

## EXHIBIT ONE: Misrepresentations in radio Spot #3

### Transcript of City's THIRD pro-rail radio spot (:60)

"Why should Honolulu build a rail transit system instead of just adding more buses and building special bus-only roadways? With an average 233,000 riders per day, TheBus is almost maxed out. So says the island's leading authority, Roger Morton, president of Honolulu's bus system. Morton says during rush hour most buses are already full and getting fuller. The same is true for HOV and bus lanes. And with buses stuck in traffic, their on-time average is just sixty-five percent, despite everyone's best efforts. Adding more buses would simply add a non-stop ribbon of buses on major roadways, and we all know how it feels to be stuck behind a bus in traffic. Elevated bus roadways won't help either. They cost more and take up more room than rail. Take it from experts like Roger Morton, we need an integrated system of buses and rail for Honolulu's transportation future. Rail transit is what we need to be building now. To learn more, visit Honolulu Transit dot org."

MISLEADING: "Elevated bus roadways won't help either. They cost more ... than rail."

RESPONSE: The City well knows that their projection of HOT lanes construction cost at \$2.6 billion is grossly in error. Such a cost would make this simple two-lane elevated highway twice as expensive per lane mile as H-3, the nation's most expensive highway.

It would also mean that the HOT lanes would cost as much per mile as its rail transit proposal despite the cost of stations every mile each with escalators, elevators, stairs, electrical sub-stations. In addition there is the cost of trains, rails and the infrastructure necessary to maintain it all.

The city also knows that Figg Bridge Engineers are currently pricing similar elevated highways in Florida at \$450 million yet the city has made no attempt to reconcile these widely disparate costs.

Tampa public official Dr. Martin Stone, Director of Planning for the Tampa Expressway Authority, wrote to the Honolulu Advertiser in 2006,

*"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." (His emphasis)*  
Source: <http://www.honolulutraffic.com/StoneTampa.pdf>