BILL060(25)
Testimony

MISC. COMM. 64

COUNCIL

COUNCIL Meeting

Meeting Date: Feb 18, 2026 @ 10:00 AM

Support: 17

Oppose: 4

I wish to comment: 1

Name:	Email:	Zip:
Jonathan Huynh	Jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Feb 11, 2026 @ 09:32 PM

Testimony:

Aloha councilmembers,

I strongly support Bill 60 because it gives HART the ability to plan for future segments of Skyline. Ample time given to planning will ensure that taxpayer money will not be wasted due to unforseen circumstances, when the time eventually will come to extend Skyline. This is a no-brainer. I urge you to support this bill.

Name:	Email:	Zip:
Landon Lee	leelando@hawaii.edu	96822
Representing:	Position:	Submitted:
Self	Support	Feb 12, 2026 @ 01:55 PM

Testimony:

Aloha Chair and Councilmembers,

I strongly support Bill 60 because it allows Honolulu to responsibly plan for the future of our rail system, which carries with it the hope of a more affordable, less congested, and more climate resilient Honolulu. It has the potential to be the catalyst for a great deal of needed change in our city, if we are bold enough to plan for it. I urge you to vote yes on Bill 60 and choose hope and long term vision for Honolulu.

Name:	Email:	Zip:
Dakotah Gostynski	dakotah.gostynski@gmail.com	96826
Representing:	Position:	Submitted:
Self	Support	Feb 12, 2026 @ 02:45 PM

Testimony:

Aloha,

My name is Dakotah and I am a resident of Honolulu in the neighborhood of Mo'ili'ili. I strongly support BILL060(25). I believe HART should have the approval and resources to begin planning out the future of our rail network. I have seen a great deal of expansion and growth in my neighborhood and around O'ahu, and predict this to continue to have an impact on the limited capacity of our streets, freeways, and current transportation network.

I believe we as a city would fall short of modernization if we are unable to utilize our resources, like HART, to scope the possibility and future for extending the Skyline system. If we're unable to allow these teams to effectively plan, and possibly secure easements and right-of-way, it may become increasingly difficult and expensive. One of the biggest

advantages with this approval would be collaborating alongside property developers who could bolster the planning and construction of such extensions. Newer suburban neighborhoods could be designed alongside the system, and development in denser neighborhoods could be constructed in synchronization with rail expansion. Connecting our island, consistent travel times, and transportation equity are just a few benefits that would have a great impact on all of our communities.

In conclusion, I strongly support BILL060(25), given the limitations of constructing a rail network on O'ahu and the increase in development. I urge this committee to pass this bill. Thank you for your time and for the opportunity to share.

Name:	Email:	Zip:
Trevor Nagamine	tnagamine.nb25@gmail.com	96789
Representing:	Position:	Submitted:
Self	Support	Feb 12, 2026 @ 10:59 PM

Name:	Email:	Zip:
Gaius Dupio	gpearlcity@gmail.com	96782
Representing:	Position:	Submitted:
Self	Oppose	Feb 13, 2026 @ 05:13 AM

Testimony:

No more planning no more funding the rail should stop where the plan has already been promised and no further

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Feb 13, 2026 @ 07:38 PM

Testimony:

Aloha Councilmembers,

I am very excited to see Bill 60 proceed to legislative finish line. This is crucial, forward-looking legislation that will help as we develop the Skyline rail system. Skyline promises to have a large and positive impact on the sustainable development of Honolulu, and it is reassuring to see that the Council take proactive planning steps contained in this proposal.

I strongly urge the Council to SUPPORT this bill!

Name:	Email:	Zip:
Jennifer Sabas	jennifer@moveoahuforward.org	96813
Representing:	Position:	Submitted:
Move Oahu Forward	Support	Feb 14, 2026 @ 08:51 PM

Name:	Email:	Zip:
Mark Garrity	OahuMPO@OahuMPO.org	96813
Representing:	Position:	Submitted:
Oahu Metropolitan Planning Organization	Support	Feb 15, 2026 @ 08:57 PM

Name:	Email:	Zip:
Luca Cuniberti	Lcuniberti8002@gmail.com	96712-9501
Representing:	Position:	Submitted:
Self	Support	Feb 16, 2026 @ 02:05 AM

Testimony:

Aloha Chair, Vice Chair, and Councilmembers,

My name is Luca Cuniberti, a North Shore resident. You may not have expected a North Shore resident to testify, perhaps because Skyline is unlikely to come to the North Shore. Despite that, I wish to offer my strong support for Bill 60.

Bill 60 does a few main things:

1. It strengthens a system that is already showing real promise
2. It enables freedom of movement via public transit in a much easier and speedier fashion
3. It helps alleviate tourist- and commuter-caused congestion on the North Shore

Each of these points alone should be enough to carry this bill, but Bill 60 exemplifies these traits and more. It strengthens a system, doubted by many, that is now the backbone of thousands of residents' commutes. Expanding this system to incorporate UH Manoa, Waikiki, and West Kapolei allows it to reach more population centers, getting more cars off our heavily congested roads. As a North Shore resident, traffic is your nickname and the place you spend the majority of your life. Toiling in a sea of cars and tourists is not fun. That is precisely why we need to make them use public transit. And you know what? It doesn't just benefit car users by eliminating tourist-caused congestion; it also benefits public transit users!

Let's use Bill 60 to benefit all of O'ahu. Pass it!!

Name:	Email:	Zip:
Shelby Pikachu Billionaire	presidentbillionaire@gmail.com	96792
Representing:	Position:	Submitted:
Kingdom of The Hawaiian Islands	Oppose	Feb 16, 2026 @ 10:04 AM

Testimony:

I oppose this bill, because it's a money pit and it costs you billions of dollars, when the bus can take you there instead. The rail is a waste of money, make it a bicycle lane, for people to lose weight! Oppose this stupid bill, because only the tax payers are funding this money pit trap!

-GOD

Name:	Email:	Zip:
Natalie Iwasa	iwasajunk@mail.com	96825
Representing:	Position:	Submitted:
Self	Oppose	Feb 17, 2026 @ 01:00 AM

Name:	Email:	Zip:
Michael Shibata	shibata4@hawaii.edu	96822
Representing:	Position:	Submitted:
University of Hawaii	Support	Feb 17, 2026 @ 09:18 AM

Name:	Email:	Zip:
Justin Menina	justin.menina@gmail.com	96826
Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 09:56 AM

Testimony:

Aloha Chair and Councilmembers,

I strongly support Bill 60 because it allows Honolulu to responsibly plan for the future of our rail system, which carries with it the hope of a more affordable, less congested, and more climate resilient Honolulu. As a resident of McCully-Moiliili, Skyline's extension to UH Manoa would have a profoundly positively impact for our community's transportation needs. Over 10% of McCully residents rely on public transit daily, 31% of whom are 55 and above. An extension to UH would not only benefit students, decreasing traffic congestion along Kapiolani Boulevard and South King Street, but for residents allow them access to rapid transit for healthcare, recreation and employment. I urge you to vote yes on Bill 60. Mahalo for your time.

Name:	Email:	Zip:
Benjamin Sadoski	bsadoski@5.unitehere.org	96818
Representing:	Position:	Submitted:
UNITE HERE Local 5	Support	Feb 17, 2026 @ 09:57 AM

Testimony:

UNITE HERE Local 5 represents 10,000 working people in the hotel, food service and health care industries across Hawaii. UNITE HERE Local 5 supports exploring the feasibility of getting rail to UH Manoa. Adding this capability to the rail system could make a significant difference in solving traffic congestion issues on Oahu, and making it easier for students to get to UH. We believe this goal would provide a benefit to the community, and we should study how to make it possible and under what conditions.

We urge you to support Bill 60 (2025). Mahalo for your consideration.

Name:	Email:	Zip:
Michael Rice	michaelirice@outlook.com	96792
Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 11:46 AM

Testimony:

I am in full support of this bill, however I believe that the planning extension should be not just to 'West Kapolei' and Ala Moana, but into Waianae itself and UH Manoa.

I am a lifelong resident of Waianae and frequently ride the bus, I've attended Kapolei High School and have had to spend quite some time on the road to commute anywhere, weather it be in a private car or on public transport. I've seen this entire side of the island shut down because of hostage situations, major accidents in the wrong place, telephone poles being down, and even things as simple as a cow loose on the road.

Even when there is no traffic, from my home to Kapolei takes roughly 45 minuets by bus, and is typically longer in the other direction due to traffic. I firmly believe that expanding rail westward to Ko'olina, but up the Waianae Coast would not only help reduce traffic on the west side, but offer an alternative means out during emergencies or a mass evacuation.

I am therefor asking that this bill be amended to expand the areas where HART can plan their extensions.

Name:	Email:	Zip:
Donald Sakamoto	cylonone@aol.com	96744
Representing:	Position:	Submitted:
Self	I wish to comment	Feb 17, 2026 @ 01:19 PM

Testimony:

Oral testimony via video confernce only.

Name:	Email:	Zip:
Alec Wong-Miyasato	atoshio1997@gmail.com	96744
Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 03:21 PM

Testimony:

I SUPPORT Bill 60 because extending Skyline to UH Manoa will provide an affordable transportation option to thousands of students and employees. Once Skyline reaches Ala Moana, extensions to major areas like UH Manoa are inevitable. Bill 60 will save taxpayers time and money by allowing HART to at least plan potential extensions now versus beginning planning years later when costs have already increased.

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792

Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 04:51 PM

Testimony:

Aloha. I support Bill 60 because it would allow the experts to plan future segments of Skyline. Skyline has already demonstrated its utility for over 10,000 riders each day with just 2 segments. Expanding Skyline will exponentially increase ridership and reduce our dependence on cars. Planning in advance also saves money by giving experts ample time to research the most cost-effective options. Skyline must be allowed to expand. I urge you to support Bill 60.

Name:	Email:	Zip:
Jonah Schlag	schlagjonahk@gmail.com	96762
Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 07:30 PM

Testimony:

The Honolulu Skyline project has been the biggest investment into the Oahu community ever. Already thousands are benefiting from its convenient and reliable service to commute to work, the airport, school or various other activities. Expanding this service is critical to alleviating traffic. The H1, H2 and H3 freeways are at capacity. The old adage of "one more lane and traffic will be fixed" has been proven to be false and especially impractical on our small island with not much available space. Providing a reasonable alternative to driving is essential as the island continues to grow. Extending the Skyline to Waikiki, UH Manoa, West Kapolei and beyond (Central Oahu, Kahala, Kaneohe, Waianae e.g.) would allow for thousands more of Oahu to take advantage of a truly world class transportation system to save themselves time and money.

There is a saying that goes something like "The best time to plant a tree was 20 years ago. The second best time is now." I call on the City Council to vote in favor of this bill. This bill is the proverbial planting of the tree. Not allowing HART to be able to plan for the future could prove disastrous and cripple future expansion. As a resident of the North Shore I know I won't be able to directly benefit from this project for a very long time, if ever. However, I understand the benefits that expansion of this transportation brings for many and the effects it has indirectly for those who live outside of the project area.

Once again I call on all in the City Council to vote in support of this bill and in the future of this island.

Name:	Email:	Zip:
Jared Tsuchiyama-Sando	Jaredtsuchiyama@gmail.com	96818
Representing:	Position:	Submitted:
Self	Support	Feb 17, 2026 @ 07:31 PM

Testimony:

I support bill 60 and the city’s work to plan ahead working with different stakeholder such as DHHL and the state to advance rail to useful locations such as as UH and west Kapolei where the state and city are building significant amounts

of housing. Thank you.		
Name: Justin Tanouye	Email: justin@hoeisf.com	Zip: 96707
Representing: Hawaii Operating Engineers Industry Stabilization Fund	Position: Support	Submitted: Feb 17, 2026 @ 08:04 PM
Name: Choon James	Email: ChoonJamesHawaii@gmail.com	Zip: 96762
Representing: CountryTalkStory	Position: Oppose	Submitted: Feb 18, 2026 @ 09:26 AM

February 12, 2026

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 to support Bill 60.

Bill 60 would authorize the Honolulu Authority for Rapid Transportation (HART) to begin planning work to extend Skyline towards Waikīkī and UH-Mānoa. This bill is a necessary step for the City to fulfill what was originally promised to voters when the project that is now Skyline was on the ballot in 2008.

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

Mahalo,

Trevor Nagamine

February 18, 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
725 Kapiolani Blvd, Suite C400
Honolulu, HI 96813

Testimony of the Oahu Metropolitan Planning Organization

Honolulu City Council

February 18, 2025 at 10:00AM
City Council Chamber & Videoconference

Bill 60 (2025) CD2
Relating to the Honolulu Authority for Rapid Transportation

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Bill 60 (2025) CD2**, 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 allow HART 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 transportation system, and improving air quality and protecting environmental and

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

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

TO: Members of the Honolulu City Council

FROM: Natalie Iwasa
808-395-3233

DATE: Wednesday, February 18, 2026

SUBJECT: Bill 60 (2025), CD2, HART and Locally Preferred Alternative – **OPPOSED**

Aloha Chair Waters and Councilmembers,

Thank you for allowing testimony on Bill 60 (2025), CD2, which would allow HART to plan for all extensions of the minimum operable segment of the rail that are within the locally preferred alternative (LPA). The following testimony is given in my individual capacity.

Section 17-199 of the Revised Charter of the City and County of Honolulu states HART "shall adhere to the fixed guideway system alignment of the locally preferred alternative approved by the council."

On October 6, 2017, the Honolulu City Council held a special meeting the sole purpose of which was to discuss and vote on Resolution 17-266 and the attached 2017 Recovery Plan. Page 20 of that plan states in part:

> "The Project was preceded by decades of rail planning dating back to 1967, which has led to the **current Locally Preferred Alternative (LPA) for the Honolulu High-Capacity Transit Corridor Project extending from East Kapolei to Ala Moana**." *(Emphasis added.)*

The resolution was amended via FD1 and passed with a vote of five ayes, three noes and one absent.

Does the approval of this resolution, with the LPA stopping at Ala Moana, impact Bill 60? Did the Honolulu City Council at the time inadvertently approve a change in the LPA as they rushed to approve the 2017 Recovery Plan?

Also note that the Council approved a residential development almost 10 years ago that was right in the path of what was at the time a planned route for rail from Ala Moana to UH. (See the attached article from the Star-Advertiser.) There are likely other challenges with respect to a route to UH that make it absolutely unaffordable for taxpayers to continue, even planning, especially when the bulk of funding comes from the Honolulu general excise tax.

Due to the exceptionally high cost of rail and the fact that low- and very-low-income residents are being taxed to pay for it, I cannot support any extensions. Please vote "no" on Bill 60 (2025), CD2.

HAWAII NEWS

Add as a preferred source on Google

5 plans to take rail past Ala Moana face a host of obstacles

By Gordon Y.K. Pang

Feb. 25, 2018



1/2 *Swipe or click to see more*

JOE GUINTO / JGUINTO@STARADVERTISER.COM

The current planned site of the Ala Moana station. Several line-expansion plans are set from here.





Conceptual plans showing how Honolulu's rail project could extend beyond Ala Moana Center to the University of Hawaii in Manoa suggest that any future extension could tremendously alter the shopping center and other properties in the Kapiolani district.

Transit officials last week presented five conceptual plans to the City Council's Planning and Transportation Committee, stressing repeatedly that they have no authority or funding to study beyond the conceptual stage as a way to keep open as many post- Ala Moana extension options as possible.

"We do not have a mandate to do full extension planning," Honolulu Authority for Rapid Transportation Executive Director and CEO Andrew Robbins told committee members Tuesday. "That would require a full alternatives analysis, environmental planning and so forth. What we have done … are concepts that you can consider for corridor preservation for future extensions."

The HART board of directors in November authorized Robbins and his staff to ask the Council for the OK to "conduct planning and engineering activities, and acquire the right-of-way" that would allow development "at a future date" for a previously approved plan with spurs to UH and Waikiki.

Abbey Mayer, HART director of planning, permitting and right of way, said four of the five concepts are compatible with the Ala Moana platform station that is already part of the formal Environmental Impact Statement and Locally Preferred Alternative plan.

The current EIS/LPA plan (Concept 1) calls for the Ala Moana station to be elevated about 30 feet above Kona Street just west of the Kona Iki Street intersection. The concept does not really call for an extension of the existing guideway, but for a second track that would head toward UH running east above Kona

Street at an elevation of about 90 feet, Mayer said. People would need to get off the East Kapolei-Ala Moana train, then ride an elevator to board a second train to UH.

Don't miss out on what's happening!
Stay in touch with breaking news, as it happens, conveniently in your email inbox. It's FREE!

Enter your email Sign Up

By clicking to sign up, you agree to Star-Advertiser's and Google's Terms of Service and Privacy Policy. This form is protected by reCAPTCHA.

The extra height is needed for the second track to “get high enough to go over what is currently part of the Target wing of Ala Moana and the arms of Ala Moana mall that connect Center Court to Target,” Mayer said. The track would continue along Kona and at some point cross over onto Atkinson Drive.

The route also runs through SamKoo Pacific’s Kapiolani Residence project, some commercial buildings and the Manaolana tower at Kapiolani Boulevard and Atkinson, all of which are under construction, Mayer said. Those kind of projects would present obstacles toward achieving what’s listed in the current LPA, he said.

A second Kona option (Concept 2) would continue the East Kapolei-Ala Moana guideway along the same route, but eliminate the need to jump onto a second train. Such a plan, however, would require the expanded line to travel roughly at the same 30-foot elevation of guideway along a much narrower section of Kona and Mahukona streets.

“We would have some very rough future impacts, so the Ala Moana Building parking structure is potentially impacted, parts of the Target building and the connectors from Center Court of the mall, two levels of shops would likely have to be demolished,”

Mayer said. Additionally, the Ala Moana Center parking structure as well as the ramps from the structure to Kona Street "would likely be impacted," as would the pedestrian bridge from the Ala Moana Pacific Building into the mall parking lot.

Parts of the Manaolana project "may also be in conflict" and there also could be impacts to lanes along Atkinson and to commercial buildings at Kapiolani and Kalakaua Avenue, Mayer said.

"So we have the possibility of continuing down Kona, but it is an impact-heavy route," Mayer said.

Asked later by the committee for clarification on how Ala Moana Center would be affected, he said "just plowing through would be the clearest way to say it; we're at a 30-foot elevation and you want a one-seat ride."

Veering away

A third Makai option (Concept 3) is similar to the second and would affect roughly the same portions of Ala Moana Center. Additionally, however, it would continue along Kona for a bit and then veer makai toward the mall's parking structure near Macy's, "likely impacting a great portion of that parking structure itself before coming out onto Atkinson," he said.

The Mauka option (Concept 4) would veer away from Kona sooner and take it onto a SamKoo property at 1391 Kapiolani, the site of a planned residential tower with affordable units. The concept also would require a shift of the existing location of the Ala Moana station platform 100 to 150 feet in the Ewa direction, Mayer said. From there it would cut across the SamKoo location, bounded by Kona, Kona Iki and Kapiolani, on its way toward Kapiolani and possibly Keeaumoku Street.

The shifting of the station platform would require new approvals

from the Federal Transit Administration because the station's current location prevents the track from making a proper left turn, he said. "The trains have to come out of the station and fully clear the station platform before starting to turn."

A fifth Piikoi option (Concept 5) was requested by the Council, and calls for "a two-seat ride," or transfer to a second line, heading north at Piikoi or somewhere else nearby, thus bypassing most of Kona Street. It is most vaguely outlined and leaves completely open the route a second line would take toward UH.

As with Concept 1, which also requires a second line for a "two-seat ride," a separate shorter "maintenance" track would be necessary to move trains from the main line to the UH track when needed. That third track would avoid the need for a separate maintenance and storage facility for what essentially would be just a five-stop line to UH, Mayer said.

Such a facility would need about 40 acres somewhere between Ala Moana and UH. "Finding 40 acres in an urbanized residential area is not a very compatible land use and the price tag would be massive," he said.

Council members said they were baffled by the complexities involved with the Ala Moana rail station and the possible routes to UH.

Councilwoman Ann Kobayashi said voters who supported the project in a 2008 amendment to the Honolulu City Charter expected a route that would go from Kapolei to Ala Moana and even Waikiki. "I don't know why there's no planning," she said.

Kobayashi questioned how the city Department of Planning and Permitting allowed for development approvals for the Manaolana project to be processed and then later approved by the Council.

“Planning for such a huge project you’d think would be pretty much done,” Kobayashi said. The delays have created a series of empty lots along the Kapiolani corridor, she said. “We look like a Third World country with all those empty lots.”

Mayer, who joined HART about a year ago, said he and others at HART share the Council’s frustration.

“The only thing I can say is that it appears the majority of the focus has been in getting to Ala Moana,” he said. As a result, discussion of corridor preservation and a later full alternatives analysis of a possible extension haven’t been done yet, Mayer said.

‘Difficult position’

Council Planning Chairman Ikaika Anderson said that while he and his colleagues may not yet have approved money for planning or alignment of a Manoa extension, HART doesn’t need additional funding to design the Ala Moana station in such a manner that it would allow different extension scenarios to UH.

He said if it would help the situation, he would introduce a resolution “making it clear to HART that we want the Ala Moana station located and designed so that it can reach Manoa.”

Robbins told Anderson that four of the five concepts presented would be possible under the current location and design of the Ala Moana station, “given that there are significant impacts with many of them.”

Councilwoman Carol Fukunaga questioned why the city Department of Planning and Permitting began working on an Ala Moana Transit Oriented Development plan when there was still uncertainty about where the final station would be.

“It just seems as though the way we’re proceeding now is so

chaotic it kind of creates greater pressures both for the city as well as the individual property owners, not to mention it places HART in a very difficult position because many of the alternatives may be foreclosed by specific developments that get approved," she said.

Kona Street is a privately owned roadway tied to Ala Moana Center, which is owned by General Growth Properties, so practically any extension would affect Hawaii's largest shopping mall.

Francis Cofran, Ala Moana senior general manager, attended last week's meeting and urged the committee to consider allowing full-service hotels at the mall within the city's Ala Moana Transit Oriented Development plan. When asked by Anderson about a possible rail extension, Cofran expressed support for "the current plan." Cofran could not be reached Friday to elaborate on which specific scenario he favors.

Jared Watumull, vice president of Watumull Properties, which owns the parcel where the the station is now proposed to be located, said the plan came as a surprise to his company.

"In our minds, it doesn't make sense to place the station mid-block, displacing 15 tenants, some who've spent multiple years looking for locations who I don't think can get relocated in the city center," Watumull said. "We're displacing people there."

Watumull said he also wants to know where the city intends to get the money to purchase the parcel and relocate those being displaced.

Tim Yi, SamKoo president, attended Tuesday's meeting but did not testify. On Friday, Yi told the Honolulu Star- Advertiser that his company bought its Kona Street parcel 10 years ago and waited five years to be told how the rail project would affect his property. Negotiations with the city then ensued for about two

years, Yi said.

SamKoo spent $3 million in studies to become the area's first Transit Oriented Development project but decided not to continue "because there were too much demands from different agencies," Yi said.

As a result, SamKoo shifted gears to work first on its Kapiolani Residence project. At this point, SamKoo can't wait any longer and is proceeding with plans to gain approvals for the second location, Yi said.

See more: Editors' Picks Transportation

0 COMMENTS

Testimony Presented Before the
Honolulu City Council
February 18, 2026 at 10:00 a.m.
By
Luis P. Salaveria
Vice President for Budget and Finance/Chief Financial Officer
University of Hawaiʻi System

Bill 60 CD2 (2025) – RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Chair Waters, Vice Chair Tupola, and Members of the Council:

Thank you for the opportunity to provide written testimony on this issue. The University of Hawaiʻi (UH) is supportive of Bill 60 CD2, which approves extensions to the minimum operable segment that adhere to the locally preferred alternative to facilitate the expansion of the Honolulu rail system. Early planning is crucial for such a large public works project.

The locally preferred alternative approved by the City Council for the Honolulu rail system envisioned a route that ran from West Kapolei to Mōʻiliʻili that would provide service to UH Mānoa. Although the current minimum operable segment has been downsized from this originally envisioned plan, the sensibility and rationality of that goal for expanding transportation options around Honolulu-proper remains. Consideration of reviving or expanding the reach of rail from West Kapolei to UH Mānoa to develop the entire locally preferred alternative would be very pragmatic. The UH supports the planning and discussions to consider bringing rail service to UH Mānoa.

Thank you for your consideration of our testimony.

Hawaii Operating Engineers Industry
Stabilization Fund
2181 Lauwiliwili Street
Kapolei, HI 96707
Phone: (808) 845-6221
Website: www.hoeisf.com

Honolulu City Council
Tommy Waters, Honolulu City Council, Chair
Andria Tupola, Honolulu City Council, Vice Chair

TESTIMONY IN SUPPORT
BILL 60 (2025) CD2, RELATING TO HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

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

My name is Justin Tanouye, and I am the Executive Director for the Hawaii Operating Engineers Industry Stabilization Fund (HOEISF). HOEISF is a non-profit labor management organization whose core mission is to represent the interest of over 4,000 Operating Engineers Local Union No. 3 members and over 200 of Hawaii's leading contractors to ensure that the industry is thriving and sustainable for the future.

HOEISF is in **support of Bill 60 (2025) CD2**, which provides HART with the authority to begin planning the extensions or additions of the minimum operable segment of the Skyline to include locally preferred alternatives. This includes a segment from Ala Moana to UH Manoa, and UH West Oahu to, at a minimum, Ka Makana Alii Shopping Center. The addition of these new segments will help cultivate transit-oriented development (TOD) communities, improving connectivity, housing affordability and providing economic opportunities, which will address many of Oahu's long-term needs. These extensions provide a reliable source of public transportation for workers, students, kupuna, and families to access employment, educational facilities, cultural centers and more. Furthermore, these extensions will continue to directly provide a lot of job opportunities for years to come. For these reasons, HOEISF supports this bill.

Thank you again for the opportunity to provide our testimony in support and we ask for your support and urge you to pass Bill 60 (2025) CD2.

OPPOSE

BILL060(25), CD1
Tabbed View

Measure Title:
RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION.

Summary:
Approves all extensions to the MOS that adhere to the LPA.

Date Introduced:
Aug 11, 2025

Introduced By:
TYLER DOS SANTOS-TAM, RADIANT CORDERO

Committee:
INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY (ITT)

Aloha Chair Waters, Vice Chair Andria Tupola and City Council Members;

We ideally should be able to wake up each morning and not have to worry what the city and state is going to create for its people.

But legislations like these make people worry whether they can afford to live comfortably or leave Oahu. There appears to be no over-arching vision or concern for all things Oahu. Decisions are make arbitrarily and amongst interests groups. It's each to their own.

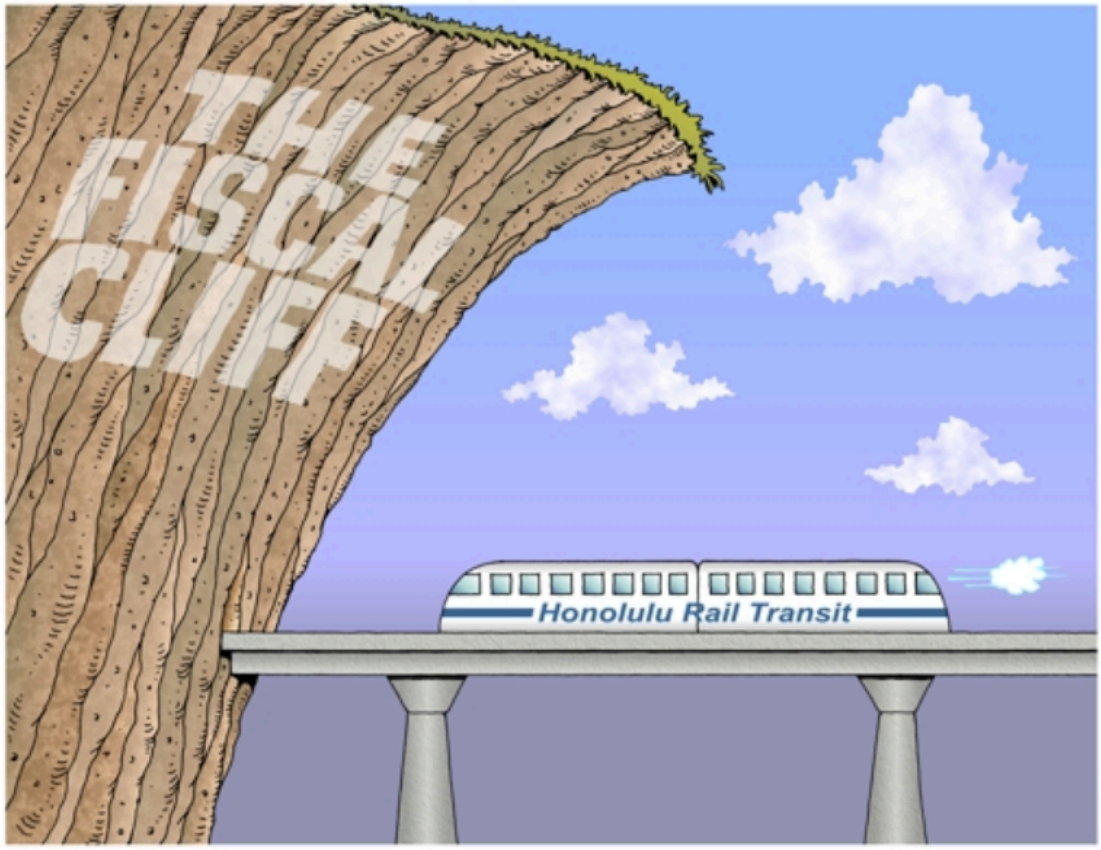
But we have to remember that what is profitable to us today may create more problems to our children and their children and to Oahu's future sustainability. There is much more to deliberate and discuss on this Bill on so many different levels.

No one is against Rapid Rail Systems. It's a wonderful thing for Continental Mainland cities where there is space and mass population to support it.

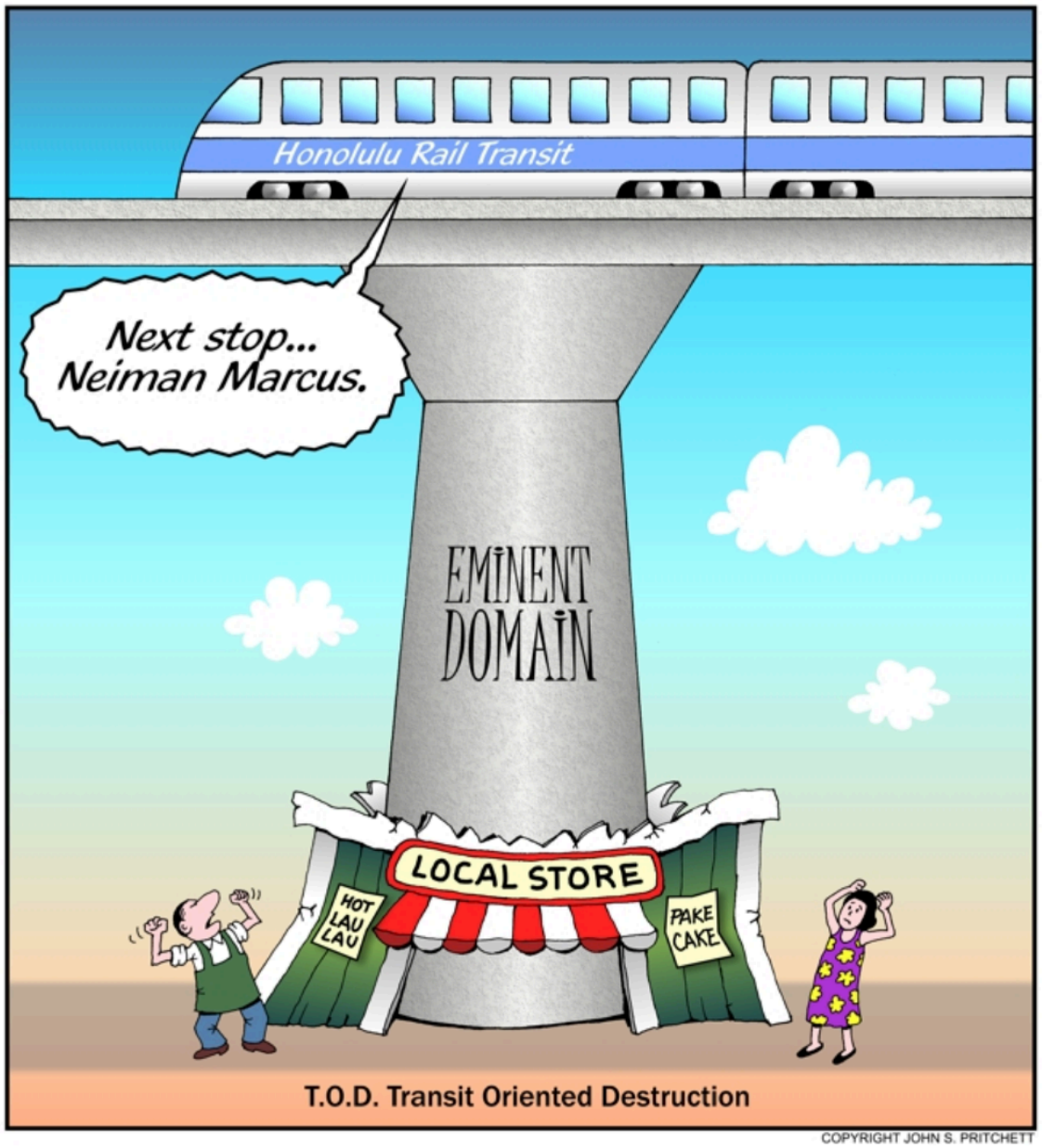
A quick look at the history of this troubled rail project shows a pattern of disjointed and worrisome and gross mismanagement of finance, construction, and overall negative impacts on Oahu.

Some items to note:

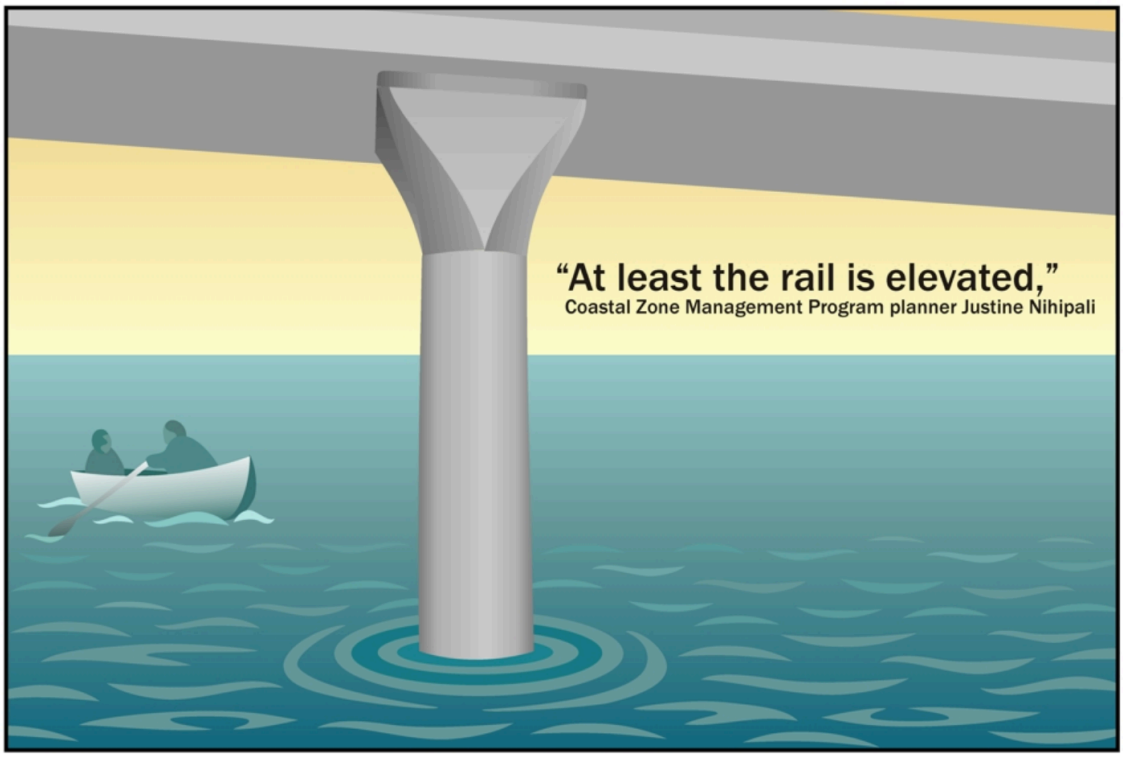
1. The rail started with promises of housing, traffic decongestion, jobs but how has that panned out?
2. You don't need the rail to have TOD developments. You can have TOD around a bus stop even. Look at Ala Moana and its organic growth.
3. Oahu residents have been severely impacted by this white elephant in the room that keeps eating up more of the city treasury. City budgets have steadily increased. Property Taxes and all fees have increased.



Honolulu rail transit headed for the fiscal cliff.



Rail favors large retailers, destroys local shops.



Poor planning of the Honolulu rail.



Honolulu Weekly 10-29-08
Honolulu's rail transit will chain and burden citizens.

https://www.civilbeat.org/2025/09/financial-risks-loom-over-the-honolulu-rail-project/

https://www.civilbeat.org/2012/11/17545-rails-transit-oriented-development-an-assault-on-private-property/