BILL060(25)
Testimony

MISC. COMM. 490

*INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

***INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT) Meeting**

Meeting Date: Sep 24, 2025 @ 09:00 AM

Support: 4

Oppose: 1

I wish to comment: 2

Name:	Email:	Zip:
Tom Berg	tomberg00@yahoo.com	96706
Representing:	Position:	Submitted:
Self	I wish to comment	Sep 22, 2025 @ 10:37 AM

Testimony:

Magnetic Levitation (Maglev Rail) is 1/3rd of the cost to construct in comparison to steel wheels on steel rails technology. The FTA funds Maglev. The FFGA does NOT require Honolulu continue with the outdated, overpriced, archaic steel rail blunder- only our own Charter makes such a misguided mandate.

Maglev uses a smaller footprint and can go up and down hills that steel wheels cannot- it is also much quieter and since there is no friction on any track, the maintenance costs are BILLIONS less than the steel wheel mistake.

Hold a public hearing on MAGLEV technology BEFORE you continue Bill 60 "as-is." From such a hearing, the evidence will exhibit that if MAGLEV is deployed, rail can go to Waianae over the Kolekole Pass and even use the medial on Farrington Hwy where right-of-way is too tight to accommodate the steel wheel mistake.

If MAGLEV where deployed, rail could serve Mililani, Hawaii Kai, and go into Ewa Beach- with ease, due to its superiority on all fronts.

Bottom line- if MAGLEV is the technology to sustain a Bill 60 being advanced, the UNIONS will have work for generations to come and a win-win be the outcome.

If you as a Council advance steel wheel to be the "answer," you are actually just extending the current WINDSLICER operation.

The elevated driverless train is nothing more than an amusement ride- thereby get Wyland the artist to paint PUEO wings on the rail cars and promote the WIND SLICER as a feature for tourists....since that in essence is all it is, a 20-mile ride from nowhere to nowhere with a view of hundreds - yes- hundreds of people living in the bushes homeless from the perch of the rail cars as it passes through the once most productive ag lands ON THE PLANET destroyed by greed and ignorance.

Councilmembers- I was the lone NO vote on December 5, 2012 to approve the FFGA on the basis my colleagues had all lied - exclaiming the feds don't fund MAGLEV.

Had it been MAGLEV being advanced then, it would have been under budget, built on-time, and a success for not just Hawaii, but for the nation. China, S. Korea, and Japan use URBAN MAGLEV RAIL - it can start and stop at any speed desired. Unfortunately, we have liars on this Council then and now, who continue to spew lies that URBAN MAGLEV TECHNOLOGY does not yet exist and unproven on the landscape.

Bill 60 needs to adopt language that amends the Charter to include a change in rail technology beyond any 20-mile stint. Keep steel wheel for the trunk- the current FFGA playbook. But any additional mile, you can get FTA approval to link up MAGLEV to a rail station where the two technologies compliment each other. It is doable, fundable, and sensible.

I want rail to go around the island.....to do this, you MUST abort your ignorance and swindle to purport this steel wheel rail as 21st Century technology- it is not! It is a 18th Century technology and the proof is:

NOT ONE OTHER CITY OTHER THAN HONOLULU IN THE UNITED STATES HAS PURSUED STEEL WHEEL RAIL IN OVER 30 PLUS YEARS!!!!!! To continue this mistake more so, is just insane and corrupt to the core.

Maglev does NOT require deep holes to support the columns - and thereby NOT disturb the iwi like the steel wheel blunder.....please, respect Native Hawaiian burials you know damn well will be destroyed down the road with the WINDSLICER extended using steel wheel 18th Century technology.....stop lying, stop fleecing, stop taxing us.

I know of at least 5 MAGLEV companies that will do a PPP and not require ANY NEW FFGA OR ANY NEW TAXES to advance rail service all over our island- we can do rail without taking money from people already hurting. Just please, stop lying - cease the con job that steel wheel is a good deal....it ain't.

URBAN MAGLEV is the solution you seek....be transparent and hold a hearing that NESTER GARCIA AND MUFI and gang cancelled back in the day to pimp that steel wheel fleecing machine we now call the WINDSLICER.

If it were my call, I would not support Bill 60 to serve UH.....no. UH has many escape routes and thereby not a priority for any rail spur- while in contrast, the citizens of the Waianae Coast have no other way out.....no roads, no nothing, no ferry nada. If any community needs rail, it is WAIANAE and steel wheel cannot go over the hump!!! But MAGLEV can. MAGLEV is 21st Century technology- USE IT!

Name:	Email:	Zip:
Donald Sakamoto	cylonone@aol.com	96744
Representing:	Position:	Submitted:
Citizens for a Fair Americans with Disabilities Act Ride (CFADAR)	I wish to comment	Sep 23, 2025 @ 08:22 AM

Name:	Email:	Zip:
Joe Kent	maliah@grassrootinstitute.org	96813
Representing:	Position:	Submitted:
Grassroot Institute of Hawaii	Oppose	Sep 23, 2025 @ 10:28 AM

Name:	Email:	Zip:
Andrew Pereira	apereira@prp-hawaii.com	96813
Representing:	Position:	Submitted:

Pacific Resource Partnership (PRP)	Support	Sep 23, 2025 @ 05:20 PM
Name: Mark Garrity	Email: OahuMPO@OahuMPO.org	Zip: 96813
Representing: Oahu Metropolitan Planning Organization	Position: Support	Submitted: Sep 23, 2025 @ 07:03 PM
Name: Jacob Wiencek	Email: jacob.m.wiencek@pm.me	Zip: 96815
Representing: Self	Position: Support	Submitted: Sep 23, 2025 @ 07:35 PM

Testimony:

Aloha Committee Members,

I am glad to see Bill 60 continue to advance through our legislative process. Proper Preparation Prevents Poor Performance. We need to remember these five P's when discussing Skyline's past, present and future. As a near daily transit commuter, I was excited when Segment 1 opened, and I cannot wait for Segment 2 to open next month. However, the time and struggle it took us to get to these milestones should humble us. Poor preparation on the part of multiple entities led us to a much-needed project being plagued by excessive cost overruns and a decades long time delay. This cannot be allowed to continue.

Most of us understand Skyline will not be "completed" when Segment 3 opens in 2031. We must get finish the rail to Ala Moana Center and on to UH Manoa. Even then, there will be room for responsible expansion of the system. Councilmember Tupola mentioned expanding Skyline westward to better connect Kapolei and Ewa, where there is new development.

Bottom line: this is a responsible bill that will ensure proper preparation does not lead us to further poor performance.

I strongly urge this Committee to continue SUPPORTING Bill 60 through the legislative process.

Name: Mark Anthony Clemente	Email: mclemente@hrcc-hawaii.com	Zip: 96817
Representing: Hawaii Regional Council of Carpenters	Position: Support	Submitted: Sep 24, 2025 @ 08:06 AM

Donald Sakamoto
E-mail: cfadarhonoluluhi@aol.com

Phone: (808) 291-1740

To: Council Member Radiant Cordero, INFRASTRUCTURE, Transportation and Technology Chair

Also: City Council INFRASTRUCTURE, Transportation and Technology Committee Members
3rd floor Chambers Meeting Room
Honolulu Hale
530 S. King Street
Honolulu, HI 96813
Wednesday, September 24, 2025, 9:00 AM

Aloha Chair Cordero, Vice Chair Okimoto, and Council Members:

As the Committee on Infrastructure, Transportation, and Technology considers Bill 60, I ask that you ensure consideration and inclusion of people with disabilities in any studies, evaluations, surveys, and assessments as noted §2.2 of Bill 60. Title II of The Americans with Disabilities Act (ADA), "requires that State and local governments give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities (e.g. public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings)."[i] In order to ensure that people with disabilities are given an equal opportunity to benefit from any extensions of HART, it is imperative that they be included in all studies, etc.

Additionally, the current disrepair of the sidewalk on Dillingham Boulevard due to construction related to HART is actively impeding individuals with disabilities from accessing and obtaining daily necessities such as groceries. It is in the best interest of the City Council to ensure that people with disabilities are actively engaged and considered in every part of the execution of HART, from planning to execution to ensure that the Americans with Disabilities Act is upheld.

I appreciate the opportunity to come before you to share my views and I hope we can all work together to ensure that people with disabilities are given an equal opportunity to benefit from any extensions of HART for the disabled citizens of Oahu.

Most Respectfully,

Donald Sakamoto
President, Citizens for a Fair Americans with Disabilities Act Ride (CFADAR)

[i] https://www.ada.gov/topics/title-ii/

GRASSROOT INSTITUTE OF HAWAII

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Removing barriers to Hawaii's prosperity

Sept. 24, 2025, 9 a.m.
Honolulu Hale

To: Honolulu City Council Infrastructure, Transportation and Technology Committee
Radiant Cordero, Chair
Val Okimoto, Vice Chair

From: Grassroot Institute of Hawaii
Joe Kent, Executive Vice President

RE: Bill 60 (2025) — RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Aloha Chair Cordero, Vice-Chair Okimoto and other members of the Committee,

The Grassroot Institute of Hawaii **opposes** Bill 60 (2025), which would empower the Honolulu Authority for Rapid Transit to conduct studies and assessments for future extensions and require HART to prioritize the extension of the rail to the University of Hawai‘i at Mānoa.

Grassroot is concerned that further extensions of the county's Skyline rail project would require additional taxpayer resources without providing benefits to anyone other than to the parties directly involved in the construction of the rail.

To date, the project has run $5 billion over budget and at least a decade behind schedule. Cost overruns, lawsuits, poor planning and construction defects have plagued this boondoggle project from its inception.[1]

Furthermore, the Skyline's average daily ridership figures have plateaued at around 3,000, which is far below original official predictions and a foreboding indication that the project will never have a meaningful effect on reducing Honolulu traffic.[2]

However, if the Council does decide to extend the rail to any point beyond the Civic Center, it should require independent, third-party cost estimates for any proposed construction plans.

[1] Kevin Dayton, "Financial Risks Loom Over The Honolulu Rail Project," Honolulu Civil Beat, Sept. 22, 2025.
[2] "Skyline Ridership Summary," Honolulu Department of Transportation Services, July 2025; and Jenn Boneza, "Skyline average daily ridership even lower than last year," KHON2, April 18, 2024.

Doing so still wouldn't be enough to ease Grassroot's worries about any extensions, but at least it might make it more clear to what extent Honolulu taxpayers might be on the hook financially for this dubious initiative.

Thank you for the opportunity to testify.

Joe Kent
Executive Vice President
Grassroot Institute of Hawaii

Testimony of
Pacific Resource Partnership

Honorable Members of the Honolulu City Council Committee on Infrastructure, Transportation, & Technology
Wednesday, Sept. 24, 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 Cordero, Vice Chair Okimoto, and esteemed members of the committee:

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.

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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Testimony of the Oahu Metropolitan Planning Organization

Committee on Infrastructure, Transportation, and Technology

September 24, 2025 at 9:00AM
City Council Chamber & Videoconference

Bill 60 (2025)
Relating to the Honolulu Authority for Rapid Transportation

Dear Chair Cordero, Vice Chair Okimoto, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Bill 60 (2025)**, which clarifies the authority of HART to plan extensions or additions to the fixed guideway system, and prioritizes the extension of the fixed guideway system to the University of Hawaii at Manoa. Clarifying HART's authority to conduct early planning of extensions beyond the minimum operable segment will facilitate the expansion of the Skyline system as well as inform City Council decisions for adjoining segments.

There are currently three proposed fixed guideway extensions to the existing Skyline, submitted by HART, for inclusion in the 2050 Oahu Regional Transportation Plan, for funding for design and construction phases.[1] They include the following:

- Civic Center to Ala Moana (OC-31-16)
- East Kapolei to West Kapolei (OC-34-01)
- Ala Moana to UH Manoa and Waikiki (OC-37-01)

Apart from the Civic Center to Ala Moana extension, the other two extensions have not had any significant planning work conducted to prepare the projects for design and construction. For the projects to be ready for design and construction funding, planning and preliminary engineering needs to occur as soon as possible. Clarifying HART's authority to conduct planning for extensions beyond the minimum operable segment will allow the two additional extensions to begin planning, and HART to keep to its proposed funding schedule in the OahuMPO's Oahu Regional Transportation Plan.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including supporting active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and

[1] https://oahumpo.org/?wpfb_dl=3576

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cultural assets. Allowing HART to conduct planning and preliminary engineering will increase the overall capacity of the City to study potential Skyline extensions and move forward with design and construction in a timelier manner, thus providing residents and visitors with improved transportation choices. Easier and increased transportation choices is particularly important to help the State and County address cost of living and equity concerns as well as meet the State's codified carbon net-negative goal and requirements in the Navahine Settlement.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

Thank you for the opportunity to provide testimony.

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HAWAII REGIONAL COUNCIL OF CARPENTERS

September 24, 2025

To: The Honorable Radiant Cordero, Chair
The Honorable Val Okimoto, Vice Chair
Members of the Committee

Re: In Strong Support of Bill 60 (2025)

Aloha Chair Cordero, Vice Chair Okimoto, and Members of the Committee:

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