

HONORABLE LADIES AND GENTLEMEN, MY NAME IS FRANK GENADIO. YOU HAVE MY WRITTEN TESTIMONY OPPOSING BILLS 1183 AND 1176. IN FACT, I OPPOSE ANY BILL THAT EVEN REFERS TO AN EXTENSION OF THE SURCHARGE. IT IS TIME TO PAUSE THE RAIL PROJECT AND CONDUCT A DETAILED REVIEW OF NOT ONLY ITS FINANCES BUT ALSO ITS TECHNOLOGY AND ALIGNMENT. MY ADVOCACY FOR THE NEWEST MAGNETIC LEVITATION TECHNOLOGY IS AN EFFORT TO SAVE THE RAIL PROJECT, KEEP IT ELEVATED AND AUTOMATED, AND COMPLETE IT WITHOUT NEED FOR ANY FUNDING BEYOND THE ANTICIPATED \$6.8 BILLION. THE REVIEW SHOULD COVER AND COMPARE THE EXISTING STEEL WHEELS PLAN, CONVERSION TO MAGLEV, AND CONVERSION TO AN AT-GRADE SYSTEM. IT IS TIME FOR THE CITY AND HART TO STOP MAKING PROMISES THEY CANNOT KEEP, FACE REALITY, AND END THEIR RAIDS ON THE POCKETS OF O'AHU TAXPAYERS. THEIR OFFICIALS SHOULD, INSTEAD, ASK THE FEDERAL TRANSIT ADMINISTRATION FOR ITS ASSISTANCE IN BRINGING IN ENGINEERING TEAMS TO CONDUCT THE REVIEW.

IT ALSO IS TIME FOR THE STATE TO REPEAL ITS TEN PERCENT WITHHOLDING OF O'AHU TAX REVENUES THROUGH PASSAGE OF BILL 1276. SINCE HART SEEMS TO HAVE CEASED MAKING FINANCIAL REPORTS AVAILABLE IN THE MEDIA, I CAN ONLY ESTIMATE THAT PERHAPS \$200 MILLION OF THE SURCHARGE HAS BEEN RAKED OFF FOR THE GENERAL FUND, EASILY THE MOST EXPENSIVE ADMINISTRATIVE AND HANDLING FEE EVER.

PANDERING OF CITY

OFFICIALS AS WELL AS SOME ELECTED STATE LEGISLATORS FOR GIVING THE STATE EVEN HIGHER "CUTS OF THE PIE" HAS BEEN JUSTLY EXCORIATED BY MANY RESIDENTS THROUGH LETTERS

TO EDITORS AND ONLINE COMMENTS.

YOU HAVE THE OPPORTUNITY IN THIS SESSION TO LEAD THE RAIL PROJECT BACK TO A TECHNICALLY DOABLE AND FISCALLY RESPONSIBLE FOOTING OR, CONVERSELY, COLLUDE IN CONTINUING TO MAKE O'AHU RAIL THE WORST MANAGED INFRASTRUCTURE PROJECT IN THE NATION. YOUR ACTIONS WILL BE REMEMBERED IN THE 2018 AND 2020 ELECTORAL CAMPAIGNS. PLEASE DO THE RIGHT THING. MAHALO.