BILL060(25)
Testimony

MISC. COMM. 55

*INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

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

Meeting Date: Feb 4, 2026 @ 09:00 AM

Support: 6

Oppose: 0

I wish to comment: 1

Name:	Email:	Zip:
Mark Anthony Clemente	mclemente@hrcc-hawaii.com	96817
Representing:	Position:	Submitted:
Hawaii Regional Council of Carpenters	Support	Feb 2, 2026 @ 02:09 PM

Name:	Email:	Zip:
Mark Garrity	OahuMPO@OahuMPO.org	96813
Representing:	Position:	Submitted:
Oahu Metropolitan Planning Organization	Support	Feb 2, 2026 @ 02:13 PM

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Feb 3, 2026 @ 01:21 AM

Testimony:

Aloha Committee Members,

I am glad to see Bill 60 is back on track. This proposed legislation is crucial to rectifying previous poor planning that has bedeviled the Skyline project.

Since the opening of Segment 2, Skyline's potential can be clearly seen. Future expansions are logical and desirable. The sustainable development of Honolulu will be built on the success of Skyline.

I strongly urge the Committee to continue SUPPORTING Bill 60!

Name:	Email:	Zip:
Andrew Pereira	apereira@prp-hawaii.com	96813
Representing:	Position:	Submitted:
Pacific Resource Partnership (PRP)	Support	Feb 3, 2026 @ 12:58 PM

Name:	Email:	Zip:
Ana Tuiasosopo	atuiasosopo@oe3.org	96707
Representing:	Position:	Submitted:
Operating Engineers Local 3	Support	Feb 3, 2026 @ 01:18 PM

Name:	Email:	Zip:
Jennifer Sabas	jennifer@moveoahuforward.org	96813
Representing:	Position:	Submitted:
Move Oahu Forward	Support	Feb 3, 2026 @ 03:29 PM

Name:	Email:	Zip:
Donald Sakamoto	cylonone@aol.com	96744
Representing:	Position:	Submitted:
Self	I wish to comment	Feb 4, 2026 @ 07:54 AM
Testimony:		
Oral testimony via video conference only.		

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), Proposed CD2

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

The Hawai‘i Regional Council of Carpenters, representing over 6,000 skilled union carpenters and tradespeople across the islands, is grateful for the opportunity to submit our testimony in support of Bill 60 (2025), Proposed CD2.

This bill addresses a narrow but important governance issue that has slowed progress on Honolulu’s rail system: the repeated need to reapprove extensions that already conform to the Locally Preferred Alternative.

This bill simply recognizes that approval and allows extensions of the Minimum Operable Segment that adhere to it. Any deviation from the approved alignment would still require Council approval by ordinance, fully preserving the Council’s Charter authority.

Under the current framework, each extension requires a separate ordinance even when it is already part of the approved plan, creating unnecessary delay, uncertainty, and cost without adding meaningful oversight. Bill 60 removes this redundancy while maintaining all substantive safeguards. Funding still requires Council appropriation, environmental review still applies, and procurement and contracting laws remain unchanged.

By providing clarity for LPA-compliant extensions, this bill improves project certainty, reduces costs, strengthens coordination with federal partners, and supports timely delivery. Predictable governance also benefits the local workforce by enabling long-term planning, supporting apprenticeship pipelines, and avoiding disruptive stop-and-go construction cycles.

For these reasons, we respectfully urge the Council to pass Bill 60 (2025), CD2.

Mahalo for the opportunity to testify.

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MAUI OFFICE: 330 Hookahi Street,Wailuku, Maui 96793-1449 • Ph. (808) 242-6891 Fax (808) 242-5961
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Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council
Committee on Infrastructure, Transportation, and Technology

February 4, 2025 at 9:00AM
City Council Chamber & Videoconference

Bill 60 (2025) CD1
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) 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 provide the City additional planning capacity for 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 future 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 provide HART the authority to begin planning the two additional extensions.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including supporting active and public transportation, promoting an equitable

[1] https://oahumpo.org/ortp-2050/

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transportation system, and improving air quality and protecting environmental and 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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Testimony of
Pacific Resource Partnership

Honolulu City Council Committee on Infrastructure, Transportation & Technology
Wednesday, February 4, 2026

Subject: Testimony in Strong Support of Bill 60 (2025), CD1, addressing provisions related to the Honolulu Authority for Rapid Transportation

Aloha Chair Cordero, Vice Chair Okimoto, and esteemed members of the committee.

Pacific Resource Partnership (PRP), representing more than 6,000 union carpenters, over 250 signatory contractors, and community stakeholders statewide, respectfully submits this testimony in firm support of Bill 60 (2025) CD1.

This important ordinance empowers HART to move forward with essential planning and early engineering for rail extensions beyond the current Skyline minimum operable segment (East Kapolei to Ala Moana Center), targeting priority areas like the University of Hawai'i at Mānoa and the central Kapolei region. PRP sees this as a smart, strategic investment in O'ahu's future mobility. Extending Skyline to these high-impact locations would catalyze robust transit-oriented development (TOD), delivering greater housing affordability, better connectivity across the island, and stronger economic opportunities. Such extensions would directly link our communities to top educational institutions, employment hubs, and cultural resources – lowering transportation expenses and offering dependable, everyday transit choices for students, working families, and other residents.

An extension to UH Mānoa would provide a game-changing connection for thousands of students, faculty, and staff, while boosting surrounding economic activity and access to higher education. Extending into central Kapolei would similarly open doors for much-needed affordable housing, job-creating commercial projects, and vibrant, walkable neighborhoods in one of O'ahu's fastest-growing areas – directly helping alleviate Hawai'i's housing shortage.

(Continued From Page 1)

Importantly, the bill requires thorough studies, community assessments, surveys, and environmental impact statement preparations, ensuring any future extensions are planned responsibly, sustainably, and with strong input from affected communities. By supporting this planning phase now, the committee positions O'ahu for an equitable, resilient transit network that truly serves our long-term growth and quality of life.

PRP urges the committee to approve Bill 60 (2025) CD1 to enable these critical next steps in rail planning and design. This forward momentum will help Skyline fulfill its promise as a cornerstone of a more connected, affordable, and prosperous O'ahu for generations to come.

Mahalo nui for your leadership and consideration of this vital legislation.

Sincerely,

Andrew Pereira

Director of Public Affairs
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February 3, 2026

Honorable, Radiant Cordero, Committee on Infrastructure, Transportation & Technology, Chair
Honorable, Val A. Okimoto, Committee on Infrastructure, Transportation & Technology, Vice Chair
Honorable Members of the Honolulu City Council on , Committee on Infrastructure, Transportation & Technology

RE: Bill 60 CD1- RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION. Clarifies the authority granted to HART to plan extensions or additions to the minimum operable segment of the fixed guideway system.

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

My name is Ana Tuiasosopo. I am the District Representative and Trustee for Operating Engineers Local 3. We are the largest Construction Trades Local in the United States. I and the members of Operating Engineers Local 3 **strongly support Bill 60 CD 1.**

This bill addresses a narrow but important governance issue that has slowed progress on Honolulu's rail system: the repeated need to reapprove extensions that already conform to the Locally Preferred Alternative.

This bill simply recognizes that approval and allows extensions of the Minimum Operable Segment that adhere to it. Any deviation from the approved alignment would still require Council approval by ordinance, fully preserving the Council's Charter authority.

Under the current framework, each extension requires a separate ordinance even when it is already part of the approved plan, creating unnecessary delay, uncertainty, and cost without adding meaningful oversight. Bill 60 removes this redundancy while maintaining all substantive safeguards. Funding still requires Council appropriation, environmental review still applies, and procurement and contracting laws remain unchanged.

By providing clarity for LPA-compliant extensions, this bill improves project certainty, reduces costs, strengthens coordination with federal partners, and supports timely delivery. Predictable governance also benefits the local workforce by enabling long-term planning, supporting apprenticeship pipelines, and avoiding disruptive stop-and-go construction cycles.

For these reasons, we respectfully urge the Council to pass Bill 60 (2025), CD2. Mahalo for the opportunity to testify.

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Mahalo,

Ana Tuiasosopo
Hawaii District Representative, Trustee
Hawaii Operating Engineers Local 3

February 4, 2026

Chairwoman Radiant Codero and members of the Infrastructure, Transportation, and Technology Committee:

Aloha, my name is Jennifer Sabas, and I serve as the Executive Director of Move Oahu Forward, a non-partisan coalition of Hawaii business, union, and community leaders that support the Honolulu Rail project as an integral part of a robust public transportation system on Oahu. I am pleased to submit testimony in support of Bill 60 relating to HART and providing the necessary authority to extend the minimal operable segment, and to allow HART to develop the entire locally preferred alternatives. I respectfully request that Bill 60 be passed out of the Infrastructure, Transportation, and Technology Committee to the full Council for consideration and approval.

In October of 2025, the City team opened Phase II of Skyline with expressions of gratitude and optimism. Ridership continues to increase as the Daniel K. Inouye International Airport is now one of the stations on the line, serving both visitors and residents alike. In fact, MOF is taking a ride on the Skyline Friday to visit the airport station, and then continuing on to the Waipahu station for lunch at Highway Inn before returning to Middle Street.

Utility undergrounding and construction are moving forward in earnest for Phase III of Skyline along Dillingham Boulevard and Ala Moana Boulevard to Kakaako. This will connect even more of the urban core with access to employment and more affordable housing options, while reducing the dependency on a car to get around.

Providing HART with the authority to begin planning from Ala Moana to UH Manoa, and from UH West Oahu to, at a minimum, Ka Makana Alii Shopping Center, makes logical sense. It was the originally envisioned plan so many years ago. Both of these new segments should be eligible for federal transit planning funding.

I respectfully request that Bill 60 be passed out of the Infrastructure, Transportation, and Technology Committee to the Full Council for passage. Thank you for the opportunity to submit MOF's statement of support, and we look forward to continued and rigorous discussion in the months ahead.

Aloha,

Jennifer Sabas
Executive Director
Move Oahu Forward
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