

From: Hamayasu, Toru
To: Matsunaga, Mark; Kaku, Melvin N; 'Elisa Yadao'
CC: Coelho, Jeff; Brennan, Bill; Oliveira, Joyce A. M.; Eads, Chrystn; Hashiro, Wayne; Hirata, Gregg; Saito, Trudi
Sent: 3/27/2007 4:53:59 PM
Subject: RE: Protest Rally on Wednesday

Redacted

From: Matsunaga, Mark
Sent: Tuesday, March 27, 2007 11:59 AM
To: Kaku, Melvin N; Hamayasu, Toru; 'Elisa Yadao'
Cc: Coelho, Jeff; Brennan, Bill; Oliveira, Joyce A. M.; Eads, Chrystn; Hashiro, Wayne; Hirata, Gregg; Saito, Trudi
Subject: FW: Protest Rally on Wednesday

Redacted

From: Shin, Su
Sent: Tuesday, March 27, 2007 9:54 AM
To: Matsunaga, Mark
Subject: FW: Protest Rally on Wednesday

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

From: Cliff Slater [mailto:cslater@lava.net]
Sent: Tuesday, March 27, 2007 8:18 AM
To: info@honolulutraffic.com
Subject: Protest Rally on Wednesday

HONOLULUTRAFFIC.COM

SEEKING COST-EFFECTIVE SOLUTIONS TO TRAFFIC CONGESTION

AR00149187

HONOLULUTRAFFIC.COM to hold protest rally Wednesday at 9:30 am

Contacts: Cliff Slater, 285-7799, Dr. Panos Prevedouros, 383-5006, Dale Evans, 783-4546

Our members will be staging a protest rally this Wednesday, March 28 from 9:30 to 10:00 am in front of the City's Mission Memorial Auditorium adjacent to City Hall.



The City is holding a briefing at its Auditorium for “resource agencies” only on the re-Scoping of the transit project and we think it appropriate for these insiders to understand how rigged this Alternatives Analysis process has been.

We are protesting the exclusion of the Managed Lanes Alternative (MLA aka HOT lanes) from the new Scoping process. According to the City, it was “previously studied and eliminated for good cause” in the Alternatives

Analysis.

We have protested to FTA that the MLA study was eliminated for political cause, not “good cause” and we have fully documented it in the letter linked below. For example, in brief,

1. The MLA construction cost forecast by Parsons Brinckerhoff (PB) and the City, would be seven times the cost the Tampa Expressway (a similar facility). This is nonsense and Tampa's Planning Director agrees. The “soft costs” alone (architects, PB, and sundry consultants) for the MLA was forecast to be \$544 million, or 30 percent higher than the total cost to construct the entire Tampa Expressway, including soft costs. The Transit Advisory Task Force did not once ask PCL Construction, builders of both the Tampa Expressway and the Hawaii Convention Center, and who maintains an office here, whether the projected cost was reasonable. The cost was exaggerated to show that the MLA would not meet FTA's cost effectiveness standards.
2. While they say they used our suggested HOT lanes plan, they changed it allow HOVs (cars with two or more occupants) on the MLA at no charge, which meant that the zipper lane would not be needed and thus reduced the MLA's additional two lanes advantage down to one.
3. To further drive up costs, PB and the City also forecast that the MLA would need 50 percent more buses than the low cost alternative (the No-Build) yet get only five percent more bus riders.

And so on ...

For full details of our protest to the Federal Transit Administration go to www.honolulutraffic.com and read the March 22 entry. We are, of course, happy to provide more details.