which is going to that side, you don't have to build this big, ugly eyesore that's on the road 24 hours a day, 7 days a week, where we're looking at this monument. That's going to look horrible. Tourists don't want to see that. I

understand the need for us to get from place to place. But with the solutions I provided -- electric cars; the dedicated lane for the bus line; moving delivery trucks to certain times; a Honolulu Highway Patrol that's always on the road, making sure things are running smoothly -- I'm sure in ten years plus we'd have no problems.

Web Site Comment
www.honolulutransit.org

4/14/2007

FROM:
Maedene Lum
1310 Heulu St. 301
Honolulu, Hawai‘i 96822

COMMENT:
Attended the presentation at McKinley High School. The expense of the project is enormous! Our population numbers do not support the usage. Ridership will not provide revenue to even maintain the project on an annual basis. Taxpayers will be required to subsidize the project to eternity. This system of transportation will bankrupt the city and state!!! We should expand our present bus system--it is more flexible in that services can be reduced/discontinued on routes where ridership is small. What needs to be done at present to increase ridership is advertising and promotion. As an incentive, if a person buys an annual pass, he/she gets one month free! Businesses can provide free gifts to employees who buy bus passes.

Web Site Comment
www.honolulutransit.org

4/13/2007

FROM:
Lawson Teshima
PHT, Inc.
650 Iwilei Road 415
Honolulu, Hawai‘i 96817
lawson@kobay.com, 524-5040x220

COMMENT:
Before a fixed guideway (rail or bus project) is started, cheaper alternatives should be explored that would reduce congestion. One feasible alternative that will cost very little and perhaps increase TheBus ridership is to require that all students (including university, college and trade) be bused to school. No parking should be provided and student passes for use on TheBus should be given in case the student is not on a school bus route.

Web Site Comment
www.honolulutransit.org

4/13/2007

FROM:
Dane Gonsalves
1279 S King St 3
Honolulu, Hawai‘i 96814
alawaiblowfish@yahoo.com

COMMENT:
I feel that building the initial line to salt lake is a waste of time and taxpayers money. I hope the FTA agrees. The entire plan was great the way Mufi's Team originally concieved it. Unfortunatly, Romy Chacola's special interests has other plans and want to turn this project into a joke. Why not shuttle people to the airport from salt lake? Its less than a mile away! Politicial Agendas are polluting this project and its not very cool, considering that we have to pay for it. I say: NO AIRPORT, NO WAY

Web Site Comment
www.honolulutransit.org

4/13/2007

FROM:
Amy Kimura
Hawai‘i 96822
kimura968@yahoo.com,

COMMENT:
Subject: Comments on EIS Scoping on Purpose and Need, Alternatives to be Considered, and Impacts

1) For the record I want to state that I believe the Alternatives Analysis was inadequate in evaluating the three non-Guideway alternatives, especially regarding Express Buses under the No-Build, TSM, and Express-Buses-operating-in-Managed-Lanes alternatives.

2) The Alternatives to be Considered should include buses (I don't know if this would be considered "modes") on the Fixed Guideway. In December the City Council was careful in not specifying that rail be the only mode considered for the Fixed Guideway. At the December 2006 City Council hearing a much traveled tour guide who uses rail on his tours, Dennis Callan, testified that buses exist with a capacity of 300 (three hundred) passengers! I had never heard of or seen such high-capacity buses although I ride public transit wherever I've lived or traveled in the USA, Canada, and Europe. The EIS should thoroughly evaluate such buses as well as other buses for use on the Fixed Guideway, since buses can eliminate one of the major obstacles to using rail, namely the inconvenience and time involved in transferring from feeder bus to rail.

3) Technologies to be considered should include: a) locations where they are in use (city, state/country), b) numbers of stations and average distances between stations, c) number of years at each location they have been used successfully, including (1) numbers of times and (2) lengths of time out of service, (3) costs of maintenance, repairs, and replacement, (4) number of manufacturers of replacement parts and number of years they have been in business, (5) safety records, and (6) security. If they are unmanned, what social impacts would this have on passenger security? That is, could thugs, robbers, and the like begin roaming the cars, intimidating and frightening passengers? Would the homeless find them a comfortable, cool, air-conditioned place to nap, driving away passengers with their body odor or scaring them with their incoherent rantings?

4) How will the Minimum Operating Segment reduce rush hour traffic congestion, probably the major reason Leewardites support it, when UH Manoa is not included? Commuters always remark on how little congestion there is when UHM is not in session. Projected ridership should reflect this drop in expected riders. Moreover, employees and customers of Ala Moana Shopping

Center, the eastern terminus of the MOS, do not contribute to the rush hour congestion, as most of the stores there open at 9:00 a.m. or later, and close well after the evening rush hour.

5) How much less can the Salt Lake alignment reduce rush hour traffic congestion than the Airport alignment when Pearl Harbor and Hickam, two major employment centers, are excluded from the Salt Lake alignment? Incidentally, what are the employee figures from the areas around the Airport during rush hours? (Testimony at the 12/06 hearing indicated that Airport employees do not contribute large numbers to the rush hour congestion because of their hours.)

6) What happens to the alignment if Aloha Stadium relocates? There have been articles about this possibility. Will the City and State keep us apprised during the decision-making process?

7) Projected fares should be realistic. If Vancouver charges $99 Canadian (about $83 US) for monthly adult passes good for rail and buses, is it realistic to claim a combined rail-bus monthly pass in Honolulu would cost the equivalent of the current adult bus pass of $40/month (in 2007 dollars)? If fares need to be higher to pay for the fixed guideway, how would this affect low- and moderate-income riders who have no alternatives? Would this necessitate an increase in the senior bus pass (currently the nation's best bargain at $30/year for free rides 24/7)? Would middle-income riders switch to driving, thereby reducing fare revenue and adding to rush hour congestion?

Thank you, and I look forward to your addressing the concerns raised here.
Aloha, Amy Y. Kimura

Web Site Comment
www.honolulutransit.org

4/12/2007

FROM:
Russell Honma
International Transportation Consultants
P.O. Box 1201
Honolulu, Hawai‘i 96807
russellhonma@yahoo.com, (808) 265-5261

COMMENT:
I would like to state the following comments and recommendation on the Honolulu Rapid Transit Project:

1) The interphasing of the Salt Lake Blvd. transit alignment and the Honolulu Airport (near Kehi Lagoon Blvd). There should be a proposed train station to interphase and intergrade with the Airport People Mover System. Currently the State Department of Transportation, Airports Division is proposing a project for the Airport People Mover System. This way it will accomdate the Honolulu Airport area.

2) When will be the RFP for procument be issued. Can we issue the RFP at the same time as the Final EIS is being inputed. Remember the 1990 project of the Honolulu Rapid Transit Development Project. We had both the RFP issued when we where completing the Final EIS. This way you can start issuing the RFP sometime this summer July - August of 2007. We will not have to wait until 2009/mid., until Final EIS completed.

3) How would the Privitization with the Government (City & State) and the Private Sector be recognized for the development thru the Transit Oriented Development along the transit alignment. Do we need to include it on the RFP Bid and specify those development and what, how those merit be weighted during the evaluation of the RFP Bid.

Please respond to those above questions and if you have any question please E-mail me or call me at 265-5261.

Sincerely yours, Russell Honma International Transportation Consultant State DOT (Retiree)

Web Site Comment
www.honolulutransit.org

4/12/2007

FROM:
Ron Mobley
98-238 Paleo Way
Aiea, Hawai‘i 96701
ronmobley@hawaii.rr.com, 487-8703

COMMENT:
First, let me say that I cannot understand how a project can be approved when much of the required information is missing.

For example, I have repeatedly asked if queuing theory has been applied, and the answer is no.

Second, I ask who will be new riders to the system. Again, I get not answers. Let me respond to the second item first. It appears that the question of ridership is always aimed at those riding the bus. Yet, the purpose is to reduce street traffic. Why then are you not focusing on drivers? If no one switches modes nothing is being accompliched, except overexpinditure of money. The second issue is a measurement of the ridership, drop off points, and bus connections for the drop off points to the riders final destination. The facility size at various mass transit depots needs to be based on rider information. If too many people arrive at improperly sized facilities chaos occurs. Add to this the appropriate bus connections to rapidly remove passengers from the depots. I see nothing in the plans that address these concerns.

Further, the times for travel do not seem to count depot wait times and further distribution to the riders destination. This means the figures are showing incorrect relationships between the various alternatives.

Finally, all costs should also be shown for the consumer, not just governmental expenses. For example, parking at the appropriate depot, riding both el and bus.

Average wait time should also be openly stated.

Web Site Comment
www.honolulutransit.org

4/10/2007

FROM:
Lennard Pepper
1352 Olino St.
Honolulu, Hawai‘i 96818
Pepper002@hawaii.rr.com, 422-1180

COMMENT:
The initial phases of the mass transit discussion appropriately focused on routing and financing. Now, I believe, it is time to look at some of the benefits of mass transit for our citizens, which may be summarized as social benefits or quality of life benefits. For example, I have gotten reaction to my testimony that one of the good things about mass transit is that it will get some of the drunks home safely from the bars. I indicated that the life to be saved might be mine or a council member. This was not intended as a joke. This sort of social benefit needs to be considered as we move forward. That particular example will probably require running the system until two in the morning rather than midnight as currently planned.

Obvious benefits include getting people to and from shopping, health care, and social events. The benefits will be more substantial for the elderly and the disabled, and projections indicate that our communities will be aging long before 2030. Transportation to and from educational and training opportunities is another social benefit that can be expected from the planned mass transit system. Clearly, although UH as a destination is not part of the MOS, UH will be included in the 2030 system. Benefits will accrue not only to students and faculty but also to the Manoa community which is negatively impacted by the current situation. However, UH is not the only educational situation which will profit from the transit system. We will be needing more lifelong education and traing opportunities as our working lives and our leisure and retirement present new challenges and opportunities. Then too, as part of our attempts to improve education for the young, we will probably create more special academies and magnet schools. This will mean that more youngsters will travel away from their neighborhood schools for at least part of their education.

Nobody has a crystal ball which can do a very good job of what things will look like by 2030 and beyond, but we do need to make some best guesses as we move forward. For example, in my community the housing stock is already aged, and changes will have to be made in density and quality. Also , Aloha Stadium will almost certainly be replaced in a diffferent location opening a large area to low and moderate housing. Since futurists have some techniques for prediction, it will probably be wise to include them in the scoping process.

I hope these comments while not exhaustive will be helpful. I will be available for further discussion, and believe that the Neighborhood Board process may also be of use as we move forward.

Lennard J. Pepper 1352 Olino St. Honolulu Hi, 96818 422-1189

Web Site Comment
www.honolulutransit.org

4/10/2007

FROM:
Daniel H.C. Li
1129 Rycroft Street 201
Honolulu, Hawai‘i 96814

COMMENT:
For the proposed rapid transit to work effectively to relieve the current highway traffic jam, the route must be extended from UH Manoa and Waikiki, all the way to Kapolei; and it must have a feeder line to the airport. Otherwise, few riders will choose rail over driving on the already congested surface roads.

Mahalo.

Web Site Comment
www.honolulutransit.org

4/9/2007

FROM:
Marilyn Michaels
Hawai‘i 96815

COMMENT:
I am concerned about asthetics and hope the EIS takes a look at what the transit system will do to the aina and viewplane. I'm particularly concerned about a rail system running down Nimitz near Aloha Tower. That would be a real blight on the waterfront. The system needs to be directed down roads where it'll be hidden by the buildings that already exist, such as down King Street.

The route ought to include UH Manoa, Waikiki, and the airport.

A good feeder bus system, with plenty of park and ride structures in the suburbs, must be a part of the over all plan.

All options should still be considered.

The system needs to be high speed and convenient, plus priced-right, otherwise no one will use it.

Web Site Comment
www.honolulutransit.org

4/5/2007

FROM:
Sara VanDerWerff
545-C Keolu Drive
Kailua, Hawai‘i 96734
sarav@cbpacific.com

COMMENT:
I agree that rail transit is an excellent idea and I support it.

I feel that University of Hawaii should be included and perhaps the airport in the first phase. The airport should be included only if people are allowed to take their check-in and hand luggage on the train.

MOST IMPORTANT: we should NOT have buses going into the neighborhoods to pick up people and transport them to the train station. A much better plan is to provide parking for vehicles at the train stations. One major advantage of that would be to allow people to do errands, pick up children from various locations, etc. Buses are not known for their "on time" schedule and would just cause more congestion.

Thank you for your consideration. I have attended the one transit informational meeting held in the Windward area and have followed the update information since that time.

Web Site Comment
www.honolulutransit.org

4/5/2007

FROM:
Albert del Rio
1245 Maunakea St. 212
Honolulu, Hawai‘i 96817
albert.delrio@hawaiiantel.net, 808-526-3287

COMMENT:
Will a bus oriented system accomodate handivan, tour buses, emergency an enforcement vehicles, and some freight uses? These uses could be enhanced if separtated from the rest of the traffic.

Web Site Comment
www.honolulutransit.org

4/4/2007

FROM:
Brent Kakesako
Harvard University Student
325 Kirkland Mail Center
Cambridge, MA 2138
bkakesako@gmail.com, 808-371-9145

COMMENT:
To whom it may concern, I am a resident of Manoa, a graduate of Iolani School in 2003, and I am currently enrolled in an introductory Environmental Science and Public Poilcy course at Harvard. Our final project requires us to find a policy issue related to the environment that we are interested to study and writing up a final policy proposal. The proposed rail system has intrigued me from its public introduction and I would like to make this the focus of my final paper. However, in order to write something of substance I was wondering if were possible for me to speak with some of the key decision makers to gain more information and perhaps a more focused sense of direction.

thank you, brent

Web Site Comment
www.honolulutransit.org

4/3/2007

FROM:
Harold Lyau
87-156 Hila St.
Waianae, Hawai‘i 96792
hal0954@aol.com, 808-696-4047

COMMENT:
I can only imagine what Oahu's vehicle traffic will be in the next 10-15 years in the future..... H1, H2, a virtual PARKING LOT ! Build the mass transit rail system that will benefit West Oahu as the second city population will expand Ten-Fold in that time frame. People will use the Rail System because NO ONE WANTS TO SIT IN A VIRTUAL PARKING LOT...due to massive gridlock.

Web Site Comment
www.honolulutransit.org

3/30/2007

FROM:
Susan Miller
Pacific Altelier
737 Bishop Street 0
Honolulu, Hawai‘i 96813
orinsbyandco@yahoo.com, 808.533.3688x203

COMMENT:
Zoning of transit stations will be a vulnerable area in the Project's implementation.

Web Site Comment
www.honolulutransit.org

3/31/2007

FROM:
RYAN STRINGFELLOW
24320 143RD AVE SE
SNOHOMISH, WA 98296
lokelanis@prodigy.net, 425-750-0259

COMMENT:
As a former resident and future resident when I return to spend my retirement years at home in Hawaii, I am very excited to see progress being made towards an elevated mass transit system. I am a graduate of MPI and the University of Hawaii at Manoa.

I am very concerned with the last minute route change through Salt Lake. I think that is a mistake based primarily on political leverage. The route running past Pearl Harbor and the Airport would serve many more passengers. From the airport passing downtown, passing near Waikiki and ending up at the UH Manoa campus is clearly the best choice and would serve the most riders.

I presently work for King County Metro Transit in Seattle. I have visited several cities with light rail and can understand how important the choice of route can be towards the success of the project. Build it where people don't want to go and people won't use it.

Please add me to your mailing list.

Thanks, Ryan

Web Site Comment
www.honolulutransit.org

3/30/2007

FROM:
Kellen Kunichika
1317 Moelola Place
Honolulu, Hawai‘i 96819
killerkakashi@yahoo.com, (808)833-7183

COMMENT:
I feeel that the need for this rail most defiantely out ranks the need of beatification of the island as of the reasoning behind the last failed rail atempt. If anything it help to keep the roads nicer and with less pot holes. All in all the rail is a necesity for our econimy because it would lessen the load put on the road.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Nancy Fleming
5496 Poola Str.
Honolulu, Hawai‘i 96821
flemingn001@hawaii.rr.com, 808-377-8515

COMMENT:
My family, friends, neighbors, coworkers and I really support the proposed ferry. Since the inter island airfares have increased so much in the past few years, all of us are not traveling to the neighbors island to visit family, friends and to vacation. The ferry would enable us to travel reasonably, and take our cars (including sports things and camping things and even our pets). We also think it would be good for visitors to rent one car and be able to travel around the islands on the ferry. Thank you for your consideration. Please instate the ferry.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Justito Alcon
91-1175 Kaiopua St
Ewa Beach, Hawai‘i 96706
alconj@gmail.com, 808-689-4382

COMMENT:
I have the following comments for the public scoping meeting agenda on 3/28/2007 at Kapolei Hale.

I believe that in the EIS, it should assess the existing site and conditions as a baseline and evaluate the anticipated impacts to the flora, fauna, animal habitat, business impact, homeowner and landowner affected by land acquisition for the project, historical, and social impact. It should include indepth study on the affects to ecology, air, and water quality to ensure long-term sustainable, minimal impact by the project.

The EIS should include the noise impact, energy usage, and maintenance requirements of the technology chosen. Preliminary work has been done by the city based on the different available technologies. They should now be analyzed and evaluated in-depth. The result should give the best choice based on initial cost, maintenance cost, capacity, upgradeability, and operating life.

The EIS should include the best route that least impacts the environment while serving as many people as possible.

The EIS should also address the asthetics of the project without sacrificing cost, effectiveness, and capacity of the project. The termination points should cover main business areas, popular destinations, and high density housing areas. It is to compare the different choices as a means to weight the better choice.

The EIS should include an emphasis on the level of positive impact to commuting as a way to further explain the technologies involved and impact to the environment.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Joseph Kam
3317 Mooheau Avenue
Honolulu, Hawai‘i 96816
jjkam2002@aol.com

COMMENT:
I believe that you need to futher your research into children's parents of today. Watching and observing any presentations so far; It only covers comments on old people. People who most definitely will be a part of the earth by the time it's done. Alot of the supporters of the current plan won't even be a part of the administration long enough to see it through. Focus of City & County of Honolulu administration is way of course as to the issues that affect us today.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Jamie Steinhauer
424 Walina St. 22
Honolulu, Hawai‘i 96815
jmaloha@hawaiiantel.net

COMMENT:
It seems to me the money would be better spent on the sewer treatment plant upgrade. The people of Honolulu should not have to pay $300.00 a month. I think priorities are in the wrong place and a lot of people will agree.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Hale Takazawa
1024 Mauna Place
Honolulu, Hawai‘i 96822
hale@pacificatelier.com, 533-3699x202

COMMENT:
scoping: density and zoning issues within a 1/2 mile radius of train stops should be addressed in the EIS with input from professional and industry organizations in the local community. the expertise from these groups should be tapped at each stage of the planning process to discover best practices for altering the density and zoning requirements with transit oriented design and the creation of walkable communities.

suggestions or recommendations of the EIS scope should investigate the formation of a non-profit think tank funded by a combination of city, a new tranist authority, grants, and professional and industry organizations to serve as the advisory source for implementing planning systems to use best-practices for TOD and walkable communities.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Enrique Defiesta Jr.
91-1002 A Kanehoalani Street
Kapolei, Hawai‘i 96707
a05defi@hotmail.com

COMMENT:
On March 28, I attended the scope meeting at Kapolei Hale, and was very impressed by the stations, and well knowledged staff. The staff answered all concerns and questions that I had at the time.

At this point, I strongly urge the development to build mass transit, and encourage our lawmakers, council members, and the people of Hawaii to push, and make this happen. We need to follow the example of those states that have Mass Transit, and see how it can be applied and structured into our State of Hawaii. We already have spent to much to examine it. Now, just proceed on the next step. At all cost, we must not waste anymore time. The longer we delay this project, the higher the cost will rise. In other words, Just build it, and they will come. I hope and pray my testimony helps.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Hawai‘i 96706

COMMENT:
Having the rail going thru Salt Lake is bypassing 3 military bases and the airport, how is that going to help with traffice on the West Side..NOT.

What ever happened to the widening of Fort Weaver, seem like that is no longer a priority. 45 min to drive 5 miles to the freeway is uncalled for, but nothing is ever done, just a bunch of talk.

Web Site Comment
www.honolulutransit.org

3/29/2007

FROM:
Hawai‘i 96782

COMMENT:
How can the public be involved when it is not allowed to vote on this hugh mega expensive project? All the input from Oahu citizens count as zero when the recipient (C&C) controls the comments and can easily ignore what it doesn't want to hear (or deny or refute it as ridiculous/perposterous/lies). Just why are the voters allowed to weigh in so we know officially what the population thinks about spending this amount of money.

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
William Stohler
94-530 Lumiauau Street 0
Waipahu, Hawai‘i 96797
benthic@flex.com

COMMENT:
I am an avid supporter of mass transit (light rail or monorail).

I am fervently opposed to the current proposed alignment which excludes the Honolulu airport, Waikiki and UH. Such exclusions will cripple the effectiveness of a system that could largely resolve the island's traffic woes.

That said, I believe that population density and traffic studies should be the basis for route selection. The expectation is that the areas of highest population densities have the highest population of commuters. The selected alignment should serve these areas above all else. While I'd certainly like my neighborhood to be included, the greatest benefit will be achieved by serving the greatest number of users. Engineering, planning and science should be used to select the route, and politics has no place in the process.

At a minimum, I believe the route should begin in Ewa and terminate in Hawaii Kai, with a spur route along the H2 to Milani. Traffic studies should be conducted first, however, to confirm these assumptions.

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
Michael Schwartz
Hawai‘i 96821
chingbaby@gmail.com

COMMENT:
I'm in Aina Hina, so this plan will not directly benefit me. However, Hawaii's future is dependent on mass transit for environmentally sustainable economic growth. Please move forward as soon as possible.

Future expansion of the system is also important.

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
Luana Bass
POB 835
Kaneohe, Hawai‘i 96744
sxyslmb@yahoo.com, (808) 753-3636

COMMENT:
In strong support of having this option of travel available to us.

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
K. O'Neill
Hawai‘i 96821
koneill@hawaii.rr.com

COMMENT:
Is this a transportation project, or a public works project?

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
Donna Ching
2212-A Wilder Ave
Honolulu, Hawai‘i 96822
dlching@aol.com, 944-4070

COMMENT:
Rail will not relieve congestion or improve commuting woes.

The cost estimates are misleading given that construction escalation alone is 10%/year, compounding. And what about the operating costs and annual deficit? Where are those numbers?

The route and type of rail being proposed will not serve enough people to generate ridership.

No one except those consultants and contractors who will personally profit thinks this project is a good idea.

If we were serious about getting people out of their cars, reducing traffic and commute times, we could do so tomorrow with changes to: gas prices/taxes, parking subsidies for civil servants, operating hours of UH-Manoa, mandatory staggered shift hours for public employees, incentives to businesses to relocate outside downtown Honolulu, tolls, radically expanded bus fleet, bus-only streets and zones, high speed lanes, and a myriad of other steps.

The proposed rail system and route is a political and financial boondoggle which does not solve the root problem of congestion.

PLEASE do not saddle taxpayers with this white elephant!!

Web Site Comment
www.honolulutransit.org

3/28/2007

FROM:
Christian Seckinger
91-1023 Kaikahola St
Ewa Beach, Hawai‘i 33967
seckderr@aol.com, 808-232-4760

COMMENT:
I think this is a great plan and would especially help the Ewa Beach area. My concern would be that the transit system falls short of part of its goals and does not include portions of Ewa Beach close to and on the Beach. This area tax base may not be as high as other areas but the population and future growth would benefit greatly. The access in this area should be direct access to the train system.

Thank you.

Web Site Comment
www.honolulutransit.org

3/27/2007

FROM:
Toni Baran
A #1 Hawaii Weddings
44-160 Kou Pl. #2 2
Kaneohe, Hawai‘i 96744
lovehawaii@hawaii.rr.com, 235-6966

COMMENT:
I am totally against the new rail system. I like the letter to the editor suggesting more school buses will ease traffic at a much lower cost to the taxpayer.

Web Site Comment
www.honolulutransit.org

3/26/2007

FROM:
Michael Lilly
707 Richards St. 700
Honolulu, Hawai‘i 96813
Michael@nljlaw.com, 808-528-1100x19

COMMENT:
1. I oppose this complete waste of money.

2. If you are going to build it, it is ridiculous to bypass the airport!

Web Site Comment
www.honolulutransit.org

3/26/2007

FROM:
Janice Akau
87-407 Manaiakalani Place
Waianae, Hawai‘i 96792
jakau2001@yahoo.com

COMMENT:
I am a regular rider on THEBUS. I would not ride the rail on a regular basis because the BUS gets me to town on a good day in 45 to 50 minutes. Like today being a State Holiday and the Zipper Lane closed, I got on the 93 Express in Nanakuli at 6:12am and got off my bus in town at 6:55am.

The only thing that is hindering the Zipper Lane now during a regular work day is that since you allowed 2 riders to be in the car during peak travel time, 5:30am to 7am, the Zipper Lane does not Zip along like it used to. Please change it to three or more riders during this peak time again, so that we can get to work quickly like we used to. There is the HOV lane right outside of the Zipper Lane to accommodate those cars with two or more people which is not being utilized now or monitored.

Traffic is because there are too many people driving their cars that have only one person in the car. The whole point of having the Zipper lane, riding the bus, and in the future Rail Transit and a Ferry, is to get those people out of their cars (or to carpool) and into these different modes of transportation to get to work.

If you do the transit, make it worth the price, have it start from Kapolei, getting people from Ewa Beach Kapolei, and Makakilo area to get on from there.

The route should go to the Airport, downtown and to University of Manoa.

The buses do a good job now to get everyone around to the other areas.

When the University is out for vacation our traffic is very good. When school starts our traffic gets bad. Doesn't this tell you that having rail going to UH is what will aleviate a lot of traffic?

That's just what I think. Aloha, Janice Akau Leeward Resident

Web Site Comment
www.honolulutransit.org

3/24/2007

FROM:
Leslie Hokyo
55 S Kukui St 1002
Honolulu, Hawai‘i 96813
hokyo@hawaii.rr.com

COMMENT:
I have a comment on alignment that I hope will be considered. The east end of the transit line should go no further than Ala Moana Center. There are two major reasons for this: 1. Shuttle buses can fill the need for transit to UH and Waikiki. These buses would be in addition to the buses that already run between the Center and those to locations. The shuttles can be timed to coincide with the arrival of trains. A good example is the Marguerite Shuttle that runs between the CalTrain station and Stanford University. When you jump of the train, the shuttle bus is there to take you to either the Stanford campus or the huge Stanford Mall nearby. Building rail lines to UH and Waikiki would mean permanent fixtures along the route, with accompanying O&M costs and visual blight. Running shuttle buses is much more flexible, as bus schedules and numbers of buses can easily be adjusted. 2. UH West Oahu will be built up during the same timeframe as rail transit. That means that much of the college age population in Leeward and Central Oahu will be attending classes in Kapolei. As time goes on, the vast majority of UH-Manoa students will be from East Oahu, windward side, and urban Honolulu.

I am neither for nor against rail transit, but if we do proceed with it, let's do it correctly.

Thank you for listening, Leslie Hokyo

Web Site Comment
www.honolulutransit.org

3/24/2007

FROM:
Hondo Mizutani
360 Kamanelo Pl.
Hilo, Hawai‘i 96720
hondo@hawaiiantel.net

COMMENT:
Please have the fixed transit route go through HNL airport! To not have the route go through the airport is unfair to us OUTER ISLAND RESIDENTS who also conduct business on OAHU and pay the additional transit tax. It is ridiculous that the local government would decide to build a new mass transit system that bypasses the airport. This would be not only a huge disservice to OUTER ISLAND RESIDENTS who own businesses on OAHU and pay the transit tax, but also a disservice to the thousands of people who pass throught the airport daily. As a Big Island resident who conducts business on Oahu and will pay the transit tax, if the route does not go throught the airport, I will be forced to continue renting a car during my frequent trips to Oahu, and I think most of us Outer Island Residents travelling to Oahu will continue renting a car if the transit bypasses the airport. This decision may be the ultimate factor in whether or not the transit project will succeed or fail in the future. It seems that common sense will point-out that the government should consider every advantage to the ultimate success in this risky, controversial and yet needed program.

With sincerety, Hondo Mizutani

Web Site Comment
www.honolulutransit.org

3/18/2007

FROM:
Jim Kennedy
91-1012 Kaipalaoa St. 0
Ewa Beach, Hawai‘i 96706
indyjimk@hawaii.rr.com, 808-689-7963

COMMENT:
I realize that the actual form of vehicles (trains or other) to be used has not beem determined. But every artist rendering or picture I see shows only two or three rail cars hooked together. I have even seen single cars. That will not work!!! Successful rapid transit systems for huge popluation centers require up to ten cars hooked together. Carrying about 100 people each, a ten car train will carry 1,000 people. These even have to run about five minutes apart. That means in one hour 12,000 people will be moved. In two hours that works out to 24,000 people. That means getting 20000+ cars off the roadways. That would be great. I should know because I lived in the San Francisco area for 14 years before retiring back here last year.

Where can I get information on the kinds of cars or trains that are being considered?

Thank you, Jim Kennedy Ewa Beach

Web Site Comment
www.honolulutransit.org

3/18/2007

FROM:
G.P.K. Ah Yat
1065 Kawaiahao St. 1803
Honolulu, Hawai‘i 96814
hawaiiansoul88@gmail.com, 597-8921

COMMENT:
1) I don't like the idea of not servicing: Pearl Harbor, the airport or the Nimitz Hwy. I feel that Salt Lake was a political move that will benefit Council member Cachola (possibly land and financial reasons). If the route is going to Waikiki, then wouldn't it benefit those in the industry most important to us, the visitors? Why can't it go to the Kahala area, so maybe it will help our East side?

2) What will fuel the transit system? Gas, electric or what? With the cost of fuel rising, how will we control the increase in operations cost in the future? If it's electric, what will happen in the event of an island wide blackout? Or even just in the area of the route? What will be our backup system in any event? If it's going to be managed like The Bus system, then IT WILL BE a losing venture to invest even a cent into.

3) I don't think WE should jump into something so expensive that WE WILL REGRET later!!!

Mahalo.

Honolulu High-Capacity Transit Corridor Project

4-3-07

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Name: THOMAS J. STROUT

Address: 871-5 ALA LILIHOI ST. HON., HI. 96818

Phone: (808) 255-8274

E-mail: TOMSTROUT@MSN.COM

Comments:

I WOULD LIKE TO SEE MORE STOPS (ATLEAST 3 OR 4) ALONG THE SALT LAKE BLVD (ALA NIOI ST.) IS NOT A VERY GOOD SITE + WOULD NOT BENEFIT THE MAPUNAPUNA DISTRICT. I WOULD LIKE TO SEE A STOP IN THE AREA OF RADFORD DR./LIKINI PL. ~~AHUA ST. IN MAPUNAPUNA~~ WHICH COULD SERVICE THE CONDOS OF SALT LAKE, MILITARY HOUSING @ MOANALOA TERRACE, RESIDENTS OF ALIAMANU. BY PUTTING A STOP ON AHUA ST. + SALT LAKE BLVD WOULD SERVICE THE RESIDENTS ON

THE MAKAI SIDE OF SALT LAKE, WORKERS IN MAPUNAPUNA, + EMPLOYEES OF FT. SHAFTER. POSSIBLY LOOK @ THE AREA BETWEEN RADFORD H.S. & PAKINI ST. OR EVEN MALUNA ST. TO FEED FOSTER VILLAGE + EWA END OF ALIAMANU AREA + THE MILITARY HOUSING + NEX SHOPPING CENTER

---FOLD---

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City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI, 96813

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Honolulu High-Capacity Transit Corridor Project

4-3-07

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Name: Norman Sakamoto Address: State Cap #230 Hon 96813

Phone: 586-0585

E-mail: sensakamoto@capitol.hawaii.gov

Comments:

Based on the comments from area residents and my own analysis, the Salt Lake route is a good choice. This will provide ~~total~~ residents of the community the opportunity to directly access the rail line. If an additional station was located at the Moanalua/Puuloa Blvd end of Salt Lake Blvd more residents and workers would utilize the line

Honolulu High-Capacity Transit Corridor Project

03-29-07

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Name: Terry Haynes Address: 91-1467 Renton Rd #8

Ewa Bch HI 96706

Phone: _____

E-mail: Haynesterr2@Hawaii.rr.com

Comments:

Being a Low income Senior as many are in the Ewa/Kapolei area, We Desperately need this Rail for a Smoother Ride To Town. The Bus is great For Local Traffic/short Rides. But The Bus Ride To Downtown is Miserably Crowded, Bumpy, etc. Thanks (Mahalo) For getting This project Approved.

Aloha Nui Loa.

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03-29-07

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Name: TED KANEMORI Address: 46-066 HEEIA ST.
KANEOHE, HI 96744

Phone: 247-3993

E-mail: ted@hisurf.com

Comments: I take issue with the fact that the AIRPORT WAS Cut. From comments that I keep reading about, the majority of city council members agree that this "route" is not the best solution but we will spend the 5->10? billion dollars. The mayor says that this is not the "route" of choice but we are going to spend the 5->10? billion dollars. This is not the route of choice but a "political" choice, and we will spend the 5->10? billion dollars.
Yet, it's expected that the public will ok

pay for this project and "support??" this political shenanigence??

I supported the project (and to some extent, still do) up till the time when our city council started playing these political games.

There's too much money involved to "play games".

FOLD

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Name: P. Higa

Address: POB 2845
Aiea 96701

Phone:

E-mail:

Comments:

I am totally against fixed rail!
What happed to Mufi's 3 point campaign rhetoric: Can we afford it??/ Is it needed/Useful, etc -
I don't agree w/ the "law" of eminent domain - Are we socialist/communist??
I am so throughly disgusted with so many I am seriously contemplating relocation!

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Name: Michael L. dela Cruz

Address: 1764 Pali Hwy #201
Honolulu HI 96813

Phone: 808 372-3403

Mailing: PO Box 37483
Honolulu HI 96837

E-mail: _____

Comments:

1) It would work if you get 70% of car users to have there cars at home, providing their work places is within station stops.

2) It won't work cause the upkeep cost is to high and all we see is tax increases year after year, in an over burdened taxs already.

3) Experts have already stated it will not work, so whom is the Mayor, City Council and Legislators really listening to? The old kick back schemes is it?

4) If it so great for UH, why have they not contri-buted anything to the cost?

5) I am against this mass transit project. Simply for the fact that a better bus system could be used at 1/4 to 1/3 the cost of what is being charged. More buses from Makaha, Kapolei, Ewa Beach, ect, ect, to Honolulu business district would help lesson car use. Many would love to leave cars home if, more buses are available to ride in. But somewhere along the line of correspondance between our elected officals and community are lacking. Our voices mean nothing to City Council members and the Mayor. But my vote will count in future.

FOLD

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Continuation

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Name: Michael L. de la Cruz Address: 1764 Pali Hwy #201 Honolulu HI 96813

Phone: 808 372-8403 Mailing - PO Box 37783 Honolulu HI 96837

E-mail: _____

Comments:

6) There is no purpose for this cause the Kapolei residents will still use there cars - So what is the purpose of braving it?

7) The alternatives more buses would work and is more financially realistic.

8) The long term construction is outrageous and would hurt commuters.

Honolulu High-Capacity Transit Corridor Project

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Name: LYNNE BECKSTROM Address: 227 #A AUWAIOLIMU ST

Phone: 521-5863 HONOLULU, HI 96813

E-mail: hantayo2002@earthlink.net

Comments:

I have been to one of these community meetings before - at UH Manoa. Mayor Hanneman limited the public input to 20 minutes. He also led UH students to believe that he would be including Manoa in the first project route. This transit plan has been railroaded through with little opportunity for taxpayers to express their opinions. Congestion is just one of many problems we face here in Hawaii. To direct so large an amount of resources to one issue is misguided and possibly disastrous.

03-29-07

Linda Starr
5410 Opihi St.
Honolulu, HI 96821
373-9327 Home #
wailan@hawaii.rr.com

Per Mark please send the published DEIS on CDRom

28 MAR 07

Honolulu High-Capacity Transit Corridor Project

03-29-07

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Name: KEN HARDING Address: 1443-B Kamehameha IV Rd. Honolulu Hi 96819 (Kalihi)

Phone: 843-1841

E-mail: krharding@mac.com

Comments:

① I think it is a big mistake not to include the airport in the system.

② Also, it's a mistake not to include UH/Manoa in the initial phases.

③ I urge greater consideration of fly-over guideways, buses, and the use of high-occupancy toll lanes.

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Name: Kristi Sueoka Address: 1288 Ala Moana Blvd. #814

Phone: 265-2904 Honolulu, HI 96814

E-mail: ksueoka@gmail.com

Comments:

(1) Ridership: If the project is no faster or less expensive than a car going from home to work, people will continue to drive.

(2) Cost/benefit: the populations that will gain are not currently large enough to justify the cost.

(3) These problems may be ameliorated by chosing a route that includes the areas most commonly traversed by a ~~large~~ largest group of residents & tourists.

(4) ~~The~~ Time needs to be an accounting for delays in the planning process. Once a construction set of bones are found, the project will be delayed in that site.

(5) Transfers must be convenient, accesible, and quick. Park and ride also must follow those standards.

FOLD

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Name: IRWIN SILVER Address: MAKIKI

Phone: _____ _____

E-mail: _____ _____

Comments:

HONOLULU ALREADY HAS AN AWARD WINNING (BEST IN US) PUBLIC TRANSIT SYSTEM - THE BUS. THERE IS NO NEED FOR A RAIL SYSTEM. THE BUS SYSTEM CAN BE EXPANDED AND IMPROVED WITH MORE BUSES, MORE FREQUENT SCHEDULES (EVERY 10 MINUTES) 24 HOUR SERVICE TO ACCOMODATE NIGHT & RESIDUENT NIGHT WORKERS, MORE COMFORTABLE BUSES WITH CUSHIONED SEATS EXPANDED ROUTES. RAIL'S BIGGEST OBJECT OF RELIEVING TRAFFIC CONGESTION COULD

THEY BE ACCOMPLISHED WITHOUT THE HUGE PUBLIC DEBT BURDENS DISLOCATIONS OF HOMES BUSINESS SEIZURE OF PRIVATE PROPERTY & THE INEVITABLE TRAFFIC DISRUPTIONS THAT RAIL CONSTRUCTION WILL ENTAIL. THE OSTENSIBLE OBJECT OF RAIL ADVOCATES IS TO BE TO GIVE THE ONE PASSENGER CAR COMMUTER A BREAK (LESS TRAFFIC) RATHER THAN TO GET THESE DRIVERS OFF THE ROAD & ~~INTO~~ ONTO PUBLIC TRANSIT. TRAFFIC CONGESTION CAN BE ALLEVIATED BY THEIR OWN WAYS. THE CAR IS THE PROBLEM. TRANSIT POLICY SHOULD NOT BE DIRECTED TOWARDS ENDURING ITS CONTINUED DESTRUCTIVE USE THE BUS IS HERE. THE BUS IS THE ANSWER. LET'S START US ON THE PATH.

---------- FOLD ----------

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Name: Howard M Shima Address: 1030 Ala Kapua Pl. Honolulu HI 96818

Phone: 839-5759

E-mail: HowardShima@HawaiianTel.net

Comments:

Salt Lake Blvd Alignment:

① There are only 2 stations. Should have one more between proposed two.

② One station should be at Ala Lilikoi near Library as shown in photo (*). Is it possible to then build a two story parking structure at the present on grade parking lot to service Library and School people as well as transit patrons.

Ala Lilikoi can be extended for all to drive directly unto parking structure

(*) Visual/Aesthetic Sources Board (over)

Most stations don't have parking. I travel to Bay Area and have taken BART many times. At almost all stations, parking is provided. I can get land Condoming land will be expensive but to achieve good ridership, DTS should look into providing some parking at stations.

FOLD

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Name: Gordon Trimble Address: 1350 Ala Moana #812
Honolulu HI 96814

Phone: 593 9015

E-mail: _____

Comments:

System to speed buses with on & off ramps. Transit vehicles should accomodate segways & electric chairs on wheels. Entire length needs to be off grade with transfers from one bus to another off grade.

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Name: Donald Lubetz

Address: 2679 Peter St. Honolulu HI 96816

Phone: 732-1232

E-mail:

Comments:

I was hoping there would be some presentation of audience commenting as with the time I attended last year. What those who say "just add more buses" etc. do not consider is HOW DO BUSES EVEN GET THROUGH as I have counted a couple dozen buses backed up bumper to bumper trying to get to the King/Punchbowl Bus Stop. I mentioned this count to one of the drivers several days later and he said

"I Know I have been in these traffic." Just add toll roads to get in FASTER does not ADD MORE ROADS or PARKING DOWNTOWN. The ROADS can HANDLE ONLY SO MANY CARS (Downtown Streets). How will there be MORE PARKING if MORE CARS COME IN? I never hear Cliff Slater address that reality. Also, BUS ROUTES ENDING (LAST RUN) at 10:PM does not allow time to see a movie or Hon. Theater Program then get to the #14 ROUTE BEFORE the last Bus goes up to the top to come back down at 10:05. Also, no shelter rain shields (ROOFS) at many stops (or even a bench). At a certain population on wheels & NARROW CORRIDOR I see no alternative to some FIXED RAIL OPTION of some form. We can't just IGNORE THE "WHAT TO DO WITH ALL THE CARS WHEN THE GET INTO TOWN FASTER and THEN JAM UP THE BUSES SO THEY TOO CAN'T GET THROUGH.

[signature]

FOLD

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Name: DAISY MURAI Address: 3039 Kaunaoa St

Phone: _____ Honolulu, HI 96815

E-mail: _____

Comments:

Question - what happens when the TRANSIT Lines of the MOS are completed in 2012 bringing in people from the Leeward area? Kapolei + surrounding into the primary urban center (PUC) & Downtown/Ala Moana Center - the same time should the Land use ORDINANCE change to allow maximum height variance for maximum population-density growth within the primary urban Center. ~~Causing~~ a ~~risk~~ creating double jeopardy & bringing in more people into the Densily populated PUC. - over

Currently the City & County of Honolulu Council has passed resolution - 06-369 to allow maximum density in the PUC. This is in addition to the transit Stations / Centers - which could allow - housing within the complex. - How would people be able to travel without traffic gridlock with in the PUC? - Even with the Transit. I feel this would defeat the purpose of traffic flow. for everyone.

FOLD

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Name: Claire Tamamoto Address: 99-210 HALIMANU PL.

Phone: 486-0285 Aiea, HI 96701

E-mail: clairet@hawaii.rr.com

Comments:

- Oahu has demonstrated its need for a ~~a~~ high capacity mass transit system based on documented commute times, congestion + the potential project development.
- What form shall it take + where shall it go... I hope technology + planners will select the smallest yet safest footprint possible. The route selected is along our shoreline + through some of our most richest resources (wetlands Proposed TOD's should be respectful of these natural resources and green/open spaces.
- The airport route through the work centers of Hideam + Pearl Harbor should be revisited. Ridership to those areas /destinations are

perfect fits for a transit system. You want ridership that has daily + single stop destinations. This will allow for streamlining of the route, stops + frequency.

Also, in considering mode of technology ... take into consideration alignment + the least obtrusive mode to view planes + least amount of noise/dust

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Name: C Kawi Jocharoen Amsterdam Address: 1415 Pensacola St. #12 Honolulu, HI 96822

Phone: 808-550-4994

E-mail: charles.amsterdam@hawaiiantel.net

Comments:

Presently this Project appears unnecessary and takes funds greatly needed for other more important needs. Native Hawaiian needs are also overlooked. This rapid transit system is needed about as much as Oahu needs a full service airport like the Honolulu Internat'l Airport in Haleiwa to have 747's traffic from the Honolulu Int'l Airport. Although innovative, I think presently funds could be better used to meet other needs such as education, health, the Hawaiian Kingdom, culture, housing, etc. than this rapid transit system. Aloha.

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Name: Zoe JARVIS Address: _____

Phone: 696-3396 _____

E-mail: _____ _____

Comments:

Great to pass something however, may it be noted that with park & ride by the Airport Salt Lake people could defintely go there. Yet people from the airport are not going to Salt Lake to ride. Too bad ... poor planning on a the part of the council. Did someone bribe someone to get the necessary votes?

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Name: Robyn BROWN Address: _____

Phone: _____ WAIANAE

E-mail: _____

Comments:

This should have been done 30 years ago when we could afford it. Let's not wait any longer to get it started. I really should go to the Airport as the Salt Lake People can drive to park at the Airport, but those going to the Airport can't get there from Salt Lake. GET THIS DONE NOW

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Name: Brian Shiro

Address: 91-1031 Kaimalie St #pt 4R3
Ewa Beach, HI 96706

Phone: 265-1415

E-mail: brian.shiro@gmail.com

Comments:

As a long-time rail supporter in cities across the US, I have taken a close interest in the Honolulu High-Capacity Transit Corridor Project. Earlier in the scoping process, I was impressed by your efforts, but now I am not. I can no longer support the project for these reasons:

(1) The alignment bypasses 'Ewa Beach completely in lieu of serving future Horton development instead. Rather than try to address the traffic crisis in 'Ewa Beach by aligning the rail along Fort Weaver Rd, you have instead supported the Big Developers. As an 'Ewa Beach resident (Ocean Pointe) I am outraged by the lack of a "First Project" or "Anticipated

Future Extension" within Ewa Beach proper (along Fort Weaver Rd). Please reconsider at least a future alignment along Geiger Rd to Fort Weaver Rd, or along the Oahu Railway Corridor.

(2) The alignment bypasses the airport. To maximize ridership, the train must serve the airport. Tourists will use it to get to Waikiki, and Kamaaina will use it when we travel.

(3) Waikiki – The "anticipated future extension" in Waikiki must be an integrated part of the "First Project."

(4) U.H. Manoa – The "anticipated future extension" to U.H. Manoa is critical for the students, employees and visitors to the University. It will vastly help alleviate traffic problems during athletic events, for example... FOLD - This must be part of the "First Project".

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(5) The cost of the Honolulu High-Capacity Transit Corridor Project is so high and the taxpayer burden so great, that I can only support it if I know it will be useful. Ridership must be maximized by serving 'Ewa Beach, the Airport, Waikiki, and U.H. Manoa.

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Responses to comments received on the EIS Preparation Notice

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CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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Phone: (808) 768-8305 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

RICHARD F. TORRES
DEPUTY DIRECTOR

TPD07-00122

March 27, 2007

Mr. Cliff Slater, Chair
HONOLULUTRAFFIC.COM
3105 Pacific Heights Road
Honolulu, Hawaii 96813

Dear Mr. Slater:

Subject: Honolulu High-Capacity Transit Corridor Project

This is to inform you that your March 23, 2007 request for space at the locations of the planned scoping meetings is hereby denied.

The City and County of Honolulu will be conducting scoping meetings to collect public input on the subject project's purpose and need, alternatives, and scope of analysis for the environmental impact statement being prepared. Presentation materials will be limited to materials related to the purpose of the meeting.

Should you have any questions regarding this matter, please contact Mr. Toru Hamayasu at 768-8344.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

mb (F. Miyamoto)

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Martin Abel
3576 Alani Drive
Honolulu, Hawaii 96822

Dear Mr. Abel:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Lois Abrams
76 Lumahai Street
Honolulu, Hawaii 96825

Dear Ms. Abrams:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jo Ann Abrazado
91-1042 Holi Street
Kapolei, Hawaii 96707

Dear Ms. Abrazado:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The former OR & L rail alignment was considered and rejected because of the number of constraints existing along the alignment.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

FILE COPY

June 20, 2006

Ms. Vicki Christine Absher
1640 South King Street
Honolulu, Hawaii 96826

Dear Ms. Absher:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Shaun Ageno
617 Hahaione Street
Honolulu, Hawaii 96825

Dear Mr. Ageno:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible. The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ed Alakea
92-1189 Palahia Street
Makakilo, Hawaii 96707

Dear Mr. Alakea:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Justito Alcon
91-1175 Kaiopua Street
Ewa Beach, Hawaii 96706

Dear Mr. Alcon:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Harlan Aliment
47-748 Hui Kelu Street, #2
Kaneohe, Hawaii 96744

Dear Mr. Aliment:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. John Anderson
2873 S. King St, #301
Honolulu, Hawaii 96826

Dear Mr. Anderson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Safety and security are major concerns for system development and operation.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mark Anderson
94-619 Lumiaina Street
Waipahu, Hawaii 96797

Dear Mr. Anderson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Margaret Armstrong
3939 Nuuanu Pali Drive, #D
Honolulu, Hawaii 96817

Dear Ms. Armstrong:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Atkin
2169 Ahaku Place
Honolulu, Hawaii 96821

Dear Mr. Atkin:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Danell Avila
Post Office Box 75065
Honolulu, Hawaii 96836

Dear Mr. Avila:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gene Awakuni
University of Hawaii
96-129 Ala Ike Street
Pearl City, Hawaii 96782

Dear Mr. Awakuni:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Karen Awana
Honolulu City Council
530 South King Street
Honolulu, Hawaii 96813

Dear Ms. Awana:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jeffry Babb
98-1072 Komo Mai Drive, #D
Aiea, Hawaii 96701

Dear Mr. Babb:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Small-scale people movers have been eliminated for consideration because of their limited speed and capacity.

A portion of the system may be operational by 2012; however, then system is not expected to be completed by that time. A more detailed schedule will be available by the time the draft Environmental Impact Statement is completed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Donnie Banquil
46-063 Emepela Pl #P-207
Kaneohe, Hawaii 96744

Dear Mr. Banquil:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Comments on current bus operations have been forwarded to TheBus.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Safety and security are major concerns for system development and operation. Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Since long-range plans identify a transit corridor to Kapolei, any future policy decision that would eliminate the corridor should re-assess long-range planning on Oahu.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Clara Bantolina
91-206 Hookaulana Place
Ewa Beach, Hawaii 96706

Dear Ms. Bantolina:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Catherine Baker
6221 Keokea Place, #132
Honolulu, Hawaii 96825

Dear Ms. Baker:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Details on the localized effects of each alternative are still under development and will be presented in the Alternatives Analysis.

Either rail or bus alternatives would be eligible for Federal Transit Administration funding.

Safety and security are major concerns for system development and operation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Mary Baker
P.O. Box 644
Waimanalo, Hawaii 96795

Dear Ms. Baker:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study. The

project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments. Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Debi Balmilero
Certified Management, Inc.
3179 Koapaka Street
Honolulu, Hawaii 96819

Dear Ms. Balmilero:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Jan Bappe
2957 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Jan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Toni Baran
#1 Hawaii Weddings
44-160 Kou Place, #2
Kaneohe, Hawaii 96744

Dear Ms. Baran:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Bates
225 Queen Street, #27G
Honolulu, Hawaii 96813

Dear Mr. Bates:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Analysis is still being conducted on the financial effects of the proposed system. The analysis will evaluate the 0.5% excise tax surcharge, jobs created by the project, and the benefits of an inexpensive and reliable travel alternative for many workers.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Paulina Benja
84 Kili Dr
Waianae, Hawaii 96813

Dear Ms. Benja:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Joan Bennett
1720 Ala Moana Boulevard, #905A
Honolulu, Hawaii 96815

Dear Ms. Bennett:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project

Comments on current bus operations have been forwarded to TheBus.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jay Bieiber
2153A Atherton Road
Honolulu, Hawaii 96822

Dear Mr. Bieiber:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis

will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Darleen Binney
94-1151 Mopua Lp., #L8
Waipahu, Hawaii 96797

Dear Ms. Binney:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Conrad W Blankenzee
P.O Box 4226
Laguna Beach, California 92651

Dear Mr. Blankenzee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. P. Bobilin
1909 Aleo Place
Honolulu, Hawaii 96822

Dear Mr. Bobilin:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. System operation for passenger comfort will be a project consideration.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dave Bourgoin
1188 Bishop Street, #2010
Honolulu, Hawaii 96813

Dear Mr. Bourgoin:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Robin Brandt
P.O. Box 22424
Honolulu, Hawaii 96823

Dear Robin:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Liane Briggs
46-369 Haiku Road, #D11
Kaneohe, Hawaii 96744

Dear Ms. Briggs:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis. Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Patricia Bruce
232 Kaiulani Avenue, #602A
Honolulu, Hawaii 96815

Dear Ms. Bruce:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project

alternatives would provide residents of Oahu with additional transportation choices.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Patti Bruce
352 Kalama Street, #D
Kailua, Hawaii 96734

Dear Ms. Bruce:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Made Brunner
2651 Kuilei Street, #B125
Honolulu, Hawaii 96826

Dear Mr. Brunner:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Valentin Bueno
1116 Puolo Drive
Honolulu, Hawaii 96818

Dear Mr. Bueno:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

The Honorable Rida Cabanilla
The Senate
State of Hawaii
State Capitol, Room 303
Honolulu, Hawaii 96813

Dear Representative Cabanilla:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. April Cadiz
745 Fort St. Mall #1700
Honolulu, Hawaii 96813

Dear Ms. Cadiz:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. S. Cain
94-215 Lumiaina Place, #B104
Waipahu, Hawaii 96797

Dear Mr. Cain:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dennis Callan
1011 Prospect Street, #702
Honolulu, Hawaii 96822

Dear Mr. Callan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-rangee plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jadine Callejo
4186-C Bougainville Circle
Kapolei, Hawaii 96707

Dear Ms. Callejo:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Since long-range plans identify a transit corridor to Kapolei, any future policy decision that would eliminate the corridor should re-assess long-range planning on Oahu.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ian Capps
1650 Ala Moana Boulevard, #2911
Honolulu, Hawaii 96815

Dear Mr. Capps:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed. Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Shawn Carbrey
91-1045 Kai Kukuma Street
Ewa Beach, Hawaii 96706-6254

Dear Shawn:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project. Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis. Information was posted to the website shortly after the scoping meetings.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Marijane Carlos
Ala Wai Manor Board of Directors
620 McCully Street, #901
Honolulu, Hawaii 96826

Dear Ms. Carlos:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Charles Carole
1310 Heulu Street, #1002
Honolulu, Hawaii 96822

Dear Mr. Carole:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Charles Carter
2432 Cleghorn St., #205
Honolulu, Hawaii 96815

Dear Mr. Carter:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Wendy Chan
531 Kahiau Loop
Honolulu, Hawaii 96821

Dear Ms. Chan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments. Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Charlie Chang
91-941 Ololani Street
Ewa Beach, Hawaii 96706

Dear Mr. Chang:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives. Safety and security are major concerns for system development and operation.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Norman Chang
1024 Hoomaikai Street
Honolulu, Hawaii 96817-1220

Dear Mr. Chang:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Information was posted to the website shortly after the scoping meetings.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Perry Chenq
2730 Kaaha St., #202
Honolulu, Hawaii 96826

Dear Mr. Chenq:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Randy Ching
1560 Kanunu Street, #818
Honolulu, Hawaii 96814

Dear Mr. Ching:

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

The number of buses anticipated to be required is less than the available capacity of the managed lanes facility being evaluated, therefore, high-occupancy (HOV) or toll-paying (HOT) vehicles could be allowed to use the excess capacity available under Alternative 3 without degrading bus travel times.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Alvin Keali'i Chock, Vice President
The Arbors AOAO
91-1064 La'Aulu Street, #E
Ewa, Hawaii 96706-3866

Dear Mr. Chock:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Lester Chong
94-1069 Pulelo Street
Waipahu, Hawaii 96797

Dear Mr. Chong:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-rangee population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Public understanding and involvement is important to the success of the Honolulu High-Capacity Transit Corridor Project. Information and outreach will continue for the duration of the project, with a goal of reaching out to a broad spectrum of interested people.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Choy
2333 Kapiolani Boulevard, #3303
Honolulu, Hawaii 96826

Dear Mr. Choy:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they

demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jayson Chun
3209 Laui Avenue
Apartment D-1214
Honolulu, Hawaii 96822

Dear Mr. Chun:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Safety and security are major concerns for system development and operation.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Clarkin
5949 D. Kalanianaole Highway
Honolulu, Hawaii 96821

Dear Mr. Clarkin:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis. Comments on current bus operations have been forwarded to TheBus.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. John Claucherty
92-7049 Elele St, #66
Kapolei, Hawaii 96707

Dear Mr. Claucherty:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Carolyn Crandall
255 River Street
Honolulu, Hawaii 96817

Dear Ms. Crandall:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Conlan
1711 East-West Road, MSC 631
Honolulu, Hawaii 96848-1711

Dear Mr. Conlan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Merle Crow
Pacific Souvenir Group
P O Box 2459
Honolulu, Hawaii 96804

Dear Merle:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Nathan Crow
620 Mccully Street, PH-2B
Honolulu, Hawaii 96826

Dear Mr. Crow:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Irma Cunha
1314 S. King, #306
Honolulu, Hawaii 96814

Dear Ms. Cunha:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

C.C. Curry
Interagency Coordination Councils
91-1476 Renton Road
Ewa Beach, Hawaii 96706

Dear C.C. Curry:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Comments on current bus operations have been forwarded to TheBus.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Henry Curtis
Life Of The Land
76 North King Street, Suite 203
Honolulu, Hawaii 96817

Dear Mr. Curtis:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in

travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

The range of alternatives will be evaluated in-depth in the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Chris Dacus
440 Seaside Avenue, #303
Honolulu, Hawaii 96815

Dear Mr. Dacus:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis. Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Stan Dalber
1535 Lehia St.
Honolulu, Hawaii 96818

Dear Mr. Dalber:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Safety and security are major concerns for system development and operation.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dennis Dang
91-1149 Mikohu Street, #26D
Ewa Beach, Hawaii 96706

Dear Mr. Dang:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Joe Davis, Sr.
1441 Pali Highway
Honolulu, Hawaii 96813

Dear Mr. Davis:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Gwen DeLuze
528 Kipuka Place
Kailua, Hawaii 96734

Dear Ms. DeLuze:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and Draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Tom Dinell
c/o E Noa Corporation
Peir 31 791 N. Nimitz Highway
Honolulu, Hawaii 96817

Dear Mr. Dinell:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Public understanding and involvement is important to the success of the Honolulu High-Capacity Transit Corridor Project. Information and outreach will continue for the duration of the project, with a goal of reaching out to a broad spectrum of interested people.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis.

Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Public understanding and involvement is important to the success of the Honolulu High-Capacity Transit Corridor Project. Information and outreach will continue for the duration of the project, with a goal of reaching out to a broad spectrum of interested people.

All comments received from both individuals and private entities during the scoping process are being reviewed and responded to. Specific opportunities to identify private participation in the projects will occur after selection of the Locally Preferred Alternative, as the nature of the opportunities would be very dependent on the alternative selected.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. James Donovan
5090 Likini Street, #903E
Honolulu, Hawaii 96818

Dear Mr. Donovan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Linda Douglas
Po Box 3138
Honolulu, Hawaii 96802

Dear Ms. Douglas:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rian DuBach
98-430 Kilinoe Street, #5-505
Aiea, Hawaii 96701

Dear Mr. DuBach:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Solray Duncan
1174 Waimano Home Road
Pearl City, Hawaii 96782

Dear Mr. Duncan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at lease for short distances.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Stanton Enomoto
Hawaii Community Development Authority
677 Ala Moana Boulevard, #1001
Honolulu, Hawaii 96813

Dear Mr. Enomoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mariano Ermitanio
91-1062 Kumimi Street
Ewa Beach, Hawaii 96706

Dear Mr. Ermitanio:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jeffrey Esmond
47-501A Nenehiwa Pl
Kaneohe, Hawaii 96744

Dear Mr. Esmond:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-134357R

June 20, 2006

Ms. Susan Estores
94-1200 Mopua Loop #B-7
Waipahu, Hawaii 96897

Dear Ms. Estores:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Opportunities to obtain right-of-way for potential future extensions will be considered on a case-by-case basis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system. Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Dale Evans
Charley's Taxi
680 Ala Moana Boulevard, #303
Honolulu, Hawaii 96813

Dear Ms. Evans:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

A transit system is only a portion of the entire transportation system. While the transit system would reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa would continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat if the fixed guideway system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The project is consistent with long-rang land use planning on Oahu.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Darci Evans
680 Ala Moana Boulevard, #303
Honolulu, Hawaii 96813

Dear Ms. Evans:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. State law places project decision-making authority with the Honolulu City Council.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Buses would continue to provide a substantial portion of the transit service on Oahu.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gary Everett
1060 Kamehameha Highway
#1601B
Pearl City, Hawaii 96782

Dear Mr. Everett:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-1343 PDR

June 20, 2006

Mr. Charles Ferrell
700 Richards Street, #2103
Honolulu, Hawaii 96813

Dear Mr. Ferrell:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Sam Fisk
91-855 Po'Owai Place
Ewa Beach, Hawaii 96706

Dear Mr. Fisk:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Comments on current bus operations have been forwarded to TheBus.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Safety and security are major concerns for system development and operation.

Separate hearings were held prior to the City Council's enactment of the tax. The City Council plans to hold hearings and select a locally preferred alternative prior to the tax going into effect.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs. Substantial land redevelopment is outside the scope and authority of the study team.

Conceptual station designs are being evaluated as part of the Alternatives Analysis. Detailed designs will be completed at a later phase of the project.

Each alternative would have potential for future expansion by adding more buses or trains. The Fixed Guideway Alternative also could have future expansions to its service area.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Judy Flores
92-1225 Hookeha St.
Makakilo, Hawaii 96707

Dear Ms. Flores:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

While the TSM alternative largely relies on operating buses in existing roadways, the other project alternatives attempt to offer the best transit service by providing buses on existing roads feeding into either a newly-constructed managed lane viaduct or a newly-constructed fixed guideway transit system.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gregory Foret
Benedictine Monastery
P.O. Box 490
Waialua, Hawaii 96791

Dear Mr. Foret:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

While the TSM alternative largely relies on operating buses in existing roadways, the other project alternatives attempt to offer the best transit service by providing buses on existing roads feeding into either a newly-constructed managed lane viaduct or a newly-constructed fixed guideway transit system.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Adrian Franke
2650 Gardenia St
Honolulu, Hawaii 96816

Dear Adrian:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Information was posted to the website shortly after the scoping meetings. Comments on current bus operations have been forwarded to TheBus.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the

corridor, it would not change development patterns already established in island-wide plans.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project. Other programs to reduce vehicle travel could be implemented independent of the transit project.

Conceptual station designs are being evaluated as part of the Alternatives Analysis. Detailed designs will be completed at a later phase of the project.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Ann Freed
95-227 Waikalani Drive, #8403
Mililani, Hawaii 96789

Dear Ms. Freed:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system. Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Albert K. Fukushima, Chair
Pearl City Neighborhood Board No,21
1841 Palamoi Street
Pearl City, Hawaii 96782

Dear Mr. Fukushima:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

To schedule a presentation to a group or organization, please contact Nalani Dahl at 531-4252, Ext. 39.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Len Furukawa
6924 Niumalu Loop
Honolulu, Hawaii 96825

Dear Mr. Furukawa:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Safety and security are major concerns for system development and operation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Donn Furushima
47-165 Heno Place
Kaneohe, Hawaii 96744

Dear Mr. Furushima:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

Comments on current bus operations have been forwarded to TheBus.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Alan Gano
92-730 Nohona
Makakilo, Hawaii 96707

Dear Mr. Gano:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is p rojected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

While express tracks could allow for some trains to increase their average speed, it would also require doubling the width and substantially increase the cost of the proposed facility. Initial evaluation shows that a two-track system can meet long-range capacity and speed goals.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Frank Genadio
92-1370 Kikaha Street
Kapolei, Hawaii 96707

Dear Mr. Genadio:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

The No-Build Alternative is required in the Alternatives Analysis project to provide a baseline for comparison of the other alternatives. The City Council will select a preferred alternative after completion of the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

Safety and security are major concerns for system development and operation.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

The draft Environmental Impact Statement will discuss consistency with local plans and regulations, including any laws that would have to be changed to implement the project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The project is consistent with long-rang land use planning on Oahu.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Either rail or bus alternatives would be eligible for Federal Transit Administration funding.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Frank Genadio
92-1370 Kikaha St.
Kapolei, Hawaii 96707

Dear Mr. Genadio:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis. Safety and security are major concerns for system development and operation.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Megan Giles
614 Koko Isle
Honolulu, Hawaii 96825

Dear Ms. Giles:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Secondary and cumulative effects of the project will be evaluated. The project will comply with environmental regulations.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. & Mrs. Jack and Janet Gillmar
WIA and ASLA
P.O. Box 2902
Honolulu, Hawaii 96802

Dear Mr. & Mrs. Gillmar:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The project is consistent with long-range land use planning on Oahu.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mike Goluich
92-954 Makakilo Drive, #71
Makakilo, Hawaii 96707

Dear Mr. Goluich:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dane Gonsalves
1279 South King Street, #2
Honolulu, Hawaii 96814

Dear Mr. Gonsalves:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Public understanding and involvement is important to the success of the Honolulu High-Capacity Transit Corridor Project. Information and outreach will continue for the duration of the project, with a goal of reaching out to a broad spectrum of interested people.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Gould
44-365 Kaneohe Bay Drive
Kaneohe, Hawaii 96744-2664

Dear Mr. Gould:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Green
95-110 Welona Place
Mililani, Hawaii 96789

Dear Mr. Green:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jerry Greer
94-363 Kuanalio Way
Mililani, Hawaii 96789

Dear Mr. Greer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Safety, environmental effects, and access will all be evaluated in the Alternatives Analysis.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. James Greubel
91-1021 Holunape St.
Kapolei, Hawaii 96707

Dear Mr. Greubel:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Frederick Gross
1434 Punchbowl Street, #837
Honolulu, Hawaii 96813

Dear Mr. Gross:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The alternatives being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

The former OR & L rail alignment was considered and rejected because of the number of constraints existing along the alignment.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. H. Hakoda
1560 Kanunu St., PH-1
Honolulu, Hawaii 96814

Dear Mr. Hakoda:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Arleen Hama
94-1078 Meahale Place
Waipahu, Hawaii 96797

Dear Ms. Hama:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Stanley Hamada
1541 Davenport Place, #101
Honolulu, Hawaii 96822

Dear Mr. Hamada:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Curtis Harada
45-821 Kupohu Street
Kaneohe, Hawaii 96744

Dear Mr. Harada:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis.

Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Safety and security are major concerns for system development and operation.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Victoria Hart
University of Hawaii
2450 Date Street, #11
Honolulu, Hawaii 96826

Dear Ms. Hart:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Ann Hartman
91-820 Launahele Street
Ewa Beach, Hawaii 96706

Dear Ms. Hartman:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Comments on current bus operations have been forwarded to TheBus.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-rangee plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Hartsfield
94-705 Paaono Street, #L8
Waipahu, Hawaii 96797

Dear Mr. Hartsfield:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. M. Hashimoto
98-424 Punohana Loop
Aiea, Hawaii 96701

Dear Mr. Hashimoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Comments on current bus operations have been forwarded to TheBus.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Hitoshi Hattori
Silver Star Co,. Ltd.
2229 Kuhio Avenue, #A
Honolulu, Hawaii 96815

Dear Mr. Hattori:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Safety and security are major concerns for system development and operation.

Air pollution impacts will be evaluated in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Marjorie Hawkins
45-705 Kamehameha Hwy., #407
Kaneohe, Hawaii 96744

Dear Ms. Hawkins:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Reid Hayashi
1233 Young Street, #102
Honolulu, Hawaii 96814

Dear Mr. Hayashi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rick Hayashi
3241 South Sepulveda, #101
Los Angeles, California 90034

Dear Mr. Hayashi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Franklin Hayashida
94-1136 Moolelo Street
Waipahu, Hawaii 96797

Dear Mr. Hayashida:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Since long-range plans identify a transit corridor to Kapolei, any future policy decision that would eliminate the corridor should re-assess long-range planning on Oahu.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jim Hayes
3104 Oahu Avenue
Honolulu, Hawaii 96822

Dear Mr. Hayes:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. D. J. Henderson
University of Hawaii
366 Awakea Road
Kailua, Hawaii 96734

Dear Mr. Henderson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Comments on current bus operations have been forwarded to TheBus.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. June Higaki
95-421 Kuahelani Avenue, #125
Mililani, Hawaii 96789

Dear Ms. Higaki:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Hiple
University of Hawaii
2957 Kalakaua Avenue, #515
Honolulu, Hawaii 96815

Dear Mr. Hiple:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Anthony Ho
99-060 Kauhale Street, #605
Aiea, Hawaii 96701

Dear Mr. Ho:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Air pollution impacts will be evaluated in the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ed Ho
1409 Iao Lane
Honolulu, Hawaii 96817

Dear Mr. Ho:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Howard Hoddich
1453 Miloiki Street
Honolulu, Hawaii 96825

Dear Mr. Hoddich:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Paul Hoffman
Booz Allen Hamilton
8283 Greensboro Drive
McLean, Virginia 22124

Dear Mr. Hoffman,

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Personal rapid transit has been eliminated for consideration because of their limited speed and capacity.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Michael Hofmann
Wormwood Research
2750 Pu'uhonua Street
Honolulu, Hawaii 96822

Dear Mr. Hofmann:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Comments on current bus operations have been forwarded to TheBus.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at lease for short distances.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Details on the localized effects of each alternative are still under development and will be presented in the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Michael P. Holden
94783 Kupuohi Street
Waipahu, Hawaii 96797-1126

Dear Mr. Holden:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Thomas Hoover
409 Puamamane Street
Honolulu, Hawaii 96821

Dear Mr. Hoover:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Opportunities to obtain right-of-way for potential future extensions will be considered on a case-by-case basis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Larry Howard
94-1067 Awalua St.
Waipahu, Hawaii 96797

Dear Mr. Howard:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Members of the City Council attended both scoping meetings.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Hughes
1080 South Beretania Street, #902
Honolulu, Hawaii 96814

Dear Mr. Hughes:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Kim Hunter
1750 Kalakaua Avenue
#103-3732
Honolulu, Hawaii 96826

Dear Ms. Hunter:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Joshua Hvidding
92-6050 Kalemakapii Street
Kapolei, Hawaii 96707

Dear Mr. Hvidding:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Lloyd Ignacio
1015 Aoloa Place, #334
Kailua, Hawaii 96734

Dear Mr. Ignacio:

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. George Ikeda
1341 Kapiolani Boulevard, #5A
Honolulu, Hawaii 96814

Dear Mr. Ikeda:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Imaye
277 Ohua Avenue
Honolulu, Hawaii 96815

Dear Mr. Imaye:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-135321R

June 20, 2006

Ms. Janet Inamine
717 Hausten St. #202
Honolulu, Hawaii 96826

Dear Ms. Inamine:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Darrell Ing
60 North Beretania Street, #2010
Honolulu, Hawaii 96817

Dear Mr. Ing:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ronald Ishida
99-118 Iwaiwa Place
Aiea, Hawaii 96701

Dear Mr. Ishida:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Jan Ishihara
1090 Ala Napunani St. #419
Honolulu, Hawaii 96818

Dear Jan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus. Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile

trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Andrew Jackson
Aljdesign
2480 Aapi Place
Pearl City, Hawaii 96782

Dear Mr. Jackson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Safety and security are major concerns for system development and operation.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mark James
American Home Mortgage
2911 Pacific Heights Road
Honolulu, Hawaii 96813

Dear Mr. James:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and Draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ed Johnson
3075 Ala Poha Place #1910
Honolulu, HI 96818

Dear Mr. Johnson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The project is consistent with long-range land use planning on Oahu.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at lease for short distances.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ed Johnson
3075 Ala Poha Place, #1910
Honolulu, Hawaii 96818

Dear Mr. Johnson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Information was posted to the website shortly after the scoping meetings. Scoping letters have been included in the Scoping Information Package and are available on the project website www.honolulutransit.org.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jeannette Goya Johnson
1650 Ala Moana Boulevard, #2911
Honolulu, Hawaii 96815

Dear Ms. Goya Johnson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Dana Jones
87-126 Helelua Street, #P-302
Waianae, Hawaii 96792

Dear Ms. Jones:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-135288R

June 20, 2006

Mr. Mike Jones
Schuler Homes
828 Fort Street Mall, 4th Floor
Honolulu, Hawaii 96813

Dear Mr. Jones:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both

existing land-use and future planned development, is integral with the need for the project.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Buses would continue to provide a substantial portion of the transit service on Oahu.

System operations are being evaluated during the Alternatives Analysis. The technology selected for implementation will be the one that best meets the requirements for the alternative selected at the lowest total system cost.

Impacts to businesses, including displacements and access changes will be considered in the Alternatives Analysis and the draft Environmental Impact Statement.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The project purpose and need includes supporting gorwth as outlined in regional plans.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. and Mrs. Stan and Roberta Jones
590 Farrington Highway, #210
Kapolei, Hawaii 96707

Dear Mr. & Mrs. Jones:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. William Kalawao
87-1634D Farrington Highway
Waianae, Hawaii 96792

Dear Mr. Kalawao:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Leonard Leo Kama
91-205 Leima'O Place
Kapolei, Hawaii 96707

Dear Mr. Kama:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The University of Hawaii West Oahu is being planned. Specific questions should be directed to the University of Hawaii.

Crossing of Pearl Harbor is not being considered as an alternative in the Honolulu High-Capacity Transit Corridor Project.

The Mayor's schedule did not allow him to attend both scoping meetings. The Mayor is expected to attend future events in Kapolei for the Honolulu High-Capacity Transit Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Teddy Kamai
3008 Ala Puaala Place
Honolulu, Hawaii 96818

Dear Mr. Kamai:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Clifford Kanda
1101 Kokea Street, #J203
Honolulu, Hawaii 96817

Dear Mr. Kanda:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Alternatives Analysis will consider alternatives that both serve and do not serve Waikiki.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM,

managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Either rail or bus alternatives would be eligible for Federal Transit Administration funding.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Kane
The Pacific Resource Partnership
ASB Tower Suite 1501
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Kane:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gregory James Kauwe
725 Piikoi Street, #307
Honolulu, Hawaii 96814

Dear Mr. Kauwe:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Brian Kawabe
98-478 Kilipohe Street
Aiea, Hawaii 96701

Dear Mr. Kawabe:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rick Kazman
University of Hawaii at Manoa
2404 Maile Way
Honnolulu, Hawaii 96822

Dear Mr. Kazman:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Susan Kelley
91-261V Hanapouli Circle
Ewa Beach, Hawaii 96706

Dear Ms. Kelley:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-135270R

June 20, 2006

Mr. Walker Kelley
209-5 Kawaihae Street
Honolulu, Hawaii 96825

mr. kelley's address is copied from his website form.

Dear Mr. Kelley:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. William Kibby
W.A. Kibby AIA/ME Architect
2726 Manoa Road, #A
Honolulu, Hawaii 96822-1768

Dear Mr. Kibby:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Amy Kimura
1310 Heulu Street, #1002
Honolulu, Hawaii 96822

Dear Ms. Kimura:

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Amy Kimura
1310 Heulu Street, #1002
Honolulu, Hawaii 96822

Dear Ms. Kimura:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Information was posted to the website shortly after the scoping meetings.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mitchell Kimura
833 Kii Street
Honolulu, Hawaii 96825

Dear Mr. Kimura:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

System operations are being evaluated during the Alternatives Analysis. The technology selected for implementation will be the one that best meets the requirements for the alternative selected at the lowest total system cost.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Paul Kimura
Kakaako Improvement Association
Hawaii Community Development Authority
P. O. Box 1283
Honolulu, Hawaii 96807

Dear Mr. Kimura:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Details on the localized effects of each alternative are still under development and will be presented in the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Clyde Kobatake
1200 Kamehame Drive
Honolulu, Hawaii 96825

Dear Mr. Kobatake:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Craig Kobayashi
Hawaiian Airlines
98-641 Aloalii Street
Aiea, Hawaii 96701

Dear Mr. Kobayashi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Arkie Koehl
217 Prospect Street, C-7
Honolulu, Hawaii 96813

Dear Mr. Koehl:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Katherine Kupuka`a
95-685 Makaunulau Street
Mililani Town, Hawaii 96789

Dear Ms. Kupuka`a:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Brett Kurashige
55 South Kukui St, #D-1514
Honolulu, Hawaii 96813

Dear Mr. Kurashige:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Sherman Kwock
3532 Loulu Street
Honolulu, Hawaii 96822

Dear Mr. Kwock:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

The project would generally be within existing right of way.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Alexandra Lake
99-416 Hoio Place
Aiea, Hawaii 96701

Dear Ms. Lake:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Joshua Lake
Airspace Workshop
3624 Waialae Avenue, #201
Honolulu, Hawaii 96816

Dear Mr. Lake:

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

System operation for passenger comfort will be a project consideration.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Russell Lake
47-622 Melekula Road
Kaneohe, Hawaii 96744

Dear Mr. Lake:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process. The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Each alternative would have potential for future expansion by adding more buses or trains. The Fixed Guideway Alternative also could have future expansions to its service area.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Larry Lamberth
Mobility Coalition
98-795 Naalii Street
Aiea, Hawaii 96701

Dear Mr. Lamberth:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum. Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Kathy Lawton
310 Ilihau Street
Kailua, Hawaii 96734

Dear Ms. Lawton:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Cassie Lee
1176 Lunahaneli Place
Kailua, Hawaii 96734

Dear Ms. Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Henry Lee
47-507 Haanopu Way
Kaneohe, Hawaii 96744

Dear Mr. Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Larry Lee
1176 Lunahaneli Place
Kailua, Hawaii 96734

Dear Mr. Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Safety and security are major concerns for system development and operation.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

State law places project decision-making authority with the Honolulu City Council.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs. Substantial land redevelopment is outside the scope and authority of the study team.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Wendy Lee
1176 Lunahaneli Place
Kailua, Hawaii 96734

Dear Ms. Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Lemon
98-1724 A Kaahumanu Street
Pearl City, Hawaii 96782

Dear Mr. Lemon:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ray Leonard
651-A Maluniu Avenue
Kailua, Hawaii 96734

Dear Mr. Leonard:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build Alternative is required in the Alternatives Analysis project to provide a baseline for comparison of the other alternatives. The City Council will select a preferred alternative after completion of the Alternatives Analysis.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Guy Leopard
95-019 Kahoea Street, #155
Mililani, Hawaii 96789

Dear Mr. Leopard:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

System operation for passenger comfort will be a project consideration.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Michael Lilly
Ning, Lilly & Jones
707 Richards Street, Suite 700
Honolulu, Hawaii 96813

Dear Mr. Lilly:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Linczer
Robert E Linczer Co.
91-1045 Makahani Street
Kapolei, Hawaii 96707

Dear Mr. Linczer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Catharine Lo
P.O. Box 372
Haleiwa, Hawaii 96712

Dear Ms. Lo:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jessica Lomaoang
91-1155 Paaniana Stret
Ewa Beach, Hawaii 96706

Dear Ms. Lomaoang:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Analysis is still being conducted on the financial effects of the proposed system. The analysis will evaluate the 0.5% excise tax surcharge, jobs created by the project, and the benefits of an inexpensive and reliable travel alternative for many workers.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Nikki Love
5324 Opihi Street
Honolulu, Hawaii 96821

Dear Ms. Love:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-185139R

June 20, 2006

Mr. Bob Loy
The Outdoor Circle
1314 South King Street, #306
Honolulu, Hawaii 96814

Dear Mr. Loy:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. Information was posted to the website shortly after the scoping meetings.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The range of alternatives will be evaluated in-depth in the Alternatives Analysis.

Advertising will be consistent with state and local laws.

Impacts on trees will be evaluated in the Alterantives Analysis and receive further detailed review in the draft Environmental Impact Statement.

The draft Environmental Impact Statement will discuss consistency with local plans and regulations, including any laws that would have to be changed to implement the project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The project team will continue to coordinate with your organization over the course of the project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Bob Loy
The Outdoor Circle
1314 South King Street, #306
Honolulu, Hawaii 96814

Dear Mr. Loy:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. Advertising will be consistent with state and local laws.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Impacts on trees will be evaluated in the Alterantives Analysis and receive further detailed review in the draft Environmental Impact Statement.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Walter Mahr
95-1020 Paemoku Place
Mililani Mauka, Hawaii 96789

Dear Mr. Mahr:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

The primary local funding source will be through a 0.5% excise tax increase, which also will be paid by all visitors on goods and services they purchase while on Oahu. Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Frank Mak
1717 Mott-Smith Drive, #2114
Honolulu, Hawaii 96822

Dear Mr. Mak:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Tesha Malama
91-818 Lawalu Place
Ewa Beach, Hawaii 96706

Dear Ms. Malama:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Details on the localized effects of each alternative are still under development and will be presented in the Alternatives Analysis.

Secondary and cumulative effects of the project will be evaluated. The project will comply with environmental regulations.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs. Substantial land redevelopment is outside the scope and authority of the study team.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Sally Jo Manea
Get Fit Kauai
3040 Umi Street
Lihue, Hawaii 96766

Dear Ms. Manea:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jon Mar
Jon B. Mar Surfboards
45-324 Kahowaa Place
Kaneohe, Hawaii 96744

Dear Mr. Mar:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Paul Mattes
P.O. Box 27473
Honolulu, Hawaii 96827

Dear Mr. Mattes:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs. Substantial land redevelopment is outside the scope and authority of the study team.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Safety and security are major concerns for system development and operation.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-134342R

June 20, 2006

Ms. Helen McCune
2464 Prince Edward Street, #612
Honolulu, Hawaii 96815

Dear Ms. McCune:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

System operations are being evaluated during the Alternatives Analysis. The technology selected for implementation will be the one that best meets the requirements for the alternative selected at the lowest total system cost.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Advertising will be consistent with state and local laws.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ian Mckay
P.O. Box 62222
Honolulu, Hawaii 96839

Dear Mr. Mckay:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mark McMahon
965 Prospect Street, #204
Honolulu, Hawaii 96822

Dear Mr. McMahon:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jay McWilliams
67-258 Kaliuna Street
Waialua, Hawaii 96791

Dear Mr. McWilliams:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of

Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Information was posted to the website shortly after the scoping meetings.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mel
1560 Kanunu Street, #816
Honolulu, Hawaii 96814

Dear Mel:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

State law places project decision-making authority with the Honolulu City Council.

Analysis is still being conducted on the financial effects of the proposed system. The analysis will evaluate the 0.5% excise tax surcharge, jobs created by the project, and the benefits of an inexpensive and reliable travel alternative for many workers.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. George Melenka
303 Liliuokalani Avenue
Honolulu, Hawaii 96815

Dear Mr. Melenka:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis. Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jeff Merz
Waikiki Neighborhood Board No. 9
2452 Tusitala Street, PH8
Honolulu, Hawaii 96815

Dear Mr. Merz:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

To schedule a presentation to a group or organization, please contact Nalani Dahl at 531-4252, Ext. 39.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mark Mesler
364 Seaside Avenue, #1701
Honolulu, Hawaii 96815

Dear Mr. Mesler:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Craig Meyers
99-734 Meaala Street
Aiea, Hawaii 96701

Dear Mr. Meyers:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

12/05-133662R

June 20, 2006

Ms. Marilyn Michaels
Ala Moana/Kakaako Neighborhood
Board No. 11
1650 Ala Moana Boulevard, #1407
Honolulu, Hawaii 96815

Dear Ms. Michaels:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Buses would continue to provide a substantial portion of the transit service on Oahu.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project. Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving. Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Since long-range plans identify a transit corridor to Kapolei, any future policy decision that would eliminate the corridor should re-assess long-range planning on Oahu.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis. Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

While the TSM alternative largely relies on operating buses in existing roadways, the other project alternatives attempt to offer the best transit service by providing buses on existing roads feeding into either a newly-constructed managed lane viaduct or a newly-constructed fixed guideway transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Darin Mijo
44-705 Nanamoana Place
Kaneohe, Hawaii 96744

Dear Mr. Mijo:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gary Miller
400 Hobron Lane, #3305
Honolulu, Hawaii 96815

Dear Mr. Miller:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and Draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ted Miller
201 Ohua Avenue, #T1-2810
Honolulu, Hawaii 96815

Dear Mr. Miller:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Bob Minugh
92-1380 Kuamu Street
Makakilo, Hawaii 96707

Dear Mr. Minugh:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

The range of alternatives will be evaluated in-depth in the Alternatives Analysis. The Alternatives Analysis will evaluate traffic operations for each of the alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dan Mita
91-204 Opio Place
Kapolei, Hawaii 96707

Dear Mr. Mita:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Eric Miyasato
P.O. Box 781
Honolulu, Hawaii 96808

Dear Mr. Miyasato:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Henry Mochida
3524 Loulu Street
Honolulu, Hawaii 96822

Dear Mr. Mochida:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The project is consistent with long-rang land use planning on Oahu.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Guy Monahan
1715 Puowaina Drive, #D
Honolulu, Hawaii 96701

Dear Mr. Monahan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Sandy Moneymaker
700 Richards Street
Honolulu, Hawaii 96813

Dear Ms. Moneymaker:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and Draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Wilfred Morales
USPS
84-265 Farrington Hwy, #307
Makaha, Hawaii 96792

Dear Mr. Morales:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Steven Morgan
237 Lanipo Street
Kailua, Hawaii 96734

Dear Mr. Morgan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Mori
94-742 Kaaka Street
Waipahu, Hawaii 96797

Dear Mr. Mori:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Safety and security are major concerns for system development and operation.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Roy Morita
99-831 Kealaluina Drive
Aiea, Hawaii 96701

Dear Mr. Morita:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process. Ridership forecasts are currently being developed to support the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jeremy Morrow
99-969-V Aiea Heights Drive
Aiea, Hawaii 96701

Dear Mr. Morrow:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis. Comments on current bus operations have been forwarded to TheBus.

The number of buses anticipated to be required is less than the available capacity of the managed lanes facility being evaluated, therefore, high-occupancy (HOV) or toll-paying (HOT) vehicles could be allowed to use the excess capacity available under Alternative 3 without degrading bus travel times.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Morse
P.O. Box 61102
Honolulu, Hawaii 96839

Dear Mr. Morse:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process. The project team

will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jim Moylan
91-1001 Kaimalie St, #201A
Ewa Beach, Hawaii 96706

Dear Mr. Moylan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Anita Mueller
91-573 Pupu Street
Ewa Beach, Hawaii 96706

Dear Ms. Mueller:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed. Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Daniel Mueller
91-573 Pupu Street
Ewa Beach, Hawaii 96706

Dear Mr. Mueller:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gregory Mueller
91-578 Pupu Street
Ewa Beach, Hawaii 96706

Dear Mr. Mueller:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Daisy Murai
3039 Kaunaoa Street
Honolulu, Hawaii 96815

Dear Ms. Murai:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website, www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted, were reviewed, and will be considered during future phases of the public involvement process.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Improvements to the bus system are being evaluated as part of all the alternatives. Improvements included in the TSM Alternative are almost exclusively related to bus service.

Since current long-range plans identify a transit corridor to Kapolei, any future policy decision that would eliminate the corridor should re-assess long-range planning for Oahu.

The location and design of transit stations are being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walk, bike, bus, taxi, ferry, and drive.

Analysis is still being conducted on the financial effects of the proposed transit system. Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process. The analysis will also evaluate the 0.5% excise tax surcharge, jobs created by the project, and benefits of an inexpensive and reliable travel alternative for many workers.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dean Muramoto
91-1031 D Opuku Street
Kapolei, Hawaii 96707

Dear Mr. Muramoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. L. Muraoka
1047 Kamookoa Place
Honolulu, Hawaii 96825

Dear Mr. Muraoka:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Maureen Muraoka
1047 Kamookoa Place
Honolulu, Hawaii 96825

Dear Ms. Muraoka:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Marc Myer
P.O. Box 329
Hauula, Hawaii 96717

Dear Mr. Myer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Seichi Nagai
1983 Hoolaulea Street
Pearl City, Hawaii 96782

Dear Mr. Nagai:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Nancy Nagamine
42 Namala Place
Kailua, Hawaii 96734

Dear Ms. Nagamine:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

System operation for passenger comfort will be a project consideration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Nobu Nakamoto
98-821 Ka'ahele Street
Aiea, Hawaii 96701

Dear Mr. Nakamoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. Comments on current bus operations have been forwarded to TheBus.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Transit system design will consider accessibility and safety needs of users with mobility challenges. Personal rapid transit has been eliminated for consideration because of their limited speed and capacity.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. James Nakano
1541 Dominis Street
Honolulu, Hawaii 96822

Dear Mr. Nakano:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Ruth Nakasone
2216 Apoepoe St.
Pearl City, Hawaii 96782

Dear Ms. Nakasone:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Transit system design will consider accessibility and safety needs of users with mobility challenges. Safety and security are major concerns for system development and operation.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Safety, environmental effects, and access will all be evaluated in the Alternatives Analysis.

Many people would benefit from an economical, quick, and reliable means of transportation. The proposed Honolulu High-Capacity Transit Corridor Project alternatives would provide residents of Oahu with additional transportation choices.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Colleen Neely
91-1105 Welowelo Street
Kapolei, Hawaii 96707

Dear Ms. Neely:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Elizabeth Nelson
47-361C Hui Iwa Street
Kaneohe, Hawaii 96744

Dear Ms. Nelson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Nickel
2301 Halakau Street
Honolulu, Hawaii 96821

Dear Mr. Nickel:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Neil Niino
99-303 Uwau Drive
Aiea, Hawaii 96701-3569

Dear Mr. Niino:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Glenn Oamilda
91-1179 Puamaeole Street
Ewa, Hawaii 96706

Dear Mr. Oamilda:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Byron Ogata
P.O. Box 1375
Pearl City, Hawaii 96782

Dear Mr. Ogata:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dexter Okada
Kakaako Business and Landowners Association
P.O. Box 898
Honolulu, Hawaii 96808

Dear Mr. Okada:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the

authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Christine Olah
1655 Makaloa Street, #1910
Honolulu, Hawaii 96814

Dear Ms. Olah:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Comments on current bus operations have been forwarded to TheBus. Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Buses would continue to provide a substantial portion of the transit service on Oahu.

Impacts to businesses, including displacements and access changes will be considered in the Alternatives Analysis and the draft Environmental Impact Statement.

Many details about system amenities and operations are still under development. Any transit planning for other islands would be conducted by the local government on the neighboring island.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Mary Oliver
HNL Travel Association
1245 Young Street, #203
Honolulu, Hawaii 96814

Dear Ms. Oliver:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dirk Omine
91-390 Kauhi Street
Kapolei, Hawaii 96707

Dear Mr. Omine:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Lori Ott
IBM
179 Kahako Street
Kailua, Hawaii 96734

Dear Ms. Ott:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Kiyomi Oyama
1624 Kanunu Street, #204
Honolulu, Hawaii 96814

Dear Ms. Oyama:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis. Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build Alternative is required in the Alternatives Analysis project to provide a baseline for comparison of the other alternatives. The City Council will select a preferred alternative after completion of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. James Pacopaco
1908 Skyline Drive
Honolulu, Hawaii 96819

Dear Mr. Pacopaco:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. William Paik
Hawaii Highway User Alliance
P.O. Box 78
Honolulu, Hawaii 96810

Dear Mr. Paik:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Malcolm Palmer
87-404 Kulahanai Street
Waianae, Hawaii 96792

Dear Mr. Palmer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Paulson
3254 Hoolulu Street
Honolulu, Hawaii 96815

Dear Mr. Paulson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Arza Patterson
98-099 Uao Place, #2404
Aiea, Hawaii 96701-5006

Dear Mr. Patterson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Safety and security are major concerns for system development and operation.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Keith Patterson
1363 Akalani Place
Kailua, Hawaii 96734

Dear Mr. Patterson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. William Pelzer
1420 Victoria Street, #1304
Honolulu, Hawaii 96822

Dear Mr. Pelzer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis. Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

While the TSM alternative largely relies on operating buses in existing roadways, the other project alternatives attempt to offer the best transit service by providing buses on existing roads feeding into either a newly-constructed managed lane viaduct or a newly-constructed fixed guideway transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Personius
Silicon Methods, LLC
730 Ekela Avenue, #1
Honolulu, Hawaii 96816

Dear Mr. Personius:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the Draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Carol Philips
P.O. Box 8
Haleiwa, Hawaii 96712

Dear Ms. Philips:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and Draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Susan Phillips
148 Kuupua Street
Kailua, Hawaii 96734

Dear Ms. Phillips:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Comments on current bus operations have been forwarded to TheBus.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Bill Plum
P.O. Box 3503
Honolulu, Hawaii 96811-3503

Dear Mr. Plum:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dick Porier
95-584 Naholoholo Street
Mililani, Hawaii 96789

Dear Mr. Porier:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Port
1600 Ala Moana Boulevard
Apartment 3100
Honolulu, Hawaii 96815

Dear Mr. Port:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-rangee plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Sue Powell
91-1046 Kaipu Street
Ewa Beach, Hawaii 96706

Dear Ms. Powell:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Douglas Prather
86-174 Moelua Street
Waianae, Hawaii 96792

Dear Mr. Prather:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Lee Prochaska
Pro Graphics Pacific
55-090 Naupaka Street
Laie, Hawaii 96762

Dear Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Quinn
1133 Waimanu Street, #1104
Honolulu, Hawaii 96814

Dear Mr. Quinn:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Safety and security are major concerns for system development and operation.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dave Rae
92-4998 Limukele Street
Kapolei, Hawaii 96707

Dear Mr. Rae:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rodolfo Ramos
91-1401 Kamahoi Street
Ewa Beach, Hawaii 96706

Dear Mr. Ramos:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Judah Raquinio
757 Kinalau Street, #904
Honolulu, Hawaii 96813

Dear Mr. Raquinio:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Rau
3704 Anuhea Street
Honolulu, Hawaii 96816

Dear Mr. Rau:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Roy Reyes
P.O. Box 700301
Kapolei, Hawaii 96709

Dear Mr. Reyes:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The Alternatives Analysis will evaluate economic effects of the proposed transit alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Will Rich
115 Kuuala Street
Kailua, Hawaii 96734

Dear Mr. Rich:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Personal rapid transit has been eliminated from consideration because of their limited speed and capacity.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dane Robertson
47-261 Hui Iwa Street, #C
Kaneohe, Hawaii 96744

Dear Mr. Robertson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. John Rogers
91-1094 Aawa Drive
Ewa Beach, Hawaii 96706

Dear Mr. Rogers:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Max Rogers
225 Queen Street, #10A
Honolulu, Hawaii 96813

Dear Mr. Rogers:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Rolf
Hawaii Automobile Dealers Association
1100 Alakea Street, Suite 2601
Honolulu, Hawaii 96813

Dear Mr. Rolf:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Ann Ruby
55 South Kukui Street, D703
Honolulu, Hawaii 96813

Dear Ms. Ruby:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Safety and security are major concerns for system development and operation.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Disruptions and disturbances during construction will be evaluated in the Alternatives Analysis and the draft Environmental Impact Statement for all alternatives under consideration at the time of the evaluation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Theresa Rudacille
134 Kline Road
Wahiawa, Hawaii 96786

Dear Ms. Rudacille:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process. Ridership forecasts are currently being developed to support the Alternatives Analysis.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Lehua Rupisan
Alohaanything
836 Kulani Street
Honolulu, Hawaii 96825

Dear Ms. Rupisan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jonathan St. Thomas
1120 Cleveland Street
Baltimore, Maryland 21230

Dear Mr. St. Thomas:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the Draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Helen McCune
2464 Prince Edward St. #612
Honolulu, Hawaii 96815

Dear Ms. McCune:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gareth Sakakida
Hawaii Transportation Association
2850 Paa Street, #204
Honolulu, Hawaii 96819

Dear Mr. Sakakida:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

To schedule a presentation to a group or organization, please contact Nalani Dahl at 531-4252, Ext. 39.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Norman Sakamoto
1248 Ala Mahamoe Street
Honolulu, Hawaii 96819

Dear Mr. Sakamoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build Alternative is required in the Alternatives Analysis project to provide a baseline for comparison of the other alternatives. The City Council will select a preferred alternative after completion of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Gary Sato
TriMoving - Triathlon & Cycling Club
2606 Gardenia Street
Honolulu, Hawaii 96816

Dear Mr. Sato:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Lane Sato
607 North King Street, #126A
Honolulu, Hawaii 96817

Dear Mr. Sato:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Pauline Sato
1173 Alewa Drive
Honolulu, Hawaii 96817

Dear Ms. Sato:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Secondary and cumulative effects of the project will be evaluated. The project will comply with environmental regulations.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. John Scarry
1946 Ala Moana Boulevard, #216
Honolulu, Hawaii 96815

Dear Mr. Scarry:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Funding options are still being evaluated, but issuance of bonds is likely.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Marsha Schweitzer
Musicians Association of Hawaii
949 Kapiolani Boulevard
Honolulu, Hawaii 96814

Dear Ms. Schweitzer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Conceptual station designs are being evaluated as part of the Alternatives Analysis. Detailed designs will be completed at a later phase of the project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rod Schultz
5314 Oio Drive
Honolulu, Hawaii 96821

Dear Mr. Schultz:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Charles Scott
566 Ahina Street
Honolulu, Hawaii 96816

Dear Mr. Scott:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Troy Seffrood
1750 Kalakaua Avenue, #1204
Honolulu, Hawaii 96826

Dear Mr. Seffrood:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Karen Sender
625 Iolani Avenue, #4023
Honolulu, Hawaii 96813

Dear Ms. Sender:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Brian Shiro
91-1031 Kaimalie Street, #4R3
Ewa Beach, Hawaii 96706

Dear Mr. Shiro:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they

demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Holli Shiro
91-1031 Kaimalie Street, #4R3
Ewa Beach, Hawaii 96706

Dear Ms. Shiro:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jennifer Shishido
2931 Robert Place
Honolulu, Hawaii 96816

Dear Ms. Shishido:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Transit system design will consider accessibility and safety needs of users with mobility challenges. Safety and security are major concerns for system development and operation.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University

of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

System operations are being evaluated during the Alternatives Analysis. The technology selected for implementation will be the one that best meets the requirements for the alternative selected at the lowest total system cost.

System operation for passenger comfort will be a project consideration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. and Mrs. Gerald and Carole Siegel
Mililani/Waipio/Melemanu
Neighborhood Board No. 25
95-457 Kaelo Place
Mililani Town, Hawaii 96789

Dear Mr. & Mrs. Siegel:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Scott Siegfried
94-1080 Pulelo Street
Waipahu, Hawaii 96797

Dear Mr. Siegfried:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Edgar Silva, Jr.
4492-A Honokoa Place
Honolulu, Hawaii 96821

Dear Mr. Silva:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the

authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Safety and security are major concerns for system development and operation.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Rosita Sipirok-Sirear
92-1179 Palahia Street, #J-102
Kapolei, Hawaii 96707

Dear Ms. Sipirok-Sirear:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Cliff Slater
Honolulutraffic.com
PO Box 15502
Honolulu, Hawaii 96830

Dear Mr. Slater:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor. A two-lane reversible option for the managed lane alternative, matching what you have proposed, has been added to the range of alternatives being evaluated in the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process. Ridership forecasts are currently being developed to support the Alternatives Analysis. Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process. The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Terry Slattery
91-1025 Napoo Street
Kapolei, Hawaii 96707

Dear Mr. Slattery:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build Alternative is required in the Alternatives Analysis project to provide a baseline for comparison of the other alternatives. The City Council will select a preferred alternative after completion of the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various Alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jim Slavish
146 Hekili Street, #102
Kailua, Hawaii 96734

Dear Mr. Slavish:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Frank Smith
2476 Waiomao Road
Honolulu, Hawaii 96816

Dear Mr. Smith:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Paul Smith
2650 Pacific Heights
Honolulu, Hawaii 96813

Dear Mr. Smith:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Scott Snider
94-1030 Anania Circle, #72
Mililani, Hawaii 96789

Dear Mr. Snider:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Thomas Soteros-McNamara
11645 Chenault Street, #410
Los Angeles, California 90049

Dear Mr. Soteros-McNamara:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Wilfred Souza
94-414 Kauopua Street
Mililani, Hawaii 96789

Dear Mr. Souza:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

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HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Andrew Speese
1105 Lunaanela Street
Kailua, Hawaii 96734-4548

Dear Mr. Speese:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Jessica Spurrier
1415 Victoria Street, #1014
Honolulu, Hawaii 96822

Dear Ms. Spurrier:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Elizabeth M. Stack
McCandless Honolulu
P.O. Box 497
Honolulu, Hawaii 96809

Dear Ms. Stack:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Lee Stack
P.O. Box 37764
Honolulu, Hawaii 96837

Dear Lee:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Linda Starr, Transportation Chair
Kuliouou-Kalani Iki Neighborhood
Board No. 2
P.O. Box 240310
Honolulu, Hawaii 96824

Dear Ms. Starr:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

At this time, the project does not propose to substantially reconfigure traffic operations in Waikiki.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Debbie Stelmach
350 Aoloa Street, B-225
Kailua, Hawaii 96734

Dear Ms. Stelmach:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the Draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ross Stephenson
38 South Judd Street, #24B
Honolulu, Hawaii 96817

Dear Mr. Stephenson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Annie Stevens
1350 Ala Moana Boulevard, #1004
Honolulu, Hawaii 96814

Dear Ms. Stevens:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Separate hearings were held prior to the City Council's enactment of the tax. The City Council plans to hold hearings and select a locally preferred alternative prior to the tax going into effect.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Irvin Sugimoto
95-1063 Hookupu Street
Mililani, Hawaii 96789

Dear Mr. Sugimoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Sullivan
Architects Hawaii Ltd.
P.O. Box 37640
Honolulu, Hawaii 96837

Dear Mr. Sullivan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service. Comments on current bus operations have been forwarded to TheBus.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The number of buses anticipated to be required is less than the available capacity of the managed lanes facility being evaluated, therefore, high-occupancy (HOV) or toll-paying (HOT) vehicles could be allowed to use the excess capacity available under Alternative 3 without degrading bus travel times.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. A. Tabar
2415 Ala Wai Boulevard, #1801
Honolulu, Hawaii 96815

Dear Mr. Tabar:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ira Tagawa
98-1861 Piki Street
Aiea, Hawaii 96701

Dear Mr. Tagawa:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Comments on current bus operations have been forwarded to TheBus.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Carol Mae Takahashi
c/o Hawaii's Plantation Village
94-1012 Lahe Street
Mililani, Hawaii 96789

Dear Ms. Takahashi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1606-13486IR

June 20, 2006

Mr. Mitsuru Takahashi
99-244 Aiea Heights Drive
Aiea, Hawaii 96701

Dear Mr. Takahashi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Curtis Takano
94-401 Nui St.
Mililani, Hawaii 96789

Dear Mr. Takano:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

The range of alternatives will be evaluated in-depth in the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. James Takemoto
55 S. Kukui Street, #2902
Honolulu, Hawaii 96813

Dear Mr. Takemoto:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-134859R

June 20, 2006

Mr. A. Talat
1002 Prospect Street, A1
Honolulu, Hawaii 96822

Dear Mr. Talat:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Transit system design will consider accessibility and safety needs of users with mobility challenges.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Safety and security are major concerns for system development and operation.

The primary local funding source will be through a 0.5% excise tax increase, which also will be paid by all visitors on goods and services they purchase while on Oahu.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Conceptual station designs are being evaluated as part of the Alternatives Analysis. Detailed designs will be completed at a later phase of the project.

Small-scale people movers have been eliminated for consideration because of their limited speed and capacity.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Glen Tanaka
1831 South King Street, #203
Honolulu, Hawaii 96826

Dear Mr. Tanaka:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Chad Taniguchi
Hawaii Bicycling League
538 Uluhaku Street
Kailua, Hawaii 96734

Dear Mr. Taniguchi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Other programs to reduce vehicle travel could be implemented independent of the transit project.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Justin Tanoue
47-647 Alawiki Street
Kaneohe, Hawaii 96744

Dear Mr. Tanoue:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis. Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Charlene Tarr
94-221 Ohe'ala Place
Mililani, Hawaii 96789

Dear Ms. Tarr:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Brian Taylor
University of Hawaii
361 Kawaihae Street
Honolulu, Hawaii 96825

Dear Mr. Taylor:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

The project team has begun an extensive public information process to provide project details prior to selection of a locally preferred alternative (LPA). Public feedback will be solicited prior to selection of the LPA.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Environmental and social impacts and benefits of each proposed alternative will be addressed in the Alternatives Analysis and draft Environmental Impact

Statement. They will be considered in the comparison of overall costs and benefits of the project alternatives.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Ridership forecasts are currently being developed to support the Alternatives Analysis.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mark Taylor
3427 Ala Hinalo Street
Honolulu, Hawaii 96818

Dear Mr. Taylor:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Lawson Teshima
PHT, Inc.
650 Iwilei Road, #415
Honolulu, Hawaii 96817

Dear Mr. Teshima:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. John Thomas
91-934 Pahuhu Street
Ewa Beach, Hawaii 96706

Dear Mr. Thomas:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Alternatives Analysis will consider various alignment sections in a mix-and-match configuration.

The project team is working on an aggressive schedule to meet all State and Federal requirements for project development as quickly and cost-effectively as possible.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Details on the localized effects of each alternative are still under development and will be presented in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Bob Thompson
44-742 Puamohala Street
Kaneohe, Hawaii 96744

Dear Mr. Thompson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Other programs to reduce vehicle travel could be implemented independent of the transit project.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Thompson
Mea Pacific Traders
P.O. Box 88
Waimanalo, Hawaii 96795

Dear Mr. Thompson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Comments on how information was presented, comments were collected, and how the scoping process was conducted were reviewed and will be considered during future phases of the public involvement process.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Summer Thomson
91-884 Fort Weaver Road
Ewa Beach, Hawaii 96706

Dear Ms. Thomson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

The TSM Alternative largely relies on restructuring the bus system to hub and spoke operations. The other build alternatives also use this approach to enhance service.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Maeda Timpson, Chair
Makakilo/Kapolei Neighborhood Board #34
92-684 Nohona Street
Kapolei, Hawaii 96707

Dear Chair Timpson:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Monico Tiongco
94-516 Kupuohi Street, #12-201
Waipahu, Hawaii 96797

Dear Monico:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Buses would continue to provide a substantial portion of the transit service on Oahu.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rudolph Tolentino
86-3003 Leihua Place
Waianae, Hawaii 96792

Dear Mr. Tolentino:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dennis Tsuruda
94-1052 Kikepa Street
Waipahu, Hawaii 96797

Dear Mr. Tsuruda:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Tudor
98-2036 Kikala Street
Aiea, Hawaii 96701

Dear Mr. Tudor:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii State Legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Lawrence Uchima
2515-A Notley Street
Honolulu, Hawaii 96819

Dear Mr. Uchima:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Mike Uechi
98-111 Kaahele Place
Aiea, Hawaii 96701

Dear Mr. Uechi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The managed lanes alternative accommodates toll-paying vehicles along with buses and HOVs.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Melvin Uesato
91-211 Puanaohu Place
Kapolei, Hawaii 96707

Dear Mr. Uesato:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Comments on current bus operations have been forwarded to TheBus.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Eva Uran
277 Ohua Avenue
Honolulu, Hawaii 96815

Dear Ms. Uran:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. M. Utleg
94-817 Kuhaulua Street
Waipahu, Hawaii 96797

Dear Mr. Utleg:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Larry Vaughan
91-983G Laaulu Street
Ewa Beach, Hawaii 96706

Dear Mr. Vaughan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Marie Vaughan
91-983G Laaulu Street
Ewa Beach, Hawaii 96706

Dear Ms. Vaughan:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Many specifics about system operations are still in development, including the type of transit system to be provided, the fare structure, vehicle headways, and the hours of operation. These will begin to be developed in the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

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HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

1/06-135285R

June 20, 2006

Mr. Ronald Verga
1212 Nuuanu Avenue, #703
Honolulu, Hawaii 96817

Dear Mr. Verga:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Station accessibility and spacing were considered when evaluating station locations. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-range plans, which include consideration of both

existing land-use and future planned development, is integral with the need for the project.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Joey Viernes
1415 Punahou Street, #303
Honolulu, Hawaii 96822

Dear Mr. Viernes:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis. Either rail or bus alternatives would be eligible for Federal Transit Administration funding.

Environmental hazards will be considered when evaluating the alternatives in the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Marie Wagner
3704 Anuhea Street
Honolulu, Hawaii 96816

Dear Ms. Wagner:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved mobility consistent with existing and planned development patterns. While the project may result in accelerated development along the corridor, it would not change development patterns already established in island-wide plans.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

System operation for passenger comfort will be a project consideration.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Helen Walker
1092 Hele Street
Kailua, Hawaii 96734

Dear Ms. Walker:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and Draft Environmental Impact Statement. Measures will be proposed too minimize negative visual effects of the project.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Wallis
Air Canada
Honolulu International Airport
1025 Kalo Place, #501
Honolulu, Hawaii 96826

Dear Mr. Wallis:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. M. Wearstler
91-1476 Renton Road, #10
Ewa Beach, Hawaii 96706

Dear Mr. Wearstler:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. David Webre
801 South King Street, PH-01
Honolulu, Hawaii 96813

Dear Mr. Webre:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Pablo Wegesend
2649 Varsity Place, #209
Honolulu, Hawaii 96826

Dear Mr. Wegesend:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The Alternatives Analysis will evaluate the numbers of properties that would need to be acquired for each of the alternatives. The project team is attempting to minimize the number of displacements that would occur as a result of the project.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Richard Weimer
2452 Tusitala Street, #2010
Honolulu, Hawaii 96815

Dear Mr. Weimer:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

At this time, the project does not propose to substantially reconfigure traffic operations in Waikiki.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Delta Westcot
91-1089 Kumulipo Street
Kapolei, Hawaii 96707

Dear Ms. Westcot:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The project team is working on an aggressive schedule to meet all state and federal requirements for project development as quickly and cost-effectively as possible.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. and Mrs. Frank and Ann White
46-151 Nahiku Place
Kaneohe, Hawaii 96744

Dear Mr. and Mrs. White:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Public understanding and involvement is important to the success of the Honolulu High-Capacity Transit Corridor Project. Information and outreach will continue for the duration of the project, with a goal of reaching out to a broad spectrum of interested people.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247,

enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Personal rapid transit has been eliminated for consideration because of their limited speed and capacity.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Willing
92-1007 Oka'A Street, #B108
Kapolei, Hawaii 96707

Dear Mr. Willing:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Windisch
91-823 Launahele Street
Ewa Beach, Hawaii 96707

Dear Mr. Windisch:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Dexter Wong
4300 Waialae Avenue, B1004
Honolulu, Hawaii 96816

Dear Mr. Wong:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Transit travel time and reliability will be major factors in evaluating the performance of the various alternatives.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Vernon Wong
94-1122 Mikilana Place
Waipahu, Hawaii 96797

Dear Mr. Wong:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The City and County of Honolulu plan to implement a ferry system independent of the Honolulu High-Capacity Transit Corridor Project.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Michael Woo
767 Kealahou Street
Honolulu, Hawaii 96825

Dear Mr. Woo:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Sub-surface issues are a major concern when considering a tunnel alignment. While they make tunneling more difficult and expensive, tunneling technologies available today make tunnel options feasible, at least for short distances.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Elevated systems have both benefits and impacts that will be evaluated in the Alternatives Analysis.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Crossing of Pearl Harbor is not being considered as an alternative in the Honolulu High-Capacity Transit Corridor Project.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Betty Wood
1980 Halekoa Drive
Honolulu, Hawaii 96821

Dear Ms. Wood:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

Efficient transfers between fixed-guideway and bus are an important consideration in the design of a fixed-guideway system. Options to facilitate the transfers are being evaluated during the Alternatives Analysis.

The project team will be evaluating opportunities to promote compatible development around stations, including services and mixed-use developments.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. E. Alvey Wright
45-090 Namoku Street, #914
Kaneohe, Hawaii 96744

Dear Mr. Wright:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The number of buses anticipated to be required is less than the available capacity of the managed lanes facility being evaluated, therefore, high-occupancy (HOV) or toll-paying (HOT) vehicles could be allowed to use the excess capacity available under Alternative 3 without degrading bus travel times.

Bus feeder service is being evaluated to determine where it would most quickly and efficiently bring riders to transit stations.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Klaus Wyrtki
555 University Avenue, #3100
Honolulu, Hawaii 96826

Dear Mr. Wyrtki:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Jon Yamaguchi
2604 Kuhio Avenue, #500
Honolulu, Hawaii 96816

Dear Mr. Yamaguchi:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Each station location suggested during the scoping process will be reviewed. The station locations being evaluated in the Alternatives Analysis will be presented in the Alternatives Analysis Definition of Alternatives Memorandum.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Visual and aesthetic issues will be evaluated in the Alternatives Analysis and draft Environmental Impact Statement. Measures will be proposed to minimize negative visual effects of the project.

Safety and security are major concerns for system development and operation.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the Alternatives Analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Mae Yoshino
P.O. Box 12118
Honolulu, Hawaii 96828

Dear Ms. Yoshino:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Comments on current bus operations have been forwarded to TheBus.

Many users of Oahu's transportation system regularly experience substantial traffic delay and congestion.

Carpools, along with transit, provide an important travel option. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge.

The team preparing the Alternative Analysis for the Honolulu High-Capacity Transit Corridor Project had worked on projects around the world. Lessons learned from those projects will be incorporated into the Honolulu study.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Bicycle and pedestrian connections to the system are being evaluated during preparation of the Alternatives Analysis.

System operation for passenger comfort will be a project consideration.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Harry Yoshida
763 Paani Street, #3
Honolulu, Hawaii 96826

Dear Mr. Yoshida:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Improvements to the bus system are being evaluated as part of all alternatives. Improvements included in the TSM alternative are almost exclusively related to bus service.

The location and design of transit stations is being evaluated regarding how they facilitate various modes of travel to and from the stations, such as walking, biking, bus, taxi, ferry, and driving.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Small-scale people movers have been eliminated for consideration because of their limited speed and capacity.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Rodney Yoshizawa
45-408 Ko'lawe Way
Kaneohe, Hawaii 96744

Dear Mr. Yoshizawa:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

The study corridor was defined to include the densest portions of Oahu. Consistency with local long-rangee plans, which include consideration of both existing land-use and future planned development, is integral with the need for the project.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

The Honolulu High-Capacity Transit Corridor Project is evaluating one aspect of island-wide transportation needs in coordination with the Oahu Metropolitan Planning Organization, which is responsible for integrated transportation

planning. The Honolulu High-Capacity Transit Corridor Project analysis is meant to evaluate project alternatives that may be constructed within the authorization of Act 247, enacted by the Hawaii state legislature in 2005. The act prohibits the construction of a non-transit project with the authorized excise-tax surcharge. Projects with the purpose of providing roadway mobility for automobiles and commercial vehicles are outside of the authorization of Act 247; therefore, they will not be considered for the Honolulu High-Capacity Transit Corridor Project.

Alternatives that would not primarily serve transit are not being included in the Alternatives Analysis.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Linda Young
91-1059 Oaniani Street, #1-C
Kapolei, Hawaii 96707

Dear Ms. Young:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

All proposed alignments were reviewed. They were either included as an alignment option in the Fixed Guideway Alternative or rejected because they demonstrated less ridership potential, higher cost, or more difficult environmental and social issues than the selected alternatives.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Ms. Beverly Yow
94-166 Apele Place
Mililani, Hawaii 96789

Dear Ms. Yow:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

The study corridor was developed after evaluating long-rangee population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Vehicle and system technologies will not be selected prior to the draft Environmental Impact Statement. Comments about issues related to vehicle and system technologies will be considered when specifications are developed.

Energy needs and sources will be evaluated in the Alternatives Analysis. Alternative energy sources will be considered during project design if they can be implemented economically.

The No-Build, Transportation System Management, Managed Lanes and Fixed Guideway alternatives will be evaluated in detail in the Alternatives Analysis. Once the Alternatives Analysis is complete, sufficient information will be available to select the optimal alternative for the corridor.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
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MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Ernie Yow
94-166 Apele Place
Mililani, Hawaii 96789

Dear Mr. Yow:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

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Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
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HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Stephen Yuen
2506 Klebahn Place
Honolulu, Hawaii 96817

Dear Mr. Yuen:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

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Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Robert Yumol
453 Mananai Place, #C
Honolulu, Hawaii 96818

Dear Mr. Yumol:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

A transit system is only a portion of the entire transportation system. While the transit system will reduce the number of drivers on congested roadways within the corridor, the corridor is expected to continue experiencing growth in travel demand. The transportation corridor between Kapolei and the University of Hawaii at Manoa will continue to experience substantial traffic congestion; however, congestion in the corridor is expected to decrease somewhat after the system opens, and grow at a reduced rate after that time because of automobile trips diverted to transit. Travel demand projections will be developed for the Alternatives Analysis.

Project costs and operating revenues will be estimated as part of the financial analysis completed during the alternatives analysis process.

Sincerely,

MELVIN N. KAKU
Director

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 523-4529 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

MELVIN N. KAKU
DIRECTOR

June 20, 2006

Mr. Paul Zavada
91-1179 Kaiopua Street
Ewa Beach, Hawaii 96706

Dear Mr. Zavada:

Subject: Honolulu High-Capacity Transit Corridor Project Scoping Comments

Mahalo for submitting comments during the scoping process for the Honolulu High-Capacity Transit Corridor Project. Your comments, along with over 500 others, were reviewed and considered during the development of the final purpose and need, alternatives being evaluated in the Alternatives Analysis, and scope of environmental analysis for the project. The outcome of the scoping process is summarized in the scoping report which is available for review at the project website www.honolulutransit.org. All of the comments received during the scoping process are included in the appendices to the report, and also may be downloaded.

The study corridor was developed after evaluating long-range population and employment projections for Oahu and considering available funding. By 2030, 69 percent of the population and approximately 80 percent of the employment on the Island of Oahu is projected to be located within the study-area corridor. The study corridor was selected to provide the greatest transportation benefit for the funds that are anticipated to be available; however, improvements will not be limited to the corridor. Island-wide improvements to the bus system will be proposed to better utilize the features of each alternative, whether TSM, managed lanes, or a fixed-guideway transit system. Future expansion of the system would be possible if other funding sources are identified.

Park and ride facilities and feeder bus service will be evaluated as part of the Alternatives Analysis.

Alternatives related to social policies or regulation of driving are outside the purpose of providing a high-capacity transit system.

The primary local funding source will be through a 0.5% excise tax increase, which also will be paid by all visitors on goods and services they purchase while on Oahu.

Sincerely,

Melvin N. Kaku

MELVIN N. KAKU
Director