
From: Sukys, Raymond (TRO-09)
To: Barr, James (TPE); Ryan, James (TPE); Ossi, Joseph (TPE)
CC: Marler, Renee (TRO-09); Turchie, Donna (TRO-09); Rogers, Leslie (TRO-09)
Sent: 1/11/2006 9:57:15 AM
Subject: Honolulu - Additional Scoping comment from Slater
Attachments: image001.jpg

If there are no reservations from you, I believe that Slater's request for a Hot Lane alternative is reasonable and I am going to request that DTS include it as an alternative to be studied during the AA and carried through the EIS. I have discussed this with Leslie and Renee and both agree that it would be a good idea to reduce potential vulnerability in the evaluation effort.

Still outstanding is whether we should we require another scoping meeting. Please let me know what you think of this.

From: Cliff Slater [mailto:cslater@lava.net]
Sent: Wednesday, January 11, 2006 9:08 AM
To: Sukys, Raymond (TRO-09)
Subject: additional comment

Ray:

We believe it is imperative that the city be made to redo the scoping process according to FTA rules and guidance. Here's why:

“The goal of this [joint FTA/FHWA] policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure.” (emphasis added) http://www.fta.dot.gov/grant_programs/transportation_planning/planning_environment/3854_8227_ENG_HTML.htm

“The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b) (1)).” (emphasis added) http://www.fhwa.dot.gov/environment/pub_inv/q2.htm

The key phrases in these two excerpts are “early and continuing involvement,” “proactive public involvement” and “all stages of planning.”

We believe that there were sound reasons for FTA to establish these policies. First, is to eliminate the cynical laughter that is provoked by the old saw that,

“Transit agencies typically keep the public at bay by having only two phases for their projects: The first phase when it is just too early to give the public all the facts, and the second phase when it is too late to stop the project.”

There have been too many occasions in the past when the public has woken up to what is going on with their tax money, but by then it is too late to do anything.

The public takes a long time to digest all the facts even when they are getting the facts. But they are not

getting the facts in Honolulu. All they are getting to digest right now are nothing but 'strategic misrepresentations,' as we have enumerated in our recent comments.

We believe that FTA must get serious about these policies. It will not be enough just to sweep the current violations of policy under the carpet with the idea that what happens in the second stage will remedy the situation.

That will just be the 'first phase' when it is just too early to give the public all the facts.

We must have to have 'early and continuing ... proactive public involvement ... at all stages of planning.' And if 'all stages' also includes the first stage, then the city should redo the scoping.

Cliff

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