

**From:** Miyamoto, Faith  
**To:** 'baizas@infraconsultllc.com'; 'Roberts, Stephanie L'; 'Spurgeon, Lawrence'  
**Sent:** 2/5/2009 8:51:50 AM  
**Subject:** FW: Draft Environmental Impact Statement (EIS) for the Honolulu High-Capacity

# Redacted

-----Original Message-----

**From:** Ted.Matley@dot.gov [mailto:Ted.Matley@dot.gov]  
**Sent:** Wednesday, February 04, 2009 2:21 PM  
**To:** Miyamoto, Faith  
**Subject:** FW: Draft Environmental Impact Statement (EIS) for the Honolulu High-Capacity

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**From:** Furai [mailto:supa8hi@gmail.com]  
**Sent:** Wed 2/4/2009 3:41 PM  
**To:** Matley, Ted <FTA>; supa8hi@gmail.com  
**Subject:** Draft Environmental Impact Statement (EIS) for the Honolulu High-Capacity

Dear Mr. Matley:

The draft Environmental Impact Statement for the City and County of Honolulu rail transit project is unacceptable because it is written solely for a steel wheel on steel rail system. There are other forms of fixed rail that may be better and more cost-effective than steel wheels. Please have the City rewrite this EIS to cover the other technologies, such as monorail and maglev, to ensure that our taxpayers will obtain the best transit system at the best price.

The so called "experts" who dismissed Maglev by stating: ("none of the proprietary technologies offered substantial proven performance, cost, and reliability benefits compared to steel wheel operating on steel rail.") are dooming the people of HAWAII to an inferior more expensive system. Allowed to compete and bid the MAGLEV would offer:

1. Less construction costs due to the concrete work being approximately 25% less and construction time would be sped up. The smaller guideway (21 feet versus 31 feet wide for steel) would result in a savings of over HALF A BILLION DOLLARS.

2. As shown in the DEIS O&M costs the MAGLEV also excels as there is nothing to wear out compared to steel. With the steel (YOE) dollars for O & M costs of \$133 Million/year, assuming a 25% savings; over 30 years the cost saving in O & M is approximately 1 BILLION DOLLARS!!!. All the cost savings could be used to complete the whole system from Kapolei to UH Manoa.

3. The noise level for MAGLEV is also 3.5 times less (62 dba versus 80 DBA for steel), This would have less impact on the adjacent residents to the rail line and would preclude the need of additional costs for noise walls along the route. The steel system would have to be in compliance with the HRS. This would be an eyesore and would be a magnet for grafitti. With successful commercial operation in Nagoya Japan with no accidents which compare to the 6 steel accidents on the mainland in the past 8 months. Just yesterday (2/2/2009) 100 people

were injured in the BART steel system on the mainland.

4. Safety is of utmost importance; due to the wrap around design there is no chance for derailment as opposed to steel. Steel would require drivers further adding to the costs to our taxpayers that are already paying the highest in the nation. MAGLEV would be completely automated. Finally the superior hill climbing ability of MAGLEV is vastly superior to steel. I WANT THE BEST RAIL SYSTEM FOR THIS SPECIAL PLACE WE CALL HAWAII. I JUST HOPE THAT YOU DO TOO!!! Thank you very much for your time.

Sincerely,

Richard Mori  
94-742 Kaaka Street  
Waipahu, Hawaii 96797