BILL060(25)
Testimony

MISC. COMM. 456

COUNCIL

COUNCIL Meeting

Meeting Date: Sep 3, 2025 @ 10:00 AM

Support: 6

Oppose: 1

I wish to comment: 0

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Aug 29, 2025 @ 09:37 PM

Testimony:

Aloha Councilmembers,

Prior Preparation Prevents Poor Performance. No small part of the challenges with our growing Skyline elevated rail system have resulted from poor planning. While there is much promise regarding Skyline's immediate future with the opening of Segment 2 soon, there is even greater potential on the horizon.

Extending the line to Ala Moana Center, and on to UH Manoa is crucial to the future sustainability and prosperity of Honolulu. We can also begin responsible planning for more neighborhoods in the city to benefit from Skyline extensions. The benefits are real and within are grasp.

I STRONGLY URGE the Council to SUPPORT this bill through the legislative process!

Name:	Email:	Zip:
Shelby Billionaire	presidentbillionaire@gmail.com	96792
Representing:	Position:	Submitted:
www.Ohanaunityparty.com	Oppose	Sep 1, 2025 @ 05:19 PM

Testimony:

Testimony in Opposition to Bill 60 (2025) – Honolulu City Council

Meeting Date: [Insert Meeting Date, e.g., September 2025 – Check Council Agenda]

City and County of Honolulu

530 South King Street

Honolulu, HI 96813

Dear Chair and Members of the Honolulu City Council,

My name is Master Shelby "Pikachu" Billionaire, HRM, representing the Kingdom of The Hawaiian Islands, H.I., and Chairman of the Ohana Unity Party (www.OhanaUnityParty.com). I am submitting this testimony to oppose Bill 60 (2025), which authorizes the Honolulu Authority for Rapid Transportation (HART) to conduct planning and preliminary engineering for extensions to the fixed guideway system, with a prioritized extension to the University of Hawaii at Mānoa. While I support improved public transportation, I oppose this bill due to concerns about cost overruns, lack of community input, and misplaced priorities that do not adequately address the needs of Honolulu’s most vulnerable residents.

Concerns with Bill 60 (2025):

Bill 60 grants HART broad authority to plan extensions beyond the minimum operable segment of the fixed guideway system, prioritizing an extension to UH Mānoa. However, the project's history raises significant concerns:
- **Cost Overruns and Financial Burden**: The Honolulu Star-Advertiser (July 2025) reports that the Skyline rail project's cost has escalated to $12.45 billion, with delays pushing the full 18.75-mile route's completion to 2031. Additional planning for extensions, such as to Mānoa, risks further cost overruns, which could increase the 0.5% general excise tax (GET) surcharge on Oahu residents, extended through 2030 (Act 1, 2020). Low-income households, earning below 80% of the area median income ($76,800 for a family of four, HUD 2024), are already strained by rising costs, including a 61% sewer fee hike (Honolulu Civil Beat, June 4, 2025).
- **Lack of Transparency and Community Input**: Bill 60 does not mandate robust public engagement for planning extensions, despite HART's history of limited transparency. A 2023 audit by the City Auditor found HART's cost estimates and timelines lacked sufficient public scrutiny, eroding trust. Residents, particularly in underserved areas like Waipahu or Kalihi, deserve a voice in prioritizing rail extensions that serve their needs, not just UH Mānoa.
- **Misplaced Prioritization**: While the UH Mānoa extension may benefit students and faculty, it overlooks communities with greater transit needs, such as West Oahu or rural areas. The 2022 Oahu Housing Strategy highlights that 50% of Oahu renters are cost-burdened, spending over 30% of income on housing and utilities. Investing in rail extensions before addressing affordable housing or bus service improvements neglects these families' immediate needs.

Impact on Honolulu's Ohana:
The Ohana Unity Party stands for equitable policies that uplift our keiki, kupuna, and working families. Bill 60 risks diverting resources from critical services like affordable housing, road maintenance, or expanded bus routes, which would better serve low-income and Native Hawaiian communities. The prioritization of UH Mānoa, while valuable, does not address the broader transit needs of Oahu's diverse population, particularly those in areas with limited public transportation access.

Call to Action:
I urge the Honolulu City Council to reject Bill 60 (2025) and prioritize fiscal responsibility and community-driven transit planning. Instead, I recommend:
1. **Pause Extension Planning**: Halt new extension studies until the current Skyline project is completed on time and within budget, avoiding further GET surcharge increases.
2. **Enhance Public Engagement**: Mandate town halls and community surveys to ensure extensions align with resident needs, as suggested by Councilmember Radiant Cordero in 2024 discussions.
3. **Prioritize Underserved Areas**: Redirect HART's planning focus to extensions serving high-need communities, such as Ewa Beach or Kapolei, before UH Mānoa.
4. **Increase Transparency**: Require HART to publish detailed cost estimates and environmental impact statements for public review, addressing the 2023 audit's findings.

Bill 60's focus on premature extension planning risks further financial strain and neglects the needs of Oahu's ohana. I encourage the Council to reject this bill and focus on equitable, transparent transit solutions. Please share my platform

(@OhanaUnityParty, @PikachuBillionaire on YouTube) to raise awareness and advocate for policies that prioritize our community's well-being.

Sincerely,
Master Shelby "Pikachu" Billionaire, HRM
Kingdom of The Hawaiian Islands, H.I.
Chairman, Ohana Unity Party
www.OhanaUnityParty.com
OhanaUnityChair@gmail.com
Facebook: @KeikiOkalani | Instagram: @OhanaUnityParty, @LegendaryBillionaire | X: @OhanaUnityParty, @AmericanPartyOG
YouTube: @PikachuBillionaire (https://www.youtube.com/@pikachubillionaire)
Support: Venmo @PresidentBillionaire | CashApp $ShelbyBillionaire | BTC Wallet 1sRfKDphW18hojoyTQVy9qQVSUtQgahYwj
#OhanaUnityParty #StopRailOverruns #HawaiiJustice

Name:	Email:	Zip:
Mark Anthony Clemente	mclemente@hrcc-hawaii.com	96817
Representing:	Position:	Submitted:
Hawaii Regional Council of Carpenters	Support	Sep 2, 2025 @ 09:43 AM

Name:	Email:	Zip:
Andrew Pereira	apereira@prp-hawaii.com	96813
Representing:	Position:	Submitted:
Pacific Resource Partnership (PRP)	Support	Sep 2, 2025 @ 10:58 AM

Name:	Email:	Zip:
Jared Tsuchyama-Sando	Jaredtsuchiyama@gmail.com	96818
Representing:	Position:	Submitted:
Self	Support	Sep 2, 2025 @ 11:08 AM

Testimony:

Aloha Councilmembers,

As someone who has watched many of the council meetings and HART meetings I have noticed that while HART seems to be aware of planning and coordination that may take years to do there is a lack of clarity between the board and HART itself over who has the authority to ask HART to start working on these needed documents and plans. This bill would clarify from the city what HART should be thinking about next so when the time comes it does not have to start from square one saving years of delays and inflation costs. I also support making UH Manoa the priority extension due to the high amount of ridership it will generate compared to other extensions thus allowing for better fare recovery.

I strongly support this bill,

Thank you!

Name:	Email:	Zip:
Dalan Kam	dailybusphoto808@gmail.com	96821
Representing:	Position:	Submitted:
Self	Support	Sep 2, 2025 @ 10:21 PM

Testimony:

As a current UH Manoa student, I see every day the absolute chaos that is our parking situation on campus. Skyline would offer a time competitive option to incentivize students to commute on public transit over driving to school. While Route A offers good service to UH Manoa, it is often inadequate during times when class is released, and during commuter hours the buses are frequently congested with students, and many times come late, which are issues that Skyline would resolve completely.

While Skyline to Waikiki would greatly help tourists get from the airport to Waikiki, it would disproportionately help tourists over locals, and a branch to Waikiki should only be built once Skyline properly serves the local population first.

Name:	Email:	Zip:
Dane Gonsalves	danekaulana@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Sep 3, 2025 @ 08:27 AM

Testimony:

Support

HAWAII REGIONAL COUNCIL OF CARPENTERS

September 3, 2025

To: The Honorable Tommy Waters, Chair
The Honorable Andria Tupola, Vice Chair
Members of the Honolulu City Council

Re: In Strong Support of Bill 60 (2025)

Aloha Chair Waters, Vice Chair Tupola, and Members of the Honolulu City Council:

The Hawaii Regional Council of Carpenters, representing over 6,000 hardworking men and women across the islands, submits this testimony in **strong support of Bill 60 (2025)**, which authorizes the Honolulu Authority for Rapid Transportation (HART) to conduct planning and preliminary engineering for future extensions of the rail system, with priority given to reaching the University of Hawai‘i at Mānoa.

This measure is both timely and essential for the future of O‘ahu:

1. Prioritizing Students and Our Workforce
UH Mānoa is one of the largest daily traffic generators on the island, with tens of thousands of students, faculty, and staff commuting from across O‘ahu. Extending rail directly to Mānoa will significantly reduce congestion along the University corridor, making it easier and safer for local students and workers to access education and job opportunities.

2. Reducing Traffic and Emissions
Anyone who has driven into town during rush hour knows the gridlock along H-1 and the University Avenue corridor. Expanding rail beyond the current minimum operable segment will shift more commuters to public transit, reducing traffic congestion, cutting greenhouse gas emissions, and helping Honolulu meet its climate and sustainability goals.

3. Unlocking Transit-Oriented Development and Housing
Rail extensions are not just about transportation—they are about land use and housing. By reaching Mānoa and adjoining neighborhoods, this bill will help unlock new opportunities for transit-oriented development. That means more housing units near jobs, schools, and services,

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giving local families better access to affordable homes while reducing the need for long commutes.

4. Planning Now Saves Money Later
Early planning for extensions is fiscally responsible. By authorizing HART to begin studies, surveys, and environmental assessments now, we can avoid costly delays and ensure future segments are thoughtfully integrated with adjoining parts of the system.

5. Honoring the Locally Preferred Alternative
Bill 60 (2025) makes clear that all extensions must adhere to the locally preferred alternative alignment previously approved by the Council. This provides accountability while also giving HART the tools it needs to plan responsibly for system growth.

This bill ensures that rail planning does not stall at the minimum operable segment. It sets us on a path to deliver the full promise of rail for our residents—**relieving traffic, supporting our students and workforce, creating new housing opportunities, and fostering vibrant, transit-oriented communities**. I respectfully urge you to pass Bill 60 (2025).Mahalo for the opportunity to testify.

Respectfully submitted,

Mark Anthony Clemente
Government Relations
Hawai‘i Regional Council of Carpenters

Testimony of
Pacific Resource Partnership

Honorable Members of the Honolulu City Council
Wednesday, Sept. 3, 2025

Subject: Testimony in Strong Support of Bill 60, authoring the Honolulu Authority for Rapid Transportation to conduct planning and preliminary engineering for extensions to the minimum operating segment of Skyline, including studies, evaluations, surveys, and assessments in preparation of any required environmental impact statements and other reports.

Aloha Chair Waters, Vice Chair Tupola, and esteemed members of the council:

Pacific Resource Partnership (PRP), representing Hawai'i's 6,000 union carpenters, signatory contractors, and community stakeholders, submits this testimony in strong support of Bill 60 (2025). This ordinance is a critical step toward expanding the Honolulu Skyline rail system by authorizing the Honolulu Authority for Rapid Transportation (HART) to conduct planning and preliminary engineering for extensions beyond the minimum operable segment, with a priority on reaching the University of Hawai'i at Mānoa.

We believe this measure lays the foundation for transformative transit-oriented development (TOD) communities that will enhance affordability, connectivity, and economic vitality across O'ahu. Bill 60's authorization for planning and studies, including environmental impact statements, ensures that HART can proactively prepare for extensions to key destinations such as UH Mānoa, Ala Moana Center, and further west into Kapolei proper. These areas are economic, educational, and cultural hubs that serve diverse populations, including students, workers, and families. Extending Skyline to these locations will significantly reduce transportation costs by providing reliable, efficient public transit, enabling residents to save on vehicle-related expenses and navigate O'ahu more affordably.

(Continued From Page 1)

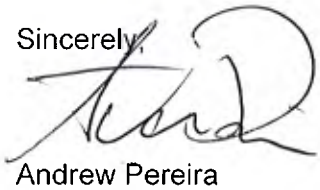
The expansion of Skyline is essential to creating vibrant TOD communities where residents can live in affordable homes near transit hubs, jobs, and services. Connecting UH Mānoa, as prioritized in Bill 60, will provide students, faculty, and staff with accessible transit, fostering educational and economic opportunities. Extending the rail to Ala Moana Center, a major commercial and retail hub, will spur economic activity and support housing development in a high-demand area. Further extension into Kapolei proper will unlock new opportunities for affordable housing in a rapidly growing region, addressing Hawai'i's housing crisis by integrating residential and commercial spaces with transit access. These TOD communities will empower residents to purchase homes they can afford while enjoying walkable, sustainable neighborhoods.

By investing in proactive planning, the City Council is ensuring that Skyline's expansion is strategic, environmentally responsible, and aligned with the locally preferred alternative, setting the stage for a resilient and equitable transit system. We urge the Honolulu City Council to pass Bill 60 on first reading and continue advancing this visionary initiative.

By authorizing HART to plan for extensions to UH Mānoa, Ala Moana Center, and Kapolei, the Council is paving the way for a connected, affordable, and prosperous O'ahu.

Mahalo for the opportunity to provide testimony. PRP stands ready to support the Council in realizing the full potential of the Skyline rail system.

Sincerely,



Andrew Pereira

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