



Randy Perreira  
President

## HAWAII STATE AFL-CIO

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The Twenty-Ninth Legislature, State of Hawaii  
Hawaii State House of Representatives  
Committee on Transportation

Testimony by  
Hawaii State AFL-CIO  
March 17, 2017

H.C.R. 103 – REQUESTING THE STATE  
AUDITOR TO CONDUCT A STUDY  
COMPARING THE COSTS OF USING  
ELEVATED RAIL VERSUS STREET-LEVEL  
RAIL TO COMPLETE THE MIDDLE STREET  
TO DOWNTOWN HONOLULU PORTION OF  
THE HONOLULU RAIL PROJECT

The Hawaii State AFL-CIO has concerns with H.C.R. 103 which requests the State Auditor to conduct a study comparing the costs of using elevated rail versus street-level rail to complete the Middle Street to Downtown Honolulu portion of the Honolulu Rail Project.

The Hawaii State AFL-CIO is concerned that a street-level rail system may violate the Full-Funding Grant Agreement (FFGA) and require the City and County of Honolulu to have to pay back the \$1.55 billion dollars that was awarded to the Honolulu Rail Project. Further, a street-level rail system would likely require a new Environmental Impact Statement (EIS) which could potentially delay the project even further and continue to drive up costs. As a result, we respectfully request the Committee on Transportation to defer H.C.R. 103 indefinitely.

Thank you for the opportunity to testify.

Respectfully submitted,

Randy Perreira  
President

# IRON WORKERS STABILIZATION FUND

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March 16, 2017

Henry Aquino, Chair  
Committee on Transportation  
House of Representatives  
State Capitol  
Honolulu, Hawai'i 96813

Re: HCR103/HR61 – Relating to Honolulu Rail Project

Aloha Chair Aquino and Members:

We do **NOT SUPPORT** the passage of these resolutions.

House Concurrent Resolution 103 and House Resolution 61 requests of the state auditor to conduct a study comparing the costs of using elevated rail versus street-level rail to complete the middle street to downtown Honolulu portion of the Honolulu Rail Project.

We believe that this study unduly delays the advancement of the High Capacity Transit Corridor Project, commonly known as the Honolulu Rail Project. Additionally, this study could inadvertently lead to increase costs to tax payers. Any deviation from the agreed upon project specifications could be in violation of the Full Funding Grant Agreement between the United States of America Department of Transportation Federal Transit Administration and the City and County of Honolulu (FAT FFGA-19, October 1, 2012) (Hereinafter, "FFGA"). The FFGA stipulates within the term and conditions that the grant is being awarded for a project that is "...a 20-mile, elevated fixed guideway rail system from East Kapolei to the Ala Moana Center." Deviation from these project specifications could result in the City and County of Honolulu having to repay the Federal Transit Administration the awarded amount of the grant, up to \$1.55 billion dollars. This would most likely result in an increase of fees and tax on the citizens of the county of Honolulu to pay off or at least a deferment of needed services while the county pays back the federal government.

Further, such a study would have to *at least* factor in: (1) change in travel modes and the affects on ridership; (2) the affects of bus and rail integration with the at-grade segment; (3) costs for new rail car design; (4) costs for the transition from elevated to street-level; (5) construction of new rail cars; (6) conductors for the street-level segments; (7) the need to do an additional EIS; (8) the maintenance costs for street-level segments; and (9) the economic impact to surrounding areas given the street-level segments including traffic. We believe in and support our state auditor. However, we know that such a report *would go well beyond their expertise* and would be asking a virtually impossible task for them to complete without providing them additional funding.

Mahalo.

From: TJ-Davies-Jr <tjdavies@juno.com>  
Sent: Thursday, March 16, 2017 12:04 PM  
To: TRNtestimony; Rep. Henry J.C. Aquino; Rep. Sean Quinlan; Rep. Tom Brower; Rep. Mark Hashem; Rep. Nadine Nakamura; Rep. Joy San Buenaventura; Rep. Bob McDermott  
Subject: HCR 103 – State Auditor to Study Costs of Elevated Rail Versus Street- Level Rail

**HCR103** – Requesting the State Auditor to Conduct a Study Comparing the Costs of Using Elevated Rail Versus Street-Level Rail to Complete the Middle Street to Downtown Honolulu Portion of The Honolulu Rail Project.

**SALVAGING THE RAIL: AN OPTION TO SAVE MONEY AND TIME**

Executive Summary as of January 2017:

Anticipated cost of construction to Middle Street	\$6.22B
TOTAL Anticipated Cost (HART estimate)	\$10B
TOTAL Anticipated “upper bound” cost (FTA)	\$10.8B
Current HART funding (local and Federal)	\$6.57B
Additional required funds	<b>(\$3.5B or more)</b>

HART costs continue to escalate due to the complexity and difficulty of elevated rail, especially in the city center (Middle Street to Ala Moana). To complete the system, control future costs, and to provide flexibility to extend the system, outlined below are modifications to the system in line with the FTA’s, June 2016 Recovery Plan, Option 2A\*:

- Build the elevated guideway to Middle Street
- 
- Modify the system to enable street level operation for the last 5 miles from Middle Street to Ala Moana

**Benefits of System Modifications**

[http://www.salvagetherail.org/uploads/9/7/4/0/97405512/str\\_graphic\\_summary\\_feb\\_27\\_2017.pdf](http://www.salvagetherail.org/uploads/9/7/4/0/97405512/str_graphic_summary_feb_27_2017.pdf)

**T. J. Davies Jr., Volunteer**  
**Treasurer, AARP Chapter 60 Honolulu**  
**Treasurer, Kokua Council for Senior Citizens of Hawaii Education Fund**  
**Director, Hawaii Alliance for Retired Americans**  
**Director, AOA 909 Kapiolani**

**Kakaako (District 26 / Senate District 12)**

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Thursday, March 16, 2017 8:34 AM  
**To:** TRNtestimony  
**Cc:** arbeit@hawaiiantel.net  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/16/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Wendy Arbeit	Individual	Support	No

Comments: I strongly support studying alternatives to the present costly and wasteful elevated rail, which shows no end to its construction and maintenance costs and will destroy and divide our city's characteristic downtown. Finally studying street-level alternatives is long overdue. However, I strongly believe that non-rail at-grade alternatives should also be included in the study as recent trends elsewhere have supported the more modern,flexible, and cost-effective BRT options.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Thursday, March 16, 2017 5:32 AM  
**To:** TRNtestimony  
**Cc:** skaye@runbox.com  
**Subject:** \*Submitted testimony for HCR103 on Mar 17, 2017 11:15AM\*

**HCR103**

Submitted on: 3/16/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
sally kaye	Individual	Support	No

Comments:

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, March 15, 2017 10:21 PM  
**To:** TRNtestimony  
**Cc:** moulin@hawaii.edu  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/15/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jane Moulin	Individual	Support	No

Comments: PLEASE, PLEASE, PLEASE consider the at-street-level option for completing the rail, a project no so severely out of control. Moreover, with a lower than expected tax yield how can we prudently even consider spending MORE money on this project. Stop the bleeding. We need legislators to restore both rational thinking and the public's trust.

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, March 15, 2017 9:42 PM  
**To:** TRNtestimony  
**Cc:** pjburniske@yahoo.com  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/15/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Penelope Burniske	Individual	Support	No

Comments: HCR 103/HR 61 After reviewing this bill the only conclusion I am certain would work is to conduct a study comparing the costs of using elevated rail versus street-level rail to complete the Middle Street to Downtown Honolulu portion of the rail project. Please vote to do this the correct way and pass this bill. Mahalo, Penelope Burniske

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, March 15, 2017 8:55 PM  
**To:** TRNtestimony  
**Cc:** drjlam@aol.com  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/15/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
jerry lam	Individual	Support	No

Comments: dear legislators, god has given us one more chance for a sane and sunly solution to the scourge of the "road to bankruptcy" rail line. we would not need the forever tax. it will be cheaper, it will not require more money than is budgeted, it will be quieter, it will grant us viewplanes from the land to the sea, it will not be as deep underground to disturb the iwi. there will be virtually no new condemnations and lawsuits thru kakaako. it will not pass the courthouse. is will be less ugly. it will save \$. it will save \$. it will save even more money! it will take up one lane of our streets. it may slow some north to south traffic but many other cities handle it. smart lights, uber, llyft, driveless cars and more will change the face of traffic. rail was never suppose to alleviate traffic, just provide a horrendously expensive transportation option. the king of "social equity", kirk says it will need an eis, that there may be a lawsuit. it will take 4 more years to get to middle street, that is ample time to handle these issues and to build the entire ground level transit. portland does it. seattle does it. ansaldo builds the ground level cars that can transition from the steel on steel track. visit salvagetherail.org if you need more ideas about the route. let's get HCR 103 passed. thank you much. jeremy lam

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**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Wednesday, March 15, 2017 8:20 PM  
**To:** TRNtestimony  
**Cc:** MSMatson@hawaii.rr.com  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/15/2017

Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Michelle Matson	Individual	Support	No

Comments: Strong support. Long overdue.

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**LATE**



**OFFICE OF REPRESENTATIVE MARCUS R. OSHIRO**

State Capitol, Room 424, Honolulu, Hawaii 96813

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**Testimony to the House Committee on Transportation**

**Friday, March 17, 2017; 11:15 a.m.**

**State Capitol, Conf. Room 423**

**RE: COMMENTS ON HOUSE CONCURRENT RESOLUTION NO. 103/HOUSE RESOLUTION NO. 61 – REQUESTING THE STATE AUDITOR TO CONDUCT A STUDY COMPARING THE COSTS OF USING ELEVATED RAIL VERSUS STREET-LEVEL RAIL TO COMPLETE THE MIDDLE STREET TO DOWNTOWN HONOLULU PORTION OF THE HONOLULU RAIL PROJECT.**

Chair Aquino, Vice Chair Quinlan, and Members of the Committee:

My name is Marcus Oshiro, and I am the Representative of the 46<sup>th</sup> District of the State of Hawaii (Wahiawa, Whitmore Village, Launani Valley). I respectfully COMMENT on House Concurrent Resolution No. 103 and House Resolution No. 61.

The Resolutions, as they were received by your Committee, would request the Auditor to compare the financial cost of using elevated rail as opposed to street-level rail to complete the Middle Street to Downtown Honolulu portion of the Honolulu rail project.

At the outset, let me state for the record that I have supported this project from its inception and will continue to support this project. As you are aware, the Honolulu Rail Project, the largest public works endeavor in the history of our State, is intended to revolutionize our transportation infrastructure to meet the demands of the 21<sup>st</sup> century and beyond. It seeks to create jobs and provide economic stability for entire communities, alleviate the traffic burdens of our citizens, and stimulate growth into new areas.

Over the course of this project, it has met unprecedented challenges from political, financial, and technical standpoints. Cost overruns, delays, and most importantly, uncertainty over the future threaten to undermine all the good that the project is meant to do.

I would like to commend the introducer of these resolutions as well as the Chair of this Committee for raising the issue. Everyone benefits from dialogue like this, especially on a subject so vital to Hawaii's future.

Be that as it may, I question an assumption on which these resolutions are based.

**Testimony on House Concurrent Resolution No. 103/House Resolution No. 061**  
**Friday, March 17, 2017**  
**Page 2**

Specifically, on page 2, lines 20 through 25 paragraph ten, the resolutions state:

*“WHEREAS, the Federal Transit Administration has indicated that ‘Option 2A’ – building the elevated rail to Middle Street as planned, then using a street-level system to reach Downtown Honolulu – would be one of several acceptable alternatives for project completion that would allow the City to retain its federal funding for the project;”*

Although no citation is given to where this information was taken, it would appear that this language mirrors material found in “Honolulu Transit Task Force Report: Salvaging the Rail: Modifying Honolulu Area Rapid Transit (HART) for Street Level Operation in Downtown Honolulu, dated January 2017”, which reads on page 1:

*“The Recovery Plan recently transmitted to HART officials by the Federal Transit Authority (FTA) in June 2016 lists six options for completion in order to receive \$1.5B in federal funding. The FTA does not dictate what rail technology is used so long as the end point is Ala Moana. Option 2A in the Recovery Plan reads, ‘Build to Middle Street as planned and continue with at-grade rail system.’ This Option becomes particularly attractive if HART trains can be modified to operate at street level rather than creating a separate system that riders must transfer to.” (See attached Exhibit “A”).*

As with the previous passage, no citation is given to the correspondence or authority from which this material was taken.

This assertion that the FTA would approve such a radical change in approach would also seem to contradict earlier representations made by the FTA. In a letter to HART From the FTA dated April 3, 2015, Acting Administrator Therese W. McMillan wrote:

*“With respect to the technology of the project, your understanding is correct that the Honolulu Rail Transit Project Full Funding Grant Agreement (FFGA) contract and the Federal funds provided under that contract is limited exclusively to the project described in the FFGA’s ‘Scope of the Project.’ Only a 20-mile grade separated fixed rail system from East Kapolei to the Ala Moana Center operating on an exclusive right of way and powered by third rail electrification that propels light metro fully automated driverless rail vehicles qualifies for the funds provided under the FFGA. Should Honolulu, and/or the Honolulu Authority for Rail Transit*

*(HART) elect to change the technology now, however, the current project would come to an immediate end, the FTA would seek repayment of the Federal funds provided to the project so far, and HART would need to initiate a new project under the current FTA Capital Investment Grant (CIG) process, which is significantly different than the process under which the current project was developed. Moreover, there is no guarantee that a revised submitted project would be approved. It would have to undergo the entire CIG evaluation and rating process, which is extremely competitive.* (Emphasis provided). (See attached Exhibit "B").

Ms. McMillan's statement would seem to contradict the tenth WHEREAS clause found in both Resolutions and the report from which it would appear to have been taken.

Furthermore, nowhere on HART's website is there any report or correspondence in which the FTA assures HART that a material change to the Scope of the Project as outlined in the Resolutions would be allowed for the continuation of federal funding.

It should be noted that in 2016, Majority Leader Scott Saiki, on behalf of House Leadership, attempted to schedule a meeting with the FTA Administrator to determine whether any material change to the project would require the return of all federal funding received. However, such a meeting never materialized and as of date, we still do not know what changes, if any, the FTA would allow.

In addition, the previous reference to the alternative option would seem to contradict another representation made by the FTA. In a letter dated January 18, 2017 to HART, FTA Acting Administrator wrote:

*"Moreover, consistent with the terms and conditions of the Full Funding Grant Agreement (FFGA), FTA is expecting HART's submittal of a Recovery Plan for the Project by April 30, 2017. We have patiently awaited your development of a plan for completion of the full scope of work under the FFGA and an alternative plan for completing a small project of independent utility within your currently estimated revenues of \$6.8 billion. Regardless of which plan HART and the City and County ultimately decide upon, a Recovery Plan acceptable to FTA would be a condition precedent to the award of the remaining increments of Section 5309 New Starts funds under the FFGA."* (Emphasis provided). (See attached Exhibit "C").

This passage would seem to indicate that as of date, the FTA is not aware of nor has it endorsed an alternative Recovery Plan because the City has until April 30, 2017 to submit such a plan to the FTA.

From a practical standpoint, I raise a concern of whether the State Auditor can be expected to do a comparative cost analysis on a proposal – elevated rail versus street-level rail - that has not yet been formally offered to the FTA. Moreover, whether the street level proposal to complete the Middle Street to Downtown Honolulu portion of the Honolulu rail project would be acceptable to the FTA.

Based on this, while I greatly appreciate the opportunity to discuss the financing of the Honolulu rail project, should this Committee decide to report these measures out, perhaps an amendment may be more conducive to a more productive outcome. Perhaps these Resolutions could be amended to request the FTA to clarify what, if any, material changes may be made to the Scope of the Project that would allow the use of federal funds already received and not require the return of those funds. Similarly, what, if any deviation from the FFGA, would the FTA tolerate as to not declare a further breach of the agreement and jeopardize future funding. Any change that would trigger such an outcome would be financially devastating to the City and County of Honolulu and ultimately force the State to provide relief to ensure the health, welfare, and safety of our people. It would also impose a foreseeable permanent disability upon the State and Counties requesting any new FFA funding request.

Finally, while I agree with the notion of examining all feasible options for the Recovery Plan by the April 30, 2017 deadline, it is a real concern that these substantive resolutions may be interpreted to forestall any State Legislative decision on the underlying policy of developing new sources of revenue to complete the project or extending the present methodology and means for a term of years or in perpetuity. In other words, requesting the State Auditor's analysis that compares the financial costs of using elevated rail versus street-level rail to complete the Middle Street to Downtown Honolulu portion of the Honolulu rail project to be delivered to the Legislature no later than twenty days prior to the convening of the Regular Session of 2018, may be read to suggest deferment of any rail funding decision until next Legislative Session. Surely, that could not be the intended result nor considered a rational request given the unambiguous April 30, 2017 deadline set by the FTA.

However, as I am not a member on either the House Transportation or Finance Committees, I lack the ability to suggest or even raise this vital issue, but this funding issue nonetheless remains foremost in the mind of the many rail stakeholders. In a nutshell, whether or not to extend the current ½ percent GET surcharge beyond the current 2017 sunset date is the "elephant" in the room. It is something that cannot be hidden for long or its presence wished away, but if left unattended will cause a festering boil upon the body politic of the City and County of Honolulu and the State of Hawaii.

Consequently, I respectfully suggest and strongly encourage this Committee to return to its prior policy setting decision (H.B. 349, HD1) regarding the present ½ percent GET surcharge extension for a term of years and maybe, reexamine the same along with the substantive policy questions raised in these two resolutions. Perhaps the two seemingly divulging policy choices can be reconciled and made

**Testimony on House Concurrent Resolution No. 103/House Resolution No. 061**  
**Friday, March 17, 2017**  
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congruent. Without timely demonstrating a reaffirmation of the Committee's recent work and policy decision as evidenced in H.B. 349, HD1, I fear the hundreds of thousands of stakeholders may misunderstand or become confused with the perception that the Committee's prior declaration is now subordinate to these two resolutions. And, given what we all know about the terms and conditions of the FTA FFGA, April 30, 2017 deadline, and the actions and plans of President Trump's administration, it may be prudent not to forestall the eventual reconciliation but act deliberately and decisively now, rather than later.

Thank you for allowing me to impart my observations and comments on these two resolutions. As always, I remain committed to the completion of this important and worthwhile landmark public works project of our generation.

**Honolulu Transit Task Force Report:  
SALVAGING THE RAIL: MODIFYING HONOLULU AREA RAPID TRANSIT (HART)  
FOR STREET LEVEL OPERATION IN DOWNTOWN HONOLULU**

**January 2017**

**EXECUTIVE SUMMARY**

It is anticipated that the HART elevated rail project will use up its existing funding (local and federal, totaling \$6.57B) shortly after construction to Middle Street. The current estimate for completing construction through the Middle Street station is \$6.22B, leaving only \$350M in available funds for the final five miles of the project to Ala Moana. Ever-escalating construction costs have caused political leaders and HART officials to consider stopping construction after Middle Street while exploring additional funding methods and design alternatives for the final five miles of the route.

With HART officials now anticipating \$3B in additional construction costs for completion to Ala Moana (projected total cost \$9.5B), and with the most challenging construction conditions (and associated cost overruns) still ahead, it makes sense for political leaders and HART officials to pause and reassess the project. According to independent transit experts, the rail equipment and station design currently under contract to HART can be modified to allow street level operation in central Honolulu. This would not only save billions of dollars in construction costs but would also allow future extensions to Waikiki and UH Manoa at a fraction of the cost of elevated rail. This would allow HART to satisfy stipulations for the federal funding as well as commuter preferences for a "one-seat ride" to Downtown. Modified for street level operation in central Honolulu, HART would become a mass transit system that better meets the mobility needs of all Oahu residents yet is more affordable and more easily extended. HART could be not only a commuter rail system for those in Leeward Oahu but also an urban rail system used by all to get around central and leeward Honolulu.

The Recovery Plan recently transmitted to HART officials by the Federal Transit Authority (FTA) in June 2016 lists six options for completion in order to receive \$1.55B in federal funding. The FTA does not dictate what rail technology is used so long as the end point is Ala Moana. Option 2A in the Recovery Plan reads, "Build to Middle Street as planned and continue with at-grade rail system". This Option becomes particularly attractive if HART trains can be modified to operate at street level rather than creating a separate system that riders must transfer to. The most glaring weakness of HART in its current form is that it does not include the major commuter destinations of Waikiki and UH Manoa. Given the long-stated opposition to elevated rail in Waikiki and the exorbitant cost of extending HART to UH Manoa (discussed in detail below), it is clear that an all-elevated HART will never reach those two destinations. In contrast, a HART system modified for street level operation can be completed four year earlier, will cost \$2 - 5B less than an elevated project, and can be extended easily at reasonable cost.

Exhibit "A"

## HART CONSTRUCTION COSTS: PROJECTED COST VS. COST OVERRUNS

There are two aspects of construction cost for large one-of-a-kind infrastructure projects: **projected cost** and **cost overruns**. The two are obviously related but looking at the two components separately highlights the tremendous difference in total cost between elevated and street level rail transit.

### PROJECTED COST & COST OVERRUNS: ALL-ELEVATED

In 2006 the projected cost of HART was **\$4.6B** (\$224M/ mile), to be paid through federal funds (\$1.55 B) and a .5% GET add-on levied for 15 years (2007-2022). In 2010 the cost was revised to **\$5.4B** and in 2014 it was raised to **\$6.57B**. In 2015 the State Legislature extended the GET levy for another 5 years (2022-2027). In September 2016, the projected cost was raised to **\$8.6B**; in December 2016 it was raised to **\$9.5B** (\$463M/ mile). Since the beginning of construction in 2011, with only 25-35% completion (guideway completion 50%, station completion 0%) the projected cost of HART has risen 76% from start-of-construction cost (\$5.4B) and 106% from its original cost (\$4.6B). Given a 76% cost escalation in the first one-third of construction, one could reasonably expect a similar cost escalation (2 x 76%) for the final two-thirds of the project, yielding a total cost escalation of 228% and a potential total cost of \$12.3B (\$5.4B x 2.28). In their June 2016 revised cost estimate, HART officials included new “risk model data” for the project with an “upper bound” cost for the project of **\$10.79B**. Given the potential of cost overruns in the final 5 mile of construction (discussed below), even this “upper bound” cost will likely be exceeded.

Intertwined with projected cost is the issue of cost overruns. So far, there have been over one hundred change orders from Kiewit Pacific and Kiewit/Kobayashi for the first 10 miles of the project totaling \$246M. Based on the experience of these ten miles, which included construction on five miles of vacant agricultural land and five miles of suburban highways, **the risk of cost overruns for the remaining ten miles is extremely high**. Construction in the final five miles will be particularly challenging for at least three reasons: 1) unstable coral soils and a high water table requiring larger and deeper foundations, 2) the dense urban environment will require more extensive traffic management and coordination with existing businesses for dust and noise control and 3) the presence of historic sites and iwi (native Hawaiian burials) will require extensive mitigation measures that HART officials (according to the Historic Hawaii Foundation) have still not identified or budgeted for. One example of unforeseen problems is the recent request from Hawaiian Electric Company (HECO) that HART relocate existing high-voltage lines along Dillingham Boulevard which are too close to the elevated guideway. The relocation costs are tentatively estimated at \$400M.



## PROJECTED COST & COST OVERRUNS: MODIFIED FOR STREET LEVEL

The cost components of a modified HART project are:

1. The projected cost of the current elevated system to Middle Street -- \$6.22B.
2. 5 miles of dual rail tracks at street level. Using the cost of a recent (2008) similar system in Phoenix (\$70M per mile), the current cost multiplier for Hawaii (1.79 times Phoenix costs) and the rise in COLA since 2008 (11.1%), street level rail in Honolulu would cost \$139M/ mile -- \$695M for five miles
3. Changing the 80 rail cars from high-floor to low-floor type. Based on the total car contract amount (\$200M) and using a 1/3- of- total change order charge - \$66M.
4. Modification of maintenance yard equipment to service low-floor rail cars - \$100M
5. Preparation of EIS Technical Memorandum -- \$10M
6. A/E redesign of the street level route (typically 20% of construction cost) -- \$139M

Using the above figures, the total cost of a modified HART project would be \$7.2B. This is **\$2.3B** below the current projected HART cost of \$9.5B and **\$3.6B less** than the “upper bound” cost (\$10.79B) cited by HART in June 2016. Most significantly, it is **\$5.1B less** than the extrapolated total cost (\$12.3B) based on current cost overruns at 30% completion of construction. In contrast to elevated rail, street level rail construction carries a **very low risk of cost overruns**. Whereas elevated guideways and stations are structurally complex with a high risk of complications and unforeseen problems, a rail line at street level has virtually no structural risk: steel rails embedded in a concrete pad 12”–18” thick in existing streets, with overhead power wires held in place with steel poles similar to those used for streetlights. The possibility of unforeseen construction problems and corresponding cost overruns is drastically reduced. The issue of requiring the relocation of utility lines, for example, will not occur with street level rail.

## COMPLETION DATE: ALL-ELEVATED VS. MODIFIED

According to current projections, the first 10 miles of HART (East Kapolei to Aloha Stadium) will be completed by 2020. The next segment (Aloha Stadium to Middle Street) is scheduled to be completed by 2022, with completion to Ala Moana scheduled for **April 2025**.

Construction time for a street level rail line from Middle Street eastward in Honolulu would be similar to that experienced by dozens of mid-size cities in the US in the last 30 years. For example, the 20-mile street level system recently completed in Phoenix took 4 years (2004-2008) to build. Allowing for additional construction time due to the greater density of central Honolulu, a five mile section of street level rail should take approximately two years to construct. Allowing two years for preparation of an EIS Technical Memorandum and (in the 2<sup>nd</sup> year) new design and construction drawings, followed by 2 years of construction, street level rail from Middle

Street to Ala Moana could be **completed in 4 years (2020)**, five years earlier than the current HART completion date (2025).

### **MODIFICATIONS REQUIRED FOR STREET LEVEL OPERATION**

In order to allow operation at street level, the train cars and elevated stations currently under contract must be modified in 7 ways:

1. A **driver cab** must be installed at the head of each train. As currently designed, HART trains utilize driverless cars, whereas trains operating at street level require drivers.
2. A **secondary power pickup** called a pantograph must be installed on one car of each train. As currently designed HART trains utilize an outboard paddle which draws power from a “hot” (electrified) third rail next to the main rails. For street level operation, trains are most commonly powered from an overhead wire using a spring-loaded contact apparatus (pantograph) mounted on top of the lead car.
3. All rail cars must be redesigned to be “**low-floor**” type. As currently specified, HART rail cars are “high-floor”, with floors 36” above the rails. For street level rail operation, train cars typically are “low-floor” (14” above rails) so that riders may easily exit onto existing sidewalks with a minimum of level change. With the change to low-floor cars, the maintenance equipment in the rail maintenance and service complex will also need to be modified or replaced to be compatible with low-floor rail cars.
4. The design of the elevated stations must be modified to “**low-platform**” configuration. As currently designed, the stations are “high platform” (36” above rails); these must be lowered 22” (to 14” above rail) to accommodate “low-floor” rail cars.
5. In order for trains to fit into Downtown city blocks without blocking intersections, the cars must be reconfigured from four-car to **two-car trains**. Having trains run every three minutes instead of every six minutes during peak use periods will maintain the current capacity of the system.
6. With trains changed to a two-car maximum, the overall **length of the elevated stations can be reduced** from approximately 400 feet (the length of a four-car train) to 200 feet. Construction cost savings from this change will more than pay for redesign costs.
7. With trains operated by drivers, the **Control Center for driverless trains can be significantly downsized** or eliminated.

Making these modifications will require additional time and costs for redesign and re-bidding but entail minimal changes to existing construction. At this point (fall 2016) no elevated rail stations have been constructed, and only 4 rail cars have been manufactured. With a total value of \$8.8M, the 4 delivered cars will not be used but can be kept for parts. Low-floor rail cars are commonly

found in urban rail systems around the world and can be designed and manufactured before the first operating segment to Aloha Stadium is due to open in 2020.

As for modifying the platform height at elevated stations, this can be handled as a change order within the existing station contracts prior to the start of construction.

### **MODIFYING THE ENVIRONMENTAL IMPACT STATEMENT (EIS)**

According to independent transit experts with experience on transit projects nationwide, once an EIS has been submitted and accepted for a major infrastructure project, a new or Supplemental EIS is not required for changes to the project. Instead, a Technical Memorandum is submitted, explaining what is being changed and why. For example, in 2010, after the HART route had already been documented in the EIS and accepted by the FTA, the Federal Aviation Authority (FAA) notified HART officials that the guideway and trains would be too close to an airport runway. The route was realigned one block inland and a Technical Memorandum was added to the EIS in a matter of three or four months.

Changing HART from elevated to street level operation, even for a portion of the already documented route, will require a Technical Memorandum analyzing the impact on existing traffic and activities in the area. Depending on the final route chosen (assuming minor route changes may occur to better utilize the existing street grid) this process could take one to two years.

### **TRAFFIC CONFLICTS WITH STREET LEVEL OPERATION**

Potential surface traffic conflicts have been cited by City officials as a primary reason for the selection of elevated rail for the HART project. Studies by independent transit experts have noted that in certain areas of leeward Oahu, traffic congestion and limited roadway space make street-level rail impractical if not impossible. However, the experts have noted that in Downtown and the urban center, the existing street grid allows multiple routes for travel in any direction, so that street traffic can divert to alternate routes. The impact of trains at street level can be mitigated using signal synchronization and/or a traffic preempt system. A traffic preempt system alters signals at intersections to give priority to any train approaching the intersection. It also permits trains to only stop at stations to prevent traffic delays.

Assertions that street level rail operation is “impossible” in Honolulu are contradicted by the facts: street level rail systems have been installed in 35 U.S. cities, large and small, in varied geography and climates in the last 30 years. Many of these cities, including Portland, Phoenix, Seattle, Los Angeles, Denver, Milwaukee, Dallas and Houston are now extending their systems and adding new lines. In the center of the city, all these systems use a combination of dedicated lanes and shared traffic lanes in existing streets. There is typically a “break-in” period during which local drivers learn to adapt to train traffic after which traffic and street-level trains function smoothly together. Train tracks can be paired on the same street or separated and put on different streets to minimize traffic conflicts.

Pedestrian safety is also a concern with rail operation at street level. Trains can be put in exclusive-use lanes or pedestrian malls to protect passengers from at-grade traffic as they disembark. Pedestrian barriers are also used, particularly in median (center of street) stations to force pedestrians to slow down and take notice as they approach traffic lanes or intersections.

## **ROUTE EXTENSIONS**

Any elevated extensions beyond Ala Moana will cost at least as much (\$395M/ mile) as the projected construction between Middle Street and Ala Moana. Extending elevated rail to UH Manoa will require, in addition, major engineering and construction challenges due to conditions on Kona Street. As currently designed, HART trains will “dead-end” at the Ala Moana Station 35 feet above Kona Street because existing ramps and parking structures spanning Kona Street prevent continuation of the guideway. In order to extend the route to UH Manoa, a second guideway starting at Pensacola Street and located above the first guideway will have to be built, ramping up to nearly 90 feet above Kona Street in order to pass above existing ramps and structures. To service this new line, a new Ala Moana station will have to be built at the 90-foot level, after which another 1800-foot long ramped guideway will be required to take trains down to 35 feet above street level and on to UH Manoa. In light of the major engineering and construction challenges (and costs) involved in building a second guideway and a station 55 feet above an existing station, **the likelihood of elevated rail being extended to UH Manoa is virtually nil.**

By contrast, street level rail could be extended to Waikiki and UH Manoa at a cost of \$139M/ mile (see p. 3) with very low risk of cost overruns, using existing street lanes.

## **OTHER ISSUES ASSOCIATED WITH STREET LEVEL RAIL OPERATION**

**Land acquisition costs** (particularly in the Pearl City corridor) have been cited as a reason for choosing elevated rail for Honolulu, but this issue is largely moot for the final five miles of the route. In the Dillingham corridor, street level rail can utilize the ten foot wide strip on the makai side of the Dillingham Boulevard which was to be taken for elevated rail. In Downtown and the center of Honolulu, street level rail would fit into existing traffic lanes on King Street, Beretania Streets or Kapiolani Boulevard. Street-level stations require only a sidewalk area 6 feet wide and 150 feet long on one side of the tracks.

**Operating and maintenance costs (OMC)** for street-level rail are significantly lower per mile than those for elevated rail. According to HART figures, the annual OMC for the elevated rail route is projected to be \$4.8M per mile (\$100M for the 20.5-mile route). According to the Light Rail Industry website, the typical OMC for street-level rail, including the cost of train drivers, is \$1.5M/ mile, or \$2.7M/ mile based on a cost multiplier of 1.79 for Honolulu. The higher OMC for elevated rail reflects the cost of operating and maintaining elevators, escalators and lighting and providing security at elevated stations. With the exception of lighting, none of these are required at street-level stations.

Due to the **visual and environmental impacts** involved, many community and professional organizations have opposed elevated rail in the urban core of Honolulu since it was first proposed by Mayor Fasi in 1992. An elevated rail system will have “moderate” to “high” impact (according to the EIS) on several neighborhoods in the center of Honolulu. The guideway and stations will block existing mauka-makai views on at least two dozen streets in the center of the city. The views to Honolulu harbor enjoyed by thousands of workers and residents in Downtown and Chinatown will be especially impacted by the elevated guideway and stations on Nimitz Highway. These critical impacts would be entirely absent if the project was to be modified for street level operation.

## **SUMMARY**

Modifying the HART project to allow street level operation for the final five miles will save money (\$2.9 - \$4.2B), will save time (completed in 2020 vs. 2025) and will provide a much more environmentally acceptable system Downtown that can be easily extended to Waikiki and UH Manoa.

## **ABOUT THE AUTHORS**

This report was written by a group of Hawaii-based architects and planners, with the assistance of chief technical advisor Douglas Tilden.

### **Douglas A. Tilden AIA**

AIA Project Manager and Senior Architect; URS, New York City

One of the Honolulu rail project's first architects, Douglas Tilden quit after just a year on the job after his criticisms and recommendations were ignored. Douglas Tilden was chief architect for InfraConsult, the projects main consultant, in 2007.

Formerly Vice President of Harry Weese & Associates, Chicago University of Cincinnati, B.S. in Architecture 1968. Since 2008, Mr. Tilden has served as the Program Manager and Chief Architect for the East Side Access Project's underground expansion of Grand Central Terminal in New York City. This assignment culminates a 45-year career in the design of rail transit facilities throughout the U.S. and three foreign countries. Notable assignments include: Architect - Washington METRO, Washington, DC, 1970 - 73 Corporate Vice President and Architect - Miami METRORAIL, Miami, Florida, 1976 - 82 Joint Development Director - Taipei METRO, Taipei, Taiwan, 1989 - 92 Chief Architect - Athens, METRO, Athens, Greece, 1993 - 97 Chief Architect - Korean High Speed Rail System, South Korea, 1997 - 99.

### **Scott R. Wilson AIA**

Contributing author Scott R. Wilson is a Honolulu architect. Scott has been part of the AIA Honolulu efforts to research rail transit since 2009. He was Chair of the AIA Transit Task Force from 2009 - 2012 and Chair of the AIA Regional & Urban Design Committee from 2011 -

2016. Owner and Sole Proprietor of Scott R. Wilson AIA since 1993, specializing in residential and small commercial projects, licensed in Hawaii, California and Maine. Professional degrees in Architecture (B. Arch, University of Hawaii at Manoa, 1984) and Regional & Urban Planning (Professional Certificate, DURP, University of Hawaii Manoa, 1999). Former Project Architect at TRB Hawaii, Long & Associates Inc., and Onuma Design Office (Yokohama, Japan). President-elect and President of Honolulu Chapter, American Institute of Architects, 2014-2015.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

Administrator

1200 New Jersey Ave., S.E.  
Washington, DC 20590

APR 03 2015

Mr. Daniel Grabauskas  
Executive Director  
and Chief Executive Officer  
Honolulu Authority for Rail Transportation  
1099 Alakea Street, 17<sup>th</sup> Floor  
Honolulu, HI 96813

Dear Mr. Grabauskas:

Thank you for your letter requesting confirmation of the essential elements of discussions that the Federal Transit Administration (FTA) had with Honolulu Mayor Kirk Caldwell and separately with Honolulu City Council Chair Ernie Martin and Council Members Manahan, Ozawa, and Elefante. Your letter addressed four major topics, each of which is addressed below. These responses track the information that was provided to Mayor Caldwell and the Members of the Honolulu City Council and those recent meetings.

With respect to the technology of the project, your understanding is correct that the Honolulu Rail Transit Project Full Funding Grant Agreement (FFGA) contract and the Federal funds provided under that contract is limited exclusively to the project described in the FFGA's "Scope of the Project." Only a 20-mile grade separated fixed rail system from East Kapolei to the Ala Moana Center operating on an exclusive right of way and powered by third rail electrification that propels light metro fully automated driverless rail vehicles qualifies for the funds provided under the FFGA. Should Honolulu, and/or the Honolulu Authority for Rail Transit (HART) elect to change the technology now, however, the current project would come to an immediate end, the FTA would seek repayment of the Federal funds provided to the project thus far, and HART would need to initiate a new project under the current FTA Capital Investment Grant (CIG) process, which is significantly different than the process under which the current project was developed. Moreover, there is no guarantee that a revised resubmitted project would be approved. It would have to undergo the entire CIG evaluation and rating process, which is extremely competitive.

Additionally, we would note that the revised CIG project development process no longer includes the Alternatives Analysis step that was a part of the former New Starts process. Activities prior to initiation of the step now known as Project Development must be accomplished without CIG program funds and cannot be counted as part of the local match for a CIG project. We also would note that, as stated in the FFGA, defaulting on the current project would be a factor considered before a decision is made to approve any new project FFGA.

With respect to the route of the project, you are correct that any deviation from the project's length of 20 miles, number of stations (21), and the project's route approved under the Record of

Exhibit "B"

Decision issued at completion of the National Environmental Policy Act (NEPA) process would constitute a breach of the FFGA. As noted above, such a breach would result in termination of the FFGA and a requirement that the Federal funds expended to date be repaid to FTA. Should HART and the City desire to proceed with a different project, it would also necessitate, at a minimum, the completion of a new NEPA document, possibly a Supplemental Environmental Impact Statement (SEIS), or even a new Environmental Impact Statement (EIS), likely resulting in considerable delay in delivering such a project.

With respect to repayment of Federal funds, if the City and/or HART are unable to complete the project as specified in the FFGA or make changes to the project that constitute a breach that is not cured, the FFGA provides that "in the event of a default, the Government may demand all Federal funds provided to the Grantee for the project be returned to the Government." Additionally, making alterations to the project route, number and location of stations, and essential elements of the project included or incorporated by reference into the FFGA also would constitute a breach of the FFGA. If that breach were not cured to restore the essential elements of the project, repayment of the Federal funds would be required.

With respect to the deletion of FTA formula funds in the project's Financial Plan, although the final Financial Plan for the project incorporated use of \$210 million in Section 5307 Urbanized Area Formula funds apportioned to Honolulu, FTA understands the City and HART's concern that use of those funds for the rail project might adversely affect that transit service currently provided by TheBus. The FTA shares those concerns. In fact, FTA should and received assurances in a letter dated September 2011, from then-Mayor Peter Carlisle, that the programming of Section 5307 funds for the rail project would not undercut services provided by TheBus and that the City would maintain its historical commitment to fully fund TheBus services and planned enhancements. However, the removal of the \$210 million in Section 5307 funding from the project's Financial Plan requires that the City and HART replace the \$210 million from some other non-CIG funding source and that the alternative source of funding have similar assurances of availability to the project as was the case with respect to the Section 5307 Urbanized Area Formula funding. In other words, the replacement funds must be dedicated to the project, fully committed, thus not requiring any further legislative action by State or local bodies.

We hope this letter responds to the concerns that you have expressed and look forward to working with you as the City and HART continue their efforts to implement the Honolulu Rail Transit Project. Please do not hesitate to contact me if you have any further questions on (202) 366-4040.

Sincerely,



Therese W. McMillan  
Acting Administrator





U.S. Department  
of Transportation

Federal Transit  
Administration

Administrator

JAN 18 2017

Mr. Krishniah N. Murthy  
Interim Executive Director and Chief Executive Officer  
Honolulu Authority for Rapid Transportation  
1009 Alakea Street, Suite 1700  
Honolulu, HI 96813

Dear Mr. Murthy:

*Murthy*

I write in response to your letter of December 23, 2016, requesting the release of \$100 million in Federal Fiscal Year (FY) 2015 Section 5309 New Starts funding for the Honolulu Rail Transit Project (Project). I am pleased you have taken the position of Interim Executive Director and Chief Executive Officer of the Honolulu Authority for Rapid Transportation (HART), and I have every confidence your skills and experience will help HART and the City and County of Honolulu stabilize the Project costs and schedule. I must reiterate a fundamental point my predecessor, Therese W. McMillan, made to Mayor Caldwell, however, in her letter of November 12, 2015. Until the Federal Transit Administration (FTA) can agree to a revised cost estimate and schedule for the Project, and a financial plan that demonstrates a commitment of all local funding to cover that cost estimate, FTA cannot award the FY 2015 increment of Section 5309 New Starts funds.

Moreover, consistent with the terms and conditions of the Full Funding Grant Agreement (FFGA), FTA is expecting HART's submittal of a *Recovery Plan* for the Project by April 30, 2017. We have patiently awaited your development of a plan for completion of the full scope of work under the FFGA and an alternative plan for completing a smaller project of independent utility within your currently estimated revenues of \$6.8 billion. Regardless of which plan HART and the City and County ultimately decide upon, a *Recovery Plan* acceptable to FTA will be a condition precedent to the award of the remaining increments of Section 5309 New Starts funds under the FFGA.

Finally, as you know, the Obama Administration is coming to a close. Going forward, please contact FTA's Executive Director Matthew Welbes or Region IX Administrator Leslie Rogers with any questions.

Sincerely yours,

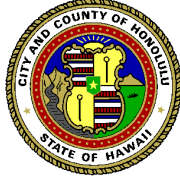
Carolyn Flowers  
Acting Administrator

**HONOLULU CITY COUNCIL  
CITY AND COUNTY OF HONOLULU**

**LATE**

530 SOUTH KING STREET, ROOM 202 • HONOLULU, HAWAII 96813  
PHONE: (808) 768-5009 • FAX: (808) 768-5011 • INTERNET: [www.honolulu.gov/council](http://www.honolulu.gov/council)

**Ron Menor**  
CHAIR & PRESIDING  
OFFICER



**Ikaika Anderson**  
VICE CHAIR

**Kymerly Marcos Pine**  
FLOOR LEADER

**CITY AND COUNTY OF HONOLULU  
BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION**

**FRIDAY, MARCH 17, 2017, 11:15 AM**

**TO: THE HONORABLE HENRY J.C. AQUINO, CHAIR  
THE HONORABLE SEAN QUINLAN, VICE CHAIR  
AND MEMBERS OF HOUSE COMMITTEE ON TRANSPORTATION**

**FROM: COUNCIL CHAIR RON MENOR  
COUNCILMEMBER JOEY MANAHAN, CHAIR OF COMMITTEE ON  
BUDGET  
COUNCILMEMBER IKAIKA ANDERSON, CHAIR OF COMMITTEE ON  
TRANSPORTATION AND PLANNING  
COUNCILMEMBER KYMBERLY MARCOS PINE, CHAIR OF COMMITTEE  
ON ZONING AND HOUSING**

**SUBJECT: OPPOSITION TO HOUSE RESOLUTION 61 & HOUSE CONCURRENT  
RESOLUTION 103**

My name is Ron Menor and I am submitting testimony as the Chair of the Honolulu City Council. Along with Councilmembers Joey Manahan, Ikaika Anderson, and Kymerly Marcos Pine, we are members of a Permitted Interaction Group (P.I.G.) which was established by the Council to address the rail issue.

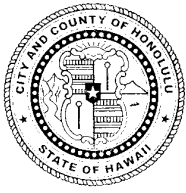
We are opposed to the language in House Resolution 61 and House Concurrent Resolution 103 and their stated goals of requesting the State Auditor to conduct a study

comparing the costs of using elevated rail versus street-level rail to complete the Middle Street to downtown Honolulu portion of the Honolulu Rail Transit project.

We continue to support completion of the rail project as planned – an elevated 20-mile, 21-station rail system from East Kapolei to Ala Moana Center. This would ensure the City's compliance with the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) which is a binding contract. FTA officials have indicated that compliance with the FFGA would assure the \$1.55 billion in promised federal financial support for the project. We are facing an April 30 deadline to file a financial recovery plan with the FTA that addresses the current project. If that plan is deemed unacceptable, we risk losing more of the \$1.55 billion guaranteed the City by the FFGA.

We also agree with the assessment of HART that seeking to build a street-level rail system would result in substantial delays and costs and seriously jeopardize the viability of the rail project.

Thank you for the opportunity to submit testimony on this important issue.



# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
530 SOUTH KING STREET, ROOM 202  
HONOLULU, HAWAII 96813-3065  
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**LATE**

**JOEY MANAHAN**  
COUNCILMEMBER  
(808) 768-5007  
e-mail: [jmanahan@honolulu.gov](mailto:jmanahan@honolulu.gov)

HAWAII STATE CAPITOL, CONFERENCE ROOM 423  
HOUSE COMMITTEE ON TRANSPORTATION  
17 MARCH 2017, 11:15 A.M.

TO: REPRESENTATIVE HENRY AQUINO, CHAIR OF HOUSE COMMITTEE ON  
TRANSPORTATION  
REPRESENTATIVE SEAN QUINLAN, VICE CHAIR OF HOUSE COMMITTEE ON  
TRANSPORTATION  
MEMBERS OF THE HOUSE COMMITTEE ON TRANSPORTATION  
FROM: COUNCILMEMBER JOEY MANAHAN  
CHAIR OF HONOLULU CITY COUNCIL COMMITTEE ON BUDGET  
HONOLULU CITY COUNCIL, DISTRICT VII

**SUBJECT: TESTIMONY IN OPPOSITION OF HCR 103/HR 61**

I am testifying in opposition of House Concurrent Resolution (HCR) 103 and House Resolution (HR) 61, which are requesting the State Auditor to conduct a comparison study of the cost of using street-level or at-grade rail versus the current elevated fixed guideway steel on steel rail to complete the Middle Street to Downtown Honolulu portion of the Honolulu Rail Project.

The at-grade proposal will require the Honolulu Rail Project to conduct another Environmental Impact Study (EIS), which would cause further delays to the project not to mention increase project costs. Along with the delays and added years another EIS would add to complete this project, the Full Funding Grant Agreement (FFGA) would also be breached. We would lose the sole source of federal funds for this project. An audit would also put our federal funds at stake, because the deadline for the recovery plan to the Federal Transit Administration (FTA) is due on April 30, 2017. This is nothing more than a delay tactic. It is critical for us to follow through on the 20 miles and 21 stations as agreed to in the FFGA.

Allowing a street-level rail system on our island would divide our communities, and it is not in line with our concept of the ahupua'a. We are structured to go from mauka to makai, and an at-grade level rail system will be severing the Native Hawaiian concept of the ahupua'a essentially cutting it off at its knees. Moreover at grade systems are more suitable for cities with more land mass. We lack the physical space for at grade system in the urban core. Not to mention, an at grade system has tremendous potential to create physical, racial, and economic divides segregating entire communities in the urban core.

In contrast, the Honolulu Rail Project's elevated rail system will promote connectivity and mobility to all different communities through Transit-Oriented Development (TOD). TOD will marry the elevated rail system into its current state of the cultural and community identification. It will enhance the sense of community within that half-mile of a station to make the urban core more walkable and livable for our keiki and our kupuna. Rail would provide our underserved communities with new opportunities. Rail is an investment in our future.

Therefore, I oppose the adoption of HCR 103 and HR 61, and I urge the committee to hold the measures.

Mahalo for the opportunity to submit testimony on this these resolutions.

**LATE**

## HOUSE COMMITTEE ON TRANSPORTATION

Friday, March 17, 2017  
11:15 A.M.  
State Capitol, Conference Room 423

Chair Aquino, Vice Chair Quinlan and Members of the House Committee on Transportation:

The Honolulu Authority for Rapid Transportation (HART) would like to offer comments of significant concern with regard to HCR 103 and HR 61 for your consideration.

Both HCR 103 and HR 61 request the State Auditor to Conduct a Study Comparing the Costs of Using Elevated Rail Versus Street-Level Rail To Complete the Middle Street to Downtown Honolulu Portion of the Honolulu Rail Project.

Numerous studies on the Honolulu rail project have reached the same conclusion that an at-grade light rail system cannot deliver fast, frequent, safe, and reliable transit service for Oahu. This is the primary reason why the City and County of Honolulu, after carefully considering all the options, chose an elevated, grade-separated system for Honolulu. The Federal Transit Administration (FTA) reviewed the City's research and independently validated this conclusion.

An at-grade rail is not the best transit solution for Honolulu for some of the following reasons:

- The most serious impact of an at-grade light rail system is it would be as slow as the surrounding traffic. Without a grade-separated or even a dedicated at-grade alignment, all the advantages of having a dedicated route would be lost.
- Trains would be stuck in the same congestion, stopped at the same red lights, and have to wait for the same pedestrians to cross the street therefore reducing any incentive for people to choose rail or bus transit over driving their cars.
- The negative impacts of an at-grade rail system would be felt by those who drive, because the train system would take two lanes of traffic and a 240-foot train would block the side streets and intersection when stopped. Trains will not be able to travel as frequently, and any traffic stall or delay will also impact at-grade trains.
- An at-grade rail system will eliminate cross-road traffic circulation at many key locations and, if feasible, will require added costs for safety crossings of the rail tracks.
- The current rail car fleet is designed specifically for third rail technology to power the system and conversion to an overhead catenary system would require either a new procurement or prohibitively expensive retrofitting of rail cars that have been delivered and are in production.

- Operations and maintenance costs of an at-grade light rail system would be more expensive than an elevated system because of additional costs for drivers and operators, which are largely absent in Honolulu's automated system.
- There would be more right of way acquisitions and road widening.
- Building an at-grade route would have significant cultural impacts that would require digging a road trench approximately 30- feet wide and anywhere from two to seven feet deep on Dillingham Boulevard, through Downtown, and in Kakaako. Potential human burial sites and cultural artifacts are most often found at depths of five feet or less. This means more archaeological resources along the route would likely be impacted by an at-grade rail system than one that is elevated, where the excavation is limited to eight-foot diameter columns every 100 feet or more along the route.
- Safety is another concern. Phoenix's Valley Metro ground-level rail system had more than 20 vehicle-train collisions in its first six months. Seattle's at-grade systems in Sodo and Rainier Valley, which began service in 2009, have had 50 Link-involved crashes, including eight fatalities.

Any rail plan must conform to both federal and state laws regarding environmental impact statements (EIS). The processing requirements of a supplemental environmental impact statement (SEIS) are no different than a new EIS. An at-grade rail alignment through town would have a range of potential impacts that would need to be examined, including, but not limited to, alternate alignments and right of way plans; traffic and pedestrian concerns along city and state roadways; impacts to businesses, schools, and planned and existing developments; impacts to historic and cultural properties; sound and vibrational impacts, visual impacts, and so on. These would likely require the production of a new EIS or SEIS that may take 2 to 6 years to complete, depending on scope. The original EIS for the Project took over 6 years to complete.

The Full Funding Grant Agreement (FFGA) is a binding contract and if the City does not meet the terms of the contract, the City would face greater financial challenges. The Trump Administration's proposed FY2018 budget "blueprint" was just released, with a US Department of Transportation provision to limit funding of FTA New Starts projects to existing projects with an approved FFGA. Future projects would need to be funded by local governments entirely. This would mean if Honolulu's FFGA project is changed, (e.g. stopping at Middle Street and converting to at-grade system instead of the full 20-mile elevated project, 21-station, 80-vehicle system) it would open up the FFGA for renegotiation, and put the full \$1.55 billion grant at risk of being withdrawn. Any changes to the FFGA could cause the \$1.55 billion in federal funds to be lost or forfeited, as well as jeopardizes Honolulu's ability to receive federal funds in the future.

In conclusion, an elevated, grade-separated system based on accurate and detailed information was chosen to be the best technology for Honolulu's rail system.



**HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST**  
650 Iwilei Road, Suite 285 · Honolulu, HI 96817 · Phone: 808-845-3238 · Fax: 808-845-8300

**TESTIMONY OF HAWAII LECET  
CLYDE T. HAYASHI - DIRECTOR**

**LATE**

HOUSE COMMITTEE ON TRANSPORTATION  
Rep Henry J.C. Aquino, Chair  
Rep. Sean Quinlan, Vice Chair

NOTICE OF HEARING

DATE: Friday, March 17, 2017  
TIME: 11:15 a.m.  
PLACE: State Capitol, Room 423

**TESTIMONY ON HOUSE CONCURRENT RESOLUTION NO. 103/HOUSE RESOLUTION NO. 61 RELATING TO TAXATION**

ALOHA COMMITTEE CHAIR HENRY AQUINO, COMMITTEE VICE CHAIR SEAN QUINLAN, AND COMMITTEE ON TRANSPORTATION MEMBERS:

My name is Clyde T. Hayashi, and I am the Director of Hawaii LECET. Hawaii LECET is a labor-management partnership between the Hawaii Laborers Union, Local 368, and its unionized contractors.

Mahalo for the opportunity to testify in **STRONG OPPOSITION** of House Concurrent Resolution No. 103/House Resolution No. 61. These resolutions request the State Auditor to conduct a study comparing the costs of using elevated rail versus street-level rail to compete the Middle Street to Downtown Honolulu Portion of the Honolulu Rail Project.

The Honolulu Rail Project must be completed to Ala Moana Shopping Center (the full 20 miles, 21 stations and 80 cars). It is the only major transportation project planned for Oahu to provide major traffic relief and because it is elevated, will be independent from our highway system. The rail system will take cars off the road and provide a daily commuting alternative, especially for the thousands of West and Central Oahu residents whose destinations are the airport, Downtown, Kakaako/Ala Moana, and Waikiki.

The FTA is requiring the City to provide a Recovery Plan by April 30, 2017. This plan needs to include the funding for Rail to be completed to Ala Moana Shopping Center. The only way for this can occur, given the FTA's requirements, is to extend the .05 percent Rail GET Surcharge by at least 20 years.

Failure to provide a financial plan which will complete the Rail to Ala Moana Shopping Center will likely mean that the City has breached the terms of the Full Funding Grant Agreement (FFGA) (which Mayor Carlisle signed on December 19, 2012) and the City will lose the \$1.55 billion of federal funds pledged to this project. It will mean that the City will have to repay the FTA an estimated \$700 million to \$800 million.

Any major change to the project such as switching to at-grade from Middle Street to Ala Moana Shopping Center will violate the FFGA. Such a change will trigger the need for a new EIS, which will mean a minimum 3-year delay. Any such delay will likely kill the Rail Project.

An at-grade switch will require two rail technologies. The current driverless rail car from East Kapolei to Middle Street would now have to be combined with a driver operated car from Middle Street to Ala Moana Shopping Center. Rail cars will now be on the same streets as cars, buses, pedestrians, bicyclists, etc. Two to three road lanes will be lost to accommodate rail. The traffic on those streets will become horrendous during rush hour, the rail cars will have to slow down tremendously to avoid accidents which will increase the commute time greatly. Accidents and fatalities will occur as is the case with all at-grade rail systems. More property will have to likely be acquired from landowners along the Rail project. Archaeological Inventory Surveys will now have to completed for the entire route (not just the columns).



**HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST**  
650 Iwilei Road, Suite 285 · Honolulu, HI 96817 · Phone: 808-845-3238 · Fax: 808-845-8300

Rail is the only transportation infrastructure project being built or being considered to provide significant traffic relief to the residents of West and Central Oahu. If Rail is not built, there is presently no other transportation plan or proposal in place to address the traffic mess that West and Central Oahu residents face daily. Without Rail, residents/drivers will surely demand that the State provide another solution for this worsening traffic nightmare.

In other rail systems, workers and their families, young and old people, those who have more difficult economic situations use rail. Regular people use rail, which will be case for our Rail system and they will be the hurt the most if Rail is not completed. Rail will allow many working families to do without one, two, or even three cars, especially if they live in a TOD affordable housing project near a rail station. Estimates are that costs of owning a car is about \$9,000 to \$11,000 annually. There is no other project which will provide working families with a possibility of saving roughly \$10,000 to \$30,000 per year.

The completion of the Honolulu Rail Project will provide our community with the best opportunity for building more affordable housing, especially around rail stations. Our thousands of members and their families will possibly be able to purchase or rent a unit in one the affordable housing projects that will be built. With properly planned TOD, it will help us to build a modern, sustainable Honolulu.

Our thousands of members and our contractors have benefited from the many construction jobs that Rail has created and will continue to create. We also look forward to them working on TOD projects, which gives us the best hope for a relatively stable construction industry in the coming years. No Rail means No TOD! If Rail is not completed, I think it will have devastating effects on the Honolulu and State economies.

For these reasons, I **STRONGLY OPPOSE** House Concurrent Resolution No. 103/House Resolution No. 61.



**LATE**

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Thursday, March 16, 2017 11:32 PM  
**To:** TRNtestimony  
**Cc:** fosters005@hawaii.rr.com  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/16/2017  
Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Scott Foster	Hawaii Advocates For Consumer Rights	Support	No

Comments: I trust the AIA. I do not trust HART or any who inhabit that dysfunctional organization.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**LATE**

**From:** mailinglist@capitol.hawaii.gov  
**Sent:** Thursday, March 16, 2017 10:20 PM  
**To:** TRNtestimony  
**Cc:** ed.j.wagner@gmail.com  
**Subject:** Submitted testimony for HCR103 on Mar 17, 2017 11:15AM

**HCR103**

Submitted on: 3/16/2017  
Testimony for TRN on Mar 17, 2017 11:15AM in Conference Room 423

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ed Wagner	Individual	Support	No

Comments: Aloha, The following link to a 53 minute video was emailed to ALL Senators & Representatives, Governor Ige, news media and Etc. in Sep, 2016. It is submitted again as a supplement to John Bond's testimony about driverless vehicles that will cause a PARADIGM SHIFT in Hawaii's transportation and TOTALLY ELIMINATE the need for an already OBSOLETE and FRAUDULENT \$10B to \$12B or more rail boondoggle Clean Disruption - Why Energy & Transportation will be Obsolete by 2030 - Tony Seba Oslo, March 2016. <https://www.youtube.com/watch?v=Kxryv2XrnqM>

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

Do not reply to this email. This inbox is not monitored. For assistance please email [webmaster@capitol.hawaii.gov](mailto:webmaster@capitol.hawaii.gov)

**LATE**

HCR 103 / HR 61

Testimony by John Bond, FTA HART Rail PA Consulting Party

Aloha Senate Chair Aquino and

COMMITTEE ON TRANSPORTATION committee members

Rep. Henry J.C. Aquino, Chair

Rep. Sean Quinlan, Vice Chair

REQUESTING THE STATE AUDITOR TO CONDUCT A STUDY COMPARING THE COSTS OF USING ELEVATED RAIL VERSUS STREET-LEVEL RAIL TO COMPLETE THE MIDDLE STREET TO DOWNTOWN HONOLULU PORTION OF THE HONOLULU RAIL PROJECT.

***The HART Rail “Plan” Remains Largely Guesswork Costing Billions More with no Reliable Accountability and Maybe 2025, 2026, 2027 Promise to Complete something Usable, Maybe. Trust us.***

**“Rail is already paid for” “Rail has a solid finance plan”**

**“Rail will be built on time and on budget”**

***FTA Advice: “reduce the scope of the Project, consistent with the financial resources currently available. Build to Budget.***

It is documented that the Mayor was originally supporting stopping at Middle Street. The FTA has said they would let the City “off the hook” and allow HART several reasonable cheaper options while also still getting the full \$1.5 Billion.

Aloha Chair and Transportation Committee Members,

My testimony for HCR 103 / HR 61 is because I have spent years attending HART Rail Programmatic Agreement meetings, testifying before the City Council, State Legislature and HART board meetings. I well remember all of the original plans and promises never kept. Every rail fiasco prediction since 2005 has happened.

**Now For Something Different** and I believe one of the biggest coming trends in our lifetimes that will completely change public transit and all TOD projections.

Self-driving cars are a very promising area for Hawaii economic development and high tech job creation and we need to consider making this a top Hawaii agenda item by inviting the major players in the smart self-driving vehicle industry to come to Hawaii for informational seminars and presentations.

Goldman Sachs has projected the market for advanced driver assistance systems and autonomous vehicles will grow from about \$3 billion in 2015 to \$96 billion in 2025 and \$290 billion in 2035. Intel just recently paid \$15 billion to purchase Mobileye, a world leader in vehicle collision avoidance technology.

The rapidly growing self-driving vehicle industry covers everything from road testing to software development, electronics, styling design, automotive servicing, mechanics, and offers major entrepreneurial business and job creation opportunities. *And like it or not, this is THE major coming transit phenomenon.*

**Driverless Vehicles will revolutionize all concepts of Public Transit and Transit Oriented Development. This is like the internet, space travel – a trend that by 2020 – less than 3 years away, will change everything about how people will go to places in Hawaii. In 5 years this will be as ubiquitous as cell phones today.**

Self-driving cars will be the "private industry capital" needed for public transit innovation that is favored by the current national administration. It was already receiving big support from the previous administration. A lot of the smart capital investment money is going into it.

This could even be considered as an ***FTA Recovery Alternative for HART Rail*** that the new DOT Secretary could support as another option to consider. Hart Rail is

still many years away (likely 2026-29, maybe) from ever being a revenue generating system and by the time it is operational in ANY FORM the Smart self-driving vehicle industry will be the choice ride for nearly everyone. HART has never factored the effect of this major new technology in their ridership projections. Honolulu TOD plans need to be completely revised to be relevant.

Driverless vehicles will be the best answer for revenue generation for State highway improvements, can create virtual hot lanes, capacity increasing vehicle convoys, make automatic electronic toll payments, move far more people in comfort with much better traffic flow and with much fewer highway accidents. *Those who don't believe this are just not aware how far along this really is now.*



Most major self-driving vehicle developers see 2020 as the new decade year when the combination of many technologies become mainstream with widespread deployment and public acceptance. Smart phone applications, social media and popular movie, TV and internet media fueled by major advertising budgets will all help drive it forward very quickly as the technology is rolled out everywhere. *Hawaii doesn't have to be the last place this happens.*

While other states have permitted testing, California has just taken a major step forward for the self-driving vehicle industry. Given California's size as the most populous state, its clout as the nation's biggest car market and longtime role as a cultural trendsetter this will most certainly will affect Hawaii in the near future. The State Legislature should examine the process California underwent to move self-driving vehicles forward.

The Governor should act immediately along with the State Legislature to bring the major self-driving vehicle developers like Google and Apple over to Hawaii to brief

the University and State legislature on the many possible job opportunities and benefits. Smart vehicle testing and product development in Hawaii would be a real high tech boom, with grants and jobs for college students and researchers.

The internet is just 21 years old and has largely transformed American society in almost every way. Smart phones have become a world-wide ubiquitous "must have" commodity in only 5 years, containing digital cameras, GPS, useful apps, vast storage and huge computer processing capacity as part of Cloud networks.

Driverless vehicles are tapping directly into this already built and growing phenomena of many technologies, including fashion trends, in ways that most people have not yet imagined what the revolutionary implications are for public transit.



### **Driverless Vehicles Will Be Economically Successful With Many Advantages**

Driverless vehicles can form virtual On Demand Hot Lane Toll Lanes and transmit fees electronically. No toll booths needed.

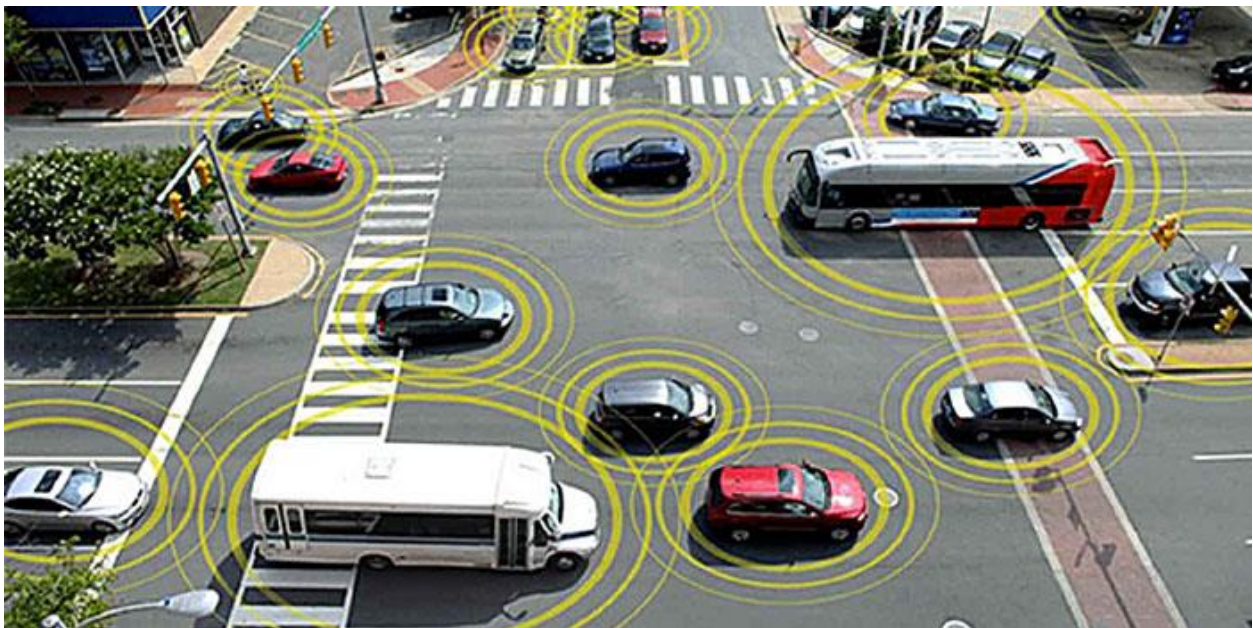
Operating cost of 6-10 passenger self-driving VanPool vehicles will be very competitive and can safely tailgate at 60 MPH like virtual railway train cars but with much greater capacity and comfort.

Driverless Vehicles will provide transportation services all day and all night, without needing to park on the street or in a garage. Insurance rates will be the lowest for driverless vehicles because they will have the lowest accident rates.

Quieter electric self-driving vehicles can be charged using solar voltaic panels and will not require the enormous electric bill, traction power and power plant stations required by the current HART rail. This new public transit industry will be self-funded by private enterprise.

Hawaii's government Social Services would likely make it affordable for low income by providing electronic ride share cards subsidizing trips for students, elderly, handicapped, medical appointments and as an unemployed benefit.

Driverless Vehicles will report in for periodic servicing automatically at the most optimal coordinated times, significantly lowering operations cost. Their safety checks and registrations will always be current. Tolls and fees paid automatically.



Driverless Vehicles will help eliminate the need to own a second or multiple family cars. Traditional family cars will likely remain for a decade in garages as the public accepts the reliability and lower cost features of driverless on demand transit services for daily job commuting.

There will be a wide range of specialized driverless vehicle services created or enhanced including overnight package delivery, emergency medical response, food market deliveries, etc. People not requiring driver licenses or car insurance can accompany driverless vehicles for personalized service at the destination.

The introduction of self-driving cars will lessen consumer opposition to paying more to use roads during peak periods. Ride-hailing apps have taught consumers to accept surge pricing, and people are generally less resistant to paying for something new if it is comfortable and convenient. It's like ordering a pizza. H-1 congestion pricing, toll fees, virtual hot lanes will be built in to self-driving transit.

Commuters will get to work and get home much earlier than the bus, rail, station, bus re-boarding mess created by HART rail. Much greater inconvenience, much longer daily commute times, mostly standing up in HART rail subway style "cattle cars" sometimes with very undesirable, strange, smelly people, professional thief opportunities, railway and station accidents delaying trains will make HART rail very unpopular. TV, movies and social media will promote the great comfort of self driving options over the hugely more expensive rail fiasco.



On H-1 there will still likely be traffic jams and accidents but smart car riders will get to eat, sleep, read, watch videos, etc., in an air-conditioned vehicle with a comfortable personal seat with a few commuter friends. Private industry Smart



Car/Van operators will offer electronic coupons, and many incentives to attract riders, including a cost breakdown showing how their service is still cheaper and more convenient than the combined costs of operating a vehicle every day for commuting.



Larger Hawaii corporations will likely offer self-driving vehicle services to their employees as a very popular employment benefit. Daily home to office commutes will be extremely popular and a time to sleep, read or talk with coworkers.

Hawaii military DoD will likely contract self-driving vehicle services for active duty military and base workers. This will become a booming private industry with or without a DoD subsidy.

Those private industry Smart Car/Van operators will find the right mix of customers just as clothing stores and restaurants determine exactly the style and tastes their customers want and are willing to pay for. This is why the private industry "On Demand Transit" model will be superior in every way - including safety checked vehicles with low insurance rates automatically paying highway toll fees and taxes to the State.

TV's Knight Rider's concepts of AI and autonomous vehicles were science-fiction in the 1980s and are now a science fact. Popular internet, social media, movies, TV will drive the self-driving vehicle phenomena forward backed by ad budgets.



<http://www.businessinsider.com/companies-making-driverless-cars-by-2020-2016-10>

Google has never given a formal deadline, but has suggested it's working on having the technology ready by 2020.

Toyota is looking to have a driverless car ready to go by 2020.

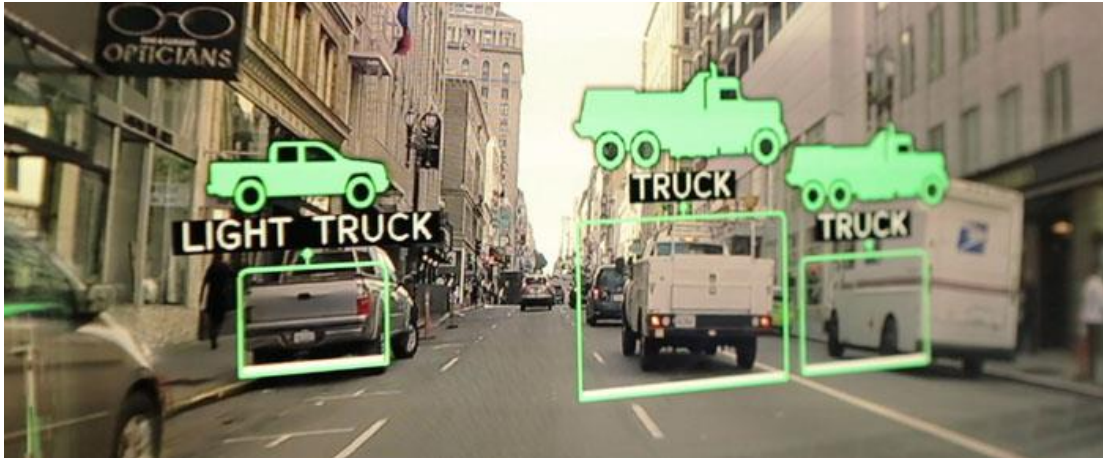
Volvo is aiming to make its cars "deathproof" by 2020

Nissan is committed to have a commercially viable autonomous car on the roads by 2020.

Daimler, the maker of the Mercedes-Benz, is aiming to have its driverless trucks ready by 2020.

Honda is aiming to produce cars that are completely driverless on highways by 2020.

PSA Groupe, the second largest car manufacturer in Europe, is aiming to have fully driverless cars ready by 2020.



<https://waymo.com/>

<http://www.mobileye.com/en-us/>

<http://www.nme.com/news/knight-rider-reboot-1780812>

*John M. Bond*

John Bond

Ewa, Oahu [ewabond@gmail.com](mailto:ewabond@gmail.com)

TRNtestimony

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From: McCandless Honolulu <mccandlesshonolulu@hotmail.com>  
Sent: Friday, March 17, 2017 8:50 AM  
To: TRNtestimony  
Subject: Street level Rail



Aloha, As a business owner in Chinatown and as a Hawaii resident, I fully support the idea of street level rail instead of the elevated plans that now exist.

Elizabeth Marks Stack  
McCandless Honolulu  
1046 Nuuanu Ave.  
Honolulu, HI 96817

**LATE**

TRNtestimony

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From: Philip Johnson <johnson@hawaii.edu>  
Sent: Friday, March 17, 2017 7:15 AM  
To: TRNtestimony; Rep. Henry J.C. Aquino; Rep. Sean Quinlan; Rep. Tom Brower; Rep. Mark Hashem; Rep. Nadine Nakamura; Rep. Joy San Buenaventura; Rep. Bob McDermott  
Subject: Regarding HCR 103/HR61

Aloha and Mahalo for reading this email.

I am a concerned citizen. Please consider the street level routes through our town (like so many other towns employ) for reasons of budget and aesthetics.

We, the taxpayers of the town, will be burdened by the ugly monolith for generations. I have traveled in areas with street level routes (Portland) and they are widely used and much more appropriate for our community.

Please support this resolution,

Respectfully,  
Philip Johnson  
548 Kaimake Loop  
Kailua, HI

**LATE**

From: Joanne Amberg <joanne.amberg@gmail.com>  
Sent: Friday, March 17, 2017 7:13 AM  
To: TRNtestimony; Rep. Henry J.C. Aquino; Rep. Sean Quinlan; Rep. Tom Brower; Rep. Mark Hashem; Rep. Nadine Nakamura; Rep. Joy San Buenaventura; Rep. Bob McDermott  
Subject: Regarding HCR 103/HR61

Aloha and Mahalo for reading this email.

I am a concerned citizen. Please consider the street level routes through our town (like so many other towns employ) for reasons of budget and aesthetics.

We, the taxpayers of the town, will be burdened by the ugly monolith for generations. I have traveled in areas with street level routes (Portland) and they are widely used and much more appropriate for our community.

Please support this resolution,

Respectfully,

Joanne Amberg  
548 Kaimake Loop  
Kailua Hawaii 96734

From: Sara Ecclesine <houseofecc@gmail.com>  
Sent: Friday, March 17, 2017 6:03 AM  
To: TRNtestimony  
Subject: CR103 voter testimony

Aloha Chair Aquino and members of the Committee on Transportation,

I'm writing today to express my support of HCR 103. The city has many disagreements with the Honolulu Transit Task Force, a distinguished group of architects and city planners, about the costs and value of elevated vs. street-level rail. I think an audit of the comparative costs of elevated rail versus street-level light rail for completing the Honolulu rail system from Middle Street to downtown would give everyone the information they need to make the pono choice.

We hear from the city that street level rail would be very slow through Honolulu, while the task force asserts that by coordinating with traffic lights (as in the Portland, Oregon system) light rail could average 30 mph through the city. Considering the billions of dollars (and savings in construction time) involved, these issues need an independent audit to resolve this type of conflicting information. Such an audit could save the city from making huge mistakes which would inevitably impact the entire state.

Mahalo nui loa  
Sara

Sara Ecclesine  
2757 Hipawai Pl.  
Honolulu, HI 96822  
cell: 808-348-6624  
[sara@nextrocket.net](mailto:sara@nextrocket.net)  
[www.nextrocket.net](http://www.nextrocket.net)  
skype: saraecclesine  
twitter: @alohaecc  
instagram: alohaecc



March 16, 2017

**LATE**

Representative Henry J.C. Aquino, Chair  
Representative Sean Quinlan, Vice Chair  
House Committee on Transportation  
Hawaii State Capitol, Rm 423  
415 S. Beretania Street  
Honolulu, HI 96813

RE: Support for HCR 103 and HR61

Aloha Chair Aquino and Members of the Committee,

I write in strong support of HCR103 and HR61 for the following reasons:

1. Truly considering another alternative which could help minimize escalating rail costs and still achieve the project's goal of providing another transportation modality from West Oahu to Downtown is both a prudent step and fiduciary obligation.
2. Street level rail systems and transitional systems (between fixed rail and pantograph systems) are used throughout cities across the U.S. and Europe.
3. Savings on eliminating the need for construction of elevated fixed stations throughout downtown could be considerable (when I asked a rail consultant at a community meeting how much those stations are projected to cost, that information was not available).
4. The stated objective of having a fixed guide way to maximize speed seems counterproductive in the downtown area where stations will be constructed in some places at less than one quarter mile from each other. It looks like stop and go and stop and go.
5. Digging, dredging and constructing huge pillars for elevated rail could have considerable impact on historic structures in the Downtown and Chinatown areas. The weight of concrete pillars and guide ways along Honolulu's waterfront (portions of which have been artificially created with fill) could create potential problems.
6. A street level system would not divide the City of Honolulu even further from its waterfront as would an elevated system built along the waterfront on pillars.
7. A street level system would allow for more flexibility and easier access for rail riders. Stops could potentially be relocated (as bus stops are) to adjust for different traffic patterns. Future extensions to Waikiki and the University of Hawaii Campus could be added with relative ease along existing road ways.
8. A street level system would integrate rail into the fabric of downtown Honolulu allowing riders to see and experience neighborhoods as they transverse them. It was for



this reason that I started riding buses in foreign cities. As a visitor I realized that, when using rail, I wasn't really seeing the City and that perhaps I was missing out on interesting neighborhoods along the route which I might otherwise see on the bus and later explore.

Mahalo for your consideration,

E. Lee Stack  
P.O. Box 37764  
Honolulu, HI 96837

**LATE**



*Hawaii's Thousand Friends*

300 Kuulei Rd. Unit A #281 \* Kailua, HI 96734 \* Phone/Fax (808) 262-0682 E-Mail: [htff3000@gmail.com](mailto:htff3000@gmail.com)

COMMITTEE ON TRANSPORTATION

Rep. Henry J.C. Aquino, Chair  
Rep. Sean Quinlan, Vice Chair

HCR 103/HR 61

REQUESTING THE STATE AUDITOR TO CONDUCT A STUDY  
COMPARING THE COSTS OF USING ELEVATED RAIL VERSES STREET-LEVEL RAIL TO  
COMPLETE THE MIDDLE STREET TO DOWNTOWN HONOLULU PORTION OF THE  
HONOLULU RAIL PROJECT

March 17, 2017

Chair Aquino  
Vice Chair Quinlan  
Committee Members

Hawaii's Thousand Friends supports HCR 103/HR 61 requesting the State Auditor to conduct a cost comparison of street-level verses elevated rail from Middle Street to Downtown Honolulu.

The public and decision makers have been kept in the dark regarding the actual costs of rail such as utility costs increasing from \$50 million to \$120 million and *project enhancements* increasing from \$75 million to \$130 million far to long.

Taking rail to street-level beginning at Middle Street will not only save money, approximately \$617 million per mile but will preserve the historic integrity and waterfront connection of Chinatown and Downtown Honolulu.

Oahu's natural and cultural resources cannot be neglected now and in the future because we are constructing a rail line beyond Oahu's residents' ability to pay.

Understanding that rail can be built within the resources provided - the additional \$300 million and 0.5% surcharge until 2027 will help restore public confidence.

TRNtestimony

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**LATE**

From: Scott Wilson <scottrw51@gmail.com>  
Sent: Thursday, March 16, 2017 8:44 PM  
To: TRNtestimony  
Subject: HR 103

I am in strong support of HR 103.

Yours sincerely,  
Scott R Wilson

[scottrw51@gmail.com](mailto:scottrw51@gmail.com)

From: Jane Moulin <moulin@hawaii.edu>  
Sent: Thursday, March 16, 2017 7:51 PM  
To: TRNtestimony  
Subject: HCR103

PLEASE, PLEASE, PLEASE consider the street-level option for completing the rail, a project now so seriously out of control that it simply does not pass the "common sense test." Moreover, with a lower than expected tax yield for this year, how can we prudently even consider spending MORE money on this project?? Stop the bleeding!! We need legislators to restore both rational thinking and the public's trust.

Jane Freeman Moulin  
Manoa

**LATE**

From: Lynne Matusow <lynnehi@aol.com>  
Sent: Thursday, March 16, 2017 7:39 PM  
To: TRNtestimony  
Cc: Matusow Lynne  
Subject: HCR103 to be heard March 17, 2017 at 11:15 am

Please accept this as strong testimony in favor of unelevating the rail and putting it instead at ground level. Former Mayor Jeremy Harris was spot on with his bus rapid transit plan, which would have worked and saved \$\$\$ Billions. Instead his successors have saddled the community and taxpayers with an out of control, over budget and way late, system that is already a failure. Please support at grade.

lynne matusow

TRNtestimony

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**LATE**

From: Salome <salome789@gmail.com>  
Sent: Thursday, March 16, 2017 7:05 PM  
To: TRNtestimony; Rep. Henry J.C. Aquino; Rep. Sean Quinlan; Rep. Tom Brower; Rep. Mark Hashem; Rep. Nadine Nakamura; Rep. Joy San Buenaventura; Rep. Bob McDermott  
Subject: Fwd: Street-level rail legislative resolution

House Transportation Committee  
Regarding HCR 103/HR 61

Dear Representatives:

I am writing to ask you to consider this resolution to "bring Rail down to the street level" as the best solution for Honolulu's outrageous \$10 B. rail. Please consider the benefits and vote to retain Honolulu's beautiful view planes and reject the Mayor's efforts to increase and extend the excise tax.

Sincerely,

Salome Sato

TRNtestimony

---

**LATE**

From: David E Johnson <DEJinHI@hawaii.rr.com>  
Sent: Thursday, March 16, 2017 6:08 PM  
To: TRNtestimony  
Subject: \*\*\*\*\*SPAM\*\*\*\*\* Testimony on HCR 103/HR 61

Dear Members of the Committee on Transportation I want to submit testimony in support of HCR 103/HR 61 for the meeting on Friday March 17, 2017.

Extending rail from Middle Street through the downtown corridor with street-level tracks would be substantially cheaper and less destructive to our downtown area. I support the resolutions, which will compare costs and alternatives to the currently proposed elevated rail system.

Sincerely

David E. Johnson  
47-522 Hio Place, Unit A  
Kaneohe, HI 96744  
(808) 239-2036

**LATE**

From: Anne Miller <anneminhi@hawaii.rr.com>  
Sent: Thursday, March 16, 2017 5:48 PM  
To: TRNtestimony  
Subject: Transportation Committee on HCR 103/HR 61

Re. HCR 103/HR 61  
Hearing on Friday, March 17, 11:15 a.m.

Dear Committee on Transportation:

I would like to submit testimony in support of HCR 103/HR 61. If we have to extend rail from Middle Street through the downtown corridor, the responsible thing would be to consider more affordable alternatives. At-grade street level tracks rather than the currently proposed elevated rail will be substantially cheaper and less destructive to our downtown.

If you'll allow me to get on my soapbox for a brief moment: Why are we being taxed to death for something which only will benefit rail builders, rail developers, and TOD developers? It's already been clearly established that rail will not solve or alleviate our traffic congestion problems, regardless of all the misleading claims in the media which convinced the public to vote for the rail proposal in the first place, and regardless if housing is built next to the rail stations. The public wasn't told at the time they voted that it would cost \$10 billion to build. Also, that begs the question of how to pay for ongoing maintenance and operations expenses when it finally becomes operational. Let's be real: metal rusts and cement corrodes so fast here in Hawaii, it will be under constant repair, and have to be shut down for maintenance on a regular basis.

I live on the windward side and couldn't use the rail anyway, even if it is completed, so why should I have to suffer the cost-of-living increases every year due to decades of (or permanent) increases in the excise taxes surcharge?

Sincerely,  
Anne M. Miller  
239-2036  
47-522A Hio Place  
Kaneohe, HI 96744





**LATE**

**LiUNA!**

**PETER A. GANABAN**  
*Business Manager/  
Secretary-Treasurer*

**ALFONSO OLIVER**  
*President*

**JOBY NORTH II**  
*Vice President*

**TONI FIGUEROA**  
*Recording Secretary*

**JAMES DRUMGOLD JR.**  
*Executive Board*

**ORLANDO PAESTE**  
*Executive Board*

**JOSEPH YAW**  
*Executive Board*

**ROBERT DICION**  
*Auditor*

**RUSSELL NAPIHA'A**  
*Auditor*

**MARK TRAVALINO**  
*Auditor*

**ALFRED HUFANA JR.**  
*Sergeant-At-Arms*

**TESTIMONY OF PETER GANABAN  
BUSINESS MANAGER  
HAWAII LABORERS UNION LOCAL 368**

HOUSE COMMITTEE ON TRANSPORTATION  
Rep Henry J.C. Aquino, Chair  
Rep. Sean Quinlan, Vice Chair

NOTICE OF HEARING

DATE: Friday, March 17, 2017  
TIME: 11:15 a.m.  
PLACE: State Capitol, Room 423

**TESTIMONY ON HOUSE CONCURRENT RESOLUTION NO.103 AND HOUSE  
RESOLUTION 61**

ALOHA COMMITTEE CHAIR HENRY AQUINO, COMMITTEE VICE CHAIR SEAN  
QUINLAN, AND COMMITTEE ON TRANSPORTATION MEMBERS:

My name is Peter Ganaban, Business Manager for the Hawaii Laborers Union Local 368. The Hawaii Laborers Union Local 368 is made up of over 5000 working and retired men and women in the State of Hawaii.

The Hawaii Laborers Union Local 368 stands in **STRONG OPPOSITION** of House Concurrent Resolution No. 103 and House Resolution 61. Both resolutions request the State Auditor to conduct a study comparing the costs of using elevated rail versus street-level rail to compete the Middle Street to Downtown Honolulu Portion of the Honolulu Rail Project.

The City and County of Honolulu is required by the FTA to provide a Recovery Plan by April 30, 2017. The study being requested of the State Auditor is due "...no later than 20 days prior to the convening of the Regular session of 2018..." This date, if action were planned by the legislature pursuant to the study, would be too late for the City to meet the April 30, 2017 deadline set by the FTA.

Furthermore, any major change to the project such as switching to at-grade from Middle Street to Ala Moana Shopping Center or changing the route or changing the rail technology will all violate the terms of the FFGA. Any such change will trigger the need for a new EIS, which will mean a minimum 3-year delay. A delay such as this could put the Rail Project in serious jeopardy.

Failure to provide a financial plan which will complete the Rail to Ala Moana Shopping Center will likely mean that the City has breached the terms of Full Funding Grant Agreement and the City will lose the \$1.55 billion of federal funds pledged to this project. It will mean that the City will have to repay the FTA an estimated \$700 million to \$800 million plus potentially millions more to tear down costs and restoration costs.

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**Feel the Power**

Finally, I would like to remind this committee that the promise and benefits of rail to our members goes beyond construction of the project itself and traffic relief. With the **successful** completion of Rail, TOD projects promise to provide several years of steady work for the thousands of men and women that make up our membership past the completion of the actual Rail Project itself. Hopefully, someday those very members that worked on the construction of the Rail Project and associated TOD projects will be able to purchase or rent a unit in one the affordable housing projects that will be built along the Rail line. Without Rail, there is NO TOD.

For these reasons, the Hawaii Laborers Union **STRONGLY OPPOSES** House Concurrent Resolution No. 103/House Resolution No. 61.

TRNtestimony

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**LATE**

From: Nancy L. Hedlund Ph.D. <nancyhedlund@yahoo.com>  
Sent: Thursday, March 16, 2017 4:10 PM  
To: TRNtestimony; Rep. Henry J.C. Aquino; Rep. Sean Quinlan; Rep. Tom Brower; Rep. Mark Hashem; Rep. Nadine Nakamura; Rep. Joy San Buenaventura; Rep. Bob McDermott  
Subject: Testimony in Support of Finding a Street Level Rail Solution

Aloha To All:

I support the change in the rail project to a street level light rail system. It is not too late to change to a system that is more citizen-friendly, cost-friendly, & environment-friendly.

Nancy Hedlund  
Honolulu