

Resolution 21-160 Testimony

MISC. COM. 422

TSH

From: CLK Council Info
Sent: Saturday, July 17, 2021 3:25 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Jeff Arce
Phone 8082217725
Email jarce@macnaughton.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item Resolution Item 21-160
Your position on the matter Support
Representing Self
Organization

Written Testimony I have know Anthony Aalto a number of years in both a social and professional setting. Mr Aalto is knowledgeable, articulate and a clear thinker. I believe he will bring an appropriate perspective to the HART board and will contribute meaningfully. I support his nomination. Thank you. Respectfully submitted, Jeff Arce

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Saturday, July 17, 2021 6:19 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Bill Hanrahan
Phone 808-294-0576
Email whanrahan@hotmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization

Written Testimony I have known Anthony Aalto for years as a sort of a colleague. He interviewed me for his documentary on homelessness on Oahu. His work on that and other projects stands out for its critical thinking and look at hard truths. we need more people like Mr. Aalto to weigh in on public policy. Please confirm him as a HART board member

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Sunday, July 18, 2021 7:24 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name	Dyson Chee
Phone	8084627570
Email	cheedyson@gmail.com
Meeting Date	07-20-2021
Council/PH Committee	Transportation, Sustainability and Health
Agenda Item	Resolution 21-160
Your position on the matter	Support
Representing Organization	Self
Written Testimony	Thank you for the opportunity to testify in strong support of Mr. Aalto's nomination to the HART board. Mahalo, Dyson Chee
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

From: CLK Council Info
Sent: Sunday, July 18, 2021 9:38 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Joanne Pating
Phone 808-292-3232
Email jopating@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item Resolution 21-160
Your position on the matter Support
Representing Organization Self

Written Testimony I have known Anthony Aalto for over 15 years. He is a smart, invested and concerned citizen of the island. He has that rare blend of concern for the 'aina plus a strong interest in providing reasonable development to support our residents. His background as an investigative reporter serves him well by providing a background of researching issues and asking tough questions. As his friend, I would say that his character is unimpeachable. He's an excellent choice for the HART board.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

Date: 7/18/2021

For: Meeting Date 07-20-2021 9:00am

To: Council/PH Committee : Transportation, Sustainability & Health

From: Connie Mitchell

Agenda Item : 1. Re: RESOLUTION 21-160

Aloha Transportation, Sustainability and Committee Members,

I am writing to offer testimony in support of the nomination of Anthony Alto to the HART Board. My perspective comes from years of work in homelessness as the Executive Director of IHS, The Institute for Human Services. But I am testifying as a private citizen today.

I first became acquainted with Anthony nearly 7 years ago when he produced a documentary about homelessness. It was then that I learned of Anthony's passion for creating a more just and sustainable world, beginning with our Oahu Community.

His life has been devoted to investigative journalism which uncover truths for the benefit of the greater community. While collaborating on the project, Anthony remained open to learning about homelessness and discovered some truths for himself in the process.

In similar fashion, his journalism talents make him an ideal candidate to fill your remaining vacancy. I believe Anthony Aalto would bring a fresh and needed perspective as someone who believes strongly in the vision of the Honolulu Rapid Transit System being a pathway to developing more affordable while also offering objectivity that would prompt the hard questions that could support greater transparency from the Board and help inspire greater confidence from the public.

Anthony wants HART to be successful with the project because he is convinced of its importance for stimulating transit-oriented development of affordable housing along the rail line and social equity for West Oahu. We have already begun to see the impact with new affordable housing popping up along the rail line. Working families and kupuna in need of affordable housing will be served, as will greater urban Honolulu with economic revitalization. This has been the purpose of rail from its beginnings and as a homeless advocate, I know an end to homelessness will not happen without prolific development of more affordable housing on Oahu, both rental and for-purchase.

Mr. Aalto also has a deep passion for, and commitment to, a sustainable future for our community. His support for rail is no doubt linked to this vision and is an important complement to our need to establish greater resilience against severe weather events related to global warming.

Your selection for Anthony Aalto to serve as a member of the HART Board would be a vote for added integrity and transparency to the board. Mahalo for the opportunity to testify.

From: CLK Council Info
Sent: Sunday, July 18, 2021 2:26 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name David and Laurie Callire
Phone 808-225-0775
Email dcallies@hawaii.edu
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item No. 1
Your position on the matter Comment
Representing Self
Organization Councilman Waters,

Written Testimony Laurie and I strongly support the nomination of Anthony Aalto for a position on the HART board. As chair of the Honolulu Chapter of the Sierra Club, Anthony was an outspoken supporter of a fixed-guideway transit system, primarily on the ground that it would concentrate development along its corridor and at its stops. We agree with this assessment as a matter of sound urban planning. This has been the experience of other cities with such transportation systems. As both a well-known member of the environmentally active community with strong analytical and reporting skills, Anthony will make a superb addition to the HART board.

We understand this matter will be discussed as Resolution Number 21-160 on 7/20/2021 as Agenda Item 1.

Thank you,

David and Laurie Callies

Testimony Attachment

Accept Terms and Agreement 1

From: CLK Council Info
Sent: Sunday, July 18, 2021 3:20 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name William Reese Liggett
Phone 8087324489
Email wliggett@twc.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 1. RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization

Chair and members of the committee:

I am William Reese Liggett, Honolulu resident at 4947 Maunalani Circle, Honolulu 96816.

Written
Testimony

I give my strongest support for the nomination of Anthony Aalto to the HART Board. Anthony has a very strong track record with his well-known and well-reviewed documentary films. He deeply researches any subject he is responsible for. He knows how to ask the questions and of whom to ask them to make well-reasoned decisions for his role in board deliberations and votes.

Thank you for this opportunity to provide testimony for this very important appointment that Anthony Aalto is highly qualified to fulfill.

Testimony
Attachment

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and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Sunday, July 18, 2021 5:51 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name LESLIE INOUE
Phone 8083242878
Email linouye14@gmail.com
Meeting Date 02-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Oppose
Representing Self
Organization

Written
Testimony

Chair Cordero: Please take whatever steps are necessary to keep Mr. Joe Uno on as a HART board member. He is the voice of those of us, who are not being heard. With his expertise and ability to analyze fiscally viable alternatives, he can help the city find a way out of the unsustainable costs associated with the rail project. There are alternatives. Why not allow Honolulu citizens real input into the discussion? Show the young people that they can afford Honolulu. Show everyone that we can be innovative and bring a sense of optimism for our future.

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Sunday, July 18, 2021 6:18 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Stanford H. Masui
Phone (808) 4575813
Email standamanmasui@gmail.com
Meeting Date 07-18-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Self
Organization

Chair Cordero and Council members:
It is apparent the Anthony Aalto has no background nor expertise in mass transit issues, nor any technical background such as transportation engineering, cost estimation, nor related subject matters. The HART project is at a critical juncture whether it should go forward as planned despite highly problematical funding or if rational and cost effective alternatives are possible.
Mr. Aalto has obvious conflicts of interest and a bias to go forward without having a serious immersion in the technical issues that continue to plague HART: track/wheel accommodation, routing, sea-level rise, electrical generation, cost and ridership projections. Mr. Joe Uno has the experience and expertise to address these issues. It is important that the community enjoy the transparency and independent and objective view that he brings to HART.
The recent resignation of the Chair and attempted contract with Coleen Hanabusa, the depletion of the HART staff, and an interim Director (the seventh in 10 years) emphasizes that the public cannot afford more chaos and suspicion that the project is rife with incompetence and corruption.

I respectfully urge the Chair and Council to reject Mr. Aalto's nomination in favor of re appointment Mr. Joe Uno to the HART Board.

Testimony Attachment
Accept Terms and Agreement 1

From: CLK Council Info
Sent: Monday, July 19, 2021 6:52 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name	Patti Choy
Phone	917-575-4103
Email	halamango@gmail.com
Meeting Date	07-20-2021
Council/PH Committee	Transportation, Sustainability and Health
Agenda Item	Resolution 21-160
Your position on the matter	Oppose
Representing Organization	Self
Written Testimony	I oppose this resolution and fully support Joe Uno remaining on the HART Board, as a valid, independent thinker who is knowledgeable and rational.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 8:11 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Christopher Pating
Phone 8082921300
Email cpating@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 1. RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization

Dear City Council Members,

My name is Christopher Pating and I am providing this written testimony in enthusiastic support of Anthony Aalto's nomination to the HART Board.

Anthony's passion, commitment and professional expertise make him an ideal candidate for the HART Board. However, his systemic understanding of Hawai'i's past, present and potential future context is what makes his affirmation as a HART Board member so compelling.

Written
Testimony

His deep knowledge of some of Hawai'i's most pressing issues – homelessness, housing, food insecurity, sustainable energy and transportation – that he has gained from his documentary film endeavors, enables Anthony to clearly see the connections between ideas, actions and outcomes and is critical to good decision-making and oversight.

The HART Board will benefit greatly from Anthony's perspectives. He will enable the HART Board to best navigate a delicate but deliberate path forward to address Hawai'i's transportation challenges while also supporting the mitigation of other statewide issues.

As the former VP of Strategic Planning, Implementation and Community Programs at Kamehameha Schools from 2005-2015, and now as a consultant that supports many public service focused organizations, I appreciate his strong commitment to Hawai'i's underserved and under-resourced communities and geographies. I wholeheartedly endorse Anthony's nomination to the HART Board.

Regards,

Chris Pating

Testimony
Attachment
Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 7:46 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Albie Miles
Phone 3109020531
Email albie@hawaii.edu
Meeting Date 07-20-2021
Council/PIH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization University of Hawaii - West Oahu
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 8:53 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Colin Yost
Phone 8087839430
Email yost.ohana@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item Resolution 21-160
Your position on the matter Support
Representing Self
Organization

Written Testimony Aloha Chair Waters and Council members: I strongly support the nomination of Anthony Aalto to the HART Board. I've known Anthony personally and professionally for many years, and I believe he will do his best to faithfully serve the broader public interest as a HART Board Member. I am thankful for his willingness to serve!
Mahalo,
Colin Yost

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 9:22 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Robert Harris
Phone 8082204306
Email robertharris@mac.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item Resolution 21-160
Your position on the matter Support
Representing Self
Organization

Written Testimony

I am proud to support Anthony Aalto for this position. I've had the pleasure to work with him over the past 10 years. He is genuinely curious, open-minded, and a deep thinker. While we may not always see eye-to-eye on every issue, I always appreciate that he's going to consider every opinion and fact and come to a carefully crafted conclusion. His participation on the HART board would be a significant addition to the group.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 9:22 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Gary E Weller07
Phone 8082530675
Email wellerge@manaikaika.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Self
Organization

Chair Cordero and Council members:
It is apparent the Anthony Aalto has no background nor expertise in mass transit issues, nor any technical background such as transportation engineering, cost estimation, nor related subject matters. The HART project is at a critical juncture whether it should go forward as planned despite highly problematical funding or if rational and cost effective alternatives are possible.
Mr. Aalto has obvious conflicts of interest and a bias to go forward without having a serious immersion in the technical issues that continue to plague HART: track/wheel accommodation, routing, sea-level rise, electrical generation, cost and ridership projections. Mr. Joe Uno has the experience and expertise to address these issues. It is important that the community enjoy the transparency and independent and objective view that he brings to HART.
The recent resignation of the Chair and attempted contract with Coleen Hanabusa, the depletion of the HART staff, and an interim Director (the seventh in 10 years) emphasize that the public cannot afford more chaos and suspicion that the project is rife with incompetence and corruption.

I respectfully urge the Chair and Council to reject Mr. Aalto's nomination in favor of re-appointing Mr. Joe Uno to the HART Board.

Testimony Attachment
Accept Terms and Agreement 1

From: CLK Council Info
Sent: Monday, July 19, 2021 10:38 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Marc Delorme
Phone 808-256-6810
Email marcdelorme@outlook.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESO 21-160
Your position on the matter Oppose
Representing Self
Organization

Written Testimony Anthony Aalto failed to disclose a financial connection between his video work and entities that stand to gain from the rail project. He sought and accepted grants from these entities. What HART needs is someone with ethics and integrity. Anthony Aalto is not that person.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 11:06 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Steven Lee Montgomery
Phone 8083426244
Email manninga001@hawaii.rr.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 160 A Alto
Your position on the matter Support
Representing Self
Organization

In support of Anthony Aalto for HART

I am Steven Lee Montgomery, a leeward resident in a former sugar field since 1988. After 20 years of urban work and life near University of Hawaii, housing costs required my family to become suburban commuters. Population growth on Oahu pivoted strongly toward Ewa, so now Queens West needs to expand 4x! I have had to contend with multiple traffic nightmares and see relief ahead with HART.

As a scientist, I am inspired by the life and steadfast altruism of the late scientist and minister Robert Susumu Nakata of Windward Oahu, whose support for rail was about helping people who may not have so much clout in city hall: rural residents and low-income residents from the Leeward side who must commute to jobs in town and in Waikiki. It's a big quality-of-life issue for people trying to get to work, with 3+ hour daily commutes for so many west side residents.

Written
Testimony

"For Bob Nakata, building rail was about having affordable housing around the rail stops," said his daughter, Michelle Nakata Takemoto. "It was to make life easier for people to get from Leeward Oahu to town. I served 5 years on the LUC and voted for affordable housing plans.

When plans to turn Windward Oahu into the island's "second city," were dropped, even after Windward residents were served with 3 costly tunnels, it is reasonable & just to help the patient commuters of the mushrooming second city. HART needs someone who has long fought to stop suburban sprawl and to change our development patterns and someone who sees HART can be a vital piece of resilient infrastructure adapting to the climate crisis.

As a member of several environmental groups, I attended Sierra Club meetings that Mr. Aalto organized with three different HART Executive Directors (Grabauskas, Murthy and Robbins) to improve the rail project.

Anthony Aalto will be a superb addition to the board as a citizen-representative due to vast

experience as an investigative reporter, accustomed to asking tough questions, and certainly will bring more transparency to the project. He has maintained an incisive, often critical interest in this vital project for years and will bring that knowledge to bear. He will ensure the board does know that a strong transit system and successful rail project are important elements in providing more affordable housing, social equity for west side residents and greater resilience against severe weather events. Mahalo,

Steven Lee Montgomery, Ph. D.

cell 808-342-6244

94-610 Palai Street, Waipahu, Hawai'i

Testimony

Attachment

Accept Terms
and Agreement

1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 11:06 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Steven Businger
Phone 8084297251
Email businger@hawaii.edu
Meeting Date 07-19-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization

Written Testimony Anthony Aalto is one of smartest people that I know. And as professor and chair of the Atmospheric Sciences Department at UHM, a program that is ranked 15th in the world, I know some smart people. Anthony is uniquely qualified to bring an independent, yet very well-informed voice to the rail conversation. Anthony's award-winning documentaries concerning the people of Hawaii and the great challenges we face are testimony to the degree to which he understands and cares about the future of this State. Moreover, he has immersed himself deeply in thinking about the solutions that rail can provide. As an independent voice on the HART board, without financial encumbrances, Anthony will be able to bring his considerable experience and intelligence to bear on the complex issues facing the board to help it arrive at the right solutions for the people of Hawaii.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 11:35 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name	Alan Takemoto
Phone	292-3205
Email	alan.takemoto@bayer.com
Meeting Date	07-20-2021
Council/PH Committee	Transportation, Sustainability and Health
Agenda Item	Resolution 21-146
Your position on the matter	Comment
Representing	Organization
Organization	Bayer
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement 1	

IP: 192.168.200.67



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON TRANSPORTATION, SUSTAINABILITY, AND
HEALTH

Tuesday, July 20, 2021 — 9:00 a.m.

**UluPono Initiative supports Resolution 21-160, Appointment of Anthony B. Aalto to
Serve on the Honolulu Authority for Rapid Transportation (HART) Board of
Directors.**

Dear Chair Cordero and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at UluPono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

UluPono supports Resolution 21-160, which appoints Mr. Anthony Aalto to the HART Board of Directors.

Mr. Aalto provides a critical community voice to the HART Board of Directors, providing a specialized project knowledge that highlights community impacts, environmental considerations, and community equity. Greenhouse gas emissions play a substantial role in climate change, and the City's support for multimodal options will support a more resilient and sustainable community. Climate impacts should be taken into consideration regarding this project and Mr. Aalto provides a key perspective to support those efforts.

Thank you for the opportunity to testify on this resolution.

Respectfully,

Micah Munekata
Director of Government Affairs

*Note: UluPono Initiative values this measure before the Council today and appreciates the opportunity to testify; however, we are unable to attend in person due to concerns around COVID-19. Thank you for your understanding.

Investing in a Sustainable Hawai'i

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 ☎ 808.544.8960 📠 808.432.9695 | www.ulupono.com

From: CLK Council Info
Sent: Monday, July 19, 2021 12:47 PM
Subject: Council Testimony

Written Testimony

Name Pat Kelly
Phone 8087801648
Email patkelly1@mac.com
Meeting Date 07-20-2021
Council/PH Committee Council
Agenda Item Anthony Aalto Hart
Your position on the matter Oppose
Representing Self
Organization

Written Testimony Aalto has a significant conflict of interest with this board. Not only that he is wholly unqualified. Is this a joke nomination? Keep Uno, you need more watchdogs and less yes men. EVERYONE including the feds is watching!

Testimony
Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 1:19 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Paul H Brewbaker
Phone 8082201538
Email paulbrewbaker@tzeconomics.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization TZ Economics

Written Testimony

Tony produced a documentary film in which he included some of my observations about TheTrain. He shares my view that public transit is actually about housing and urban development, it's not primarily about transportation per se. It's where we build. It's how we deploy infrastructure assets to distribute employment and educational access. Very few people seem to get that TheTrain is about how the city of Honolulu should evolve, not about traffic on the H-1 freeway. Tony brings that wider view to the discussion. He has street cred in service to the public interest through organizations like the Sierra Club, which you know is not my favorite group, but earns my respect for the way it "represents." Give Tony a voice, it will help.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

Robert K.R. Quartero
204 San Antonio Avenue
Ahupua'a O Honolulu, O'ahu,
Hawai'i Islands (HI)
(808)724-0129
robq68@gmail.com

Monday, July 19, 2021

Honolulu City Council
Committee on Transportation, Sustainability and Health

Re: APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD
OF DIRECTORS.

Aloha Honolulu City Council 'ohana,

Please let this communication serve as a suggestion for selecting a member to the Hart Board. I would like emphasize that it should be important to consider the overall size, experience and business approach possessed by a nominated candidate in order to be able to rely on someone that has participated or performed well on similar projects and brings to HART the optimum balance of relevant business experience, positive references and working chemistry such as an architect, engineer or project manager. For example, the nomination of an experienced and proven project manager nominated to the board brings an individual well versed in the following duties:

- Understanding what the client or company (in this case being HART and the public of Hawai'i) wants to achieve
- Agreeing timescales, costs and resources needed to deliver a project
- Drawing up a detailed plan for how to achieve each stage of a project
- Selecting and leading a project team
- Negotiating with contractors and suppliers
- Directing a multi-disciplinary team
- Communicating with staff at every level, in a calm, personable way
- Overseeing several projects at the same time
- Ensuring that each stage of the project happens on time, on budget and to a high standard
- Reporting regularly on progress to the client and stakeholders
- Coordinating market and customer research

- Resolving any issues or delays
- Demonstrating knowledge of all areas of construction
- Writing bids for tender
- Managing several projects simultaneously with the support of junior project managers
- Working in an office or on a construction site.

Such an individual has obvious qualities that would assist in good decision making. Continuing with suggestion and in considering an experienced and relevant individual as a HART board member, it seems obvious that a structural engineer or a city planner would be excellent nominations. A long time bitumul or highway project manager also has some appeal. Hawai'i has been well tended by many individuals with related skill sets since the Kingdom of Hawai'i and continuing on into the State of Hawai'i. Personally, it seems like common sense from the sidelines but I definitely do not see a film-maker/writer as a person well versed in the depth of knowledge and skills necessary for competent leadership in a construction project that has proven so daunting for many of our well known professionals and politicians. It is time to bring actual COMPETENCE to the forefront of decision making. In addition, I do not see the benefit of a well-connected money source. Throwing money into a sinkhole offers diminishing returns. It would be to the benefit of our community if individuals were allowed to freely submit to their community boards and to the Honolulu Council the names of candidates they feel are well qualified since otherwise, most of our qualified private individuals would prefer not to get involved without public support. A nomination on their behalf may be a proactive approach to securing competent leadership for HART. I would whole-heartedly support someone such as a veteran of Structural Systems Hawaii because their track record is spotless. I have no affiliation with them despite having been on projects with their expertise. It is an example of my perspective of gaining qualified individuals to serve on the HART board. With your stewardship being important for all of Hawai'i, I look forward to your selection and urge that the individual sought arrives with, and remains with public support of competent leadership. Thank you for your time and attention and I am grateful for your service.

Regards,

Robert Quartero



HAWAII REGIONAL COUNCIL OF CARPENTERS

July 20, 2021

The Honolulu City Council
Committee on Transportation, Sustainability and Health
The Honorable Radiant Cordero, Chair
The Honorable Brandon J.C. Elefante, Vice Chair
530 South King Street
Honolulu, Hawaii 96813

**Statement of the Hawaii Regional Council of Carpenters – Support for Resolution 21-160
APPOINTMENT OF ANTHONY B. AALTO TO SERVE
ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD
OF DIRECTORS.**

The Hawaii Regional Council of Carpenters would like to offer their support for Resolution 21-160, to appoint Anthony Aalto to serve on the HART Board.

Aalto has a deep understanding of the rail project and has been involved in trying to secure a better outcome for the project as a citizen-activist.

Aalto's film *Railroading Paradise* was a comprehensive look at the pros and cons advanced during the initial debate about whether or not to build rail. Since then, through his chairmanship of the Sierra Club O'ahu Group and as a private citizen, he has repeatedly lobbied HART management, senior elected leaders and members of our Congressional delegation on the rail issue.

Aalto approaches the rail project as a means to encourage the construction of attractive affordable, walkable, transit-connected neighborhoods.

He also understands that the rail project is a vital piece of social equity in this state. Many of our members live on the west side of the island, but commute to town. Their lives are burdened unconscionably by commutes that are frequently longer than 3 hours a day. The number of people facing such commutes has risen by more than 80% in the last decade. The residents of the leeward coast were promised transportation infrastructure decades ago when the decision was made to relocate the "second city" from Kaneohe to Kapolei. For these people the rail project is a matter of social justice.

As an environmentalist Aalto also understands the growing importance of rail in providing resilience to the mounting threats from the climate crisis. Our urbanized coastal areas will not be able to

STATE HEADQUARTERS & BUSINESS OFFICES

OAHU: 1311 Houghtailing Street, Honolulu Hawaii 96817-2712 • Ph. (808) 847-5761 Fax (808) 440-9188
HILO OFFICE: 525 Kilauea Avenue, Room 205, Hilo, Hawaii 96720-3050 • Ph. (808) 935-8575 Fax (808) 935-8576
KONA OFFICE: 75-126 Lunapule Road, Kailua-Kona, Hawaii 96740-2106 • Ph. (808) 329-7355 Fax (808) 326-9376
MAUI OFFICE: 330 Hookahi Street, Wailuku, Maui 96793-1449 • Ph. (808) 242-6891 Fax (808) 242-5961
KAUAI OFFICE: Kuhio Medical Ctr Bldg, 3-3295 Kuhio Hwy, Suite 201, Lihue, Kauai 96766-1040 • Ph. (808) 245-8511 Fax (808) 245-8911



HAWAII REGIONAL COUNCIL OF CARPENTERS

Mahalo for your consideration.

STATE HEADQUARTERS & BUSINESS OFFICES

OAHU: 1311 Houghtailing Street, Honolulu Hawaii 96817-2712 • Ph. (808) 847-5761 Fax (808) 440-9188

HILLO OFFICE: 525 Kilauea Avenue, Room 205, Hilo, Hawaii 96720-3050 • Ph. (808) 935-8575 Fax (808) 935-8576

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KAUAI OFFICE: Kuhio Medical Ctr Bldg., 3-3295 Kuhio Hwy, Suite 201, Lihue, Kauai 96766-1040 • Ph. (808) 245-8511 Fax (808) 245-8911

From: CLK Council Info
Sent: Monday, July 19, 2021 12:47 PM
Subject: Council Testimony

Written Testimony

Name Pat Kelly
Phone 8087801648
Email patkelly1@mac.com
Meeting Date 07-20-2021
Council/PH Committee Council
Agenda Item Anthony Aalto Hart
Your position on the matter Oppose
Representing Self
Organization

Written Testimony Aalto has a significant conflict of interest with this board. Not only that he is wholly unqualified. Is this a joke nomination? Keep Uno, you need more watchdogs and less yes men. EVERYONE including the feds is watching!

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Sunday, July 18, 2021 10:58 PM
Subject: Council Testimony

Written Testimony

Name	David
Phone	808-349-7491
Email	Hawaiitour@aol.com
Meeting Date	07-20-2021
Council/PH Committee	Council
Agenda Item	RAIL- 21-60
Your position on the matter	Comment
Representing Organization	Self
Written Testimony	Keep Joe Uno on the HART board. The public needs & deserves Joe Uno.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 4:38 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Linda Legrande
Phone 8083840450
Email lindalegrande2243@gmail.com07202021
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item Resolution 21-160 - Appointment of Anthony Aalto
Your position on the matter Oppose
Representing Self
Organization

Written Testimony

Regarding Mr. Aalto's 'Island Voices' in Monday July 19 Star-Advertiser, I can appreciate his work on preventing urban sprawl to our ag lands but his other 3 points, Social Equity, Affordable Housing & Climate Crisis, are full of big holes! Agreed, the West side is unfairly burdened with the heavy daily traffic commute but to think, as Mr. Aalto has said, that he will help those folks avoid the average \$13,000 annual cost of owning a car is shibai at best. West side folks are NOT going to give up their cars! What a reach to try to wiggle his way on the HART board! As to Climate Crisis, he says 'Rail will be a source of resilience and a vital piece of infrastructure to help dense coastal neighborhoods raise themselves above the flooding'. Who in their right mind would think that to be true? What does that even mean? Sweet words on paper. More shibai!! And as to Affordable Housing in Kakaako: those areas are in the flood inundation zones. Does that make sense to build there? And who is going to ride rail that lives in Kakaako? I'm calling BS and hope he is not your choice for HART board to replace Joe Uno. Thank you, Linda Legrande

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

Testimony of
Pacific Resource Partnership

City Council
City & County of Honolulu
Committee on Transportation, Sustainability and Health
Councilmember Radiant Cordero, Chair
Councilmember Brandon J.C. Elefante, Vice Chair

Resolution 21-160—Appointment of Anthony B. Aalto to Serve on the HART Board

Tuesday, July 20, 2021
9:00 A.M.
City Council Chamber

Aloha Chair Cordero, Vice Chair Elefante, and Members of the Committee.

Pacific Resource Partnership (PRP) writes its strong support of Resolution 21-160, confirming the appointment of Mr. Anthony Aalto to serve on the Honolulu Authority For Rapid Transportation (HART) Board.

Mr. Aalto's commitment to public service, understanding of the rail project and transit-oriented neighborhoods, leadership ability to work with people from diverse backgrounds to find solutions to complex problems, and his dedication to making Oahu a better place for all residents renders him well suited to serve on the HART Board.

Therefore, PRP is pleased to offer our strong support for Mr. Aalto's appointment to serve on HART Board.



From: CLK Council Info
Sent: Monday, July 19, 2021 6:43 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Hawaii LECET
Phone 845-3238
Email info@hawaiiilecet.org
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 1) Res. 21-160
Your position on the matter Support
Representing Organization
Organization Hawaii LECET
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67



REPRESENTATIVE CEDRIC GATES

HOUSE OF REPRESENTATIVES

STATE OF HAWAII

District 44: Mākua, Mākaha, Waiʻanae, and parts of Māʻili

A: STATE CAPITOL, ROOM 441 HONOLULU, HAWAII 96813

P: 808-586-8460 | E: REPGATES@CAPITOL.HAWAII.GOV

Committee on Transportation, Sustainability, and Health
City Council
City and County of Honolulu
530 S King St # 202
Honolulu, HI 96813

July 19, 2021

RE: RESOLUTION 21-160 APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS

Aloha Chair Cordero, Vice-Chair Elefante, Councilmember Kiaʻāina, and Councilmember Tulba:

I would like to **strongly urge you to approve** the nomination of Anthony Aalto to serve on the HART Board.

Anthony and I discussed the HART project while working together on his last film Ketchup and M&M's. I learned that he has a long and deep knowledge of the project, that he has been extremely critical of the management of the project and that as a private citizen he held meetings prior to the pandemic with senior members of the state Legislature to find ways to address HART's problems. I believe his knowledge of the project, together with his experience as an investigative journalist, will be important in bringing greater transparency to the project. Finally, I know that he understands the ordeal that residents of my district have to face when commuting to and from town. Their voices often get overlooked in the debate about what to do about rail. The reality is that the number of people who have daily commutes of 3 hours or more on this island has grown by more than 80% in the last decade. This has enormous impacts on the physical health and social well-being of my constituents. West side residents deserve a dependable alternative to the H1 and I know that Anthony will work hard to ensure that HART delivers.

Thank you for your consideration, please feel free to reach out to me for any questions or concerns.

With Aloha,

A handwritten signature in cursive script, appearing to read "Cedric Gates".

Representative Cedric Gates

From: CLK Council Info
Sent: Monday, July 19, 2021 8:17 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name	Matthew Lopresti
Phone	8084890487
Email	matt_lopresti@yahoo.com
Meeting Date	07-20-2021
Council/PH Committee	Transportation, Sustainability and Health
Agenda Item	#1
Your position on the matter	Support
Representing	Self
Organization	
Written Testimony	In support of the nomination of Anthony Aalto to the HART Board.
Testimony Attachment	
Accept Terms and Agreement 1	

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 8:32 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name ANTONIO ANDRES LOPEZ
Phone 8087355888
Email SUNEXHI@ATT.NET
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Self
Organization
Written Testimony MR. AALTO IS UNQUALIFIED TO BE APPOINTED TO THE HART BOARD FOR A NUMBER OF REASONS:
- FUNDED BY THE CORPORATIONS BENEFITING FROM RAIL
- INSENSITIVE TO THE NEEDS OF THE PEOPLE OF HAWAII
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 9:06 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Choon James
Phone 8082939111
Email ChoonJamesHawaii@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health

Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS. Relating to the ap

Your position on the matter Oppose

Representing Organization
Organization Country Talk Story

Written Testimony

OPPOSE -
RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS. Relating to the appointment of Anthony B. Aalto to serve on the Honolulu Authority for Rapid Transportation Board of Directors for the term to expire on June 30, 2026. (Transmitted by Communication CC-275)

I consider Anthony a friend but friends can disagree on principles, especially on this topic that is of such consequence to Oahu's sustainability and general welfare of our residents.

I'm astounded that the FREE specialized skills and knowledge that are offered by Joe Uno relating specifically to rail costs are being ignored and squandered by not re-appointing him after a year. Joe Uno is a long time construction-cost estimator who has decades of experience in this field.

It's unbelievable you would retaliate against this independent HART Board Member because Uno has been an independent critical thinker and is not afraid to share his professional expertise this past year. Instead, you chose Anthony Aalto a social media person which is not what HART needs.

I submit to you that this intransigent action is not in the public interest of Oahu and its future.

I'm sure you're aware, but I will share some social media reports for the record.

Mahalo,

Choon James
ChoonJamesHawaii@gmail.com

Reference:

<https://www.civilbeat.org/2021/07/city-council-leaders-look-to-remove-rail-critic-from-hart-board/>

The local board overseeing Honolulu's troubled rail project is poised to lose one of its most outspoken members — and someone who's called for a halt to construction — as city leaders aim to replace him.

That board member, construction-cost estimator Joe Uno, has served for about a year on the Honolulu Authority for Rapid Transportation board and he wants to stay there for a new term.

He voiced strong objections Thursday to the move to cut him — and even sharper criticisms of his would-be replacement: Anthony Aalto.

"It's disappointing that I didn't get a vote of confidence for the work that I was doing," Uno said Thursday morning.

He believes his support for halting the project at Middle Street, so that the city might consider alternatives to proceeding down Dillingham Boulevard given rail's \$3.6 billion funding shortfall, "has everything to do with my not being renominated." That stance put him at odds with most of his board colleagues.

Uno's term expired last month, but he has stayed on because the City Council neither nominated him nor anyone else to the new term.

That limbo state changed Wednesday, however, when Kalihi Councilwoman Radiant Cordero, who chairs the Transportation, Sustainability and Health Committee, introduced a resolution for Aalto, a documentary filmmaker, journalist and former Sierra Club Oahu Group chair, to join the board.

Aalto will replace Uno if Cordero's resolution passes her committee on Tuesday and then gets approved by the full council at a later date.

"It has become increasingly apparent that a fresh perspective is needed on the HART board of directors," Cordero said in a statement Thursday.

Cordero declined an interview request through a council spokeswoman on Thursday, who said her schedule was full.

Aalto's "wide array of experience and goals for social equity will be at the core of his volunteer board service," the statement added. "He has a history of gathering information on all sides of an issue to seek the best path toward collaborative solutions."

Later in the day, after researching Aalto's resume and background, Uno expressed outrage at the choice.

“I’m insulted. To replace me with someone with no qualifications? It’s pretty transparent, and not in a good way. I’m pretty angry now,” he said.

Uno said Aalto didn’t appear qualified to oversee the state’s largest-ever public works project “unless you’re going to make a movie about it.”

A ‘Concerned Citizen’

To be sure, many of HART’s board members both past and present have lacked the minimum five years leadership experience in the transit sector or a similar industry that’s sought by the City Council.

“I don’t think I’m being asked to be on the board because I have some expertise in those areas,” Aalto said Thursday.

Aalto said what he offers is the skill to dig into local issues.

“We’ve had people with supposedly that sort of (transit) expertise on the HART board up until now and I’m not sure where that expertise has been deployed. On the contrary, these ‘experts’ have done a miserable job, starting with the first person that they hired to run the thing,” Aalto said. “Hiring Dan Grabauskas was a mistake, and to my mind was a mistake that became obvious fairly quickly.”

Grabauskas led HART for several years before being pushed out by the board in 2016.

The documentary films that Aalto produced via his company, Green Island Films, have explored Oahu’s land-use and housing policies — and his history with Honolulu rail goes back a ways.

Nearly a decade ago the filmmaker chronicled the local Sierra Club leadership’s tense, behind-the-scenes debate over the decision to eventually endorse the transit project, and how it might impact Oahu, in the documentary film “Railroading Paradise.”

On Thursday Aalto said he would approach his role on the board as a “concerned citizen” similar to Natalie Iwasa, the longtime vocal rail critic who was recently appointed to the HART board by the Legislature. He would push for greater scrutiny and transparency at the agency, he said.

“We should’ve had a Natalie Iwasa on the board from the get-go,” Aalto said. “Like everyone else on this island I’m extremely upset and frustrated with how it’s been managed up until now.”

Iwasa, however, has generally expressed skepticism of rail’s value relative to its costs while Aalto supports building the line.

He said he doesn’t consider Middle Street a viable end point, although he has never preferred ending the line at Ala Moana, either.

“It has to have a route that makes sense. And if it doesn’t it will be such an enormous white elephant,” Aalto said Thursday. “The cost overruns have already been extraordinary. To have those cost overruns, to have that expense and to get essentially nothing out of that would

compound the extraordinary waste that's already occurred."

He added that rail remains a vital alternative to the H-1 Freeway for Westside residents whose commutes to Oahu's east end are only growing longer.

HART In A Constant State Of Flux

Uno's departure, and Aalto's possible entrance, is just the latest shakeup in a tumultuous year for HART and its board.

Last Friday, Toby Martyn resigned as HART board chair. An agency press release simply cited "personal reasons." Martyn declined to elaborate.

Nonetheless, Martyn's resignation came as the board continues to face scrutiny for its questionable handling of two recent consultant contract awards, including one that went to Colleen Hanabusa, Hawaii's former U.S. representative and the HART board's former chairwoman.

Hanabusa in May declined her consultancy contract award and opted to fill a seat that was opening up on the board instead. She presided over her first new committee hearing earlier this month.

Martyn, meanwhile, happened to hold the one seat on the board that's appointed by the eight other voting members. The board is now seeking qualified candidates to replace him, and on July 30 they'll discuss further how to select that replacement.

What remains unclear is whether Uno would have an outsized role in who replaces Martyn and who serves as the new chair if he was to stay on the HART board.

The Honolulu City Charter says that Martyn's seat is selected by a majority vote. But it's not clear if that refers to a majority of HART's nine voting members or of its 14 total members, including the five who don't vote.

HART spokesman Joey Manahan did not respond to a text asking for that clarification. Usually, the board needs eight "yes" votes to take action on rail business.

The rail agency has also seen nearly half of its staff purged under Interim Executive Director Lori Kahikina, who took over at the beginning of the year. Kahikina said the move was a necessary cost-cutting measure that made sense while there's no major construction occurring past Middle Street.

Testimony
Attachment

Accept Terms
and Agreement

1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 10:17 PM
Subject: Transportation, Sustainability and Health Testimony
Attachments: 20210719221653_Media_Advisory_-_More_Dirt_at_HART.pdf

Written Testimony

Name Choon James
Phone 8082939111
Email ChoonJamesHawaii@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Organization
Organization Country Talk Story
OPPOSE - continuation of references for the record.

RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.

It's very unfortunate that this Honolulu Rail that has ballooned from \$2.7 BILLION in 2006 to \$12.4 BILLION as of this writing continues to be plowed forward in such a corrupt and intransigent coup.

Written Testimony Hawaii is the first state in the US to declare "Climate Emergency". The City has a recently-created Office of Climate Change and Resiliency.

It's a known fact that portions from Middle Street to Ala Moana Center is in the Honolulu Sea Level Rise Inundation Zone. But you're ignoring this fact and continuing to push scarce funds into this area.

Something is very wrong with this decision-making process. This is not in the best interest of the public and Oahu's residents.

Choon James

Testimony Attachment 20210719221653_Media_Advisory_-_More_Dirt_at_HART.pdf

July 18, 2021

IMMEDIATE RELEASE

CONTACTS/SOS Members:

Scott Wilson | 808-988-5969 | scottrw51@gmail.com

Bob Crone | 808-262-5277 | bobcrone@earthlink.net

Brook Hart | 808-228-8610 | brookhartlaw@gmail.com

Donna L. Ching | 808-384-4070 | donnalching@icloud.com

Aalto's Conflicts of Interest Disqualify Him for HART Board

A community group is calling for the rejection of Anthony Aalto's nomination to the HART board, due to his conflicts of interest created by accepting money from rail beneficiaries, and because he has none of the required qualifications for the position. The group, Rail SOS (Study Other Solutions), is calling for the reappointment of Joe Uno to that board position, as explained in a message they sent to the City Council, which is holding a hearing on the nomination this Tuesday.

Anthony Aalto is disqualified because he accepted major funding for a movie production from companies who would benefit from rail construction, which creates a very troubling conflict of interest. Right after Aalto made his pro-rail movie, which was disguised as a balanced report, he made another movie costing more than \$400,000 about homeless in Hawaii, which although it had nothing to do with rail, was given major funding by rail supporters, including the following:

PRP, the construction union organization,

Stanford Carr, developer of a Kakaako condo that is planned to have a rail station,

First Hawaiian Bank,

Hawaiian Dredging, which was awarded a \$78.9 million contract to build three rail stations in Waipahu,

Hunt Companies, developers of Kalaeloa at Barbers Point,

Pacific Links International, owner of two Leeward golf courses.

Aalto's gifts from rail affiliates have the appearance of a payoff for the biased pro-rail movie he made in support of their financial interests in rail. Conflict of interest is an especially sensitive issue given the recent resignation of HART board chair Toby Martyn under a cloud of suspicion that he personally profited from his votes on bond issuances.

The very first criterion specified by the City Council for selecting a HART board member is they must "Be free of actual or potential conflicts of interest." After the Hanabusa contract and Toby Martyn resignations, the last thing HART needs is the appearance of more corruption. Aalto filled out the required conflict of interest form in his application but failed to mention the funding he already received.

Aalto's rail movie is his ONLY "qualification" as cited by Cordero in her nominating resolution. We will show in the attached analysis that this movie is a pro-rail propaganda deceit filled with lies and misrepresentations. It is relevant to closely examine the movie as it is offered as his single qualification.

City Council Resolution: "the Council finds that Anthony B. Aalto's expertise, training, and experience on the Rail Project, including his in-depth study of the Rail Project for over a year in producing a documentary film on the project and his well-balanced analysis of the status of the project meet the foregoing requirements and, therefore, are the substantial equivalent of the criteria listed in the 2011 and 2019 Resolutions."

Aalto's movie, which includes extensive quotes from PRP, is based on two big lies:

(1) Rail opponents want no growth and lack alternatives plans for transportation or future development, which leads to social chaos; (2) and building rail is the only way we can create affordable housing, solve traffic, and protect farmland

The person Aalto would replace, Joe Uno, is a highly regarded construction cost expert, apolitical, honest, smart and possessing the potential to contribute to finding best solutions for rail. Aalto has no such relevant expertise. SOS member Mel Yoshinaga observes, *"Removing Joe Uno and his expertise in construction cost estimating flies in the face of the City Council's desire for leadership experience in the most vital facets of any construction project: cost estimating, value engineering, and cost controls."* SOS calls upon the City Council to be pono and reappoint Mr. Uno to the HART board and reject Anthony Aalto as a conflicted and unqualified candidate.

The attempt to replace Uno with Aalto reveals the fundamental problem with HART oversight: Rail is failing because of the exclusion of expert and diverse opinions who are calling to modify transit in ways that would save money and open the system to riders sooner. By replacing Uno, Cordero hopes to suppress the voice and views of a majority of Oahu residents who have soured on rail and are concerned about transparency and financial controls.

link to article about Aalto's funding sources: <https://www.staradvertiser.com/2016/10/16/hawaii-news/no-room-in-paradise-shows-depth-of-homelessness/>

####

Aalto's rail movie is based on two big distortions, as explained here.

1: Rail opponents want no growth and have no alternatives plans for transportation or future development, which leads to social chaos.

2: Building rail is the only way we can create affordable housing, solve traffic, and protect farmland.

Aalto's 30 LIES and INNACURACIES

Verbatim highlights from the movie:

1. A freeway system now officially designated one of the two most congested in the nation.
2. And so you have the highest congestion levels in the United States right here. (Both not true, we are not even on most top-10 congested lists).
3. In 2008 a bare majority of the islands voters approved the plan to build a \$5.2 billion railway line 35 feet in the air that supporters claim will address some of the worst growth related issues. (the vote was only to authorize the city to build a steel wheel rail system, a power the city already had -- there was no plan associated with it)
4. Opponents believe that if the railroad is built, Oahu will become a skyscraper jungle, the Manhattan of the mid-Pacific.
5. Supporters argue that if it is not built, the island will become a wasteland of tract housing, a sort of tropical New Jersey.
6. Some of the people who are opposed to the rail project are basically saying that by trying to take people out of their cars what we're doing is social engineering in the suburbs.
7. mass transit is going to be put in the urban corridor, and the reason for doing that is because if we don't do that, then this whole area behind us (open land) is going to be lost to urban sprawl.
8. PRP: if we don't have a rail system where we can focus housing growth around, then the Sierra Club and the carpenters union and developers and other environmental groups are going to fight for the rest of our lives, because the choices we're going to be faced with are not good ones.
9. PRP You are either going to focus (new housing) along the rail corridor... Or you are going to continue to fight.
10. PRP So rail transit gives us the once-in-a-lifetime opportunity to build the kind of Oahu that we can all be proud of.
11. Aalto: "some people would say, perfect! You can't build the housing, you can't build a housing." (opponents don't say this)
12. PRP: my big criticism of what I would term, no growthers, is that I think they are very selfish. I think people who say, 'don't build any more' are really telling people who cannot afford to buy the \$6-800,000 homes, that Hawaii is not a place for you anymore, and I think that's wrong. I think every person who has a connection to this place, deserves the right to live here.

- They deserve a right to a home they can afford.... (rail opponents are not anti-growth)
13. And if you restrict growth and say we can't grow anymore, then what you're telling five, six, eight generations of families who've lived here, maybe even a native Hawaiian whose families lived here from the very beginning of civilization in Hawaii, that they are no longer welcome here. That to me is wrong, and that's what we're fighting against. (rail opponents are not restricting growth)
 14. Rail opponent: "We just have to simply stop and say, can we afford, and is it pono, to build anymore? And the answer is, no." (Implies rail opponents want nothing built)
 15. PRP: hey wait a minute, these are human beings who deserve to be treated with some dignity. The ethnic mix of Oahu will then change. The native Hawaiians, Filipinos who are at the lower end of the economic scale, will be forced to move out of here.... (says lack of rail will force people to leave)
 16. PRP: We will become a society more divided between the haves and the have-nots. We will see more private gated communities, more homeless, working poor on the beach, the hotel workers and their families would live in shantytowns. (lack of rail causes social chaos)
 17. Aalto: so I asked Paul Brewbaker, who is a progressive economist... Is there any way to stop growth? (repeats notion opponents want no growth)
 18. Brewbaker: I don't even know why you would do it (stop growth). I mean, you have babies, right? What are you going to do? (repeats notion opponents want no growth)
 19. Kick them out, or they going to live with you for the rest of their lives? How does that work exactly.... Thou shalt not let your children live here. They've got to leave, and nobody gets to move here. Or, only the rich people can move here if they can boot out some poor people. Which is another way of getting to the solution that advocates of capping everything don't realize – it's the most likely outcome.
 20. Aalto: We also have to sacrifice what a lot of people feel is the best farmland in the state, it makes no sense.
 21. if you don't build rail people will be condemned to using their car. There is no real alternative – and as that continues to expand you are going to have to build more highways, \$9 billion probably.
 22. It's the only major, public transportation infrastructure investment that anybody is talking about ever again.
 23. (Without rail) You will either have to live with complete gridlock, or you will have to build somewhere, somehow, more lanes of traffic.
 24. Supporter: the reality is for this city, with the congestion levels where it is, you cannot add transit at grade. If you did you'd be taking away lanes of traffic. (BRT at grade works well)
 25. Supporter: You got really good densities... Once you start running a line you can pick up people from a mile away that can easily get down to the train station, with a very pleasant walk. (one mile walk to station is not feasible)
 26. Aalto: the opponents were happy to attack the concept of TOD, but they never came up with their own plans for smart growth, or their own alternative for how to handle the growing population. (complete fabrication)
 27. Supporter: the bottom line for me is, my children, your children, need a place to live.... The aim is to keep as many generations here, living in the kind of harmony that we have created,

allowing people of lower incomes to remain here, to raise their families. (implies this will only happen with rail)

28. there's no way to really stop (population growth) , and it's going to happen, (repeats same theme, implies opponents want to stop growth)
29. we can still have a beautiful, livable Hawaii, if we do the right thing, in terms of planning, and in terms of transportation.... (implies only rail protects our future)
30. (conclusion of this so-called balanced movie calls rail "the best transit proposal") And that's what we are offered, I think the best transit proposal that we have had in a decade, that enables our community to plan, and what the future will look like, and how it's going to connect, and how it's going to be different, and how it's going to be liveable for all generations. THE END

From: CLK Council Info
Sent: Monday, July 19, 2021 11:42 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Choon James
Phone 8082939111
Email ChoonJamesHawaii@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Organization
Organization Country Talk Story
OPPOSE

RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.

I'm submitting more public sentiments for the record.

Written
Testimony

This is the biggest project in the history of Hawaii. It is not in the best interest of Oahu to continue to push through this project to Ala Moana Center at all costs and ignoring obvious factors like the Honolulu Sea Level Rise Inundation Zones.

Affordable housing and revitalization can happen WITHOUT this rail boondoggle. It's not about equity when those in powers ignore the escalating needs of Oahu's lacking core services. It's akin to asking the people to eat cake when they're asking for bread.

Pushing and encumbering more billions to this ugly, noisy rail pockmark to Ala Moana Center is illogical and inconsistent with the city's public policies/strategies relating to climate change, canoe communities, coastal retreat and so forth.

Choon James

Testimony
Attachment

Public Sentiments:

RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.

<https://www.civilbeat.org/2021/07/city-council-leaders-look-to-remove-rail-critic-from-hart-board/>

Ms. Iwasa's concept to move Rail under DTS is at least a logical suggestion at aligning the objective with a more transparent, functioning entity. This 'Nail that sticks up gets hammered down' Hawaii mentality is getting old & juvenile. Mr. Uno has credentialed expertise - his opinion (even non-voting) is more than relevant. After running for City Council last year, I am beginning to have doubts about the 'political incestuous' relationships and value of that gov't body. We all get the vocal support from districts that the hijacked route traverses from those councilmembers. I get the 'no make waves as you calculate your next political chess move'. But this is colossal real dollars by any measure. Your politicians & HART are rolling the dice with your credit rating and your capacity to personally budget and hallucinating that increased property valuations will pay off their gamble - with a complete disregard for the current condition of other public sector obligations. Measure the sunk costs +future costs + borrowing costs against the neglect of current need costs + opportunity cost of other public projects NOT undertaken + future rail corrections currently unknown.

ply In reply to Warland_Kealoha

Measure the sunk costs +future costs + borrowing costs against the neglect of current need costs + opportunity cost of other public projects NOT undertaken + future rail corrections currently unknown.

Mr. Warland Kealoha, can you please hold a class to teach/explain this to ALL our 'leaders' who persist in pushing Rail?

Besides Ms. Radiant Cordero, can the other City County **Leaders** please step forward so the taxpayers know who else is complicit?

In reply to Broke_Hawaii_Taxpayer

When will everyone accept the fact that rail was never about transportation?

2 days ago

reply In reply to pineapple

Yes even tho then Mayor Mufi tried his best to disguise Rail as a much needed Transportation project.

Even now some 'leaders' still try to push that narrative, no matter that akamai people know better.

Guess if people say the same thing over and over again, other people will eventually believe it?! Oh my mistake, this came from our former president.

3 days ago

If you think HonoluluRail is bumpy now- wait until construction starts along Dillingham Blvd, Downtown Honolulu, and along Ala Moana Blvd. - and the streets get all torn up. We are talking about - years- of traffic being reduced to one lane in each direction, the complete loss of on street parking, construction noise and dust/dirt, and many suffering businesses who will loose customers as people shop and dine elsewhere and generally avoid the construction zone. Once construction starts past Middle Street- the quality of life will decline significantly for people who live and work along the proposed route. This was the case In New York with the Second Avenue Subway Line, and in San Francisco, with the still unfinished Van Ness Avenue Bus Rapid Line and the Octavia Street Freeway Replacement Project - years and years of misery

It will be a fitting irony if people adapt by working around the construction: telecommuting, changing jobs or houses, taking early retirement, leaving the state. Eventually rail won't be necessary to support those who remain ... but the taxes are forever.

Uno represents a large portion of the population that wants rail to end at Middle Street because they don't want to shell out any more of their hard-earned money to pay for it. The politicians who want him out don't care because it's not their money.

3 days ago

reply In reply to REGuru

The only riders MAY be current bus riders who take express into town. Nobody is going to drive to train station and leave their cars for 10+ hours a day in an unguarded parking lot to be stripped and burned. That's assuming the train runs on time and no glitches....and we don't know operating/maintenance costs. Your \$20 billion might be low...and by the time the project completes the west end will be falling apart.

reply In reply to m0kuMak

My question exactly.....how are people supposed to get to and from Honolulu Rail? There are a few unsecured parking spaces, maybe 5,000; and then there's theBus. Parking- people parking in residential neighborhoods is a problem with BART (in SF) as well as many other Mainland cities- so you have to have residential parking to make sure people Who live near the HART stations can drive their cars for short errands without having some commuter take their parking space for eight hours. Then there's theBus- outside of Waikiki and a few residential areas, the standard of service seems to be one bus per hour (lines 5, 7, 10, 11, 14, 15, 18/23, 24, 43, 51, 52, 53, 65, 72, 73) maybe if you're lucky buses run every half hour. So you wait an hour to get a bus to go to a HART station- then ride HART- then wait another hour to get to where you're going? How many people are going to do that? I know people can walk short distances-so there will be a few people who will find HART convenient. I am curious about the projected ridership numbers- 120,000 passengers a day (I think). What are the assumptions of the transit planners on - how - people will get to and from the HART stations?

A popover with more user information

3 days ago

reply In reply to REGuru

It's obvious they'll do nothing; Mufi, Caldwell and their propaganda team initially stated it was going to be a x2 Billion Dollar Project, and it'll minimize traffic, well now it's close to 10-Billion, it's not completed, the traffic experts locally and across the country have all stated that Rail will not ease Oahu's traffic issues....And the people of Hawaii hasn't done squat. I've been and outspoken anti-rail person from day one, I knew from the get go what was going to occur....All I can say is BOHICA Hawaii....So Apathetic!

3 days ago

IMHO: Yep! it's how they roll....They do this in plain view for all to see, they often feel they'll get away with it knowing Hawaii's voters are apathetic or have very short-selective memories.....

3 days ago

Buckle up taxpayers of Oahu...the incompetence is mind blowing and the taxpayers will be stuck with a 20++++ billion dollar train system. The assumptions from day one were insane and any questioning was ignored by the city and HART...at this rate the project might be completed in 20-30 years and the Kapolei section will be falling down by then.

Well I don't know who they think they're fooling here but we all know why he's being pushed out. He's the dissenting voice amongst those who want to maintain the status quo and is in effect, a "liability" to HART's agenda. Simple as that. Remember, Aalto STILL supports building the rail. I don't see anything new he's going to be bringing to the table.

3 days ago

I wonder if this project failure will change the way voters choose a candidate going forward. The project itself was sold to us with faulty assumptions and projections of cost to build, cost to maintain, cost to operate, rider projections and oversight along the way. If anyone is surprised by this, my sympathies. If anyone is outraged, please do what you can to change the system which includes status quo, lack of accountability and conflicts of interest. This is a mess and it's going to get worse. Thank you to Civil Beat for keeping this at the forefront of public dialogue. I'm not confident that anything will change. I cannot believe that the politicians are actually considering a sequel by way of the Aloha stadium.

Look up Sammy AmaluThis would have been perfect for him

It's so obvious that the Rail Oligarchy is pushing this intransigent path of circling the wagon to reach its own selfish agenda - - to encumber more billions to Ala Moana Center however absurd and illogical.

I'm all for social equity.

But when this rail fiscal blackhole ballooned from \$2.7BILLION in 2006 to \$12.4 BILLION today and climbing, it has become an obvious **social inequity** and **social injustice** for the general public.

It's no secret that many are working 2-3 jobs to put on the table. Seniors can't retire because they have to survive. The GET taxes affect the least affluent the most.

Oahu regions like Ewa Beach and Waipahu continuously remain on Wallet Hub's top tier Credit Card Debt statistics in the entire US.

The Rail costs are not only placing escalating financial burdens on the most affected residents, the rail's out-of-control costs are also undermining and competing for much sorely-needed city core services.

In reply to ChoonJamesHI
Correction:

It's no secret that many are working 2-3 jobs to put food on the table. Seniors can't retire because they have to survive. The GET taxes affect the least affluent the most.

Adding to the **inequity** and **injustice** is destroying small businesses, eminent domain abuses, corrupt property takings compensation. Long standing multi-generational small businesses and warehouses and so forth all over Oahu have fallen prey or will be decimated by this boondoggle.

3 days ago

reply In reply to ChoonJamesHI

12 billion divided by 1.5 million people is about \$8,000. Divided by 15 years and it's \$533 per year. If you think that's what's making people work 2-3 jobs and not the insane cost of housing, I would suggest some more research is warranted.

In reply to Keala_Kaanui

You're off-tangent.

Just you dividing and coming up with \$533 per year is too simple.

In the first place, Rail will not be only \$12 BILLION if it's pushed to Ala Moana Center. For one, we are not sure what the "Operations and Maintenance" will be. One thing for sure, it is foolhardy to think that the fare box will support this "O & P" alone. Guess who will bear the brunt of this?

There are other multiplier impacts to this fiasco.

The rail costs are already competing with other sorely-needed core city services. This affects our hard-working residents who have to pay more. What fees and taxes in the county have remained the same these past 3 years?

You may want to be reminded that Mayor Caldwell and City Council also created the new "Residential A" property taxes category. This affected landlords but tenants also carry the burden significantly.

Kailua.Boi

12 hours ago

reply In reply to Keala_Kaanui

I think that's how they'd like people to look at it. There are so many other factors that will affect people and businesses both financially and socially. Many which are still not known.

Those 1.5 million people you are counting. Are those working people or just general population?

Also, your \$12+ billion does not include annual O&M expenses which are another estimate. Do they even have an estimate of what the fare will be? Fares typically cover only a fraction of the O&M for public transportation.

3 days ago

I could never figure out why the sierra club supported rail. Besides being expensive and way over budget, it is/will be a visual blight to leeward Oahu and urban Honolulu. Rail also means more development and high rises. The train is pricing people out of state with continued higher taxes as it goes way over budget. The madness of rail needs to stop. Now!

In reply to macprohawaii

Not to mention the inevitable noise pollution that'll rival even the most annoying souped up mopeds.

In reply to Chigao

Yes imagine all that noise. Residents in the Waipahu to Pearl City corridor know the noise.

Ironic that none of the news outlets have actually recorded and played back that Rail noise for people to hear.

eply In reply to macprohawaii

They were probably assuming that the rail would lessen the need for cars and roads....big mistake...nobody I know that lives past the airport that drives to work now will give up their cars for the train.

2 days ago

reply In reply to macprohawaii

The decision to support the Honolulu Rail by the Sierra Club under the chairmanship of Anthony Aalto then was very divisive. It created a lot of friction.

ply In reply to macprohawaii

Unending maintenance, and graffiti forever ... What a nice combo!

In reply to macprohawaii

The hypocrisy of the Sierra Club - they destroyed the Superferry which provided a wonderful transportation alternative for local residents but supported rail with its questionable ridership!

I think those that support the status quo for this troubled project think they are fooling the public.

I guess the question to the City Council is if they think Joe Uno is good or bad for the Rail Project? Joe Uno has been a supporter for greater transparency and has fought for the needed change in leadership of this troubled project.

Also, it does seem that Ms. Iwasa has been very quietly recently. Is she in support of Mr. Uno's continued presence on the HART board or does she believe that Mr. Uno's presence is not needed. Maybe having Ms. Iwasa's opinion regarding Mr. Uno is important since Mr. Aalto is describing his role on the HART board in terms of Ms. Iwasa's approach to serving on the HART board; thus, hearing from Ms. Iwasa is important.

Lastly, all of the political spin on this appointment will not change the Rail Project's future. The honest truth to all of this comes in time. Ms. Iwasa, this is your call.

3 days ago

reply In reply to PoundingMochi

This much I know about Natalie Iwasa. She's volunteering her CPA and Certified Fraud Examiner training to Oahu FOR FREE. She is a NON-VOTING appointee to the HART Board by the State Legislature. She has a consistent record of advocating for honesty, transparency, and putting the public good first. She's not beholden to any group nor does she owe any favor to others.

Natalie is just one member of the HART Board. It would be useful knowledge for the public to know more about each of the other HART Board members and their opinion too.

- What is the present and past profession of each of the HART Board Members?
- What is the Board Member's affiliation with organizations and groups?
- What is the Board Member's record?
- Is there gain for a board member now or in the future?

y In reply to ChoonJamesHI

I think Ms. Iwasa's seating on the HART board is good, and that is why the question for her thoughts on Mr. Uno is being asked. I don't question her integrity, but I know that speaking out about this project is not an easy task and sometimes encouragement is needed.

y In reply to PoundingMochi

I didn't think you were questioning Natalie Iwasa's integrity.

I was responding to your post relating to:

Aalto said he would approach his role on the board as a "concerned citizen" similar to Natalie Iwasa IMHO, Aalto cannot be like Natalie Iwasa, the volunteer citizen.

Aalto's described documentaries are funded by grants from special groups. He and Iwasa come from two very different backgrounds.

Aloha and Mahalo to Councilmember Radiant Cordero. Rail transportation for Oahu residents has been too long in the waiting. This transportation alternative should have been done in the 1970s but nay-sayers stopped it. There are so many reasons that we should have rail. You just have to experience one of the daily traffic jams to realize one of them and if you're too young, too old, or too poor to own a vehicle, or have certain disabilities that prevent driving, you realize another one. It's unfortunately too late to easily reverse Oahu's vehicular-focused landscape, that pretty much forces folks the expensive burden of car ownership (which leads to car-addiction) but can we all agree that there are just too many cars on the island? Have you looked for a parking place recently? We need to finish the rail project at least to Ala Moana, and I would suggest, beyond. I also think that Councilmember Cordero's idea to move the line mauka through Kalihi (with a great resident population) is pure genius.

In reply to angogh
Huh?

We need to finish the rail project at least to Ala Moana, and I would suggest, beyond. I also think that Councilmember Cordero's idea to move the line mauka through Kahili (with a great resident population) is pure genius.

Please let the taxpayers know where is the funding coming from to finish the rail project at least to Ala Moana. Then let the taxpayers know where the ADDITIONAL funding will be coming from, to finish to beyond (Manoa/UH).

Moving the line mauka through Kalihi was Cordero's idea? Unbelievable!

In reply to statenocan

Additional funding isn't a problem -- just get tourism up to about 75000 visitors/day.

n reply to angogh

Do you TRULY believe this developer/construction union payback project will suddenly open parking spots in crowded neighborhoods (like Kalihi), cut down on individual trips in automobiles, cut on drivers commuting to work and convince parents with kids in town based private schools (a massive source of traffic woes along with UH) to let their precious ones take the train every day?

How do you propose contractors and laborers going to and from projects will haul their gear to places like Hoopili or Koa Ridge? A shopping trip to Costco?

If I'm going for a night out on the town I'll be using Uber or Lyft...not a train that'll potentially run on a very limited evening/weekend schedule, filled with the homeless taking advantage of a/c.

How will the tax dollars of those in Kaaawa, Kaneohe, Waimanalo, Haleiwa or Nanakuli show value to them?

This whole boondoggle was ALL ABOUT building and selling along the Kakaako/Ala Moana corridor and brainwashing people into thinking having a train station nearby would increase property values! And let's not even start with the so called "workforce affordable housing" scam.

3 days ago

reply In reply to Chigao

@Chigao: Technically, having a train station nearby has increased property values. Many to the point that those that are poor are being systematically kicked out of lower income housing areas and replaced with multi-million dollar projects that no one except the upper middle class and the rich can afford. All this project has done is increase the rate that people are being priced out of paradise. Why do you think so many local people are leaving for places like Vegas and Texas?

In reply to Bucknasty

Thanks...that was my point. Selling buildings even before being built with the promise of a rail station nearby to jack up their investment value (logic escapes me that someone living in Kakaako or Ala Moana would even NEED rail at that point unless they bought in town SPECIFICALLY so they could commute to a job in Kapolei????).

And as for the "workforce affordable housing" lie...well we know THAT is a joke. 50% maintenance fee increases after a year or two, anyone?

ly In reply to angogh

We already have a bus system that covers the entire island. All that needs to be done is stop the project at Middle Street and run buses on the guideways. It is a simple less costly situation. The Feds are planning to provide funding for electric vehicles so the funding would pay for the electric buses.

reply In reply to Ken

Not to mention that bus routes are much more versatile and can get more people closer to their destination. Ideally they should work hand in hand to move people

3 days ago

Just another suggestion:

Keep Hanabusa away! Far far away from this project.

4 days ago

So they're replacing a hard numbers guy with a touchy feely group hug guy - sounds like par on the course for the biggest financial boondoggle in Honolulu city government history.

4 days ago

Anthony will make a splendid member of the Board. It can use his environmental eye. His film on the project was pretty good.

Uno could have done better as a construction cost estimator. He maybe should have supported HART's efforts on the P3 solicitation more than taking a stop at Middle Street approach which has never been a good idea.

Joe Uno was appointed to the HART board on July 8, 2020. HART announced receipt of the P3 proposals on July 24, 2020. I'm not sure how much better he could "have supported HART's efforts on the P3 solicitation" in the last 16 days before the proposals were received.

I also believe it's safe to say that he had absolutely no involvement in HART's prior "estimate" of \$1.4 billion for the City Center segment, which turned out to be more than \$1.3 billion short of the bids of \$2.73 and \$2.775 billion.

He [Aalto] added that rail remains a vital alternative to the H-1 Freeway for Westside residents whose commutes to Oahu's east end are only growing longer.

Again with the commuter train shibai? As I recall the last estimate was that it would make no more than 2% difference in traffic. So is he another one trying to hoodwink us? Or has he drunk the Koolhaide? Either way makes him another poor choice.

Joe, a family friend for 40+ years will land on his feet.

I've wondered whether it's RAIL that's poisoning people associated with it or if it's those people poisoning RAIL?

Either way, I'm relieved to see that Joe hadn't fallen victim to the RAIL status quo.

With all the problems - technical, political, financial, etc. - besetting the disaster called rail, the last thing the HART needs to do is appoint a social justice warrior to its Board. The Board is already well populated with folks who don't know anything about train transit and adding somebody who not only lacks specific experience and knowledge but who also brings a social equity agenda to the mix is, imho, just another huge misstep by the Frankentrain assemblage.

4 days ago

reply In reply to CatManapua

Well said! When I saw the line in the article about Aalto bringing his "goals for social equity" to the board, I was appalled. Considering the issues that have beset this project from the beginning, social equity is not something that HART should be dealing with now. I see more waste and mismanagement.

4 days ago

"Shall the powers, duties, and functions of the city, through its director of transportation services, include establishment of a steel wheel on steel rail transit system?"

That was the original ballot initiative, Mufi handed us...so vague, so open to interpretation.

The original plans call for it to go to UH, many of us thought it would be a light commuter rail. Not heavy rail most often used in freight (2-3 times as much). HART itself lacks the authority to audit subcontractors (CB 4/13/2015). How convenient, how thorough.

"One of the saddest lessons of history is this: If we've been bamboozled long enough, we tend to reject any evidence of the bamboozle. We're no longer interested in finding out the truth. The bamboozle has captured us. It's simply too painful to acknowledge, even to ourselves, that we've been taken. Once you give a charlatan power over you, you almost never get it back."-Carl Sagan, *Demon Haunted World*

There was a proposal a few years back to end the elevated portion at middle street, and continue on at grade. It would be far easier to reroute traffic through a series of one way streets and synchronize lights then to continue on. End the bamboozle.

Not sure why, but mufi was always dead set on steel wheels on steel rail.

"the City Council deadlocked once again on a decision over which technology to employ for the planned mass-transit system.

The outcome for now leaves the decision with Mayor Mufi Hannemann, a steel-rail proponent who VOWED TO VETO ANY BILL DESIGNATING AN ALTERNATIVE TECHNOLOGY." SB 4/24/2008

Mr. Uno is a better realist to be on the HART board because he isn't saying not to build the rail right now, he is asking for a pause at middle st., to have time to reconsider the options other than go with the current plan which will cost \$3.6 billions we do not have a way to pay for. please remember HART is using everybody's money, they themselves don't pay anyone from their own bank accounts.

Joe Uno is a blast of fresh air and honesty on the rail board. Practical and knows the construction industry. So of course they going throw him off the board. We can't have transparency and honesty with rail. It's all BS. Get in line or pay the fine. Natalie Iwasa is next. Watch. They cannot rip us off if there's honest people on the board. Thank you Mr. Uno for all you've done but like Jill Tokuda who was also terrific challenge the powers that be with rail and you out. Can't stop the Honolulu hustle.

3 days ago

reply In reply to BigDaddy

If they try to get rid of Natalie Iwase people will go beserk!

3 days ago

reply In reply to paulo

She can't vote. Give her a vote.

reply In reply to paulo

She's pretty much the ONLY one people trust to look out for their interests!

This rail project needs tough love. Joe Uno was giving tough "hate" and trying to stop it at middle street which would undermine the whole system. Why have someone on the board actively out of step with the Mayor, the HART CEO, and everyone else trying to get rail to its intended destination. Aalto sounds like he's pragmatic and not afraid of being critical of the project, as evidenced by the interview above. But also invested in it's ultimate success. I think we need more folks on HART board that DON'T have industry ties and conflicts of interest, and are thinking of the community perspective. Aalto's a good start.

enoughisenough

4 days ago

Joe has been watching out for the public's interest and treating rail like the transportation project it is supposed to be. HART is all about politics and keeping the money flowing. This latest move is outrageous. Joe deserves a medal, not the kick in the okole he just got.

4 days ago

"It has become increasingly apparent that a fresh perspective is needed on the HART board of directors," Cordero said in a statement Thursday.

If this is the case, then they should get rid of the whole HART board

statenocan

A popover with more user information

4 days ago

reply In reply to bc

Except for Natalie Iwasa, she has the public's and taxpayer's interest! She always has and too bad she doesn't get to vote.

4 days ago

I'm suspicious of Cordeiros motives. She was Joey Manhans assistant before she was elected to take his place on the city counsel.

I seem to remember that during the controversy over our previous counsel person, Ikaika Anderson, who resigned a month or so before he would have been done anyway to "take care of his grandmother" but then took that job with the cement related industry also had Manahan on the same cement supporter bandwagon.

Hmmm ... cement, how could that be connected to rail?

3 days ago

reply In reply to Cyo

@Cyo: Well she's an extension of Manahan basically, so you can expect her to tow the continue the rail status quo line regardless of the cost to the taxpayers of Honolulu. This is all about money and many of them stand to make a ton of it.

4 days ago

I still believe the best thing to do is move HART under the city Dept. of Transportation Services (DTS). It was clear that the initial set up under the city wasn't working in the best interest of

the residents and taxpayers of Oahu. The current set up with HART also has not provided proper oversight and resulted in disagreements about who has the authority to change/approve HART's budgets.

Moving HART under DTS would allow for more transparency than the initial set up had while eliminating the current disconnect between government agencies regarding who is responsible for things such as budgets and changes to the FFGA.

It is not a perfect solution, but it would at least allow for better oversight and accountability. Such a change would require a charter amendment.

Commenting in my individual capacity.

4 days ago

reply In reply to Natalie_Iwasa

I agree with getting better management of the rail. But knowing the City's history, there won't be more transparency. Same is true for the State.

On the other hand, if the Feds take over, then it will be another ball game with competent and above board management in charge.

CatManapua

4 days ago

reply In reply to Natalie_Iwasa

Sadly at this point what is being suggested is akin to rearranging the deck chairs on the Titanic. Lots more than organizational sleight of and is needed at HART.

Natalie_Iwasa

3 days ago

reply In reply to CatManapua

The FFGA is between the city and the FTA. HART's former CEO signed the FFGA to attest to it, i.e., to recognize its terms. HART is charged with building rail as instructed. As the head of the city, the mayor would be the one to execute changes with the FTA (with approval from the Honolulu City Council), but he seems to be passing the buck to HART, and both parties have no answer as to how the \$3.6 billion gap is going to be filled.

The more I think about it, the more it makes sense to put HART under DTS.

Commenting in my individual capacity.

HNLJFK

3 days ago

reply In reply to Natalie_Iwasa

I never understood why HonoluluRail is separate from theBus. They do the same thing- move people around by public transit. Why have two different agencies, with two different cost structures, managements/executives and Boards of Directors. There appears to be no coordination - either in construction rail or operating it once its built. in New York- everything is operated by the MTA and there's one fare structure and one monthly pass- if the Subway goes down, buses can quickly replace rail so people can still get around. In the San Francisco Bay Area- BART rail and CalTrain rail are

separate from the 27 separate bus transit agencies - and there's zero coordination and many duplicate route and waste in some areas, while other areas receive no service at all. You pay separate fares for BART, for CalTrain and for each bus you use- a trip from San Francisco (MUNI is \$3) then BART (\$5 or so) then then a connecting bus in Oakland, Walnut Creek or San Mateo is another \$2.50 or so- adds up to \$21 round trip. And there's no daily/weekly/monthly pass or transfers- you just pay \$21 each and every day (or drive- which is what most people do).

FesterBestertes

In reply to HNLJFK

It will be a combined system, assuming they get the train running at some point in the future.

“Moderate increases in bus fares are being proposed and will be the subject of Honolulu Rate Commission public hearings early next month.

The same rates would apply to riders of the city's \$9.2 billion rail line when it becomes reality under an integrated fare structure the commission also agreed on. Rail's initial segment from East Kapolei to Aloha Stadium is scheduled to open by the end of the year.” SA 2/16/20

HNLJFK

2 days ago

reply In reply to FesterBestertester

So- it makes sense to combine the two systems- so that the public can be guaranteed that the combined fare structure will remain in place. Otherwise Honolulu Rail can change their mind at any time- another empty promise from HART.....

Keala_Kaanui

4 days ago

Would you hire a CEO who doesn't believe in your product? Of course not. So why people who don't believe in government think they should be elected to government positions, or people that don't believe in rail think they should be appoints to HART, is beyond me.

4 days ago

reply In reply to Keala_Kaanui

I get that. But should the job of the HART Board supposed to be? Get rail built all the way to Ala Moana now, cost be damned? Or do we need Board Members that look to get us what they can with the money they have and revisit other route designs and funding sources? I'm a fan of the second option. Thank you Mr. Uno. Replacing him with an environmentalist will only add more barricades to getting the project completed without breaking us. When Rail is completed, no matter where it ends, it will not support itself on the money it takes in from the riders. Every one of us that lives in Honolulu County will be forced contribute even more to the City & County for Rail maintenance and operations. And I suspect the State will pitch in with the pockets of all the other Counties to keep it alive. That was already an option way back when they were talking about possibly adding the .5% GET increase to help pay for Rail we have had on Oahu for years, to the purchases made by all the citizens of our State. That's how this works.

statenocan

reply In reply to Speedy

When Rail is completed, no matter where it ends, it will not support itself on the money it takes in from the riders. Every one of us that lives in Honolulu County will be forced contribute even more to the City & County for Rail maintenance and operations.

When everyone understands this statement from Speedy and others, just maybe more 'akamai' heads will prevail.

4 days ago

reply In reply to Keala_Kaanui

Because people who give their honest opinion, free from outside influence, are worth their weight in gold.

koti

4 days ago

Great a film maker; now we can have a movie made of this tragedy!

rogersmith

4 days ago

reply In reply to koti

A horror movie - the modern day rail version of 'Christine'.

thumb_up

4 days ago

reply In reply to rogersmith

Or modern day version of "Titanic", except after the unfinished ship hits the iceberg, they keep building, the well-connected keep getting paid and are saved with lifeboats. The rest of Oahu? They get to keep paying while going down on the ship, but no lifeboats for them.

4 days ago

There needs to be a thorough investigation of the project and participants from the very beginning.

It should be done by an entity that has zero connections here. When things get hot people just leave (some with payouts) and continue on their merry way while we are stuck with this tremendous money pit. Put rail back on the ballot (with clear honest facts no coloring books). If the majority wants to continue and own this now taxpayer perpetual bill then full speed ahead. If otherwise, then stop and have honest transparent community input to try to see if there are alternatives that the community is willing to own. We should not continue until taxpayers have a clear and realistic view of where we are heading and what really is the end game.

4 days ago

This is an obviously very apparent attempt to get any dissenting voices out, concerning the rail. The people at HART want it all to go their way to ensure they can spend a lifetime milking this devastating mistake called "rail". Mr Uno has done a very admirable job at HART, and is the only one it seems who is espousing truth and facts, not trying to brainwash the citizens into continuing to dig the money pit deeper. He has COURAGE to stand against his colleagues at HART. That takes a backbone. Aalto, in my opinion has no qualifications in this matter, although he may suffice in making films. You may as well hire me, I was a JPO at elementary school 70 years ago, so I must have as much qualification

as Mr. Aalto. My plan would be to stop all construction, convert the mess built already into something useful, and use the saved money into a dedicated FLEET of EXPRESS nonstop buses from westside to east. As usage expands and wanes, it would be easier to add buses and remove buses as needed. Dedicate a lane on H1 and let them roll. Being in a bus would be no different than being in a rail car. On the mainland Hawaii is already being used by city councils as an example of what NOT to do.
thumb_up

4 days ago

reply In reply to rocky

Totally agree but would like to add the use of electric buses and building an on-ramp at the UH West Oahu campus exiting with an off-ramp at Middle Street. The express buses would then be able to connect the two campuses which was one of the original intents at the beginning of the project. The rest of the express buses would go to Waikiki and designated stops in the Honolulu area. The rail stations would become bus stops and actually lessen traffic on the surface streets, again another original goal of the rail.

Whatarewedoing

4 days ago

reply In reply to Ken

With West Oahu University why do we need to go to UH?

3 days ago

reply In reply to Whatarewedoing

They have different classes so taking an express bus back and forth will afford them the opportunity to take classes from both campuses. But that is partially how rail was sold. Move the students to Manoa. The bus can do the same thing without having to transfer at Ala Moana Shopping Center.

4 days ago

More upheaval, more delay, more money, and the rail cars keep chugging back and forth.

4 days ago

As compared to a drum roll, what would a drama roll sound like? It would probably have a political ring to it. Or the sound of board chairs shuffling about the board room. What isn't heard is the Public Choir in the background repeatedly singing the chorus of this unpopular money pit song, "The HART-less Railroading Scheme".

4 days ago

The one Hart member who make too much sense get fired. Sounds like stacking the deck to get results predicted. Similar to the hiring of Hanabusa.

4 days ago

reply In reply to bc

HART and the city want people who say yes to everything

Whatarewedoing

4 days ago

Well that about sums it up. Replace a cost estimator with a journalist. On a project with cost over runs, replace a cost estimator who can show and explain the financial problems and possible solutions with someone who can write a good story. This kind of attitude got us in this trouble to begin with. City council solution? Give us more "yes men"!

4 days ago

reply In reply to Whatarewedoing

The journalist can document the corruption.

3 days ago

reply In reply to sleepingdog

One would hope anyway.

Chigao

4 days ago

New C&C strategy: Close eyes, sing loudly and plug ears. That will mean everything will be fine and everyone LOVES the choo choo financial disaster that's literally falling apart before us both in actual physical form and in the stacked commissions, boards and councils that say it's a great thing and nothing's wrong.

m_makana_h

4 days ago

Cordero should reconsider her nomination...I will concede that Uno is perhaps too negative to be on a board nominally in support of building rail--though by and large I share his views.

But if rail's history shows us anything it is that we need experienced skeptics to cut through the bullpucky constantly being peddled to the public. Aalto may be a sharp fellow but his lack of experience in construction, any credentialing, or even public stance on rail is concerning.

He says to have built something so with so many cost overruns and as of yet get nothing would be a tragedy, and indeed it is, though that is a sunk cost fallacy by which logic we should probably still be fighting in Vietnam.

But that aside if we allow him to pursue his vision, does he have the skillset to achieve it without additional cost overruns? Or will his vision like Mufi's and Caldwell's just leave the public on the hook? At this point the public wants and deserves both fiscal accountability and a well running public transportation system....Aalto does not appear primed to give us either just the same ambition that got us in trouble.

We have enough non construction types on the board as is.

TruthSeeker

4 days ago

Thank you for continuing to shed light on the big scam known as Rail.

Where are our government "leaders" to stand up for taxpayers?

With a project now defined by extreme waste, corruption and incompetence, the whole Board should be full of Joe Unos and Natalie Iwasas.

s

4 days ago

reply In reply to TruthSeeker

"Where are our government "leaders" to stand up for taxpayers?"

They haven't been elected yet. Call me a cynic but the incumbent politicians get away with this because they know we won't vote them out.

FesterBestertester

4 days ago

"Despite claims to the contrary, stopping rail at Middle Street will not save the project money. Rather, it will put the city in breach of the full funding grant agreement, triggering lawsuits and repayment of federal funds," radiant cordero, SA 5/5/21

News flash, radiant: the ffga specified a total cost of \$5.12 billion and the full 20 mile alignment in operation by 1/30/20. We are already in breach of both of those conditions, so if the feds really wanted to sue us and/or get their money back, they could have done so already. The FTA has thus far been extraordinarily forgiving, or extraordinarily gullible.

Why don't you impress us with your plans for:

a) getting the remaining \$744 million the feds have been sitting on since 2014?

b) plugging the \$3.6 billion funding gap?

c) what the rail should do when the ridership is only a small fraction of the "estimated" 121k rides per day. According to the ffga, the rail must maintain that level of ridership for five years after completion of the full alignment.

4 days ago

"It has become increasingly apparent that a fresh perspective is needed on the HART board of directors," Cordero said. However, Aalto provides the same old perspective -- Damn the corruption. Full speed ahead.

From: CLK Council Info
Sent: Monday, July 19, 2021 9:49 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Roland Louie
Phone 18087998496
Email rolandhawaii@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item resolution 21-160
Your position on the matter Oppose
Representing Self
Organization
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Monday, July 19, 2021 10:09 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Marti Townsend
Phone 8083721314
Email marti.townsend@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 1
Your position on the matter Support
Representing Self
Organization

Aloha Chair Codero and members of the Transportation Committee,

Written
Testimony

I am writing to express my support for the confirmation of Anthony Aalto to the Honolulu Area Rapid Transit Board. Mr. Aalto's service on HART will help to better center the critical issues of climate change in future decisions about the rail project.

Thank you very much for this opportunity to express my support for Mr. Aalto's nomination.

Aloha,
Marti Townsend

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, July 20, 2021 6:15 AM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Jeffrey Aasen
Phone 808 371-6641
Email jeffreyaasen@icloud.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item HART board
Your position on the matter Support
Representing Self
Organization
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, July 20, 2021 8:59 AM
To: Arca, Sherry
Cc: ikaikahussey@gmail.com; Nago, Darcie; Otto, Pearlene
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Ikaika Hussey
Phone 8082212843
Email ikaikahussey@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160
Your position on the matter Support
Representing Self
Organization
Written Testimony
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, July 20, 2021 9:04 AM
To: Arca, Sherry
Cc: bobcrone@earthlink.net; Nago, Darcie; Otto, Pearlene
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Robert Crone
Phone (808)262-5277
Email bobcrone@earthlink.net
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item 21-160
Your position on the matter Oppose
Representing Organization
Organization Rail SOS
Aalto's Conflicts of Interest Disqualify Him for HART Board

Written Testimony

Anthony Aalto's nomination to the HART board must be rejected due to his conflicts of interest created by accepting money from rail beneficiaries, and because he has none of the required qualifications for the position. Our group, Rail SOS (Study Other Solutions), is calling for the reappointment of Joe Uno to that board position.

Anthony Aalto is disqualified because he accepted major funding for a movie production from companies who would benefit from rail construction, which creates a very troubling conflict of interest. Right after Aalto made his pro-rail movie, which was disguised as a balanced report, he made another movie costing more than \$400,000 about homeless in Hawaii, which although it had nothing to do with rail, was given major funding by rail supporters, including the following:

PRP, the construction union organization,
Stanford Carr, developer of a Kakaako condo that is planned to have a rail station,
First Hawaiian Bank,
Hawaiian Dredging, which was awarded a \$78.9 million contract to build three rail stations in Waipahu,
Hunt Companies, developers of Kalaeloa at Barbers Point,
Pacific Links International, owner of two Leeward golf courses.

Aalto's gifts from rail affiliates have the appearance of a payoff for the biased pro-rail movie he made in support of their financial interests in rail. Conflict of interest is an especially sensitive issue given the recent resignation of HART board chair Toby Martyn under a cloud of suspicion that he personally profited from his votes on bond issuances.

The very first criterion specified by the City Council for selecting a HART board member is

they must “Be free of actual or potential conflicts of interest.” After the Hanabusa contract and Toby Martyn resignations, the last thing HART needs is the appearance of more corruption. Aalto filled out the required conflict of interest form in his application but failed to mention the funding he already received.

Aalto’s rail movie is his ONLY “qualification” as cited by Cordero in her nominating resolution. We will show in the attached analysis that this movie is a pro-rail propaganda deceit filled with lies and misrepresentations. It is relevant to closely examine the movie as it is offered as his single qualification.

City Council Resolution: “the Council finds that Anthony B. Aalto's expertise, training, and experience on the Rail Project, including his in-depth study of the Rail Project for over a year in producing a documentary film on the project and his well-balanced analysis of the status of the project meet the foregoing requirements and, therefore, are the substantial equivalent of the criteria listed in the 2011 and 2019 Resolutions.”

Aalto’s movie, which includes extensive quotes from PRP, is based on two big lies:

(1) Rail opponents want no growth and lack alternatives plans for transportation or future development, which leads to social chaos; (2) and building rail is the only way we can create affordable housing, solve traffic, and protect farmland

The person Aalto would replace, Joe Uno, is a highly regarded construction cost expert, apolitical, honest, smart and possessing the potential to contribute to finding best solutions for rail. Aalto has no such relevant expertise. SOS member Mel Yoshinaga observes, “Removing Joe Uno and his expertise in construction cost estimating flies in the face of the City Council’s desire for leadership experience in the most vital facets of any construction project: cost estimating, value engineering, and cost controls.” SOS calls upon the City Council to be pono and reappoint Mr. Uno to the HART board and reject Anthony Aalto as a conflicted and unqualified candidate.

The attempt to replace Uno with Aalto reveals the fundamental problem with HART oversight: Rail is failing because of the exclusion of expert and diverse opinions who are calling to modify transit in ways that would save money and open the system to riders sooner. By replacing Uno, Cordero hopes to suppress the voice and views of a majority of Oahu residents, who have soured on rail and are concerned about transparency and financial controls.

link to article about Aalto’s funding sources:

<https://www.staradvertiser.com/2016/10/16/hawaii-news/no-room-in-paradise-shows-depth-of-homelessness/>

####

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1: Rail opponents want no growth and have no alternatives plans for transportation or future development, which leads to social chaos.

2: Building rail is the only way we can create affordable housing, solve traffic, and protect farmland.

Aalto’s 30 LIES and INNACURACIES

Verbatim highlights from the movie:

A freeway system now officially designated one of the two most congested in the nation. And so you have the highest congestion levels in the United States right here. (Both not true, we are not even on most top-10 congested lists).

In 2008 a bare majority of the islands voters approved the plan to build a \$5.2 billion railway line 35 feet in the air that supporters claim will address some of the worst growth related

issues. (the vote was only to authorize the city to build a steel wheel rail system, a power the city already had -- there was no plan associated with it)

Opponents believe that if the railroad is built, Oahu will become a skyscraper jungle, the Manhattan of the mid-Pacific.

Supporters argue that if it is not built, the island will become a wasteland of tract housing, a sort of tropical New Jersey.

Some of the people who are opposed to the rail project are basically saying that by trying to take people out of their cars what we're doing is social engineering in the suburbs.

mass transit is going to be put in the urban corridor, and the reason for doing that is because if we don't do that, then this whole area behind us (open land) is going to be lost to urban sprawl.

PRP: if we don't have a rail system where we can focus housing growth around, then the Sierra Club and the carpenters union and developers and other environmental groups are going to fight for the rest of our lives, because the choices we're going to be faced with are not good ones.

PRP You are either going to focus (new housing) along the rail corridor... Or you are going to continue to fight.

PRP So rail transit gives us the once-in-a-lifetime opportunity to build the kind of Oahu that we can all be proud of.

Aalto: "some people would say, perfect! You can't build the housing, you can't build a housing." (opponents don't say this)

PRP: my big criticism of what I would term, no growthers, is that I think they are very selfish. I think people who say, 'don't build any more' are really telling people who cannot afford to buy the \$6-800,000 homes, that Hawaii is not a place for you anymore, and I think that's wrong. I think every person who has a connection to this place, deserves the right to live here. They deserve a right to a home they can afford.... (rail opponents are not anti-growth)

And if you restrict growth and say we can't grow anymore, then what you're telling five, six, eight generations of families who've lived here, maybe even a native Hawaiian whose families lived here from the very beginning of civilization in Hawaii, that they are no longer welcome here. That to me is wrong, and that's what were fighting against. (rail opponents are not restricting growth)

Rail opponent: "We just have to simply stop and say, can we afford, and is it pono, to build anymore? And the answer is, no." (Implies rail opponents want nothing built)

PRP: hey wait a minute, these are human beings who deserve to be treated with some dignity. The ethnic mix of Oahu will then change. The native Hawaiians, Filipinos who are at the lower end of the economic scale, will be forced to move out of here.... (says lack of rail will force people to leave)

PRP: We will become a society more divided between the haves and the have-nots. We will see more private gated communities, more homeless, working poor on the beach, the hotel workers and their families would live in shantytowns. (lack of rail causes social chaos)

Aalto: so I asked Paul Brewbaker, who is a progressive economist... Is there any way to stop growth? (repeats notion opponents want no growth)

Brewbaker: I don't even know why you would do it (stop growth). I mean, you have babies, right? What are you going to do? (repeats notion opponents want no growth)

Kick them out, or they going to live with you for the rest of their lives? How does that work exactly.... Thou shalt not let your children live here. They've got to leave, and nobody gets to move here. Or, only the rich people can move here if they can boot out some poor people. Which is another way of getting to the solution that advocates of capping everything don't realize -- it's the most likely outcome.

Aalto: We also have to sacrifice what a lot of people feel is the best farmland in the state, it makes no sense.

if you don't build rail people will be condemned to using their car. There is no real alternative

– and as that continues to expand you are going to have to build more highways, \$9 billion probably.

It's the only major, public transportation infrastructure investment that anybody is talking about ever again.

(Without rail) You will either have to live with complete gridlock, or you will have to build somewhere, somehow, more lanes of traffic.

Supporter: the reality is for this city, with the congestion levels where it is, you cannot add transit at grade. If you did you'd be taking away lanes of traffic. (BRT at grade works well)

Supporter: You got really good densities... Once you start running a line you can pick up people from a mile away that can easily get down to the train station, with a very pleasant walk. (one mile walk to station is not feasible)

Aalto: the opponents were happy to attack the concept of TOD, but they never came up with their own plans for smart growth, or their own alternative for how to handle the growing population. (complete fabrication)

Supporter: the bottom line for me is, my children, your children, need a place to live.... The aim is to keep as many generations here, living in the kind of harmony that we have created, allowing people of lower incomes to remain here, to raise their families. (implies this will only happen with rail)

there's no way to really stop (population growth) , and it's going to happen, (repeats same theme, implies opponents want to stop growth)

we can still have a beautiful, livable Hawaii, if we do the right thing, in terms of planning, and in terms of transportation.... (implies only rail protects our future)

(conclusion of this so-called balanced movie calls rail “the best transit proposal”) And that's what we are offered, I think the best transit proposal that we have had in a decade, that enables our community to plan, and what the future will look like, and how it's going to connect, and how it's going to be different, and how it's going to be livable for all generations. THE END

Testimony
Attachment

Accept Terms
and Agreement 1

IP: 192.168.200.67

From: CLK Council Info
Sent: Tuesday, July 20, 2021 9:45 AM
To: Arca, Sherry
Cc: standamanmasui@gmail.com; Nago, Darcie; Otto, Pearlene
Subject: Transportation, Sustainability and Health Testimony
Attachments: 20210720094517_Aalto_press_release.docx

Written Testimony

Name Stanford Masui
Phone 8084575813
Email standamanmasui@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.
Your position on the matter Oppose
Representing Organization
Organization RAILSOS (Study Other Solutions)
Written Testimony Our press release is attached regarding Mr. Aalto's nomination. Thank you
Testimony Attachment 20210720094517_Aalto_press_release.docx
Accept Terms and Agreement 1

IP: 192.168.200.67

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17. Aalto: so I asked Paul Brewbaker, who is a progressive economist... Is there any way to stop growth? (repeats notion opponents want no growth)
18. Brewbaker: I don't even know why you would do it (stop growth). I mean, you have babies, right? What are you going to do? (repeats notion opponents want no growth)
19. Kick them out, or they going to live with you for the rest of their lives? How does that work exactly.... Thou shalt not let your children live here. They've got to leave, and nobody gets to move here. Or, only the rich people can move here if they can boot out some poor people.

Which is another way of getting to the solution that advocates of capping everything don't realize – it's the most likely outcome.

20. Aalto: We also have to sacrifice what a lot of people feel is the best farmland in the state, it makes no sense.
21. if you don't build rail people will be condemned to using their car.
There is no real alternative – and as that continues to expand you are going to have to build more highways, \$9 billion probably.
22. It's the only major, public transportation infrastructure investment that anybody is talking about ever again.
23. (Without rail) You will either have to live with complete gridlock, or you will have to build somewhere, somehow, more lanes of traffic.
24. Supporter: the reality is for this city, with the congestion levels where it is, you cannot add transit at grade. If you did you'd be taking away lanes of traffic. (BRT at grade works well)
25. Supporter: You got really good densities... Once you start running a line you can pick up people from a mile away that can easily get down to the train station, with a very pleasant walk. (one mile walk to station is not feasible)
26. Aalto: the opponents were happy to attack the concept of TOD, but they never came up with their own plans for smart growth, or their own alternative for how to handle the growing population. (complete fabrication)
27. Supporter: the bottom line for me is, my children, your children, need a place to live.... The aim is to keep as many generations here, living in the kind of harmony that we have created, allowing people of lower incomes to remain here, to raise their families. (implies this will only happen with rail)
28. there's no way to really stop (population growth) , and it's going to happen, (repeats same theme, implies opponents want to stop growth)
29. we can still have a beautiful, livable Hawaii, if we do the right thing, in terms of planning, and in terms of transportation.... (implies only rail protects our future)
30. (conclusion of this so-called balanced movie calls rail “the best transit proposal”) And that's what we are offered, I think the best transit proposal that we have had in a decade, that enables our community to plan, and what the future will look like, and how it's going to connect, and how it's going to be different, and how it's going to be livable for all generations. THE END Go to: <http://railsos.org> or contact us at infor@railsos.org

From: CLK Council Info
Sent: Tuesday, July 20, 2021 10:53 AM
Subject: Council Testimony

Written Testimony

Name DiDi Leong
Phone 8085373537
Email didi.devyani@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Council

Agenda Item RESOLUTION 21-160 – APPOINTMENT OF ANTHONY B. AALTO TO SERVE ON THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION BOARD OF DIRECTORS.

Your position on the matter Oppose

Representing Organization Self

Written Testimony

Chair Cordero and Council members:
It is apparent the Anthony Aalto has no background nor expertise in mass transit issues, nor any technical background such as transportation engineering, cost estimation, nor related subject matters. The HART project is at a critical juncture whether it should go forward as planned despite highly problematical funding or if rational and cost effect alternatives are possible.
Mr. Aalto has obvious conflicts of interest and a bias to go forward without having a serious immersion in the technical issues that continue to plague HART: track/wheel accommodation, routing, sea-level rise, electrical generation, cost and ridership projections.
Mr. Joe Uno has the experience and expertise to address these issues. It is important that the community enjoy the transparency and independent and objective view that he brings to HART.
The recent resignation of the Chair and attempted contract with Coleen Hanabusa, the depletion of the HART staff, and an interim Director (the seventh in 10 years) emphasizes that the public cannot afford more chaos and suspicion that the project is rife with incompetence and corruption.

I respectfully urge the Chair and Council to reject Mr. Aalto's nomination in favor of re appointment Mr. Joe Uno to the HART Board.

Testimony Attachment

From: CLK Council Info
Sent: Tuesday, July 20, 2021 3:12 PM
Subject: Transportation, Sustainability and Health Testimony

Written Testimony

Name Richard Morris
Phone 8085312994
Email benefitcap@gmail.com
Meeting Date 07-20-2021
Council/PH Committee Transportation, Sustainability and Health
Agenda Item reso.21-160
Your position on the matter Oppose
Representing Self
Organization
Written Testimony this applicant reaks of conflicts joe uno is by far the more substantive candidate. we citizens have been screwed over way too much. please keep joe on board!!
Testimony Attachment
Accept Terms and Agreement 1

IP: 192.168.200.67