BILL060(25)
Testimony

MISC. COMM. 504

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 1, 2025 @ 10:00 AM

Support: 15

Oppose: 2

I wish to comment: 1

Name:	Email:	Zip:
Brett Kulbis	brett.kulbis@use.startmail.com	96706
Representing:	Position:	Submitted:
Self	Oppose	Sep 27, 2025 @ 05:04 PM

Testimony:

Chair, Vice Chair, and Members of the Honolulu City Council,

Mahalo for the opportunity to submit testimony regarding Bill 60 (2025), CD1, relating to the Honolulu Authority for Rapid Transportation (HART) and its authorization to conduct planning and preliminary engineering for extensions to the fixed guideway system.

While I appreciate that CD1 removed the specific prioritization of the University of Hawaii at Manoa extension from the original bill, I remain concerned about granting HART expanded planning authority without adequate fiscal safeguards and accountability measures. As a taxpayer and advocate for responsible government spending, I respectfully request that the Council consider the following amendments to strengthen this legislation:

1. Unlimited Planning Authority Without Fiscal Controls - CD1 grants HART broad authority to conduct planning, studies, evaluations, surveys, and prepare environmental impact statements for any extension that adheres to previously approved alignments. However, there are no explicit spending limits or budgetary controls on these planning activities, which could result in significant costs before any actual construction authorization.

2. Lack of Prioritization Framework - While removing the UH Manoa prioritization addresses one concern, CD1 provides no framework for how HART should prioritize among potential extensions. This could lead to inefficient resource allocation and planning efforts scattered across multiple potential routes without strategic focus.

3. Insufficient Public Input Requirements - The bill relies on existing charter provisions for council approval but does not mandate enhanced community engagement during the planning phase, when public input is most valuable and cost-effective to incorporate.

Recommended Amendments to CD1

Amendment 1: Annual Planning Cost Cap - Add language requiring that HART's annual expenditures for planning and preliminary engineering activities under this ordinance shall not exceed $2 million without specific Council authorization through the budget process.

Amendment 2: Mandatory Feasibility and Alternatives Analysis - Require that any planning effort for extensions include a comprehensive analysis of:

- Projected ridership and revenue

- Total capital and operating cost estimates
- Comparison with alternative transportation solutions (bus rapid transit, improved bus service, etc.)
- Economic impact assessment
- Community benefit analysis

Amendment 3: Enhanced Public Engagement Requirements - Mandate that HART conduct at least two public meetings in affected communities before initiating any extension planning effort, and provide quarterly progress reports to the Council Transportation Committee.

Amendment 4: Prioritization Criteria - Establish clear criteria for prioritizing extension planning, including:
- Cost per projected rider
- Connection to existing transit infrastructure
- Economic development potential
- Community support levels
- Available funding sources

In conclusion, I acknowledge that CD1 represents an improvement over the original bill by removing the automatic prioritization of one specific extension. However, without the amendments outlined above, this legislation still grants HART significant spending authority without adequate accountability measures.

I believe these recommended changes would ensure that any planning efforts are conducted efficiently, transparently, and with appropriate fiscal responsibility while maintaining HART's ability to prepare for future system extensions.

I urge the Council to incorporate these amendments to create a more balanced approach that advances transportation planning while protecting taxpayer interests.

Respectfully submitted,

Brett Kulbis, Navy Veteran
Ewa Beach

Name:	Email:	Zip:
Shelby "Pikachu" Billionaire	presidentbillionaire@gmail.com	96792
Representing:	Position:	Submitted:
www.Ohanaunityparty.com	Oppose	Sep 27, 2025 @ 05:59 PM

Testimony:

Subject: E Mea Kūʻē: Oppose Bill 60 – No More Rail Money Pit Devouring Our ʻĀina and Ohana! Kingdom Voice Against HART's Corrupt Extension

E Kuʻu Poʻo Kumu, Chair Tommy Waters, a me nā lālā o ka Honolulu City Council,

As Master Shelby "Pikachu" Billionaire, HRM – Kanaka Maoli advocate, United States Air Force Veteran (2E2, Indo-PACOM), and Chairman of the Ohana Unity Party – I rise in fierce opposition to Bill 60 (2025), authorizing HART's planning for the Skyline rail extension to UH Mānoa. This agenda item for the full Council meeting on September 3, 2026, is a kāwai colonial trap that perpetuates the illegal overthrow of our Kingdom of Hawaii, grabs our sacred ʻāina through eminent domain, and funnels billions into a corrupt pit while our ohana suffer. With Colleen Hanabusa's resignation as HART Chair on September 26, 2025, exposing the rot, now is the time to halt this boondoggle. E hōʻēha ʻia – reject it to honor our moʻolelo and aloha ʻāina!

The Skyline rail, born of broken promises since 2008, has morphed into a $12.45 billion+ monstrosity – 11 years late, under-ridden (just 3,400 daily in Q2 2025), and a direct assault on our communities. Bill 60's TOD zoning push would extend this destruction 3.2 miles, overriding local voices for developer greed. As guardians of the Royal Hawaiian Kingdom's legacy (via bloodlines from King Kekaulike and the Paki lineage), the Ohana Unity Party stands against such fraud – much like the $1/year leases that mock our sovereignty. I oppose for these aloha-driven reasons:

1. **A Sovereign Money Pit Stealing from Keiki**: Over $7 billion over budget, this rail drains GET surcharges and taxes from affordable housing for locals – our party's core fight. Redirect to self-sufficient ohana homes, not this endless fraud flagged in 2025 federal audits.

2. **Devastating Properties, Businesses, and Sacred ʻĀina**: Eminent domain battles (e.g., Servco Pacific in Kakaʻako) and Phase 3's August 2025 disruptions are killing mom-and-pop shops with barriers, dust, and noise. Token $10,000 grants insult our kupuna's sacrifices – it's a land grab echoing the 1893 coup, turning vibrant ahupuaʻa into ghost zones.

3. **Unmasks HART's Corruption and Leadership Treachery**: Hanabusa's abrupt exit after her 2024 CEO probe reveals a den of hidden overruns and conflicts – why empower this kūpuna of waste? Our party demands audits, not extensions that betray We the People and Hawaiian self-determination.

4. **A Flood of Injustice in Paradise**: TOD ignores ʻāina's flood vulnerabilities and cultural sites, forcing density on flood-prone paths without true community hui. Low ridership proves it's no congestion cure – just developer welfare at our expense.

5. **Path to True Aloha Ignored**: Pivot to pono alternatives like bus rapid transit or bike paths, stewarding our islands as the Ohana Unity Party envisions: unity, sustainability, and grassroots power over foreign birds (donkeys or elephants).

E nā hoa aloha, this rail is no path to progress – it's a chain on our future. Vote NO on Bill 60, audit HART fully, and restore mana to the people. Join our weekly Ohana Hour on X Spaces for real kākou talk. Mahalo for heeding this Kingdom voice –

e ola mau ka ʻāina!

In sovereign aloha and unyielding unity,

Master Shelby "Pikachu" Billionaire, HRM

Kingdom of The Hawaiian Islands, H.I.

Ohana Unity Party, Chairman

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BTC Wallet 1sRfKDphW18hojoyTQVy9qQVSUtQgahYwj

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Sep 28, 2025 @ 07:49 PM

Testimony:

Aloha Councilmembers,

Prior Preparation Prevents Poor Performance.

I am an enthusiastic support of the Skyline project. The imminent opening of Segment 2 and the start of Segment 3 construction shows the promise of Skyline to improve quality of life in Honolulu. However, we cannot ignore the troubled past and present of the project. Poor preparation drove poor performance.

Bill 60 gives us a chance to do better. There are plenty of positive opportunities to expand Skyline to connect more neighborhoods in our city. Additionally, we must push for Skyline to extend to Ala Moana Center and U.H. Manoa. But the foundation of those future successes rests on the ability to properly prepare ahead of time. Authorizing HART to conduct

initial planning and engineering work is crucial.

I strongly urge the Council to SUPPORT this bill!

Name:	Email:	Zip:
Landon Lee	thespiano725@gmail.com	96822
Representing:	**Position:**	**Submitted:**
Self	Support	Sep 28, 2025 @ 10:16 PM

Testimony:

Aloha council-members, I am writing in support of bill 60. There is a preponderance of evidence that suggests cities who invest in their public transit see huge economic, health, and climate benefits. Similarly, all cities that do meaningfully invest in transit (especially in the U.S.) inevitably endure a few years of controversy before their projects become a vital part of public life. Honolulu is no different. We have paid, do pay, and will pay sorely for the consequences of maintaining a car-centric status quo, as the exploding traffic fatality rate sadly demonstrates. Bill 60 represents not only a chance to honor the long term vision for this project as Honolulu's voters made clear in 2008, but also a future for Honolulu that is safer, healthier, more affordable, and more sustainable than the status quo. How can we afford to not invest in Skyline?

Mahalo to Council-members Dos Santos Tam and Cordero for their courage and foresight in introducing this bill.

Name:	Email:	Zip:
Dalan Kam	dailybusphoto808@gmail.com	96821
Representing:	**Position:**	**Submitted:**
Self	Support	Sep 29, 2025 @ 04:44 AM

Testimony:

Aloha Committee, I am writing in support of Bill 60, which authorizes HART to study and plan extensions beyond the current alignment.

Hawaii needs better public transit, and Skyline is at the core of that. While the inital segment from East Kapolei to Civic Center (eventually Ala Moana) is good, it doesn't yet cover large amounts of the island that could stand to benefit from it. Extensions past Ala Moana and East Kapolei and even to Central Oahu should be planned, and that planning should start now. As more areas of Oahu rapidly develop, it is important that space is set aside along our major transit corridors for future extensions of Skyline, or even for TOD or Bus Rapid Transit.

Taking these actions now is imperative to guarantee that future Skyline extensions are not just plausible, but feasible and accomplishable. Ensuring that Skyline has a clear and secured alignment path to UH, West Kapolei, Waikiki, and beyond will make planning easier. When, in the future, HART receives approval for future extensions, it will be able to hit the ground running already having done the essential preparations needed. This would also save time and money on future extensions, helping to ensure budget blowouts and timeline pushbacks don't happen.

I highly encourage the City Council to SUPPORT Bill 60, as it is a prudent action towards the long term success of Skyline.

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Sep 29, 2025 @ 05:16 AM

Testimony:

Aloha,

As someone who depends on public transportation, I will support any measure to make public transportation more accessible. An accessible public transit system is a critical component of a functioning society, especially if we are to get away from flooding the roads with more and more cars and killing more people on the roads. Car dependency ends up costing orders of magnitude more taxpayer money than that of public transit. A car costs tens of thousands of dollars to buy, thousands per year for maintenance, insurance, and registration, hundreds for fuel, and many millions on road maintenance and public health. The negative societal price of car ownership is massive and makes the people and government poorer. I believe that Bill 60 will make public transportation more accessible and will provide significant benefits to society.

Bill 60 enables HART, which is has the requisite expertise and resources, to conduct studies and streamlines the process on future Skyline extensions. These extensions will be critical to current and future development of Oahu. It enables HART to be proactive and well-integrated into the planning process as any government agency should be for the good of the public. The efficiencies as a result of this bill will end up saving taxpayers money in the long run.

Therefore, I fully support and urge the council to support Bill 60. Mahalo for your time.

Name:	Email:	Zip:
Logan Sherley-street	Logansherleystreet@gmail.com	96797
Representing:	Position:	Submitted:
Self	Support	Sep 29, 2025 @ 08:26 AM

Testimony:

I ride skyline more than the average person. And I can see that skyline has great potential for accessibility in communities that have limited access to transit. So I support bill 60 for accessibility

Name:	Email:	Zip:
Mark Garrity	OahuMPO@OahuMPO.org	96813
Representing:	Position:	Submitted:
Oahu Metropolitan Planning Organization	Support	Sep 29, 2025 @ 11:35 AM

Name:	Email:	Zip:
Andrew Pereira	apereira@prp-hawaii.com	96813
Representing:	Position:	Submitted:
Pacific Resource Partnership (PRP)	Support	Sep 29, 2025 @ 02:34 PM

Name:	Email:	Zip:
Logan Nakayama	lnakayama27@punahou.edu	96817
Representing:	Position:	Submitted:
Self	Support	Sep 29, 2025 @ 04:23 PM

Testimony:

The rail expanding beyond the current proposal would create a bigger imapct on so many more people. It would create less traffic and help people get places faster. People want to hate on it even government officals but it needs to grow in order to become more successful and would be a missed opportunity to end it at the current proposal.

Name:	Email:	Zip:
Trevor Nagamine	tnagamine.nb25@gmail.com	96789
Representing:	Position:	Submitted:
Self	Support	Sep 29, 2025 @ 05:25 PM

Name:	Email:	Zip:
Uriah Guzzo	imcoolish49@gmail.com	96792
Representing:	Position:	Submitted:
Self	I wish to comment	Sep 30, 2025 @ 01:00 AM

Testimony:

As a user of public transportation and a taxpayer I feel as if this bill would be good if we found a way to fund it via other means and methods I also feel like for specifically the rail system I feel as if it should at least reach ko olina as it would help with the transportation to the Disney resorts which would increase the ridership

Name:	Email:	Zip:
Damien Waikoloa	damien.waikoloa@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Sep 30, 2025 @ 01:28 PM

Testimony:

Aloha Chair and Members of the Honolulu City Council,

I am writing in strong support of Bill 60(25), which focuses on expanding and improving our rail systems to create a robust public transportation network on O‘ahu. A stronger transit system will directly reduce traffic congestion by giving more people reliable alternatives to driving. With fewer cars on the road, everyone benefits from shorter travel times, less stress

in daily commutes, and safer conditions.

Expanding transit is also critical to addressing the urgent challenges of climate change. Public transportation produces fewer greenhouse gas emissions per rider compared to private vehicles, helping to reduce O'ahu's carbon footprint. By prioritizing buses and rail, we can cut air pollution, use energy more efficiently, and build a more sustainable future for our island.

Finally, a strong transit system helps us use our limited land more wisely. Instead of paving more roads and parking lots, we can focus on building livable, walkable neighborhoods with parks, housing, and community spaces. Transit-oriented development allows us to create communities that are accessible, connected, and healthier for all residents. For these reasons, I urge you to pass Bill 60(25) and move O'ahu toward a more equitable and sustainable transportation future.

Mahalo for your consideration.

Name:	Email:	Zip:
Kelson Kai	kelson.y.kai@gmail.com	96816
Representing:	Position:	Submitted:
Self	Support	Sep 30, 2025 @ 10:50 PM

Testimony:

The copious benefits of a fully grade separated, fast and efficient metro have begun to materialize with Skyline's operation. It is the key to a sustainable, livable and beautiful O'ahu. Being able to start the planning stages of new segments now is critical to prevent massive budget overruns and the blunders of the past.

Skyline is critical for the growth of our urban core and connecting our island's most crowded and congested areas. We have no more room for cars, for highways and the massive sprawl that comes with a car centric city. We must learn from other municipalities' mistakes and take action towards a future where Skyline is able to safely move even more people.

The recent spike in traffic fatalities highlights the need for safer transportation, a safe ride that Skyline can provide. By enabling planning to begin now we can make sure more people can enjoy the benefits of mass transit sooner and for less money.

We simply cannot safely handle more cars here; we have a very good road system considering our geographical limitations, but it's nearing capacity. This is a crisis that one more lane is not going to solve.

Honolulu is a very vibrant city with new developments always on the horizon. Without proper measures now, corridors that exist today that would allow Skyline to serve many more people may be irreversibly blocked. The rapid growth in the urban core as well as the 'Ewa plain could lead to complications to route expansion if it is not properly planned for soon.

This bill is a great opportunity to get a head start on the future of mass transit on O'ahu. Passing this bill with have a positive impact of all of us, and the future generations that will call this island home.

Name:	Email:	Zip:
Julianne Luong	jmluong@hawaii.edu	96848
Representing:	Position:	Submitted:
University Students of Urban and Regional Planning	Support	Oct 1, 2025 @ 12:39 AM

Testimony:

I am in support of conducting more planning and research to extend the rail. I think it is a much-needed, although painful, process that Honolulu must undertake. It has large potential to alleviate traffic, especially traffic to UH Manoa from areas outside of Urban Honolulu. I recently took the rail from the Aloha Stadium to Kapolei and had a great experience. I hope to see it being used more!

Name:	Email:	Zip:
Abbey Seitz	abbey@hiappleseed.org	96816
Representing:	Position:	Submitted:
Hawaii Appleseed Center for Law and Economic Justice	Support	Oct 1, 2025 @ 09:29 AM

Name:	Email:	Zip:
Taylor Gilmore-Johnson	taytaythebiggay@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Oct 1, 2025 @ 09:43 AM

Testimony:

I thoroughly support efforts to expand the rail beyond its current boundaries, service to places like mānoa, Kaimuki, Waikīkī proper, mililani, and beyond would be a enormous and productive investment in our communities which I couldn't agree more that the time is now to be proactive about. It's often pitched as a cost without realizing how investments like this in our community with return exponential dividends in the economic growth they'll create by connecting our communities better than ever before, in addition to improving our environment and traffic in a notoriously congested city by reducing car dependency and making the rail system more useful on a whole.

Name:	Email:	Zip:
Diolo Pascual	diolopascual@gmail.com	96701
Representing:	Position:	Submitted:
Self	Support	Oct 1, 2025 @ 09:43 AM

Testimony:

I support expansion of public transit for the sake of Hawaii's population. Mass transit is a great way to reduce traffic and increase economic output.

This investment will pay dividends for future generations. The further reach of the rail will lead to even further equitable transport for everyone.

Thank you.

Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council

October 1, 2025 at 10:00AM
Kapolei Hale & Videoconference

Bill 60 (2025) CD1
Relating to the Honolulu Authority for Rapid Transportation

Dear Chair Waters, Vice Chair Tupola, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) supports Bill 60 (2025) CD1, which clarifies the authority granted to HART to plan extensions or additions to the minimum operable segment of the fixed guideway system. 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

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
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www.oahumpo.org

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.

Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

Testimony of
Pacific Resource Partnership

Honorable Members of the Honolulu City Council
Wednesday, Oct. 1, 2025

Subject: Testimony in Strong Support of Bill 60 CD1, authorizing the Honolulu Authority for Rapid Transportation (HART) to conduct planning and preliminary engineering for extensions to the minimum operable 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 Honolulu City Council.

Pacific Resource Partnership (PRP), representing 6,000 union carpenters, 250+ signatory contractors, and community stakeholders across Hawai'i, submits this testimony in strong support of Bill 60 (2025), CD1.

This ordinance authorizes the Honolulu Authority for Rapid Transportation (HART) to conduct planning and preliminary engineering for extensions beyond the Skyline's minimum operable segment (East Kapolei to Ala Moana Center), with a focus on key destinations such as the University of Hawai'i at Mānoa and the heart of Kapolei town.

PRP believes that authorizing HART to plan and design additional rail spurs beyond the current endpoints of East Kapolei and Ala Moana Center is a logical and forward-thinking step to enhance O'ahu's transit system. Extending Skyline to critical hubs like UH Mānoa and central Kapolei will foster transformative transit-oriented development (TOD) communities, improving affordability, connectivity, and economic vitality. These extensions will connect residents to educational, commercial, and cultural centers, reducing transportation costs and providing reliable public transit options for students, workers, and families.

(Continued From Page 1)

A UH Mānoa extension will serve as a vital link for students, faculty, and staff, enhancing access to education and spurring economic activity in the area. Similarly, extending the rail into the heart of Kapolei town will unlock opportunities for affordable housing and commercial development in a rapidly growing region, addressing Hawai'i's housing crisis by creating walkable, transit-accessible neighborhoods. Bill 60's authorization for studies, surveys, and environmental impact statements ensures that HART can strategically plan these extensions in an environmentally responsible and community-focused manner. By proactively investing in this planning, the City Council is laying the groundwork for a resilient, equitable, and sustainable transit system that aligns with O'ahu's long-term needs.

PRP strongly urges the Honolulu City Council to approve Bill 60 (2025), CD1 in order to advance the planning and design of future and critical rail extensions. This measure will pave the way for a connected, affordable, and prosperous O'ahu, ensuring that Skyline reaches its full potential as a transformative public transit system.

Mahalo for your consideration of this visionary legislation.

Sincerely,

Andrew Pereira

Director of Public Affairs
Pacific Resource Partnership
1100 Alakea Street, 4th Floor
Honolulu, HI 96813
Phone: (808) 528-5557
Email: apereira@prp-hawaii.com
Website: www.prp-hawaii.com

September 29, 2025

Trevor Nagamine
PO Box 37966
Honolulu, HI 96837
tnagamine.nb25@gmail.com

Councilmember Tommy Waters, Chair
Honolulu City Council
530 S. King St.
Honolulu, HI 96813

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

Dear Chair Waters and Members of the City Council,

My name is Trevor Nagamine, and I am a resident of Mililani. I am also a member of Neighborhood Board No. 25 (Mililani/Waipio/Melemanu); however, I am submitting this testimony as an individual, and this testimony does not reflect an official position of Neighborhood Board No. 25. I am writing today in support of Bill 60.

Bill 60 (2025) authorizes the Honolulu Authority for Rapid Transportation (HART) to conduct planning work for extensions of Skyline beyond the Kualakaʻi East Kapolei and Kālia Ala Moana termini. This bill is necessary to ensure that work to extend Skyline to both UH-Mānoa and Ka Makana Aliʻi can be timely done to prepare for construction, and to give direction to HART to retain needed staff. Skyline is now and will continue to be a vital part of Honolulu's transportation infrastructure, and this Council must provide it the support it needs to grow.

I respectfully ask that the City Council pass Bill 60. Thank you for your time and attention to this matter.

Mahalo,

Trevor Nagamine

HAWAIʻI APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawaiʻi Appleseed Center for Law and Economic Justice
Support for Bill 60
Honolulu City Council
Wednesday, October 1st at 10AM

Aloha Chair Waters and Members of the Council:

Mahalo for the opportunity to express **SUPPORT for Bill 60**. This testimony is being submitted on behalf of the Hawaiʻi Appleseed Center for Law and Economic Justice. Our organization works to build a Hawaiʻi where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Expanding the rail system beyond the minimum operable segment is not only an equity issue but also one that impacts our climate. Transportation accounts for a significant portion of Oʻahu's carbon emissions. By making rail accessible to more communities and trip destinations, Honolulu can significantly reduce vehicle miles traveled and strengthen our collective efforts toward a future where residents are less dependent on vehicles as their primary means of transportation.

We recognize that a successful rail system depends on strategic extensions that connect people to the places they most need to go. Waikīkī and UH Mānoa are among Oʻahu's most critical destinations, and extending the system to these areas will maximize ridership, reduce congestion, and expand access to affordable housing and job opportunities located along the transit corridor.

Mahalo for the opportunity to testify.

Abbey Seitz

Abbey Seitz
Hawaiʻi Appleseed Center for Law and Economic Justice
Director of Transportation Equity