

EXHIBIT ONE: Misrepresentations in Radio Spot #1

TRANSCRIPT: "Honolulu's new transit system will feature state of the art rail technology and will be quiet, flexible and energy-efficient. The modern steel-wheel technology proposed for Honolulu is nothing like the noisy, old-fashioned systems used in New York subways or the Chicago L. What's more, today's rail technology is already proven and successful, like Vancouver's SkyTrain, the Trax system in Salt Lake City, Portland's MAX Train, and the Washington, D.C. Metro. When each of these systems was first proposed, there were questions and concerns raised. But today, they are vital parts of their cities' overall transportation solutions: reducing traffic, providing options for commuters, fostering transit oriented development, and protecting the environment. These cities invested in their future, and they're enjoying the benefits today. To provide for our community's future, rail transit is the step Honolulu needs to take now. Learn more at Honolulu Transit dot org."

#1: "Honolulu's new transit system . . . will be quiet"

The City administration's specifications call for 75 decibels at 50 feet and that is not quiet especially when running in narrow streets such as Halekauwila Street and in residential neighborhoods such as Kapiolani Boulevard and University Avenue.

REFERENCES

<http://www.honolulutraffic.com/RailRFI.pdf>

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf

#2: "Honolulu's new transit system . . . will be . . . flexible"

Nothing is less flexible than rail transit. Once in place, it will be there forever regardless of changing demographics. One of the main reasons for the demise of streetcars from the nation's streets was that buses offered greater flexibility.

REFERENCES

"The reason why electric railways are a mild and ineffective force for concentration is apparent; they were forces for centralization through their weakness, not through their strength. They centralized cities because of their inflexibility and inability to provide lateral movement, not because the public was eager to ride them into central areas." Hilton, George W. *Rail Transport and the Pattern of Modern Cities: The California Case*. Traffic Quarterly, vol. XXI, no. 3. July 1967. pp. 379-380. Also see [General Motors and the Demise of Streetcars. Transportation Quarterly. Summer 1997: 45-66.](#)

#3: "Honolulu's new transit system . . . will be . . . energy efficient"

The U.S. Dept. of Energy's average energy use for all U.S. light rail lines is 4,386 Btu per passenger mile.¹

Automobile Btu per passenger mile has been declining significantly in recent years² and is now down to 3,496 for cars and 4.329 for light trucks and SUVs.

Hybrids are getting far higher miles per gallon than the average car and their market share is expanding exponentially. In addition, small highly efficient diesel cars are being

¹ http://www1.eere.energy.gov/vehiclesandfuels/facts/favorites/fcvt_fotw221.html

² http://cta.ornl.gov/data/tebd26/Edition26_Chapter02.pdf Table 2.13

introduced. The Hyundai i30 diesel, for example, has combined highway/city mileage of 60.1 mpg.³

While it is possible that rail transit here could be more energy-efficient than automobiles, it is highly unlikely. Automobile Btu per passenger mile has been declining significantly in recent years⁴ and future reductions looks even brighter. Since the EIS forecast is for 2030, most probably the current energy use advantage that the automobile has over rail transit will be even greater by that time.

#4: Rail is responsible for “reducing traffic” in other cities named.

Not a single city named in these radio spots has experienced reduced traffic attributable to the implementation of rail transit. With such a small number of rail riders in each city mentioned, combined with population increases, such a claim is patently fraudulent.

REFERENCES

Texas Transportation Institute 2007 Urban Mobility Report at:
http://mobility.tamu.edu/ums/congestion_data/tables/national/table_4.pdf

³ http://www.carkeys.co.uk/road_test/hyundai/14074.asp

⁴ http://cta.ornl.gov/data/teadb26/Edition26_Chapter02.pdf Table 2.13