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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 to House Concurrent Resolution (HCR) 103 and House Resolution (HR) 61, which is 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 at-grade proposal will trigger an analysis between an at-grade or "street-level rail system" and the current planned elevated rail system. This will prompt the Honolulu Rail Project to conduct another Environmental Impact Study (EIS) which will then cost the rail project to accrue more costs to complete the project.

Along with the added years for an EIS and funds necessary to do so, the Full Funding Grant Agreement (FFGA) would then also be breached and we would lose the sole source of federal funding. Our federal funding would also be at stake with this audit, in part because the deadline for the recovery plan to the Federal Transit Administration (FTA) is due on April 30, 2017, and is absolutely necessary for the Honolulu Rail Project to receive federal funds from the FTA.

Allowing a street-level rail system on our island will cause a definite break or division between communities. A street-level rail system is also not in line with how the concept of the ahupua'a on our island are set up. They are structured to go from mauka to makai and making an at-grade level rail system will be essentially severing the Native Hawaiian concept of the ahupua'a at its knees.

In contrast, the Honolulu Rail Project's elevated rail system will in fact 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 community more walkable, livable, maximize access to public transportation, and even encourage transit ridership.

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

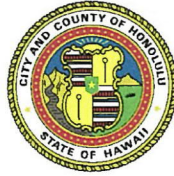
Mahalo for the opportunity to submit testimony on this these resolutions.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813

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KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR DESIGNATE

JON Y. NOUCHI
DEPUTY DIRECTOR

March 16, 2017

The Honorable Henry J.C. Aquino, Chair
and Members of the House Committee on Transportation
House of Representatives
State Capitol, Room 423
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Representative Aquino and Members of the Committee:

SUBJECT: Testimony opposing HR 61 and HCR 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 City and County of Honolulu's Department of Transportation Services opposes HR 61 and HCR 103.

The decision to choose between an at-grade, grade-separated, or mixed-technology system is far behind us.

The planning process dictates that these technology and mode decisions are made early in the environmental process culminating in the Final Environmental Impact Statement (FEIS). Once selected and vetted through the local process with public input and support, they become part of the documents proposed to the US government's Federal Transit Administration (FTA) and funded through a Full-Funding Grant Agreement. Any further consideration of at-grade technology now, at this moment, is ill-timed and is not part of what the City and County of Honolulu agreed to build with our federal partners.

We have already contracted out the technology and specifications for Oahu's trains. Our trains will be state-of-the-art driverless vehicles. We have the luxury of running a driverless system since our trains will operate on a grade-separated fixed

The Honorable Henry J.C. Aquino, Chair
and Members of the House Committee on Transportation
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guideway, with no chance of interference from pedestrians, cars, or other obstacles. An at-grade system will always require train operators since at-grade systems can conflict, often fatally, with traffic and pedestrians. The speed of at-grade is inherently lower due to these risks and is limited to the speed of surrounding traffic, traffic signals, and other street-level disruptions. Grade-separated technology avoids this; we are building to free our commuters of existing and worsening traffic on our roads and do not want our future system to contribute to more congestion on our already limited road space.

Consider that each 4-car train set is longer than 4 of our longest 60-foot articulated buses and wider than most traffic lanes in our urban core. DTS plans to operate the rail system at very high frequencies, especially during the peak commuter hours in the morning and evening, with trains arriving in both directions every five minutes. Cumulatively, if you stand along the rail alignment, a train will pass every two-and-a-half minutes in either direction. We simply do not have the road capacity in Honolulu or the block lengths in our urban core to accommodate a high-speed, high-capacity, frequent train service at-grade. Imagine our mauka-makai arterial streets being shut to crossing by passing at-grade trains every two-and-a-half minutes during rush hour. Traffic would gridlock with vehicles trying to cross Dillingham at Puuhale, Mokauea, and Kalihi; we would construct a barrier through our urban core with little other alternatives to cross safely through.

During even non-peak hours, TheBus competes with itself for curb space to service our passengers; it is not uncommon to see lines of five or more buses queueing on our streets, waiting for their turn to service bus stops. Think about the bus stops at both Beretania and Punchbowl and King and Punchbowl Streets, or the many bus stops along Dillingham Boulevard. It is untenable to mix a high-capacity train with our already over-capacity streets. There is simply not enough space.

DTS recognizes that in certain environments with adequate alternative road infrastructure, at-grade rail technology can be utilized and can be effective. However, our current alignment requires a grade-separated solution for maximum effectiveness. It is the system we have committed to build with our federal partners and already contracted to build 80 cars specific to our defined project. We are past the point of making cardinal changes to the route and technology; these decisions have been vetted through a legitimate public process and cannot be changed now. To do so would put our project at high-risk of additional environmental work and process, delay, and all the costs associated with these delays.

The President, in his latest proposed budget, has indicated no new funding for mass transportation projects in the foreseeable future. Recently, a viable rail project in California finishing the long environmental process has been denied the final step of

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federal funding, which we already have achieved. Please enable us to build within the boundaries of our existing agreement with our federal partners and add no more risk of undoing the work that has been accomplished thus far.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Wes Frysztacki', with a small '(for)' written below it.

Wes Frysztacki
Director Designate



The Housing Now Coalition

Catherine Graham
Rev. Bob Nakata

A Coalition of FACE Hawaii

March 16, 2017

Testimony in opposition to HCR 103 RE: Study on rail

Dear House Transportation Committee Chair and Members

Rev. Nakata and I are co-chairs of the Housing Now Coalition, a group of inearly 100 individuals representing over 30 faith-based and other organizations who are greatly concerned about the lack of affordable housing in our Aloha State.

We have been staunch supporters of the rail project from the beginning because it has the potential to greatly improve the quality of life for commuters on the West side of Oahu and also for the opportunity to create much needed affordable housing along the rail line.

We see the cost overruns, the snafus by HART and the issues with financing but we really believe in this project.

If the Legislature commissions a study on the at-grade possibilities of the rail line it will put the completion of the project back an additional 10 years or so due to the need for the study and its report, another EIS if they deem at-grade is a better alternative, more planning, etc. Developers will not develop. The FTA may demand their \$1.5 billion back. And Honolulu will be the laughing stock of the country and a model for how not build rail.

We urge you to NOT push this resolution forward.

Thank you for your willingness to work on the hard issues. I know you have the good of the people in your hearts and minds when you make your decisions.

Aloha,

Catherine Graham

Rev. Bob Nakata



Randy Perreira
President

HAWAII STATE AFL-CIO

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Telephone: (808) 597-1441

Fax: (808) 593-2149

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.R. 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

The Hawaii State AFL-CIO has concerns with H.R. 61 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.R. 61 indefinitely.

Thank you for the opportunity to testify.

Respectfully submitted,

Randy Perreira
President

From: mailinglist@capitol.hawaii.gov
Sent: Thursday, March 16, 2017 8:31 AM
To: TRNtestimony
Cc: arbeit@hawaiiantel.net
Subject: Submitted testimony for HR61 on Mar 17, 2017 11:15AM

HR61

Submitted on: 3/16/2017

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

Submitted By	Organization	Testifier Position	Present at Hearing
Wendy Arbeit	Individual	Comments Only	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.

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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From: mailinglist@capitol.hawaii.gov
Sent: Thursday, March 16, 2017 12:04 AM
To: TRNtestimony
Cc: culvyhouse@gmail.com
Subject: Submitted testimony for HR61 on Mar 17, 2017 11:15AM

HR61

Submitted on: 3/16/2017

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

Submitted By	Organization	Testifier Position	Present at Hearing
MJ Culvyhouse	Individual	Comments Only	No

Comments: I am still amazed we don't have enough intelligent people representing us on the City Council, in the House and/or the Senate. The insightful, few legislators speaking common sense are our only hope. Please let Honolulu survive as an amazing, vibrant city and not blight the landscape, seascape, and airscape we still have in Honolulu. Listen to the experts, Not HART or Caldwell. Portland's TriMet system was wonderful. You must study the at-grade proposition, let's not destroy Honolulu. We love Oahu too much to see this train wreck happen before our eyes. Go at grade from here on out or forget it!!!!!! MJ Culvyhouse Kaneohe, HI

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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From: Frank Genadio <genadiof001@hawaii.rr.com>
Sent: Thursday, March 16, 2017 12:40 AM
To: TRNtestimony
Subject: Testimony on HR 61 and HCR 103

TO: Chair Aquino and Members of the House Transportation Committee

FROM: Frank Genadio

SUBJECT: House Concurrent Resolution 103 And House Resolution 61

DATE: March 17, 2017

Mr. Chair and honorable members, this testimony is submitted to recommend changes to the text of the subject resolutions. The members of this committee and the Finance Committee would be neglecting their duties by advocacy for a study of at-grade rail without also recommending a concurrent study of conversion of the steel wheels on steel rails system to one using urban magnetic levitation (maglev) technology. I have submitted testimony to the Senate Ways and Means Committee on SB 1183 stating that the current rail project can be completed as described in the Full Funding Grant Agreement (FFGA) with funds available through 2027 if conversion to maglev is quickly initiated. The finished project would be Plan A, as advocated by City Council members Menor and Anderson in their 12 March commentary in the Honolulu Star-Advertiser—with the difference being that it can be done with maglev within a \$6.8 billion budget.

Going to grade will, in fact, require a major change to the FFGA, removal of the key term “driverless” because at-grade rail requires an operator. Maglev will keep the system elevated and automated. My testimony to the Senate also provided a comparison of costs for both conversion to at-grade rail (from the figures provided by the Honolulu Transit Task Force) and conversion to maglev (derived from information in the 2014 book “Maglev America,” that describes conversion of the New York City subway system using American technology). The “bottom line” is that maglev would be less expensive.

As someone who has been “conversant” with the rail project since 2004, I believe that a fair and open competition for rail’s system technology would have resulted in an award to Mitsubishi, supplier of the Nagoya Linimo (also known as the HSST, a maglev system that has now been in revenue operations for 12 years). The city administration made the “playing field” unfair in the last decade; it is now time to level it for all suppliers. Which system can deliver the most operationally superior and cost-effective solution to the current dilemma?

The peer review conducted of rail by the American Public Transportation Association suggested palliatives, not solutions. What is needed is a full review of the project’s costs, technology, and even the alignment, conducted by systems and engineering teams representing the current project, at-grade rail, and urban maglev. In fact, a conventional monorail supplier—if interested—also can be included.

I am suggesting that these resolutions are inherently unfair as written. As a maglev advocate, I am recommending the following change be made to the last WHEREAS paragraph, along with adding two new WHEREAS paragraphs and a change to the BE IT RESOLVED paragraph, as follows between the lines below:

WHEREAS, it would serve the public interest to receive transparent financial information that compares the cost of completing the Honolulu rail project as originally planned, versus the cost of completing the project using Option 2A; and,

WHEREAS it would serve the public interest to also compare the cost of completion to the cost for conversion of the steel wheels guideway for use by American designed urban magnetic levitation (maglev) technology to complete the project, elevated as designed, for its full 20 miles with all 21 stations and with driverless rail vehicles; and

WHEREAS the maglev conversion can be completed within the funding budget of \$6.8 billion available through 2027; now therefore

BE IT RESOLVED by the House of Representatives of the Twenty-ninth Legislature of the State of Hawaii, Regular Session of 2017, the Senate concurring, that the State Auditor is requested to conduct a study that compares the financial costs of continuing with the current steel wheels on steel rails Honolulu rail project versus conversion to: either street-level rail to complete the Middle Street to Downtown Honolulu portion; or conversion to American designed urban magnetic levitation to complete the project to Ala Moana center; and

Neglecting maglev is neglecting due diligence for examining all potential solutions for a project currently opposed by a majority of O’ahu residents due to costs that have escalated almost out of control. I have included a recommendation for review of even the rail alignment. The members of the Honolulu Transit Task Force seem primarily concerned “that an elevated rail system's overhead guideway would degrade historic areas like Honolulu's Waterfront, Chinatown, Downtown, and Civic Center, and have an inestimable negative impact on the city's ambience.” I suggested an alignment mauka of downtown Honolulu to the architects eight years ago, with a transit center (on Vineyard, for example) enabling transfer to feeders for the above areas; those feeders can be buses, at-grade rail, or even maglev (low capacity) elevated pod service. It is time for American innovation to save rail. Please make the recommended changes to the resolutions. Mahalo and Aloha.

Frank Genadio
Lt. Col., USAF (Ret.)
92-1370 Kikaha Street
Kapolei, HI 96707
(808) 672-9170

TRNtestimony

From: Neil Frazer <neilfrazer@icloud.com>
Sent: Thursday, March 16, 2017 5:36 AM
To: TRNtestimony
Subject: Strong support of HCR 103/HR 61

Aloha Chair and Transportation Committee Members,

I strongly support this resolution requesting that our state auditor conduct a study comparing the costs of elevated rail to street level rail to complete the Middle Street to Downtown portion of the rail project.

Mahalo for your service to the people of Hawaii.

Neil Frazer, PhD

112 Haokea Drive
Kailua, HI 96734

TRNtestimony

From: Dan Gardner <daniel.dano.gardner@gmail.com>
Sent: Thursday, March 16, 2017 9:01 AM
To: TRNtestimony
Subject: Support HCR103 / HR61

Dear Transportation Committee Members,

Please support the HCR103 and HR61 legislation before you. Also please ensure that an appropriate deadline be assigned to this most worthwhile effort.

Thank you, Dan Gardner

Dan Gardner
(703) 973-0237
daniel.dano.gardner@gmail.com

TRNtestimony

From: Ron Brown <ronpb43@gmail.com>
Sent: Thursday, March 16, 2017 9:03 AM
To: TRNtestimony
Subject: Testimony on CR103

Dear Chair Aquino and members of the Committee on Transportation,

I strongly support CR103 calling for an audit of the costs of using elevated rail vs. street level light rail for completing the rail system from Middle Street. I think the city could benefit enormously from having the issues clarified by an independent audit. At the recent Senate Hearing there were clear disputes over critical issues. For example, the city claimed that light rail through town would not move much faster than a walk, while a distinguished task force of architects and city planners said that it would maintain a relatively high speed by coordinating traffic lights (this is exactly what is done in Portland, Oregon). Another example: the city claimed that light rail would require a four foot excavation, while the task force said that because the light rail would be on existing streets, excavation would usually only have to be 14 inches. Estimated savings even if the light rail went all the way from Middle Street to Ala Moana were about three to four billion dollars, and five years in time to completion.

Given the enormous difference in potential costs in both money and time to completion and the dramatic disagreements about the costs and benefits of each system, an independent audit is critically important. Too much is at stake for the city, and for the state of which it is a large part, not to look very carefully at the issues involved.

Thank you for the chance to voice my opinions,
Ron Brown

TRNtestimony

From: Dennis Callan <denniscallan@outlook.com>
Sent: Thursday, March 16, 2017 10:40 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/HR 61

**I support the resolution to study street-level rail, which I feel is a better alternative than elevated.
Dennis Callan**

Dennis Callan
www.tourvideos.com
528-4411

Date: March 17, 2017

To: Representative Henry J. C. Aquino, Chair
Representative Sean Quinlan, Vice Chair
Members of House Committee on Transportation

From: Christine Trecker

Subject: HCR 103/ HR 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. In Support

Good morning Chair Aquino and committee members, as an Oahu resident and taxpayer I deeply appreciate your hearing HCR 103/HR 61. I am in strong support.

Given the skyrocketing, seemingly out of control price tag of the City's elevated rail plan, it is crucial to have the state auditor conduct a study comparing the costs of using elevated rail versus street level rail from Middle Street to downtown.

As perhaps most of you know, the Honolulu Transit Task Force (a group of concerned local architects and planners) recently produced a report on the merits of going to street level from Middle St on. Their report not only concludes that street level rail will save substantial taxpayer money; it is a viable option with major benefits, including reducing the visual and environmental impact of rail in downtown Honolulu. Their report can be found at www.salvagetherail.org

The decisions that are made today regarding rail will have enormous consequences for generations to come. The proposed audit in conjunction with the HTTF report will greatly inform decision making at this critical juncture.

I applaud Representatives Luke, Nishimoto, Saiki and Theilen for sponsoring this resolution and your Committee for hearing it today. It shows your commitment to getting it right and to protecting taxpayer dollars. Mahalo!

I urge you to support HCR103/HR61 and appreciate the opportunity to testify.

TRNtestimony

From: lynda pelayo <lynda@lyndapelayo.com>
Sent: Thursday, March 16, 2017 12:05 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: Street level rail support

Aloha,

I wish to express my support for the street level rail option being considered for the remaining 5 miles of the HART project. Please choose this option!

Respectfully,
Lynda Pelayo

Date: March 17, 2017

To: Representative Henry J. C. Aquino, Chair
Members of House Committee on Transportation

From: Fran Nichols

Subject: **HCR 103/ HR 61 I support**

I'm shocked at the escalating cost of the rail project and question whether or not it will solve Oahu's traffic problems. As a downtown resident, I'm also deeply concerned that the elevated rail guideway will mar the beauty of Honolulu Harbor and our beautiful coastline.

The state audit, proposed in HCR 103/HR 61, which would involve comparing costs of an elevated vs street level rail transit system from Middle St to downtown is an important step toward increased accountability, clarity and hopefully the decision to build rail at street level from Middle Street to downtown.

I urge you to vote in favor of HCR103/HR61.

Thank you.

TRNtestimony

From: Garry Smith <garrysmith01@gmail.com>
Sent: Thursday, March 16, 2017 11:24 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: street level rail

Please pass HCR 103/HR 61. The city is quickly leading it's citizens into bankruptcy. We cannot afford spending this much for construction and then over \$110 Million per year to operate and maintain this. Please bring it down to street level so it can be afforded.

Garry P. Smith

TRNtestimony

From: TedMargee Ralston <pua62488@gmail.com>
Sent: Thursday, March 16, 2017 1:30 PM
To: TRNtestimony
Subject: HCR 103/HR 61

Please support these resolutions.

**I feel they are very worthwhile.
Margaret K. Ralston**

TRNtestimony

From: Vern Hinsvark <verno@hawaii.rr.com>
Sent: Thursday, March 16, 2017 1:45 PM
To: TRNtestimony
Subject: I support HCR103/HR61

We have continually been disappointed by the increasing cost estimates for rail.
No one expects this will not continue.

We deserve a exploration of this alternative.

Thank you for supporting HCR103 and HR61.

Vernon Hinsvark

TRNtestimony

From: adria@thewriteside.net
Sent: Thursday, March 16, 2017 2:49 PM
To: TRNtestimony
Subject: support HCR 106 and HR 61

I support HCR 106 and HR 61 .

Please pass this resolution. Given that there are alternative technologies like street level rail that can be completed with existing funding, it makes a lot of sense to have a neutral assessment of the alternatives. We can no longer trust HART's cost projections, and the public should know what the true costs and options are.

Adria Etribou
Kailua, Hawaii

TRNtestimony

From: ramelbb001@hawaii.rr.com
Sent: Thursday, March 16, 2017 3:19 PM
To: TRNtestimony
Subject: Oahu Rail

Please construct rail at grade from Middle Street to Ala Moana Center to avoid GET extension....PLEASE! as we are Seniors (78 years old) with no means to increase our income.

Mahalo,

Ben and Marian Ramelb

TRNtestimony

From: Tom Moore <tomor@hotmail.com>
Sent: Thursday, March 16, 2017 3:28 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: Please consider the Street level option.

Lest we all be bankrupted; Please consider the Street level option.

Aloha and Mahalo,

Tom Moore

AWare POB 10304 Honolulu HI 96816 808/723-1673



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