

Public Involvement Overview

April 2008

	March
Hotline Calls	12
Comment Sense Comments/Inquiries	49
FOIA requests	0
Speakers Bureau	29
Presentation/Events	15
Neighborhood Boards	10
Community Updates/Mayor's Town Hall Meetings	4

Hotline and Comment Sense reporting does not include requests for additions/changes to the project mailing list. Only project questions/comments/or requests for information are included.

Neighborhood Board reporting includes both full presentations and project briefings.

**March 2008 Comments submitted to the Honolulu High-Capacity Transit Corridor Project\***

<b>Record Date</b>	<b>Submission Method</b>	<b>Submission Content/Notes</b>	
263	04/22/2008	Telephone	Wants to know if project is going to hit his property.
272	04/23/2008	Telephone	Wants to know how much money is spent on sending out the newsletters yearly.
282	04/24/2008	Telephone	Opposes rail/transit. Female caller does not understand why, in the newsletter, it says the project will reduce tailpipe emissions when no one will take the rail so there won't be less emissions. People who want to use the transit should be the only people who pay the GET. Everyone should be allowed to vote. The caller could not go to any of the meetings so she could not state her opposition to the project. The caller is upset as she has lived on the island her whole life and this project will reduce the beauty of the island. It will be noisy as well. The people should be able to vote on this. The caller is very upset about the tax she has to pay.
288	04/25/2008	Telephone	She just received the April project newsletter and is very grateful to receive information about the project from the City. She is disturbed about recent opposition to the project and would like to help in any way possible. She is a regular bus rider and has seen mass transit (rail) all over the world and supports it.
239	04/03/2008	Website	Please tell me the annual cost estimate to maintain a steel on steel system?
241	04/04/2008	Website	I am very pleased with the progress being made so far. I would though prefer a route that stops at the airport.
243	04/07/2008	Website	High-capacity transit is sorely needed! Please add me to the mailing list (email and post, both). Thanking you,
242	04/07/2008	Website	I was wondering if there are any scheduled meetings about where the route of the rail might be going as the credit union that I work for is concerned about how we will be impacted if the route were to come down Halekauwila Street and if it would be on our property. Thank You for your time ! Dennis Diffie Facilities Supervisor Hawaii State Federal Credit Union 560 Halekauwila Street Honolulu, Hawaii 96813

245	04/08/2008	Website	Rail will destroy my Salt Lake neighborhood: lower property value, crime increase, louder noise, more frequent noise, eminent domain, more taxes and bureaucracy, greater economic recession/depression. The Mayor can convince 5 council-members, but he is making all of Honolulu the loser with this horrible plan. More long time Hawaii residents will become homeless or leave Hawaii because of this. Rail Transit is a bigger problem, not a solution.
247	04/09/2008	Website	Where can I view the latest route proposals, i.e. the street alignments, and whether at grade, above grade, etc?
246	04/09/2008	Website	This project is off track. Rail Fixed Guideway will not reduce traffic congestion. Rail is not Green. Rail Fixed Guideway is not supported by any ridership data. The AA data tells us 80% of commuters use their cars today and will do so in 30 years. This project does not address this majority group. The AA was not done properly so that the LPA is not really supported by any data. This project is handcuffed by politics instead of a quality engineering exercise. There is no financial plan that we can count on for this project. The FTA will not give this project a good grade because of the above.
251	04/10/2008	Website	I have reviewed the material online and have some general questions: (1) The corridor map for the proposed Honolulu transit system does not include recommended station locations. Where can I find the proposed station locations? (2) How will noise and vibrations from steel wheels on steel rails be reduced to an acceptable level for those residents living in high rises that are located above the level of the transit system and along the proposed route? What about the effects of turns and inclines/declines other than straight and level operations? (3) Has consideration been given to reviewing any safety analyses and/or tests for the steel wheels on steel rails and, if so, does the substantiating data account for the island's environment i.e., to address possible and potential structural fatigue and corrosion damages long term? (4) In selecting the system of choice, has consideration been given to a failsafe system design that addresses fully the vehicle, onboard components and critical subsystems, primary controls & communications, rails, and rail concrete support structure, etc? Your assistance and response would be most appreciated. Regards, Gary Nakagawa

250	04/10/2008	Website	Our association is VERY worried about the added noise to our neighborhood. We live in a "open" condo building (not like the air conditioned bubbles being built today). We live very near the intersection where the train will eventually make a 100-degree turn (Kapiolani and University). Since you chose "steel on steel" we are ALREADY dreading the prospect of the shriek every few minutes as the trains round the bend. Please come and talk to our Association. We meet on the first Thursday of every month.
249	04/10/2008	Website	I think that it is ridiculous that no map is available of the likely route/alternate routes and station locations, either in the newspapers or on-line. I guess that information is available only for the "old boys network" so they could purchase land and make land development decisions before the public realizes what is happening. (P.S., this might have sounded harsh, but the development of many American cities were based on land developers creating public transportation systems which served their development). Also, I think that a major reason for transit is to develop a high-density transit corridor which does not require vehicle use, similar to what Washington DC has. I think people would be more excited about this if they knew where the stations were going to be, what the zoning changes would be, and that the development would serve the need of the local residents and reduce development pressures on agricultural land.
248	04/10/2008	Website	Let's resolve the airport access issue by encouraging car rental agencies to shuttle passengers to/fm that transportation hub, so we can proceed to the next objection to locating the rail-transit line on Salt Lake Blvd. Will someone in Honolulu Hale please take ownership of the idea of re-routing the Country-express bus along proposed Salt Lake Blvd rail-transit, while we wait for King Kalakaua's Train to arrive. And let's begin to Transit Oriented Development construction now, so those who doubt the wisdom of providing rail transit will begin to benefit immediately.
252	04/12/2008	Website	what company will be operating the transit system and will it require operators or be computerized? if operators, will there be training for locals here in hawaii or are they going to hire from outside the hawaiian islands?
254	04/14/2008	Website	Would you be able to send me a map of the proposed route of the Rail line from Kapolei to the UH? Please send to the above address. thank you. Keith
257	04/17/2008	Website	Get in the 21st Century! MAGLEV! You can move people a lot faster with less environmental impact!
256	04/17/2008	Website	I think that a better way to spend our money would be to have elevated freeways. Only the unions and consultants want this system so they can make money.

258	04/18/2008	Website	The sooner the better for a train system!
262	04/21/2008	Website	Your site states "The Alternatives Analysis, or AA, is part of the planning and development process established by Federal law for new, large scale transit projects. The AA includes: Identifying specific transportation problems in an area, or "corridor" being studied; Defining reasonable alternative strategies to address these problems; Forecasting potential environmental, transportation, and financial impacts of these alternatives; and Evaluating how each alternative effectively addresses the transportation needs, goals, and objectives for the corridor. The AA provides decisionmakers with enough information to select a specific project design concept, and determine the scope of the project so it can be included in the metropolitan area's long-range transportation plan. After completion of the AA, decisionmakers have the information needed to select a locally preferred alternative. With this information, the project can then advance to preliminary engineering and the final phases of environmental review, final design and eventually project construction." I support this concept of alternatives analysis in a project that is as large as this one. Then I note elsewhere on this site that the only "alternatives proposed to be included in the EIS are: No Build Alternative Fixed Guideway Transit Alternative via Salt Lake Boulevard Fixed Guideway Transit Alternative serving Airport and Salt Lake" This menu of alternatives is far too incomplete to provide decision makers with enough information to make an educated choice. Where do the decision makers find the discussion of alternative bus initiatives? Where do they find the discussion of alternative automobile initiatives? This menu could only satisfy a decision maker who is already pre-disposed to construct a rail system. I strongly urge the inclusion of alternative bus and automobile projects in the EIS.
261	04/21/2008	Website	Please, please, please, DO NOT stop the rail system. I can provide more for my family by working elsewhere versus around where I work. I have not looked elsewhere because of TRAFFIC! Traffic does not allow me to explore more opportunities. Please continue with the rail!
260	04/21/2008	Website	Why not let the voters make the final decision in November 2008?

278	04/23/2008	Website	Steel on steel is the way to go with the wheels. However, like many in the Leeward area, I don't think it's going to make a real difference in traffic reduction because of the absolutely idiotic idea of bypassing the airport. I don't know who got "paid" under the table, but it's quite obvious that the airport should've been a PRIMARY stop along the route. So many business people (and even families going on vacation) could have taken the rail instead of driving their cars or having relatives drive them to the airport. Business travelers would save on not having to park their vehicles for the day at the airport. Perhaps it was the airport taxis, or parking lot company, or.... anyway, it was a very foolish decision to bypass the airport and all of us taxpayers are going to be forced to pay for a system we don't want.
276	04/23/2008	Website	I am totally against the C&C High Capacity Transit Corridor Project. It saddens me to know that our leaders in our State's government does not thoroughly understand, as well as rightfully enforce responsible actions to our city's transit and traffic problems we are facing at this time. I feel that our government literally spends billions of tax payer's dollars on many so called "improvement" projects that has not benefit any of us tax payers beyond a 25% improved margin! This rail system is definitely not the answer to improving our traffic problems and will eventually end up as another tax payer problem in the near future for everyone! I will vote to stop this rail system, and I will also vote in the next upcoming government elections for better leaders that will faithfully take our state's problems into consideration and actually find the right answers to resolve many of them as they should be resolved with less costs to us tax payers!
275	04/23/2008	Website	I strongly support your plans for a steel rail transit system in Honolulu. Robert Hockwald
270	04/23/2008	Website	I have read several articles stating the benefits to a mag-rail system vs steel rail. Why is this not being researched more? According to everything I've found, the cost is similar but the benefits are far, far greater.

268	04/23/2008	Website	<p>Mr Mayor: Don't be dissuaded by the latest anti-rail movement. I lived in HK for 30 years and watched the same anti-rail arguments being proffered by the unimaginative few. Finally, mass transit was pushed through even though a minority of legislators were against it. What you have today in HK is probably the finest mass transit system in the world. The debate 30 years ago is being paralleled today in Honolulu. I live in Hawaii Kai and understand that you have to start building the system to take care of people with the most urgent needs...that is the people of West Oahu. I would like to believe that eventually the line will extend to Hawaii Kai and Kaneohe. But rather than keep talking for another 15 years, you have to build now before this city dies in gridlock. As an ex-journalist, I've written on this subject. I'd be happy to send you a copy of an article I wrote for a local magazine 15 years ago (when mass transit first was proposed) which draws the parallels between HK and Honolulu and why mass transit is as critical to Honolulu today as it was to HK 30 years ago. warmest regards...Carl Myatt</p>
267	04/23/2008	Website	<p>I am a firm supporter of this project and believe that we are only about 25 years late in building it. The panel recommended steel on steel. Lets get this thing built. I do however believe it would be a better decision to build all the way to the Kapolei Transit center from the beginning.</p>
265	04/23/2008	Website	<p>I am writing a research proposal regarding this issue. I just have a few questions about the project. Who is going to be running the project?(private mainland Co., County and State workers) What kind of technology is being used to build the system? Do you think that building this monorail system will help lower gas prices? What environmental issues do you think you could encounter doing such a big project? if you could answer these questions for me that would be great. thanks for your time Courtney Turner</p>
285	04/24/2008	Website	<p>Please stop rail now! Do not do this project.</p>

284	04/24/2008	Website	<p>Aloha, My name is Aaron and i am of Hawaiian descent and a Life time Resident of Hawai'i. Being the future generation of Hawai'i, I want to be ensured the futrue of mine own and my children's transportation needs and cocerns are on good standings when it comes to this High Capacity Fixed Guid Way System. I know that in the news it has been said that the decision for what type of guide way system to use was already chosen, and that was Steel Wheel on Steel Rail! I think that this is a very big decision to make and the fact that the mayor and others are pushing to finalize things on the spot, resulted in Not Fully adhering the words and needs of every citizen of Honolulu. Being an Environmentalist and a Soveirgn of Hawai'i Nei, I do support the fix guide way plans. But, Highly decline the decision of Steel wheel on Steel Rail. Intermis of natural beauty, elegance, and environmental impact, Monorail would have been the obvious choice. Although expenses needed for maintance is significanty more then Steel Wheel, Mono rail really portrates Hawai'i. Which in turn boosts the tourist industry which are economy is based on. Who wants to ride a noisy, "Mature", Power hungry, Steel Wheel on Steel rail Train, with view blocked by cement walls to supress noise? Not me, and i'm sure the majority of the people of Hawai'i agree with me. I really don't mind paying an extra buck to have those point issues takened cared of. Also the power needed to run the monorailsystem can be easily made from another H-power plant that inturn could put a stop to O'ahus Landfills, and encourage residents turn recycle. Inconclusion, I just really think that council members need to confere again on their choices for this big change for Honolulu, Wait until an EIS is done before making any major decisions and to have the Voice of the people fully heard. Mahalo nui loa, Aaron Tui</p>
283	04/24/2008	Website	<p>Your April Newsletter is excellent to send out to our members. Please let me know how many we can have and we will mail them out to our members. I am already on you mailing list a member of the transit committee. Thank you, Vern</p>
280	04/24/2008	Website	<p>Please set Us up-to -Receive the E-Connected Up-Dates. STOP- the- SNAIL Mail. Big-Waste of -Every-One's Time, and a WASTE of Valuable Funding Money. " WHY ! are we to use the ' 200 + Pluse Year Old Tecnoligy, Get a MORE UP-to-DATE adjustable Rubber, tire, on fixed road-Way, Much More Use- Full. And easy to change to cover ALL Area's.</p>

294	04/28/2008	Website	I've been receiving two copies of the Honolulu High-Capacity Transit Corridor Project. I've also received two copies of the April 2008 email report. Please transmit only the email report. Thank you. I'm a believer in steel wheels on steel rail and commend Mayor Hannemann and his staff for keeping the vision and project alive. Honolulu can only suffer in our great quality of life from rubber tired vehicles and traffic congestion as the population increases. I hope the hit in the pocketbooks of drivers will finally cause them to seek a better alternative. Dan Mita, Kapolei HI
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297	05/01/2008	Website	<p>The city’s recent selection of steel-wheel-on-steel-rail (SWSR) technology for the currently-proposed rapid transit system became foreordained when the city selected its transit consultants. Just as it did when previous administrations selected the consultants for earlier failed rail proposals. After the selection of consultants who rarely if ever recommend any other technology, the rest of the technology “analysis” process becomes nothing but a shibai. And now that, as far as the administration is concerned anyway, the technology selection has been made, the city and consultants, have, as always, reverted to what can only be seen as incompetent error and omission or patent intellectual dishonesty in attempting to rationalize the selection. Though I am an unabashed advocate of monorail technology, I recognize that it is not suitable everywhere. But to so cavalierly dismiss it as unsuitable for Honolulu, without so much as an acknowledgement of the range and successful application of monorail technologies – from the “light,” Alweg type in places like Kuala Lumpur to the “heavy” Hitachi type in several cities in Japan – and to ascribe to all monorail systems a litany of generally false negative attributes while denying any such true of SWSR technology, amounts to a betrayal of the public trust invested in selection committee. Nowhere is this more clear than in the recent propaganda flyer sent out by the city that attempts to deny the reality of the noise generation attributes of SWSR systems and exaggerate those of the one alternative considered, elevated rubber-tired busses. First, news though it may to the city and its consultants, fixed-guideway busses could be alternatively powered, by relatively quiet hybrid technology or by rechargeable battery-driven motors, to name two. But that wouldn’t give them the straw man they need for their argument rationalizing the selection of SWSR. Second, while noise generated by SWSR contact is lower down, let me be apparently the first to tell them, “only a 2’ to 3’ high abatement wall” will not begin to mitigate the sound, because sound does not travel in a line-of-sight path as they would have it but, in fact, flanks any barrier that is not sealed all around, like a fully closed car window, say. The wall will do next to nothing to attenuate the sound of the wheels on the rails – especially the screeching in tight turns – and little more than add to the already profound impression of visual bulk of the guideway. Totally ignored in the piece is a comparison of the noise attributes of SWSR with monorail, which is always electrically powered, almost always rubber-tired and all but silent. And, rather than the bulk of the SWSR guideway, a monorail’s guideway can be designed to be not much deeper than the SWSR “abatement” wall and far less obtrusive overall.</p>
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\* Comments and telephone calls listed do not include submissions requesting mailing list inquiries, requests for alignment maps, or newsletter requests.

# Honolulu On The Move



An Update on the Honolulu High-Capacity Transit Corridor Project

## Town Meeting

April 9, 2008

[www.honolulustransit.org](http://www.honolulustransit.org)

566-2299

# Fixed Guideway Route

# Honolulu High-Capacity Transit Corridor Project

## ■ Decisions Made

- Choice of Mode – Fixed Guideway
- Choice of Alignment
  - Initially – East Kapolei to Ala Moana Center
  - Ultimately – Kapolei to UH Mānoa and Waikīkī

## ■ Decisions in Progress

- Fixed Guideway Vehicle Technology

## ■ Decisions Still to be Made

- Design Details

# Decision by City Council December 22, 2006

- ~~No Build~~
- ~~Transportation System Management (TSM)~~
- ~~Managed Lane/  
Bus Guideway~~
- **Fixed Guideway**

# Technologies Considered



Rubber Tire



Monorail



Maglev



Modern Rail

# Rail vs. the Alternatives



Modern Rail Technology

- Multiple Suppliers
- Widely Used
- Lowest Life Cycle Costs
- Noise Easily Mitigated



Rubber Tire Technology

- Proprietary Suppliers
- Uncertain Future Availability
- Higher Life Cycle Costs
- Most Systems are in Airports



Maglev Technology

- Sole Source Supplier
- Only One Urban System
- Higher Life Cycle Costs
- Highest Energy Use

# New Starts Projects Technology Choices

**62 projects funded by FTA since 1992**

- 2 rubber-tire systems which began as demonstration projects
- 4 bus rapid transit projects
- 56 rail transit projects

# Vancouver Transit Video



# Capital Cost Breakdown

East Kapolei to Ala Moana Center, via Salt Lake Blvd. Project

Estimated Construction Cost	1,805
Design / Construction Contingency	480
<i>Subtotal</i>	<i>2,285</i>
Right-of-Way	70
Vehicles	230
“Soft” Costs	685
Project Reserve	200
<b>TOTAL</b>	<b>3,470</b>

Millions of 2006 Dollars

# Sources & Uses of Funds

East Kapolei to Ala Moana Center, via Salt Lake Blvd. Project

	Millions of 2006 Dollars	Millions of Year-of- Expenditure Dollars
Total Net GET Surcharge Revenues	3,020	4,055
FTA New Starts Funds	700	925
<b>Total Revenues</b>	<b>3,720</b>	<b>4,980</b>
Fixed Guideway Capital Costs	3,470	4,570
Net Interest Costs	250	410
<b>Total Costs</b>	<b>3,720</b>	<b>4,980</b>

# Job Benefits of Constructing the Project

- Direct Employment
  - 4,700 construction jobs per year
  - 37,700 person-years of employment
- Total Direct and Indirect Employment
  - 11,300 jobs per year
  - 90,400 person-years of employment

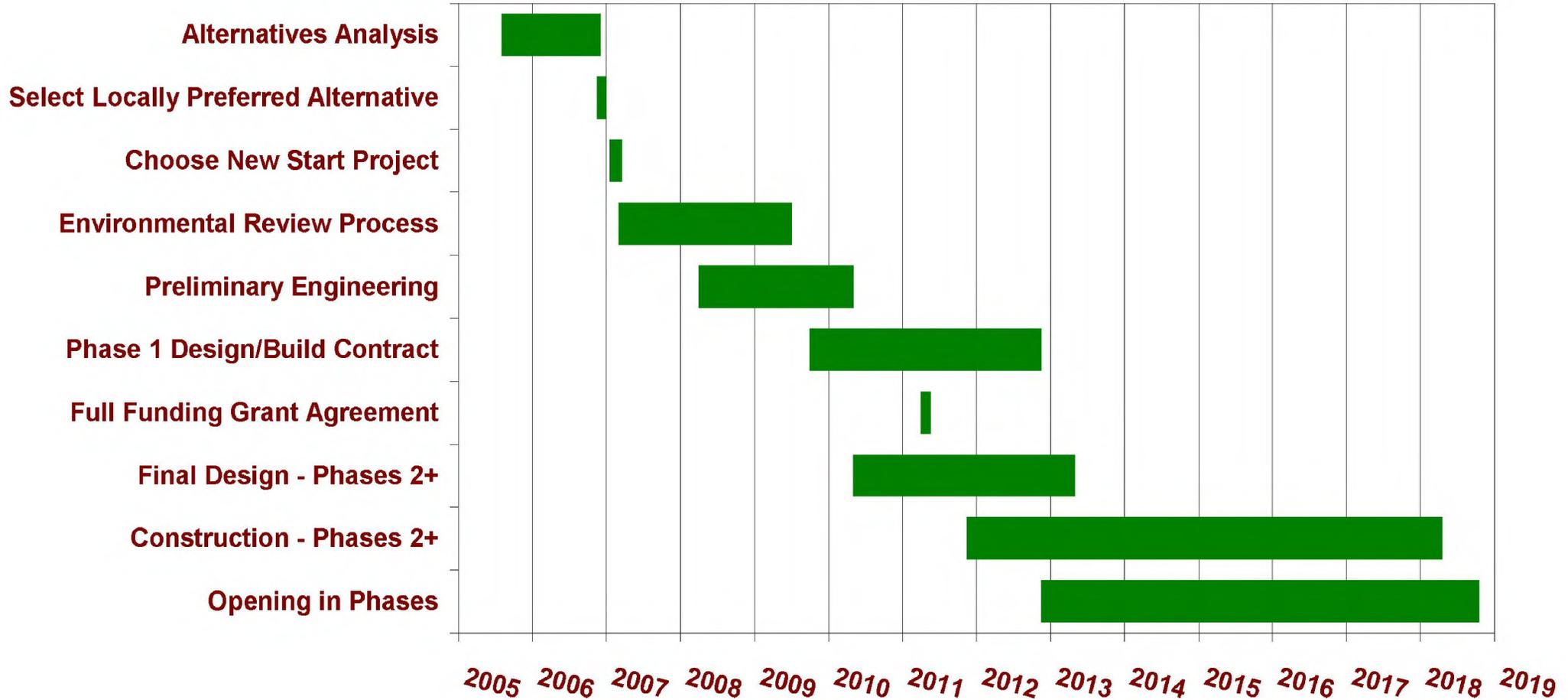
# Private Investment Near Rail

- Washington Metro – \$15 Billion since 1976
- Dallas DART – \$4.3 Billion since 1996
- Portland MAX – \$3 Billion since late 1970s
- St. Louis MetroLink – \$1 Billion since 1993

# Rail Effects on Property Values

- Properties within ½ Mile of a Station  
Increase in Value
  - San Francisco BART – \$1,578 increase in home sales price for every 100 feet closer to a station
  - New York City MTA – \$2,300 increase in home sales price for every 100 feet closer to a station
  - Washington Metro – \$0.23 increase *in per square foot rent* for every 100 feet closer to a station

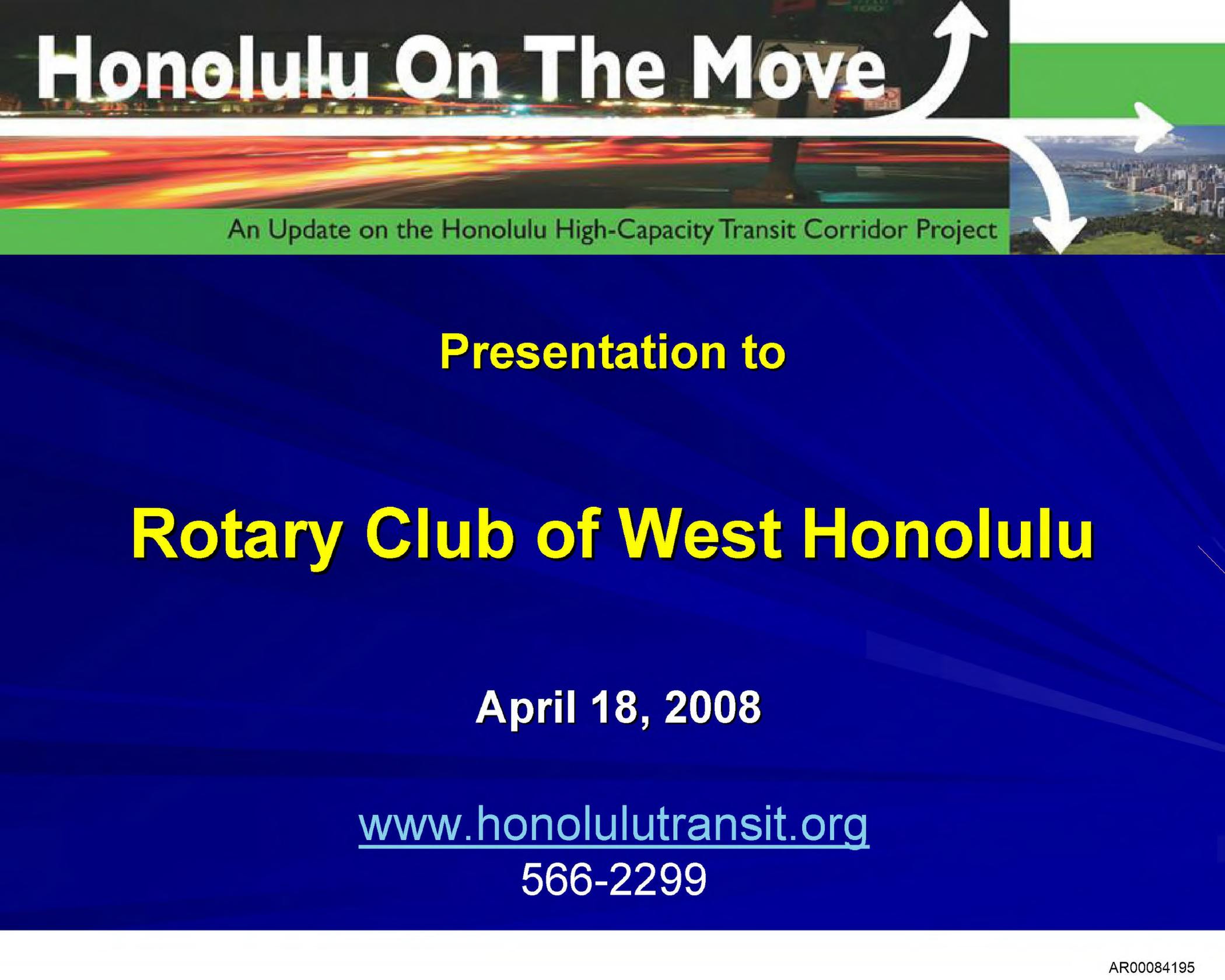
# Honolulu High-Capacity Transit Corridor Project Schedule



# Stay Involved

- Receive newsletter
- Visit [www.honolulustransit.org](http://www.honolulustransit.org)
- Visit [www.honoluludpp.org](http://www.honoluludpp.org)
- Call 566-2299
- Stay informed with *accurate* information

# Honolulu On The Move



An Update on the Honolulu High-Capacity Transit Corridor Project

**Presentation to**

**Rotary Club of West Honolulu**

**April 18, 2008**

[www.honolulustransit.org](http://www.honolulustransit.org)

566-2299

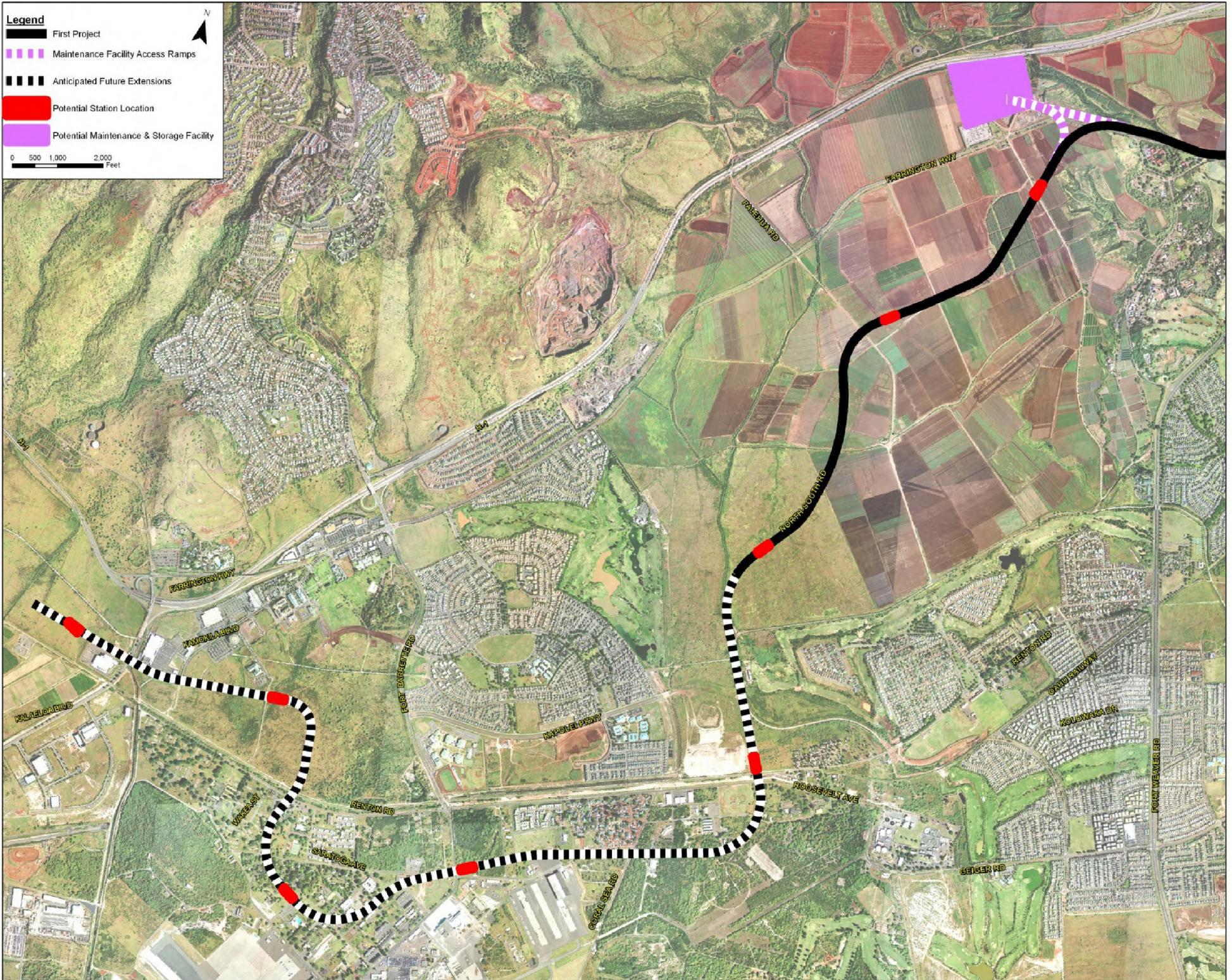
# Fixed Guideway Route



**Legend**

-  First Project
-  Maintenance Facility Access Ramps
-  Anticipated Future Extensions
-  Potential Station Location
-  Potential Maintenance & Storage Facility

0 500 1,000 2,000 Feet

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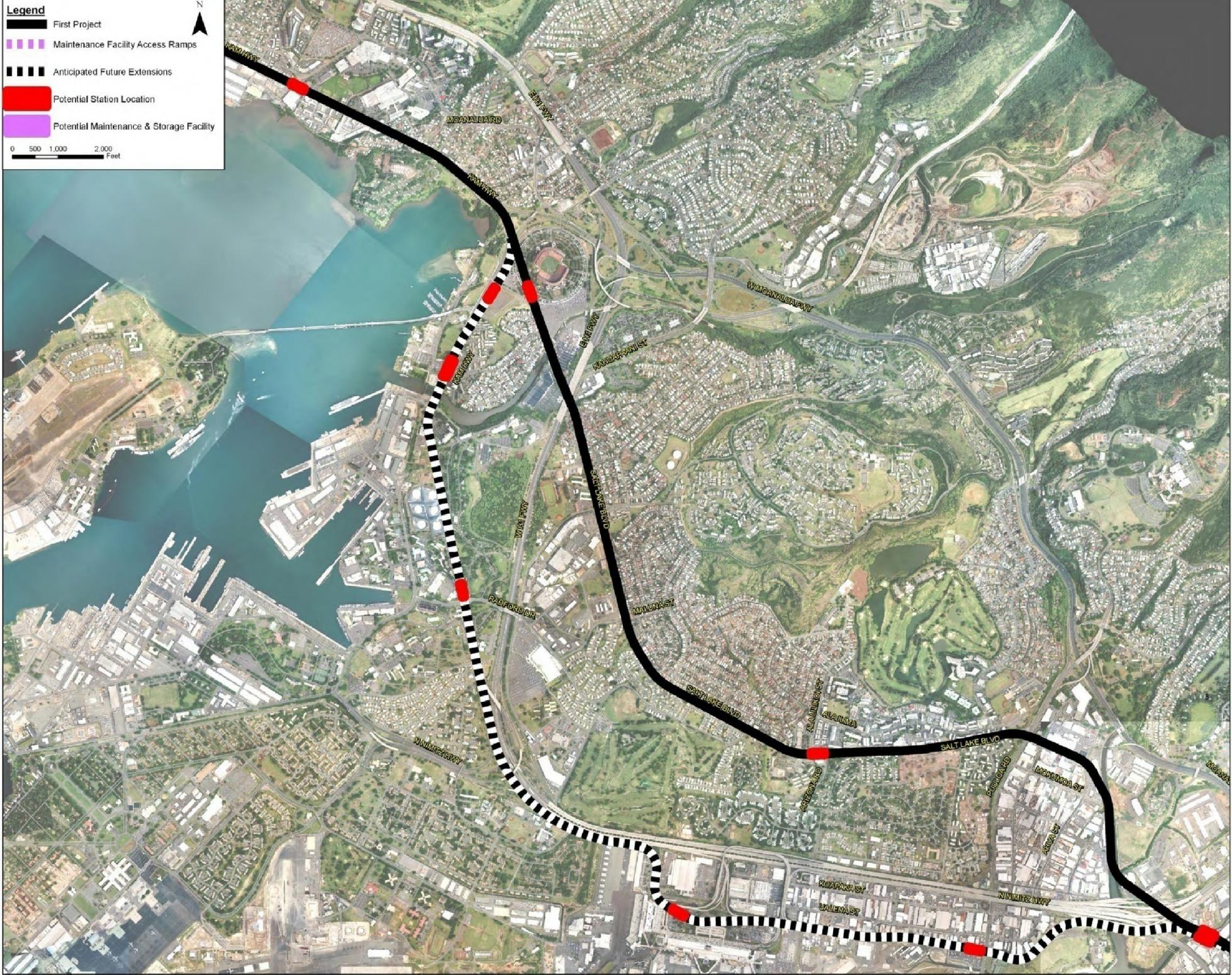
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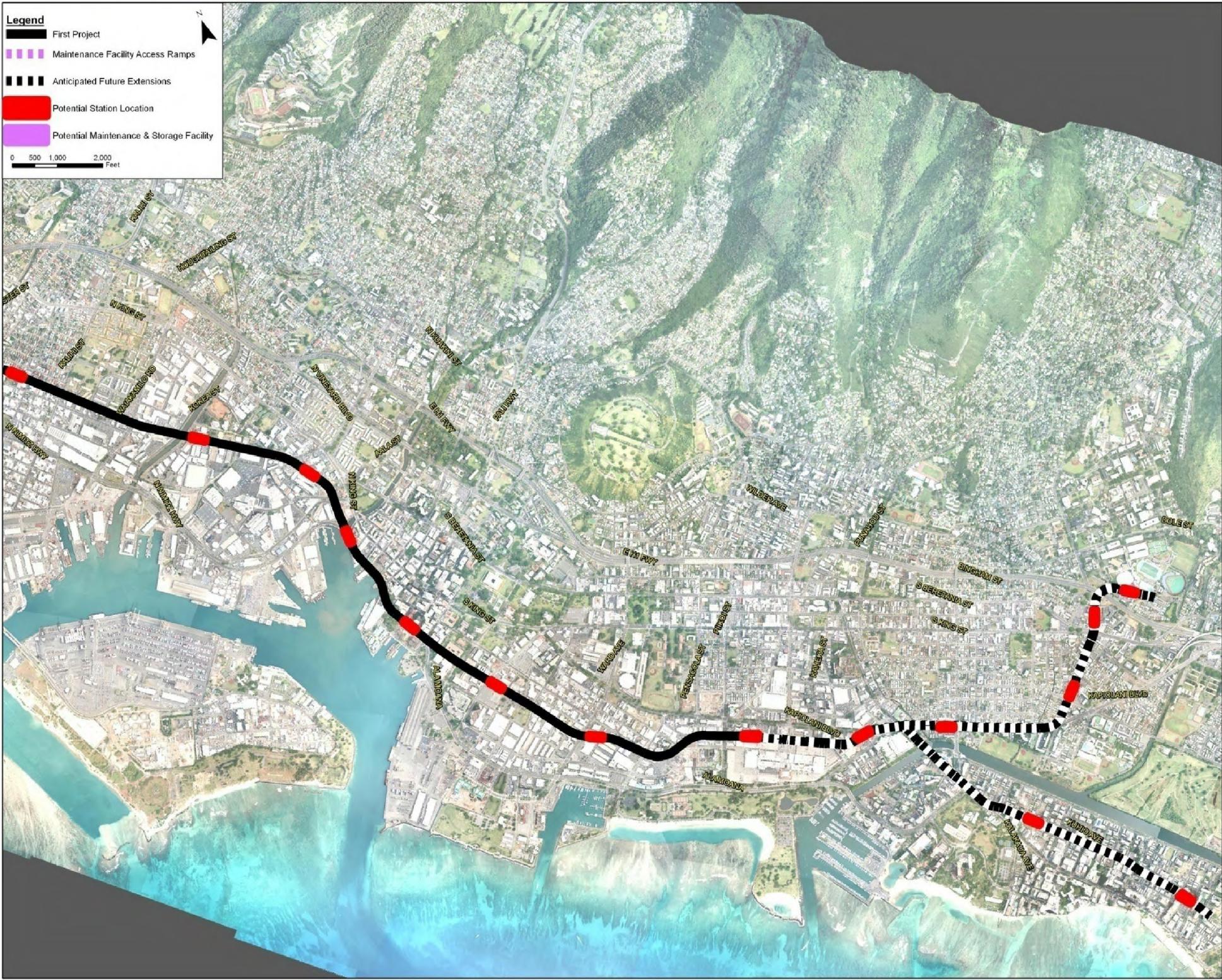
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- Choice of Alignment
  - Initially – East Kapolei to Ala Moana Center
  - Ultimately – Kapolei to UH Mānoa and Waikīkī
- Fixed Guideway Vehicle Technology
  - Modern Rail Technology

## ■ Decisions Still to be Made

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# Rail vs. the Alternatives



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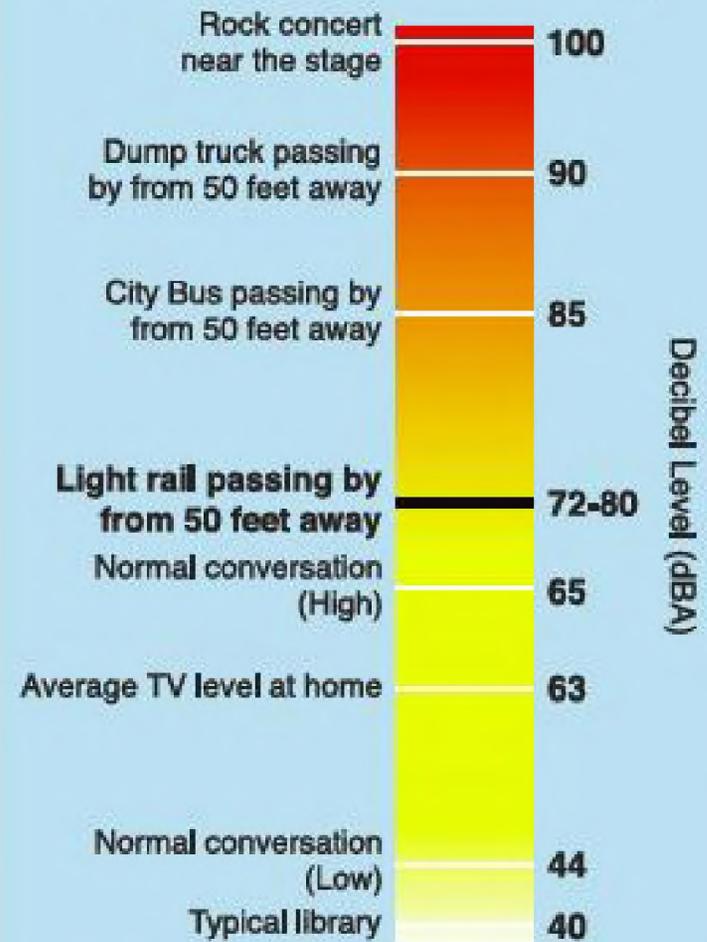
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# Noise

- With mitigation – noise of rail does not increase the ambient noise in most communities through corridor.

## Modern Rail Technology

Here's an idea of the noise you can expect from a modern rail transit system as measured in the A-weighted decibel (dBA) scale. This gives us a measure of how sensitive humans are to certain sounds. Here's where the rail stacks up...



Source: FTA and Sound Transit (Seattle, Washington)

# Project Benefits

- Environmentally Friendly
- Jobs
- Smart Growth
- Private Investment in Community around stations

# Job Benefits of Constructing the Project

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# Rail Transit Systems Completed with Accurate Cost Estimating

- Chicago
- Denver
- Sacramento
- St. Louis
- Salt Lake City
- San Diego
- San Jose

# Systems Built prior to Federal Funding

- Baltimore
- Charlotte
- Denver
- Los Angeles
- Minneapolis

- New York
- Phoenix
- Pittsburgh
- Salt Lake City

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