

## The Greatest Lie of All

A list of our supposed “lies and misrepresentations” was given to the City Council in late 2008 by the Director of the City’s Department of Transportation Services, Wayne Yoshioka, at Council Transportation Chair Ann Kobayashi’s insistence. They were all nonsense but the fifth “lie and misrepresentation” was particularly interesting. We had said,

5. "The city admits future traffic congestion will be worse with rail than it is today."

Yoshioka’s comment on this “lie and misrepresentation” was,

“This is a cleverly crafted statement that knowingly uses only part of the information available. The Alternatives Analysis shows that a fixed guideway will reduce future traffic congestion between Kapolei and Honolulu by 11 percent.”

Our subsequent rebuttal was,

“This is pure spin. He is not denying that traffic congestion will be worse than today only that rail will reduce congestion by 11 percent from what it would be without rail.”

Now contrast all that with the City’s subsequent admission in the Final EIS,

“You are correct in pointing out that traffic congestion will be worse in the future with rail than what it is today without rail, and that is supported by data included in the Final EIS. In fact, projections suggest that traffic conditions will be worse in 2030 under any circumstances [studied in the EIS]. The Alternatives Analysis supports this statement as does the analysis of transportation impacts in the Final EIS. The comparison that is key to the Project is that rail will improve conditions compared to what they would be if the Project is not built.” (underline added) (Source: bottom of page 1251 of Appendix A, Final EIS, [http://www.honolulutraffic.com/FinalEIS/AppendixA\\_D.pdf](http://www.honolulutraffic.com/FinalEIS/AppendixA_D.pdf))

And here is what FTA's Regional Administrator wrote,

“Many commenters [on the Draft EIS] reiterated their concern that the Project will not relieve highway congestion in Honolulu. FTA agrees, but the purpose of the Project is to provide an alternative to the use of congested highways for many travelers. This alternative to the use of highways is especially important for households that cannot afford an automobile for every person in the household who travels for work or for other reasons.” (Source: [http://www.honolulutraffic.com/Total\\_ROD.pdf](http://www.honolulutraffic.com/Total_ROD.pdf) page 208/217)

But the biggest lie of all is the fact that when you read the [rationale for building rail in the Final EIS](#), what they call the Purpose and Need statement, you find that the City never had any intention of reducing traffic congestion below today's unbearable levels.