

## Public Involvement Overview

July 2010

	Month
Hotline Calls*	15
Comment Sense Submissions/Inquiries**	16
Speakers Bureau	
Presentations/ Coffee Hours/ Community Displays & Events	16
Neighborhood Boards	13
Community Updates/Mayor's Town Meetings/ RTD Workshops	0
TV/Radio Appearances	2

\*Calls directly to the hotline 808.566.2299

\*\* Includes all comments/inquiries via Project website from the end of the official DEIS comment period on February 6, 2009 to the end of the month.

## July 2010 website and hotline comments

Submission Method	Submission Date	Submission Content/Notes
Hotline	07/07/2010	Wanted to know if property was going to be taken.
Email	07/17/2010	Hello, I have been following the news about the rail very closely. I am a strong supporter of the project. I have worked on multiple mass transit projects and have seen how much of a difference they make. I am very happy to see the progress being made. I guess the bottom line would be when do you expect the construction to begin, is there a tentative date, so we can put the people back to work.
Hotline	07/19/2010	Was concerned about only having one bathroom per station. Thinks there should be more. Thinks there should be snack and water vendors at stations and plenty of trashcans (including recycle bins). Maybe an aid station as well.
Email	07/22/2010	The People that work and pay taxes in Hawaii do not want the Rail And we cannot afford the rail nor can the city and county maintain it. It will create a tax nightmare and possibly destroy the way of life we have in Hawaii. Instead work to improve our great bus service.
Email	07/22/2010	What does this mean as far as begining construction? Has Governor Linde signed off yet and is the FTA reviewing this for their final conclusion? Thank you very much for the update. (e-mail response to e-blast)
Hotline	07/23/2010	Representative from General Services Administration in California wanted to know if there was an e-mail address to send FEIS comment responses to. Also stated they were going to send a hard copy of letter today as well.
Website	07/26/2010	hello to the person at this office, now the things i saw on the pdf files you got in there. i have some question can you zoomin on the files. did you ever make a run a long the track rough of the track, did you have 2 tracks going both way other words --> and the other way <-- two way. what are you going to do with the area of the downtown area will you put it underground if not you will have a lot of issues with the people who live in the area near the tracks going thru the downtown area. oakland had to work that out and sf did the same thing as well to, in sf ca had to put all of bart rail all underground to keep the business running thru the building the rails thru the downtown area and the rest was above ground just look at google earth to see where the track are then. you will like what you will see.
Website	07/27/2010	THANK FOR TELLING ME now i want you to know this that the peopls in the bay area also had to work out the same issues to, the oakland ca and sf had the same issue to work out as well, they had to pumps in the area that the track went underground and the rest was deal with just the run

Submission Method	Submission Date	Submission Content/Notes
		off from the rain. see the only thing they had to deal with vthe water comeing from underground and from the water comeing from the bay going into the track that is going underground part. i think that you to are going to have the same issues to. but so far i do like the way you are going but how about the part the part of the area where the house are will the tracks be higher then the roof of the house are. this is the same issue that bart har to work out as well to. i do like the way you are going so far ok.
Email	07/28/2010	You people are idiots. This is a lose lose project. Open your eyes. from e-blast

\* Submission Content / Notes have not been edited for spelling grammar. They appear as written. Mailing list requests, procurement, FEIS DVD requests and non material comments are not shown above. Only comments/inquiries/suggestions are shown.

# Say Yes to the Honolulu Rail System

Honolulu's soon-to-be-built rail transit system makes sense for Oahu residents no matter where you live. It will improve mobility for islanders who must commute along the Kapolei-Downtown corridor, and it'll cut traffic congestion from projected levels by about 20%. If you're put off that I'm a paid communications consultant to the City and started this blog specifically to advance the project, you probably don't want to read any further.

Thursday, July 1, 2010

## FEIS Insights: Rail Will Lower Energy Demand for Transit and Highway Vehicles; Less Pollution, too

Oh, the things you can learn by reading the rail project's Final Environmental Impact Statement. If more Oahu residents would check out its contents, we'd see much less misinformation and wrong assumptions in the community's ongoing rail dialogue.

Take the issue of overall transportation energy use and pollution. Table 4-21 summarizes the anticipated average daily transportation demand in 2030 for the project, which will reduce daily transportation energy demand by approximately 3 percent compared to the No Build Alternative. The total transportation energy demand for transit and highway vehicles will be lower with the project than if rail were not built.

Greenhouse gas emissions are covered in Section 4.9.3 of the Final EIS. It's anticipated that the project will reduce regional pollutant emissions by between 3.9 to 4.6 percent compared to the No Build Alternative (Table 4-15).

[The entire FEIS can be accessed at the rail project's website.](#) Spend some time with it – but preferably not all at once. It's a big document that examines virtually every issue that could be raised about Honolulu rail – its impacts and its anticipated benefits.

But here's a thumbnail sketch we like on the energy issue: Oahu with rail will use less fossil fuel and will generate less air pollution compared to not building the system and continued reliance on the car-centric status quo.

Posted by Doug Carlson at [7/01/2010 09:23:00 AM](#)

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### What riding the train will avoid



After accident on the H-1.



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### About Me

**DOUG CARLSON**

Reported and edited for newspapers and broadcast stations (including all-news radio) in Philadelphia, Chicago, Los Angeles and Honolulu. Covered Honolulu city government for the Honolulu Advertiser and KGMB-TV. Managed corporate communications and served as spokesman for Hawaiian Electric Company for nearly a decade. Doug has been a communications consultant since 1993 (<http://commaaina.com>) and has special interests in renewable energy and rapid transit development. He launched, produced and hosted Hawaii Public Radio's "Energy Futures" call-in program in 2009-10 (Mondays 5-6 pm KIPO). Doug authored books on The National Memorial Cemetery of the Pacific ("Punchbowl") and on the decline of standard grammar in society and business ("Me and Him Are Killing English!").

[View my complete profile](#)

editor's page

# Building Kapolei

Most people who live in Kapolei don't work in Kapolei—but would really like to. How can we help?

**WAS MEETING WITH A CIVIC GROUP** in Kapolei when someone asked me if I thought Kapolei had a chance of developing into a full-featured city. I had just been describing the joys of living in the Ala Moana area, where I can walk to a major shopping center by day, great restaurants in the evening, a jazz club at night, even to work, if I weren't so lazy.

Would Kapolei ever be like *that*? was the question. In the moment, I joked that all the "real" cities like New York or Paris—filled with industry, culture and art as well as homes and parks—were shaped by war, greed, crime, exploitation, plague, power and barely constrained chaos. Can you master-plan a 21<sup>st</sup>-century American city into existence, with well-ordered decency included in the themed architecture, and ever expect it to have the variety that comes with messier origins?

For example, forget the New York of today, a city of 8.2 million. Imagine New York in 1800, when it was the largest city in the nation with a population of just 60,515. A city directory from that year listed more than 1,100 businesses in New York, and no wonder; one-third of America's overseas trade went through the city, requiring everything from shipbuilders to insurance companies.

For the \$5 billion price of rail, we could literally bribe 5,000 businesses with \$1 million, tax-free, each, to move their operations to Kapolei.

From 1990 to 2009, Kapolei's population doubled to 84,000. Okay, it's still not fair to compare Kapolei to an even smaller city when that city happens to be a national nexus of business and industry. But that does point to the real difference between the two—jobs. People followed the money—not the housing—to early New York or Honolulu. Kapolei was meant to be a job center that would solve O'ahu's traffic woes by moving business to the west side, but it's the suburban side that has the momentum.



PHOTO: LINNY ROBBIE

There are only 28,000 jobs in Kapolei, many of them jobs that serve the community itself. Other stats, from Kapolei Property Development, Inc.:

- 22 percent of Kapolei residents work in Kapolei.
- 78 percent of Kapolei residents who don't work in Kapolei would like to work in Kapolei.
- Every job in Kapolei potentially takes one car out of the Leeward/Honolulu gridlock.

No one in Kapolei is doing anything wrong; as "Exploring Kapolei" on page 40 shows, there's a lot of life, new business and potential. But if we were serious about moving business out west, we wouldn't spend any money on transportation out of west and central O'ahu into town; we'd spend it on moving businesses to Kapolei. I've noted before that, for the \$5 billion price of rail, we could literally bribe 5,000 businesses with \$1 million, tax-free, each, to move their operations to Kapolei. Instant city!

Rail is a lightning rod, so I'll say this: It doesn't matter if we spent the \$5 billion on triple-decked freeways from Kapolei to Waikiki—it would be the same bizarre disconnect. There are people stuck in traffic who don't want to be. There are empty fields in Kapolei ready and waiting for apartment buildings, office towers and jazz clubs. There is apparently \$5 billion worth of willpower do *something*—why not invest in the plan O'ahu has? Invest in people and businesses first, then Kapolei will do for Honolulu what it was meant to do, and it will become, for its own citizens, the "real" city they're trying to build. Minus the centuries of chaos.

**A. KAM NAPIER**  
Editor

# Letters to the Editor

**For Thursday, July 1, 2010**

## **Rail's final EIS is key milestone**

As a speaker at the city's rail symposium in June 2009, I congratulate Mayor Mufi Hannemann and the city on the release of the rail transit Final Environmental Impact Statement. This is a key milestone that shows the potential of rail to benefit Honolulu's citizens.

This project will help maintain your island's wonderful quality of life by enhancing your public transit system, taking cars off the roads and giving residents a fast, reliable and affordable alternative to driving a car. Building the rail line will also create thousands of good-paying jobs that will be a boon to Hawaii's economy. Many cities in the U.S. have benefited from the economic stimulus of rail construction.

William Millar  
President, American Public Transportation Association, Washington, D.C.

## Letters to the Editor

For Monday, July 5, 2010

### **Rail project will put many to work**

I'm an unemployed construction worker. I've been on the bench for months, and it's killing me. I'm qualified and ready to begin building the Honolulu rail transit. For me to do that, Gov. Linda Lingle has to agree that the rail project is ready to go. She says she wants to generate jobs. This is her chance to prove it.

Put me back to work, governor. It all depends on you.

Anthony P. Scavitto  
Ewa Beach

## Rail briefings not widely publicized

Informational meetings were held to discuss general environmental impact aspects of rail

By [Sean Hao](#)

POSTED: 01:30 a.m. HST, Jul 06, 2010

Earlier this year Gov. Linda Lingle's office said it would likely hold hearings on Honolulu's planned \$5.5 billion commuter rail line before the governor signed off on the project.

Many thought the state would hold the hearings after the city put out its final Environmental Impact Statement, which was released June 14.

Instead, the hearings were held in December, January and February.

If you missed them, you're not alone.

"We didn't go. We didn't know anything about it," said Mary Steiner, chief

executive of the Outdoor Circle, which advocates for preservation of green spaces and view planes in the rail design.

"I'm not aware of the hearings at all," added Robert Harris, director of the Sierra Club Hawaii Chapter. "I would like to think that we would have known about them."

The American Institute of Architects Hawaii Chapter, the environmental group Life of the Land and other rail opponents also said they were not informed of the hearings.

In January, Lingle's spokesman, Russell Pang, said the state would likely hold hearings on the rail project even though there was no requirement to do so.

But Pang said late last month that the governor never intended to hold "public hearings." Instead, Lingle directed the Office of Environmental Quality Control to hold "informational briefings."

The difference between the two: The informational briefings were not publicized, and no public testimony was solicited or taken.

### CALL FOR WRITTEN STATEMENTS

» **What:** Submit written comments on rail EIS

» **When:** Before July 26

» **Where:** Send to Ted Matley, FTA Region IX, 201 Mission St., Suite 1650, San Francisco, CA 94105; or Wayne Yoshioka, Department of Transportation Services, City and County of Honolulu, 650 S. King St., 3rd Floor, Honolulu, HI 96813.

» **What next:** Substantive new comments will be addressed in a Record of Decision to be released if Gov. Linda Lingle approves the project.

» **EIS copies:** Available at all state libraries, or a free DVD with the EIS can be requested by calling 566-2299 or e-mailing [info@honolulustransit.org](mailto:info@honolulustransit.org).

Pang and Lingle senior policy adviser Linda Smith directed further questions about the nature of those meetings to Katherine Kealoha, director of the OEQC. Kealoha said those gatherings were informational in nature and were not public hearings in the traditional sense.

"Our office has no authority to hold hearings or the budget to hold hearings on the rail project," Kealoha said.

Notice of the meetings was sent out by e-mail to a list of fewer than 1,000 addresses of people and agencies that communicate with the OEQC office via e-mail, Kealoha said.

The purpose of the meetings was to provide information about the state's environmental impact law generally and in relation to the city's rail project. City and state transportation officials were sometimes present to help answer questions about rail, Kealoha said.

As many as 80 people attended one meeting.

Lingle also held a rail forum in January that was widely publicized. Hundreds of proponents and opponents crowded the Capitol auditorium, forcing the organizers to set up a second viewing area for those wanting to watch a presentation by the AIA-Hawaii Chapter on street-level rail.

At that time, Lingle spokesman Pang said the Capitol event cost the state almost nothing.

Kealoha acknowledged that her hearings did not draw similar crowds or attention.

"It was absolutely nothing like that," Kealoha said. "I did not have the finances to do it properly."

The meetings were run with the help of volunteers and took place in Kunia, Kalihi and downtown.

While the state has no plans for public hearings on rail, the Honolulu City Council will have a rail hearing in July or August. Five Council members wrote a letter to Council Chairman Todd Apo insisting that a public hearing on the plan take place last October.

That hearing was delayed until after the release of the EIS.

Apo said there will be notice well in advance so that the public and media can attend.

**Find this article at:**

[http://www.staradvertiser.com/news/20100706\\_Rail\\_briefings\\_not\\_widely\\_publicized.html](http://www.staradvertiser.com/news/20100706_Rail_briefings_not_widely_publicized.html)

Check the box to include the list of links referenced in the article.

## Letters to the Editor

For Tuesday, July 6, 2010

### **Rail will benefit next generation**

"We Will Ride" is a group of hundreds of young people, organized through Facebook and other social media sites, with one simple message: If you build rail in Honolulu, we will ride. We were proud to stand with Mayor Mufi Hannemann when he announced the release of the rail transit Final Environmental Impact Statement because that milestone took our community one giant step forward in bringing an elevated rail system to our island.

We have a major stake in rail because our generation will benefit the most from rail transit. By the time rail starts operating, many of our members will be in the workforce. We do not want to be stuck with only two options to commute to work: riding in a car or bus. We want elevated rail because it will be a fast, reliable alternative to sitting in traffic on the H-1, Farrington Highway, Kamehameha Highway or Dillingham Boulevard.

Wes Perry  
Kalihi

# Public has opportunity to comment on rail report

By [Star-Advertiser staff](#)

POSTED: 01:30 a.m. HST, Jul 08, 2010

1 [retweet](#) [Share](#) The Honolulu City Council is giving the public a chance Wednesday to comment on the recently released final environmental impact statement for the city's \$5.5 billion commuter rail line.

A hearing is not a step that is required before the rail project can proceed, Council Chairman Todd Apo said. But five City Council members asked last September for a public hearing following a Kamehameha Schools report about the rail project, he said.

Apo said the public hearing is being scheduled now because he had promised to do so once the final environmental impact statement was released.

The report was issued June 14 and final comments must be submitted by July 26.

Written comments received by the Council will be passed on to the city Department of Transportation Services, Apo said.

The hearing will be part of the Council's regularly scheduled 2 p.m. meeting.

## Find this article at:

[http://www.staradvertiser.com/news/20100708\\_Public\\_has\\_opportunity\\_to\\_comment\\_on\\_rail\\_report.html](http://www.staradvertiser.com/news/20100708_Public_has_opportunity_to_comment_on_rail_report.html)

Check the box to include the list of links referenced in the article.

Thursday, July 8th, 2010

Honolulu, HI 6:29 AM

# Honolulu CIVIL BEAT

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## Rail Likely to Drive Another Mayoral Election



**Adrienne LaFrance**  
Contributor

By [Adrienne LaFrance](#)

07/08/2010

As Honolulu's five mayoral candidates prepare to square off for their first major debate this year, the rail issue is again likely to be at the forefront.

"I think rail is what will define the candidates," said mayoral candidate and Honolulu Council Member [Donovan Dela Cruz](#). "There's obviously going to be pro- or anti-rail candidates, but it's important to differentiate the pro-rail candidates for how they're going to proceed."

One of the reasons [Dela Cruz](#) sees differentiation as important is because he's one of the four candidates popularly described as "pro-rail." A University of Hawaii engineering professor, [Panos Prevedouros](#), is thus far the only mayoral candidate who is running on a strong anti-rail platform.

Since Mayor [Mufi Hannemann](#) took office in January 2005, the divisive Honolulu High-Capacity Transit Corridor Project has been an essential part of his political persona. Especially in Honolulu mayoral races, which are designated as nonpartisan, issues tend to drive public opinion more than some of the partisan lines drawn in other elections.

Member Content

### Quick Take

- The winner-take-all election will decide the person to serve the final two years of Mayor [Mufi Hannemann](#)'s second term.
- Field of candidates includes city manager, city prosecutor, two council members and a University of Hawaii engineering professor.
- The date of the election hasn't been set. It will either be on same day as the Sept. 18 primary election or the Nov. 2 general election.

For the anti-rail camp, the transit debate in Honolulu has largely been about staying on message. As the plan moves forward — most recently with the Federal Transit Administration's release of the Final Environmental Impact Statement last month — those who oppose the city's \$5.5 billion elevated rail project maintain there are better, cheaper and more sensible options. Rail opponents weren't deterred when 53 percent of Honolulu voters approved a ballot initiative giving the city authority to build a rail line in 2008, the same year voters re-elected [Hannemann](#) as mayor. And they remain committed to fighting rail through, and by way of, this fall's mayoral election.

One of the city's most persistent anti-rail voices, Stop Rail Now's [Cliff Slater](#), said it's why he'll vote for [Prevedouros](#), whose position on rail is strong enough that he's been called a one-issue candidate. [Prevedouros](#), who didn't return requests for an interview before publication, also faced that criticism in 2008 when he ran for mayor unsuccessfully against [Hannemann](#). But in a winner-takes-all election, one local political scholar says being seen as a one-issue candidate may actually be a boon.

"We don't know to what extent [Panos](#), who is kind of known for one issue, the extent to which that's powerful enough to pull him along,"

said [Neal Milner](#), a political science professor at the University of Hawaii at Manoa. "He's a smart guy. He's what you would call a political amateur, and probably in a good sense. But he's never been anywhere close to being successful in running for political office. One reason is that there still is strong positive support for rail. The second thing is that a lot of the support for [Panos](#), let's say a disproportionate amount of the support, comes from Republicans." [Milner](#) questioned whether [Carlisle](#)'s Republican history could hurt [Prevedouros](#). ([Carlisle](#) wasn't available for comment before publication of this story).

Unlike [Prevedouros](#), though, [Carlisle](#) classifies himself as "pro-rail," and has a winning political record. He was first elected to his post in November 1996, when he defeated the candidate endorsed by then-prosecutor [Keith Kaneshiro](#). [Carlisle](#) was re-elected without opposition to a second term in 2000, then defeated [Kaneshiro](#) to win his third term in 2004. In 2008, he was again re-elected without opposition.

### Discussions



- Discussion: Honolulu Mayoral Election 2010

### Related Articles



- UPDATE: [Mufi Hannemann](#) Declares Bid For Governor

### Primary Topic Pages



- [Peter Carlisle](#)
- [Panos Prevedouros](#)
- [Kirk Caldwell](#)
- [Honolulu Mayoral Election 2010](#)
- [Donovan Dela Cruz](#)

### Related Topic Pages



- [City and County of Honolulu Government](#)

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Milner says Carlisle is bolstered not only by name-recognition and a strong political record, but also by his professional record over four terms as the city's prosecutor.

"There's no better office," Milner said. "If you're doing a decent job as a prosecutor, and he is — evidently he runs a pretty good office and he is smart enough to take some high visibility cases and win them — it's the greatest job in the world. Everybody loves you. I think he's a real formidable opponent for [Honolulu Managing Director Kirk] Caldwell."

Caldwell, however, says he has no interest in thinking about his political opponents, and is focused more on the fact that, come July 20 when Hannemann is required by law to step down in order to campaign for Hawaii governor, he'll become Honolulu's acting mayor.

"I'm very grateful to have the opportunity to be the acting mayor, as in the past I have been acting mayor when the mayor left town," said Caldwell. "For me it was about taking care of the public, I look forward to doing that."

Caldwell's pre-election stint as acting mayor could be seen as a clear advantage, but political scientist Milner speculates two months won't be enough to give Caldwell an incumbent's edge, or to distance himself from the Hannemann administration.

"Incumbency is an enormous advantage, but you have to actually be an incumbent and it takes a long time establish that," Milner said. "Caldwell is going to have to defend how Mufi runs the city and I'm not even thinking of explicit decisions but even Mufi's reputation of not listening and moving too fast. I think Caldwell will become a surrogate Hannemann."

Caldwell maintains his candidacy isn't defined by his boss' leadership, but by how Caldwell managed himself — and the city — in the Hannemann era.

"Whoever becomes the mayor inherits a system and an infrastructure in place, and you have to address those issues," said Caldwell. "That's not unique to me, it would be true for anyone taking over. The good news is, I've been the managing director for two years now. I think I'm very well suited to step right in."

The two council members running for mayor also argue their understanding of the way the city operates, and how it should operate differently, ought to propel them to the mayor's seat.

Council member Donovan Dela Cruz said much of his experience involved fighting against aspects of Hannemann's leadership that he opposed.

"I don't think people see me as part of the administration because we disagree on a lot of things," said Dela Cruz. "I actually have a track record on city issues in regards to public safety, agriculture, expanding our revenue sources, transparency and accountability. I was council chair for over three years."

Council member and mayoral candidate Rod Tam, who recently made headlines after being fined for illegitimately spending more than \$11,000 in city funds, didn't return phone calls before publication.

Prevedouros is openly campaigning on the hope that his pro-rail opponents will split the vote, allowing him to win. In the same vein, Dela Cruz explains the importance of voters discerning between the varied viewpoints and experiences that he and fellow pro-rail candidates boast.

"It goes beyond pro-rail or anti-rail," said Dela Cruz. "It's about how we're going to integrate jobs, making sure we can support the infrastructure. You know I have the experience. I was one of the advocates for transit-oriented development early on. As time goes on, and people see how much experience candidates really have, and at what level, I think that will be really revealing."

All five candidates will gather on Friday, July 9, for a lunchtime debate at the Filipino Community Center in Waipahu, presented by the Kapolei Chamber of Commerce and the West O'ahu Development Association. The fee for the event is \$45. To register, contact Barbie Rosario at 842-1600, or follow Civil Beat's coverage of the event on twitter. Adrienne LaFrance will tweet the event using the #becivil hashtag.

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**DISCUSSION:** *What issues should be the focus of the mayoral election? Share your thoughts in our new mayoral election 2010 discussion.*



## Soil testing results in road closures in Waipahu

Last Update: 7/08 6:02 pm

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The City and County of Honolulu and Kiewit Infrastructure West Co. are advising motorists of soil testing along Farrington Highway in Waipahu.

The testing will be done as part of the Honolulu Rail Transit Project.

Soil sampling will be conducted starting on Sunday, July 11 through Sunday, July 18 along the Farrington Highway median between Waipahu Depot Road and Waikele Road.

In addition, work along the shoulder of Farrington Highway will also be done near Waipahu High School and Kualakai Parkway.

Work will require some daytime and nighttime lane and intersection closures Sundays through Fridays, for both westbound and eastbound lanes.

The work will be done from 7 a.m. through 4 p.m. and 6 p.m. through 6 a.m.

One lane of traffic in each direction along Farrington Highway will remain open during the work.

For more information, visit [honolulutransit.org](http://honolulutransit.org) or call Honolulu Transit's information line at #566-2299.



## Candidates for Honolulu Mayor square off in first public forum



Reported by: [Brianne Randle](#)

Email: [brandle@khon2.com](mailto:brandle@khon2.com)

Last Update: 7/09 7:13 pm

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For the first time, all five candidates for Honolulu mayor were under the same roof to face-off in a public forum.

They addressed issues affecting the economy, development and social services.

Until current Mayor Mufi Hannemann files for governor, the seat for mayor is not yet open.

But today's candidates didn't let that stop them from discussing how they would handle the city's top job.

The top five potential candidates for Honolulu Mayor sat ready to address key concerns facing the city.

For Kirk Caldwell, Peter Carlisle, Donovan Dela Cruz, Panos Prevedouros and Rod Tam, the issue top of mind is the budget.

"Two years I've been at city we've made it more efficient it is smaller and is working better," said Caldwell.

Not all candidates agreed furloughing city workers was the right way to go.

"Let's start with furloughs it was a bad idea to start with it's a horrible idea right now," said Carlisle.

"Ending furloughs and balancing budget requires a streamlined approach," said Dela Cruz.

A few of the candidates highlighted the need to cut spending.

"Ask for much in services on government that costs you the taxpayers more," said Tam.

"How do you balance a budget stop doing projects you cannot afford," questioned Prevedouros.

That question led to another hot topic -- mass transit.

All but one of the candidates supports the Honolulu rail project.

"I will stop the rail dead in its tracks, worst project we will probably ever do," said Prevedouros.

The other four candidates say rail is the solution.

"Let's not give up hope and look in terms realistically how we can make it possible for those that want it possible," said Tam.



"Cannot continue to keep paving over our 'aina, we live on small island and done enough," said Caldwell.

"In long run my hope top not just see rail to downtown, UH see across the Koolau's," said Carlisle.

"We can curb urban sprawl, keep country country, focus development along rail line," said Dela Cruz.

The two-hour debate was civil with none of the candidates lobbing any attacks or barbs at one another.



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For a limited time, purchase a new/demo 2009/2010 Subaru and get a \$500 rebate. Current Subaru owners get an additional \$500 rebate.\*

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### Honolulu mayoral candidates square off for first time

Recommend Be the first of your friends to recommend this. Posted: Jul 09, 2010 5:49 PM Updated: Jul 09, 2010 6:18 PM

By Duane Shimogawa - bio | email

WAIPAHU, Oahu (HawaiiNewsNow) - Voters got their first chance to see the candidates for Honolulu mayor, side by side.

The five hopefuls faced off for the first time, but it was hardly heated. The mayoral candidates stuck to a handful of issues.

Specifically, they dealt with problems facing Leeward Oahu, since the forum was hosted by leaders in the community.

It was standing room only at the Filipino Community Center Friday afternoon.

All five candidates squared off answering questions about issues that ranged from trash to transit.

The September 18 primary may seem like a long time away, but the candidates for Honolulu mayor are already hitting the issues hard, especially the ones facing Oahu's west side.

Development and traffic were the main issues covered in this forum. Everyone but UH Engineering professor Panos Prevedouros supports rail transit.

"We can curb urban sprawl, keep the country, country, focus development along the rail line," Honolulu mayoral candidate Donovan Dela Cruz said.

City prosecutor Peter Carlisle addressed the concerns about the permitting process that's currently under a lot of scrutiny.

"If you have permitting that needs to be done more in this area, because the growth is here, then that needs to be put out here, but if you put everybody under one roof, then you don't have to keep on going around dozens of times figuring out where you need to go," he said.

While recycling seemed to be the "catch word" when it comes to Oahu's trash problem, Prevedouros says it's much more than that.

"Waimanalo Gulch basically needs to close or remain open only for the fly ash from the H-Power plant, no more trash," he said.

As far as budgeting concerns go, City managing director Kirk Caldwell says Honolulu needs to do more with less.

"We have cut many vacant funding positions, we have a hiring freeze in place and we're going to be restricting spending even further," he said.

Another hot-button issue, the fireworks ban, was also brought up. Only Caldwell and City councilman Rod Tam are against it.

"In my culture and heritage, we have used fireworks at the cemeteries to honor and worship our ancestors," Tam said.

West Oahu leaders thought the forum was a chance to hear from the candidates in their own words

"There was no more rumors, I no longer think what the candidate knows, it came from their mouth, we filmed them and we're going to use it to our advantage and their disadvantage," West Oahu activist Maeda Timson said.

West Oahu leaders will host a gubernatorial forum on August 13 at the JW Marriot Ihilani Resort and Spa.

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Honolulu mayoral candidates square off for first time 02:24



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## Letters to the Editor

For Friday, July 9, 2010

### **Riders should support TheBus**

I found it very disappointing that there is a group of citizens opposing a rate increase in bus fares. Even with the increase, are these people aware that the taxpaying citizens of Oahu, many of whom do not utilize TheBus, subsidize the annual operating expenses of TheBus at about 80 percent, while fares only account for 20 percent of those costs?

It seems that the old "entitlement syndrome" is rearing its ugly head again. Those percentages of operating expenses should be reversed, with the bus riders paying 80 percent and the taxpaying public paying 20 percent of the annual operating expenses.

John Shupe  
Honolulu

## 5 candidates dip their toes in mayoral waters

Traffic congestion, rail, homelessness and fireworks are topics discussed at a forum

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jul 10, 2010

0 [tweet](#) [Share](#) The five candidates for Honolulu mayor met yesterday in Waipahu, courting West Oahu voters with varying solutions for islandwide problems such as homelessness and illegal fireworks, and specific promises to lessen traffic congestion.

For four of the five, pushing forward with the city's \$5.6 billion rail transit project would be a hallmark of their administration, while a familiar anti-rail voice spoke in favor of alternative traffic solutions such as increased high-occupancy toll roads.

City Prosecutor Peter Carlisle, city Managing Director Kirk Caldwell, City Councilman Donovan Dela Cruz, University of Hawaii engineering professor Panos Prevedouros and City Councilman Rod Tam are vying to fill the two years that will remain in Mayor Mufi Hannemann's term once he resigns July 20 to run for governor.

All but Prevedouros supported completing the rail transit system.

Carlisle told audience members it was their time for traffic relief after paying taxes that went toward road projects for East Oahu and the Windward side.

"Those of us who live on other parts of the island owe a debt to people who are on this side of the island," Carlisle said. "It is your turn now."

Caldwell said he was 100 percent committed to the project and urged Gov. Linda Lingle to sign off on the final environmental impact statement.

"We owe it to the people who live on this end of the island to turn the streets from parking lots into better-flowing traffic and to give people the alternative to get out of their cars and ride a train that comes no matter what's happening on the ground," he said.

Dela Cruz has promoted rail as a way to redevelop the urban core through transit-oriented development that also would help keep rural areas rural, while Tam said he had voted in favor of the rail in the past and that he would work toward finding innovative ways to fund it.

Prevedouros repeated many of his ideas from his failed 2008 mayoral bid.

"I will stop rail dead in its tracks; it's the worst project we will probably ever do," he said. "What you

need is traffic relief. You don't need a choo-choo. A choo-choo never brings any traffic relief. It's a planner's pipe dream and a developer's gravy train."

On a proposed total fireworks ban that is pending before the City Council, Dela Cruz said he voted in favor of the measure and would sign it as mayor, but he also would push for a permitting process to allow for specific cultural events.

Tam said he did not support a total ban because of the cultural implications, while Prevedouros said he would ban fireworks on July 4, 2011, and "see how that plays out," to determine how to proceed.

Carlisle and Caldwell called for tougher enforcement of existing fireworks laws.

None professed to have any easy answers toward solving homelessness, although most candidates stressed the need to identify the various problems faced by homeless individuals and address the needs through increased outreach.

The debate was sponsored by the Kapolei Chamber of Commerce and the West Oahu Economic Development Association.

**Find this article at:**

[http://www.staradvertiser.com/news/hawaii/news/20100710\\_5\\_candidates\\_dip\\_their\\_toes\\_in\\_mayoral\\_waters.html](http://www.staradvertiser.com/news/hawaii/news/20100710_5_candidates_dip_their_toes_in_mayoral_waters.html)

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Monday, July 12th, 2010

Honolulu, HI 6:39 AM

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## "Rail Is So Ridiculous"



**John Temple**  
Editor

By John Temple

07/12/2010

His office is no City Hall. You'll find no grand steps leading to a conference room lined with easels conveying a vision of what Honolulu might look like once new rail stations are built.



Kimberly Lee

There are no assistants or spokesmen to stand in his stead.

When we drove up to the thriving business he helped found, Maui Divers Jewelry, there he stood, in khaki pants and an aloha shirt, in the shade of the parking garage. A friendly Englishman with a white beard and a gentle accent. But don't be deceived. This 77-year-old has been the nemesis of any mayor who's tried to build a rail project in Honolulu over the past 25 years.

A while back you might recall I went into the den of the believers, seven city officials who shared a persuasive vision of a city with a train running through it. The headline on my article was "This is not Mufi's train." These officials were behind it 100 percent, and they believed the majority of the public was with them, too. And in their case, they could point to an election in 2008 and more recent polls to support their case.

Well, I promised then that I'd visit with the critics. Cliff Slater might as well be their mayor, the mayor of no-rail Honolulu. His slogan might well be, "It shouldn't be anybody's train." And guess what, everywhere he looks he sees allies, too. He doesn't think anybody is for the train, except maybe folks who've been poorly informed by the local media, which "haven't covered the story enough," or contractors who are going to make money building it.

Slater is the chair of [Honolulutraffic.com](http://Honolulutraffic.com), arguably the leading opponent of the city's proposed \$5.5 billion rail project. And this weekday morning before we sit down to chat, he's piling us into his Mercedes sedan to drive the train's route through the downtown core. He wants us to see it through his eyes, so he's taking us to Chinatown. From there, we'll drive the rail route back to Ala Moana Center. And as we drive, he talks. And laughs. One thing you need to be prepared for with Slater is that while he may be determined — he seems to live and breathe the issue — he's got a sense of humor, and a way with words.

### Cliff Slater on why rail is a bad idea for Honolulu



00:00 [video controls]

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Here are just a few of the memorable lines from the morning, and then I'll get back to the vision of

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the rail line he painted on our drive. While he may sound like a firebrand, his tone is calm throughout.

- "Why pay more when we can get the same service for less?"
- "It doesn't take too much of a businessman to say this is a waste of money."
- "If it wasn't for (Sen.) Dan Inouye and the muscle he represents, we wouldn't be talking about this because rail is so ridiculous."
- "We don't have the money for this. Do you think this is worth going into debt for \$1.5 billion to the Communist Chinese government?"
- "These folks on the Ewa plane need some traffic relief. Nothing that's being proposed is going to give them that."
- "My sense of it is that people are becoming a lot more aware of the disconnect between the amount of money that is going to go to this thing and the supposed benefits we're going to get from it."
- "No metropolitan area in the United States, whether or not they've built rail, has in the last 20 year period improved the percentage of people traveling by public transportation."
- "This whole thing about energy savings (from rail) is bizarre. The data just doesn't show it."
- "We need to address the traffic congestion problem, not the public transportation problem. We need to use tools to address congestion. Rail is not one of them."

#### Cliff Slater on Sen. Daniel Inouye and the rail project



Slater seems to relish the ironies he sees in this fight. He seems to get the greatest pleasure from the fact that the city has had to admit that traffic congestion will worsen even with the rail project. He keeps coming back to that point. Not only doesn't the project make financial sense, in his view, but it won't do what people most want, and that's reduce congestion.

And then there's how ugly, disruptive and massive the project is going to be.

Slater landed on this island in 1961, when a sailing boat he was taking from San Francisco to New Zealand lost its mast. He enjoys the views of the harbor. So when we arrive in Chinatown, and we begin our journey along the rail line, he keeps asking us to imagine. Imagine concrete pillars 6 to 8 feet in diameter, supporting a concrete rail bed 30 feet wide. Imagine it running above the street. Imagine what it will do to the feel of the city.

He takes us down Halekauwila street with its beautiful trees. The street, he says, is 36 feet wide. Now look up and imagine a structure that almost entirely covers the street. He chuckles remembering an earlier rail fight, when an engineer revealed that a similar proposed elevated line down Kuhio in Waikiki would need fluorescent lights under it because it would be so dark. That dream died. He talks of federal judges opposed. And architects. And environmentalists. He remembers defeating rail in 1992, when a tax increase died on a 5-4 City Council vote. Eighteen years ago. It's been a long time.

Back at the jewelry business, which with its more than 500 employees is a sure sign that this is a man who knows something about making money and creating a viable financial plan, we sit in a small, plain conference room with four squeaky chairs. Behind Slater, a framed black and white old-looking photography shows a hula dancer.

It's here that we talk of alternatives. If Slater is against rail, what is it that he's for? He had talked of HOT (high occupancy toll) lanes and Bus Rapid Transit (BRT), but it hadn't been clear that his vision is that those lanes too will have to be elevated. He talks of using King and Beretania for special lanes

at grade for buses. His is a less expensive vision. One, he says, that's more sensible. He directs us to engineer and mayoral candidate Panos Prevedouros and studies he's done with his students. The city just isn't interested and won't listen, he says.

**Cliff Slater on his vision for better transportation on Oahu**



Slater filed 65 pages of comments on the draft environmental impact statement for the rail project. He sees why it doesn't make sense. But don't come here expecting to walk away with a clear vision of what the city might look like without it.

In Slater's world, you do what makes financial sense and what works to solve the problem you're trying to address. He's not buying the arguments for "transit-oriented development" that will come with rail and potentially transform Honolulu into a more dense and lively city.

"Most people don't want to live in vibrant neighborhoods," he says of the transit-oriented development concept. They want, he says, quiet neighborhoods, with soccer fields.

It all seems clear in Slater's world. The city is about to make a big mistake that should be obvious to anyone, a mistake we can't afford.

The city still has many hurdles to cross. And he'll be there to make every one of them as difficult as possible. The question in the end will be whether we'll thank him for standing firm or blame him for preventing a giant new addition that could transform the look and feel of a significant part of Honolulu.

**DISCUSSION:** *Whose vision do you buy? That of the city or that of Cliff Slater, who says the rail project is wasteful and won't help with congestion? Share your thoughts in our rail discussion.*

Have feedback? Suggestions? Email Us!

**Go Deeper**

- Honolulu High-Capacity Transit Corridor Project

**More by John Temple »**

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## Letters to the Editor

For Monday, July 12, 2010

### **Bus riders help support motorists**

I would like to explain to John Shupe ("Riders should support TheBus," Star-Advertiser, July 9) that the reason he subsidizes me riding the bus is so that he can drive his car in less traffic.

If he doesn't like his tax money being spent on "entitlements" for bus riders, I would like to invite him to get his money's worth and ride the bus a few times, especially if he's going somewhere where he will have to pay \$5 or more for parking. He can also text and use electronics on the bus without getting fined \$95.

Wynnie J. Hee  
Mililani

## Letters to the Editor

For Monday, July 12, 2010

### **Business group favors rail**

The West Oahu Economic Development Association (WOEDA) is made up of business, community and government leaders dedicated to supporting the economic growth of West Oahu. Our area is the fastest growing population and business base in the state, with the number of businesses doubling in the past 10 years.

We strongly support the city's elevated rail plan because it will reduce traffic congestion, make it easier to travel between town and West Oahu and improve the business climate of our island.

We hope Gov. Linda Lingle will champion rail transit because of the many benefits it will bring to communities throughout West Oahu and the entire island.

Jon McKenna  
President, WOEDA

## Rail stations to have 1 restroom apiece

Planner says this is comparable to some mainland systems

By [Sean Hao](#)

POSTED: 01:30 a.m. HST, Jul 12, 2010

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[Share](#) Those wanting to ride Honolulu's planned train from East Kapolei to Ala Moana had better go first.

The city's blueprints call for one unisex public restroom with one toilet at each of the 21 stations. And the restrooms at all but one station will be locked with access available only by contacting a station attendant. A Middle Street Transit Center will have multiple unlocked restrooms.

Limited or no public access to restrooms is not unusual for many mainland commuter rail systems.

Restroom access will be limited because of security and maintenance concerns, said Toru Hamayasu, the city's chief transportation planner.

"Several systems such as BART in San Francisco and MARTA in Atlanta decided to delete the restroom," he said in an e-mail to the Star-Advertiser. "Old railroad systems such as New York and New Jersey have open restrooms, but they recommend against them for Honolulu.

"Keep in mind that our restrooms are open to public with a sensible security measure."

As planned, an end-to-end ride from East Kapolei to Ala Moana will take 42 minutes. However, about 60 percent of train riders will reach the train via a city bus, which means their total journey could be much longer.

The city hopes its planned \$5.5 billion rail line will attract 116,300 riders daily by 2030. Many stations are projected to have peak-hour traffic in excess of 6,000 people -- or 100 people per minute.

Questions about the availability of station restrooms were raised during the Environmental Impact Statement process by the Department of Hawaiian Home Lands and the League of Women Voters.

Honolulu resident Amy Kimura wrote that seniors and children need restrooms.

"Any mother with a young child knows that when they say they need to go, you'd better find a restroom quickly in the station, or they'll relieve themselves on the platform or against a wall in the station," she wrote in comments submitted early last year. "When this happens on the bus, you get off at the next stop and find a bush or the gutter if no suitable place can be found in time."

A need for bathrooms is heightened by the elevated, isolated nature of the planned stations, said Pearl Johnson, chairwoman of the planning and transportation committee of the League of Women Voters of Honolulu. The group supports building a street-level train.

"If there are going to be thousands of people per hour using the station, will one restroom be enough?" Johnson asked. "How will people be accommodated when the station attendant is using the restroom?"

Ultimately, it is hoped that businesses and other transit-oriented developments will spring up around train stations, providing restrooms and other facilities riders will need, said City Council Chairman Todd Apo.

Restroom conditions in public facilities such as parks show how difficult it is to secure and maintain open restrooms, Apo said.

"If we have limited access for situations where someone really needs it, I think that's sufficient, and I think that's more than what many other transit systems provide," he said.

According to the American Restroom Association, commuter trains in Atlanta, Boston, Los Angeles and Washington, D.C., have locked public restrooms that are available via a station manager. New York, Baltimore and Miami have public restrooms at all or key stations, according to the trade group.

In many cases a bathroom stall is provided to comply with federal Occupational Safety & Health Administration rules, which require employers to provide toilets for employees such as station attendants. There is no requirement for public transit systems to provide toilets for customers.

"The current plan is to have an attendant at each station, and there will be an operating procedure for the attendant's access to the restroom, e.g., the attendant has to be relieved of his post by a roving supervisor before using the restroom," Hamayasu wrote. "The OSHA requirements will be met."

**Find this article at:**

[http://www.staradvertiser.com/news/hawaiinews/20100712\\_Rail\\_stations\\_to\\_have\\_1\\_restroom\\_apiece.html](http://www.staradvertiser.com/news/hawaiinews/20100712_Rail_stations_to_have_1_restroom_apiece.html)

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# \$100 million traffic center gets moving

The traffic management facility to integrate city and state agencies has been planned since 2004

By [Gene Park](#)

POSTED: 01:30 a.m. HST, Jul 13, 2010

1 [retweet](#)   [Share](#) The green light was given years ago to a centralized location for Oahu traffic management, but today marks the first step toward building the ambitious project aimed at responding in real time to traffic woes.

Construction for the Joint Traffic Management Center, projected to cost more than \$100 million, begins today with groundbreaking for a 418-stall, five-story parking garage on Alapai Street. The garage project costs about \$20 million of city money.

After the garage, the next two phases will bring a number of traffic-related agencies under one roof. The ultimate goal is real-time traffic management.

"That's where we can monitor traffic flows as it goes and intercede ourselves to help traffic improve," said Wayne Yoshioka, director for the city Department of Transportation Services.

Currently the city has traffic light timing programs for different times of the day -- morning, midday, rush hour and night traffic. By integrating city functions with the state Department of Transportation's monitoring, city officials will be able to create a wider variety of timing schemes and switch them on the fly.

"This integration would be not only through cameras, but other devices like speed sensors," Yoshioka said.

The connectivity will also seek to improve accident response times, communication between the agencies and disaster preparedness.

The city has been planning for the center since 2004. In 2007, preliminary planning called for a 10-story building, including parking in the building. The cost projection then was about \$73 million.

The design of the traffic center has yet to be finalized. Yoshioka said the building will be "four or five" stories tall.

The city decided to separate the parking and office spaces due to security concerns. The building will house space for Emergency Medical



"With the parking separate from the building, it added a lot to reduce the complexity of security, and it has simplified the design considerably."

**Wayne Yoshioka**  
*Director, city Department of Transportation Services*

Services, the Honolulu Police Department, the state DOT and the Department of Emergency Management, which is currently in the basement of the Frank Fasi Municipal Building.

The building's first phase, with an undetermined start date, will include city transportation services, fire and emergency officials.

The second phase will move the city's Department of Emergency Management out of the Fasi building and incorporate the Police Department's Traffic Division.



**ABOUT THE PROJECT**

>> **Location:** Alapai and King streets

>> **Cost:** More than \$100 million, including a \$20 million parking garage breaking ground today

>> **Scope:** The city Joint Traffic Management Center will house a number of traffic-related functions from city and state agencies, including:

- City Department of Transportation Services.
- City Department of Emergency Management, and the Emergency Operations Center.
- City Emergency Medical Services.
- Honolulu Police Department, Traffic Division.
- Honolulu Fire Department.
- Oahu Transit Services, operators of TheBus.
- State Department of Transportation Highways Division.

CLICK IMAGE FOR LARGE

"With the parking separate from the building, it added a lot to reduce the complexity of security, and it has simplified the design considerably," Yoshioka said.

The contract for the parking garage has been awarded to Hawaiian Dredging. Anbe, Aruga & Ishizu, Architects Inc. has been selected for the building's design.

Today's groundbreaking will also mark the beginning of work on an improved Alapai Transit Center, in accordance with the city's bicycle master plan. The existing transit center will be moved further inland to make way for a multiuse bicycle path between Alapai and Kealamakai streets.

The transit center move costs about \$5 million, about half coming from federal highway funding.

The area where the traffic center will be built used to be the bus barn for Honolulu Rapid Transit during the 1950s, then owned by the late Harry Weinberg.

When former Honolulu Mayor Frank Fasi started a public transit system, the city bought the Alapai lot from Weinberg through federal funding.

"When that was no longer used, the bus barn was torn down, revealing this big open area," Yoshioka said. "At that time we acquired the property using federal funds."

Yoshioka said a stipulation to obtaining the funding requires the city to use the property for only transportation purposes.

The city will be seeking federal funding for the rest of the project, he said.

"It's clear that the time has arrived for this project," Yoshioka said. "Our traffic management system right now works very well, but when we go to the JTMC, we'll have the advantage of having the other first responders there with us."

## Letters to the Editor

For Tuesday, July 13, 2010

### **Bus fare increase a policy mandate**

I would like to correct misinformation from Gov. Linda Lingle about the TheBus and the Honolulu rail transit project.

The governor has been saying recently that city bus fares have been increased because of the rail project. Nothing could be further from the truth. By City Council policy, about 30 percent of TheBus revenue must come from the farebox. And that is why the Council approved bus fare increases last year. At the request of the Hannemann administration, fares were not increased for seniors and the disabled.

Wayne Yoshioka

Director, Department of Transportation Services, City and County of Honolulu

Wednesday, July 14th, 2010

Honolulu, HI 6:52 AM

# Honolulu CIVIL BEAT

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## Honolulu Has Nation's "Premier" Rail Project



**Adrienne LaFrance**  
Contributor

By [Adrienne LaFrance](#)

07/14/2010

Honolulu's rail plan is "the premier transit project in the entire country," the congressman who chairs the House transportation committee says.



Courtesy of Mazie Hirono

As chairman of the U.S. House Committee on Transportation and Infrastructure, Jim Oberstar is in a position to know. Via video conference from Washington, D.C., he and Congresswoman Mazie Hirono addressed dozens who gathered for the Summit on the State of Physical Infrastructure in Hawaii, presented Tuesday by the Hawaii Institute for Public Affairs (HIPA).

Oberstar's public comments echoed what city officials have said they've been hearing from Washington.

"This is vastly safer transit project than anywhere else in America," Oberstar said. "It's exceedingly well designed, and it has received the highest rating from the Federal Transit Administration."

When it comes to local discussion of infrastructure, the \$5.5 billion rail proposal is inescapable. The project's critics focus on the cost as one of the many reasons building rail is an absurd course of action during the worst economic downturn since the Great Depression.

Member-Content

### Quick Take

- City's rail project is the "premier" one of its type in the nation, congressman says.
- Honolulu will spend more than \$14 billion on infrastructure in the next six years
- Less than 1 percent of that \$14 billion will go toward disaster preparedness infrastructure
- Report calls for more, better agency coordination

Its supporters argue the recession only reinforces the need for rail, as it's estimated to create more than 10,000 jobs a year. In a meeting after the summit, the vice president of transportation for one company bidding to build the rail project said related job opportunities extend far beyond the construction phase.

"This project can get people jobs, and not just temporary," said Gino Antoniello, vice president of transportation systems and equipment for Sumitomo Corporation of America. "We'll recruit them, we'll hire them, we'll train them to work at all levels."

Antoniello said, if awarded the contract, his company would pursue local assembly of train cars. Materials would be shipped to Honolulu, where assembly, testing and commissioning of cars would take place. He emphasized that there's always "a little bit of pain," during the early phase of a project of this magnitude.

"When everything comes together," Antoniello said, "I can't think of one city that says, 'I regret building a transit system.'"

While Honolulu's current focus may be trains and traffic, the state of Hawaii is poised to pour \$14.3 billion into local infrastructure in the next six years, including rail. The researchers from the Hawaii Institute for Public Affairs who made that estimate say it's extremely conservative.

"A more likely scenario is not \$14.3 billion, but is probably somewhere more about \$20 billion," said Jeanne Schultz Afuvai, HIPA's interim president and CEO. "At this point, looking at the next six years, people at different agencies have just listed what they think they can get funded."

Afuvai's research comes from her work on the institute's Report on the State of Physical Infrastructure in Hawaii. The report was funded primarily through a federal grant from the U.S.

### Discussions

- Discussion: Honolulu Rail

### Related Articles

- "Rail Is So Ridiculous"
- Honolulu Rail — The View From a Contractor
- Rail Likely to Drive Another Mayoral Election

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- Honolulu High-Capacity Transit Corridor Project

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Department of Commerce's Economic Development Administration, with additional funding from a number of local corporations, including construction companies. Researchers say one of the report's primary goals is to demonstrate the need for a uniform method of reporting on local infrastructure.

The emphasis on infrastructure in Hawaii reflects a national trend, as cities and counties across the United States begin to prioritize what elements of their aging and, according to Hirono, "steadily declining," infrastructure most desperately need to be fixed or replaced.

In the 1930s, the New Deal created a national emphasis on infrastructure as a way to stimulate the economy, something that's on the mind of lawmakers today. Oberstar said Hawaii ranks among the top 10 states with projects funded by federal stimulus monies already underway.

"These are massive investments given the population size for Hawaii," Oberstar said. "And with 80 percent federal funds, 20 percent backed by the states, this will be a very substantial investment for the state of Hawaii."

Of course, infrastructure — and Hawaii's most urgent infrastructure needs — include more than the rail proposal. According to HIPA's report, infrastructure investments in Hawaii over the next six years include:

- \$7.8 billion on transportation: airports, harbors, highways and transit (more than \$3 billion for rail)
- \$3.7 billion for public facilities like public schools and the University of Hawaii
- \$2.6 billion for water systems, mostly sewer-related
- \$55.8 million for energy infrastructure
- \$55.4 million for disaster-related infrastructure

Not surprisingly, 73 percent of those projects are slated for the state's most populated island: Oahu.

The report also raises some concerns. For one, \$14.3 billion — remarkably — is not nearly enough given the scope of Hawaii's infrastructure needs. For example, less than 1 percent of the total estimate goes to energy, and less than 1 percent goes toward emergency systems. The last massive hurricane to hit Hawaii, Hurricane Iniki, cost more than \$2.7 billion in 1992. The report finds the state's 256 public emergency shelters have the capacity for just 30 percent of the population.

Further, the report didn't assess any technology infrastructure (its authors say they hope to do so in a follow-up report assessing the state's longer-term infrastructure to be released in January 2012).

Another concern is management. More than 20 agencies are coordinating — and by all accounts, not very well — oversight of the state's infrastructure.

"For all intents and purposes, Hawaii's infrastructure planning mechanisms operate with very little coordination, collaboration and integration at the state and county levels," the report reads.

"Clearly there needs to be more coordinating of efforts," said Hirono in an interview after the summit. "The report said they have to try to get information from 20 different entities, and they all don't keep records the same way, and it was quite a job to even come up with the assessment for this report."

The report's authors say it is such a challenge that the report itself is incomplete. For better or worse, Hawaii is not alone. Other states have similarly disjointed infrastructure oversight. Even the federal government is restructuring for a more streamlined, efficient approach.

"The fact is, we've just scratched the surface of addressing the needs of this country," said Oberstar. "The key word for the future of transportation is intermodalism, and we should have been there 43 years ago when the Department of Transportation was created ... We're going to transform the future of transportation, create a Council on Intermodalism, and require all the modal administrators to meet monthly, to develop a national transportation investment plan so that highways can learn from aviation, railway can learn from aviation, and all of them can learn from one another."

---

**DISCUSSION:** *Join the debate about rail.*

Have feedback? Suggestions? Email Us!



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Wednesday, July 14th, 2010

Honolulu, HI 6:54 AM

# Honolulu CIVIL BEAT

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## Honolulu Rail — The View From a Contractor



**John Temple**  
*Editor*

By John Temple

07/14/2010

The line from the Joni Mitchell song is, "You don't know what you've got till it's gone."

With rail, based on an interview with Gino Antoniello, vice president of Sumitomo Corporation of America, one of the firms bidding to build Honolulu's project, it might be, with apologies to a great songwriter: "You won't know what you have till it's built."



Courtesy of Honolulu For Rail Growth

I caught up with Antoniello on Tuesday at the Summit on the State of Physical Infrastructure in Hawaii.

We talked a day after Civil Beat published my report on the views of leading rail opponent Cliff Slater. What Antoniello could provide, I hoped, was an outside perspective. Somebody who didn't live here, but who had seen and built a lot of rail projects. What made this project worthwhile? What made it stand out? How would he recommend people here look at it, recognizing that he wants his company to get paid for building, maintaining and operating it?

Antoniello works out of Miami, but he's a straight shooter from Brooklyn. He wasn't shy about the microphone, even though there were a few areas he didn't want to touch given that he's bidding on the project.

First, the NIMBY syndrome is something rail runs into everywhere it comes up. "There are always some residents who don't want it," he said of rail.

But he said "the beauty of transit" is that "people don't appreciate it until after it's built." Then, they'll ask: "How did we ever live without it?"

Member Content

### Quick Take

- Rail contractor says Honolulu system will be a marquee project.
- Reasons are it's fully-automated technology, elevated track and the company that builds system will operate and maintain it after it's commissioned.
- Think of rail as investment for the future, he says.

Antoniello acknowledged that the city would experience "a little pain" in the design/build phase. But he swore that in his 25 years as a rail man he can't think of one city that says it has regretted building a rail system. He's been involved in projects in Miami, Atlanta, Washington, D.C. and Dubai.

Honolulu's proposal is "one of the premier transit projects in the country," he said. "Other cities will model their projects on the success of this one."

Why? Because the plan is fully integrated, fully automated and elevated. Fully integrated means that the whole project is overseen by one company, which designs, builds, operates and maintains the system. Honolulu will also be using proven technology, which is key, he said.

While critics question the visual impact of an elevated train running through such a scenic community, Antoniello swears that it will be better for safety (no collisions with other vehicles), for keeping the trains on schedule and for maintenance. Another benefit of the elevated system is that it can be automated. The trains here will not need drivers.

As for jobs, he pointed out that the system won't just generate construction jobs, but that there will be many jobs created for operations and maintenance. His team has already approached a few area

### Discussions

- Discussion: Honolulu Rail

### Related Articles

- "Rail Is So Ridiculous"
- "This is not Mufi's train."
- Honolulu Has Nation's "Premier" Rail Project

### Primary Topic Pages

- Honolulu High-Capacity Transit Corridor Project

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high schools about exposing students to the opportunities.

He wants his 400-year-old company to build it, he says, because "Anybody who builds it and builds it right will be able to point back and say, "This is how you do it.""

As for noise, he promised that we won't be hearing "squealy wheels." New technology, lubrication and welded rails have transformed what we may think of as the traditional sound of steel wheels on steel rails.

He also promised that stations will increase the economic value of land around them.

In the end, he said, rail can't be looked at as a short-term investment. We build transit for the future, for our children.

The question, then, is whether our children will thank us for what we've built or curse us for saddling them with something that doesn't meet their needs but keeps swallowing money. Antonello says, given the decisions that have already been made, our children will be thanking us for doing the work now.

**DISCUSSION:** *Share your thoughts on Gino Antonello's perspective on Honolulu's proposed \$5.5 billion rail project.*

Have feedback? Suggestions? Email Us!

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- Honolulu High-Capacity Transit Corridor Project

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## City's general revenue might pay for rail

Diverting bus funds and replacing them with other money is called into question

By [Sean Hao](#)

POSTED: 01:30 a.m. HST, Jul 15, 2010

0 [tweet](#) [Share](#) The city might use general fund money to cover costs associated with building a planned \$5.5 billion elevated commuter line, a city official said at a hearing yesterday.'

That scenario is "on the table" but "highly unlikely," said city Transportation Director Wayne Yoshioka. It was the first time the city has publicly stated that general fund revenues, which includes property taxes, could be used to help pay for the 20-mile, East Kapolei-to-Ala Moana project.

The city has said the project would be paid for with about \$3.7 billion from a general excise tax surcharge plus \$1.55 billion in federal rail funds and \$300 million in federal money diverted from TheBus and Handi-Van.

City Councilman Ikaika Anderson yesterday asked Yoshioka whether general fund money might be used to replace funds diverted from TheBus and Handi-Van.

"Is it even a consideration? Sure, everything's on the table," Yoshioka said during a Council hearing on the project's Final Environmental Impact Statement. "But I think when we have to look at this issue we're going to really have to look at it comprehensively.

"It's not really a policy we're following right now."

The possible use of bus money to pay for rail results from less-than-originally anticipated collections from the general excise tax surcharge implemented in 2007.

Anderson warned Yoshioka that any use of general fund money to help pay for rail could violate a 2007 city ordinance. The ordinance in question states that project capital cost and interest "shall be paid entirely from general excise and use tax surcharge revenues, interest earned on the revenues, and any federal, state, or private revenues."

It's not clear whether using city general funds to replace bus money spent on rail would violate the 2007 ordinance.

"If using general fund moneys to make up for that (bus) shortfall is even on the table, you realize that



**Wayne Yoshioka:**

*The city's transportation director said general fund money might be used to pay for the rail transit system, but it isn't likely. "It's not really a policy we're following right now."*

that could be in strict violation at least of the spirit of ordinance 07-01," Anderson told Yoshioka.

"That will be duly noted (and) we'll take that comment and we'll make sure that comment is noted and logged in," Yoshioka said.

The diversion of bus money for rail is a "worst-case scenario" the city hopes to avoid via construction cost savings and potentially lower inflation rates, city officials said. They also hope transit tax collections will exceed expectations in the future. The city has pledged that the quality of its current bus service will not be sacrificed to build the elevated rail.

Groundbreaking on the train was delayed six months by the Federal Transit Administration's review of the project's final environmental impact statement. Now that the study has been released, Mayor Mufi Hannemann wants Gov. Linda Lingle to provide her approval in a timely manner.

Lingle already has promised to conduct a comprehensive review that could take months. That delay could end up increasing the cost of the project or possibly killing it. However, if the project goes forward, but fails financially, all taxpayers could be put at risk, Lingle has warned.

Also yesterday, Hannemann said U.S. Rep. Jim Oberstar, chairman of the U.S. House Committee on Transportation and Infrastructure, called Honolulu's rail project "the premier transit project in the entire country."

"I deeply appreciate Chairman Oberstar's high praise for our rail project," Hannemann said in a news release.

Hannemann said Oberstar called Honolulu's elevated rail a "vastly safer transit" system and said it "received the highest rating from the Federal Transit Administration."

## **AGREEMENT AT A GLANCE**

Some details from the city's sewage treatment settlement:

### **COLLECTION SYSTEM WORK**

- » Implement an agreed-upon operation and maintenance program for all force mains.
- » Complete 40 gravity sewer projects by Dec. 31, 2016, and evaluate another 38 projects over the next four years.
- » Assess the condition, through closed-circuit television, of 650 miles of gravity sewers.
- » Repair or replace 144 miles of gravity sewers.
- » Clean 500 total miles of gravity mains per year.

### **SAND ISLAND AND HONOULIULI TREATMENT PLANT UPGRADES**

- » Honouliuli is required to be upgraded to meet secondary treatment standards by June 1, 2024, and Sand Island by Dec. 31, 2035, with possibility of a three-year extension if the city demonstrates that the earlier deadline is not technically feasible or would impose undue financial hardship.
  - » Both must meet interim effluent limits until they achieve full secondary treatment.
- Source: Office of the Corporation Counsel, City & County of Honolulu.

## Letters to the Editor

For Thursday, July 15, 2010

POSTED: 01:30 a.m. HST, Jul 15, 2010

### **Developers part of congestion problem**

Jon McKenna, president of the West Oahu Economic Development Association, proudly talks about West Oahu being the fastest growing population and business base in Hawaii, with the number of businesses doubling in the past 10 years. Then he says: "We strongly support the city's elevated rail plan because it will reduce traffic congestion."

You see where I'm going with this? McKenna was so busy boasting about the growth his association is responsible for that he doesn't realize he's part of the problem. Now he wants taxpayers to pay for the congestion his association is causing. There are repercussions behind growth and development, and like many, McKenna failed to see it coming.

David Lee  
Hilo

## Hannemann says rail on sound financial footing



Reported by: [Andrew Pereira](#)

Email: [apereira@khon2.com](mailto:apereira@khon2.com)

Last Update: 7/16 7:53 pm

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Honolulu Mayor Mufi Hannemann lashed out Friday at critics of the City's \$5.3 billion rail transit system, saying the project's financial plan is on sound footing.

The mayor felt the need to respond after members of the Honolulu City Council raised concerns Wednesday about the possible use of \$300 million in federal bus funds.

"Bus service will not be compromised," the mayor promised. "We will not use the bus fund for this rail transit system."

In the latest financial plan to the Federal Transit Administration last August, the City stated \$300 million in bus funds could be used to supplement any shortfall in the collection of the rail tax surcharge.

Hannemann said the city was required to show where monies would come from if any shortfall existed, but the financial plan was a worst case scenario.

To date the City has collected 99.6% of the tax revenue that was expected for the rail project for a total of \$535 million. In June the city surpassed all previous monthly tax collections when it took in \$18.5 million.

"We are in great financial shape," Hannemann stated emphatically. "Jim Oberstar continues to call us the premiere transit project in the country."

Congressman Oberstar is chairman of the U.S. House Committee on Transportation and has been an enthusiastic supporter of Honolulu's rail project.

In February FTA Administrator Peter Rogoff announced the city would get \$1.55 billion in federal funds toward construction of the 20-mile route, from East Kapolei to Ala Moana.

"And what's incredible about that," said Hannemann, "is they made that statement and declaration even before the governor released the EIS."

Gov. Linda Lingle has ordered a financial review of the rail project before she signs off on the final environmental impact statement, which is required before the City can obtain a record of decision from the federal government followed by a full funding grant agreement.



"The feds are okay with us breaking ground using our local dollars prior to the FFGA," said Hannemann.

City officials also maintain they have \$1.3 billion above and beyond the cost of the rail project to cover any cost overruns or tax collection shortfalls.

The mayor said Friday he believes Oahu residents can afford both the rail project and \$4.7 billion in repairs and upgrades to the island's sewer system as outlined in a consent decree with the Environmental Protection Agency, the State Department of Health and three environmental groups.

"Yes I am; I am confident," said Hannemann. "In both instances you're gonna have situations where either private sector could help with transit oriented development for the rail system. And on the other hand with respect to what we're doing here with the EPA I expect we might get some federal funding support for that."

However mayoral candidate Panos Prevedouros remains skeptical. In a campaign email sent Friday, the University of Hawaii engineering professor questioned Hannemann's management of the City's sewer system as well as rail transit.

"... Taxpayers face a \$10 Billion fiscal liability," Prevedouros wrote. "For a city with a typical capital improvement program (CIP) of no more than One Billion dollars per year this spells mismanagement."

Hannemann has defended the proposed settlement with the EPA outlined in the federal consent decree, saying he inherited a decrepit sewer system from his predecessor, former Mayor Jeremy Harris.

Hannemann is expected to resign from office Tuesday to run for governor, opening up a five-way race for Honolulu mayor.

*Have a news tip? Contact Andrew Pereira at 368-7273.*

## Downtown parking price rises

The median monthly rate has gone up \$10 for an unreserved spot, according to Colliers

By [Andrew Gomes](#)

POSTED: 01:30 a.m. HST, Jul 16, 2010

1 [retweet](#) [Share](#) Parking garage owners in downtown Honolulu managed to squeeze more money out of their regular customers over the last 12 months despite a weak economy, according to a new survey.

The median monthly rate for an unreserved stall rose 4.7 percent, or by \$10, to \$222.33 in the 12 months ended in June compared with the preceding 12 months.

The rate made downtown Honolulu the ninth most expensive area for monthly unreserved parking out of 44 major metropolitan markets, according to the survey by commercial real estate firm Colliers International.

Midtown New York topped the list with a median rate of \$538.

The average for the 44 markets was \$161.56, which was up 1.1 percent.

For monthly reserved stalls in downtown Honolulu, the median price was seventh highest at \$320.

Daily parking downtown cost a median \$32.75, which was second highest.

The hourly parking rate downtown was a median \$6 and tied for 14th highest with three other markets.

Meijeanne Wagner, an account executive with Laird Christianson Advertising downtown, said she feels fortunate that her company pays for her \$235-a-month unreserved stall, and is not surprised that rates are up.

"As the market gets harder to make a dollar, everyone raises rates," she said.

Colliers said that even with office space vacancies rising around the country, it is typical for parking space supply and demand to remain tight.

"Demand for parking looks to be somewhat insensitive to price, allowing parking garage owners and operators to hold rates steady even in the face of economic hardship for many," the report said.

Colliers reported that 15 percent of downtown Honolulu parking garages have a waiting list and that the typical wait is 12 months.

The Colliers survey did not disclose individual rates by garage. Because the reported rate is a median, it might be that not all garages raised rates. The median is a point at which half the rates were for more and half for less.

Colliers said it expects parking rates to change little in the next 12 months, followed by more upward movement.

**Find this article at:**

[http://www.staradvertiser.com/business/20100716\\_Downtown\\_parking\\_price\\_rises.html](http://www.staradvertiser.com/business/20100716_Downtown_parking_price_rises.html)

Check the box to include the list of links referenced in the article.

## Stay on track on rail funding

POSTED: 01:30 a.m. HST, Jul 16, 2010

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[Share](#) The City Council made a deal three years ago with taxpayers that the cost of the \$5.5 billion rail line from Kapolei to Ala Moana would not be paid by the city's traditional sources—but the city's transportation director seems to be wavering. The real cost of the project has been questioned from the beginning and reassurance is needed that the special excise tax surcharge and federal money will pay the bill.

Opponents of the rail line have complained from the start that the city had underestimated the cost. While revenue from the tax surcharge has been less than expected because of the staggering economy, the contract bids for design and construction of the transit system also have been lower than initially presumed for the same reason.

Mayor Mufi Hannemann said last October that the low bids indicated "that we have been conservative in our estimate and our financial plan is very sound." Gov. Linda Lingle now is evaluating that plan before deciding whether to allow the project to go forward, and she should conduct her review in an expeditious way that does not itself add to the cost.

The city ordinance approved by the Council three years ago provided that the project's capital cost and interest "shall be paid entirely from general excise tax and use tax surcharge revenues, interest earned on the revenues, and any federal, state or private revenues."

City Councilman Ikaika Anderson said that any use of general fund money, mainly from property taxes or diversion of TheBus money, would violate the ordinance. That seems to be the case.

However, when Anderson put the question to Wayne Yoshioka, the city transportation director, Yoshioka answered, "Is it even a consideration? Sure, everything's on the table. But I think when we have to look at this issue we're going to really have to look at it comprehensively. It's not really a policy we're following right now." He called dipping into the city's general fund "highly unlikely."

That is not enough. From the outset, taxpayers were assured that the excise tax surcharge combined with federal grants would be enough to design and build the elevated rail line. The excise extra was figured to collect \$3.7 billion and federal assistance would total \$1.55 billion plus \$300 million in federal money diverted from TheBus and Handi-Van.

Anderson correctly points out that diverting money from the general fund to pay for building the transit would be in violation of at least the spirit of the ordinance if not the rule of law.

It means that the city should find ways to stay within limits without departing from the plan for an elevated steel-on-steel system, the kind that voters indicated their approval for in a charter amendment in

2008.

Taxpayers want to believe the city's rail proponents when they say that the project's financial plan "is very sound." Hold to it then, and build rail on budget using the promised revenue stream. Hand-dipping into unintended public coffers would be a broken promise.

**Find this article at:**

[http://www.staradvertiser.com/editorials/20100716\\_Stay\\_on\\_track\\_on\\_rail\\_funding.html](http://www.staradvertiser.com/editorials/20100716_Stay_on_track_on_rail_funding.html)

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# fix oahu!

CIVIL ENGINEERING PROFESSOR PANOS D. PREVEDOUROS, PHD DISCUSSES HIS OPINIONS ON INFRASTRUCTURE ISSUES WITH EMPHASIS ON THE CITY AND COUNTY OF HONOLULU.

friday, july 16, 2010

## The Desperate Statements for a Failed Rail Project

Honolulu's sewers ate Mayor Hannemann's rail. See

### Sewer settlement will cost Honolulu \$4.7 billion over 25 years

Recall that in 2008 when we voted for rail and 50.6% said yes, the cost of the rail was \$4.6 Billion. Now sewers alone are costing us \$4.5 Billion.

Now compare items (1) and (2) below to get a sense of the mayor's desperation.

(1) MUFI HANNEMANN

(Wed., July 14, 2010)—Mayor Mufi Hannemann today said he is very pleased that Congressman Jim Oberstar, chairman of the U.S. House Committee on Transportation and Infrastructure, yesterday publicly referred to Honolulu's rail project "the premier transit project in the entire country."

(2) ACTUAL FEDERAL TRANSIT ADMINISTRATION ASSESSMENT

We are listed in Preliminary Engineering for 2011

No money for Honolulu this year

Read Page 139 BARELY passable overall MEDIUM rating.

Capital Costs gets a Low rating

Operating Costs etc. gets a Medium-Low rating

Capital Cost Estimates, Planning Assumptions, and Financial Capacity: Low

· Assumptions regarding growth in GET revenues and Section 5309 bus discretionary funds are

optimistic compared to historical experience. Financing costs appear to be understated.

· The capital cost estimate is considered reasonable.

· The financial plan show the City has little ability to address funding shortfalls or cost increases.

The GET surcharge revenues that will be applied to project-related debt service provide very slim Operating Cost Estimates, Planning Assumptions, and Financial Capacity: Medium-Low

· Assumptions regarding state operating subsidies and growth in rail unit operating costs and bus and paratransit operating costs are optimistic compared to historical experience.

· The operating cash flow assumes a balanced budget, with no accrual of an operating surplus or reserve.

posted by panos prevedouros at 1:14 am  
labels: policy, transit

#### labels

budget (20)  
construction (5)  
Emergency (2)  
Environment (30)  
Homelessness (1)  
Humor (10)  
Pavements (9)  
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Panos D. Prevedouros, Ph.D. is a professor of traffic and transportation engineering at the Department of Civil Engineering, Univ. of Hawaii-Manoa since 1990. Panos graduated from the Aristotle Univ. of Greece in 1984, and with Masters and PhD degrees in 1990 from Northwestern Univ. (Evanston, IL), a leading academic institution in engineering and transportation. He chairs the Freeway Simulation Subcommittee of the Transportation Research Board. He was president of the Hawaii Highway Users Alliance from 2006 to 2008. Panos co-authored a Transportation Engineering textbook and over 100 reports and technical papers. He received the 2005 Van Wagoner Award of the Institute of Transportation Engineers. He co-organized the 1st International Symposium on Freeway Operations (ISFO) in Athens, Greece, and the 2nd ISFO in Honolulu in June 2009. Dr. Prevedouros served in the Transit Advisory Task Force in 2006 and in the Technology Selection Expert Panel in 2008 of the City Council of Honolulu. He run for mayor of Honolulu in the 2008 elections and finished 3rd in the primary elections with 18% of the vote from a field of nine candidates.

[View my complete profile](#)

Saturday, July 17th, 2010

Honolulu, HI 8:05 AM

# Honolulu CIVIL BEAT

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## Comments You Don't Want to Miss - July 17



**John Temple**  
Editor

By John Temple

07/17/2010

I wish I could say that this was the week where the most vigorous discussion occurred around our reporting on the \$16 billion in unfunded liabilities facing the state, explored in our *On the Hook* series. But for whatever reason, it seemed like Honolulu's rail project and our approach to journalism raised the most discussion. I know you're all busy, so to help you save time, here are some examples of the "must-read" comments from recent days that I hope give you an idea of the level of discussion on Civil Beat.

### On Rail

In response to my article, "Rail Is So Ridiculous", about Cliff Slater, a leading rail opponent:

*An excerpt from David Briscoe*

After witnessing the rise of rail in three very different cities, I must say it significantly improved all three.

Hawaii will clearly be a better place to live and visit with mass transit on its most populace island -- just about any mass transit that will provide some order and regularity amid the mayhem.

We've already paved over paradise for a parking lot. We've already got the ugly -- the buses, the cars, the jammed-up freeways, the potholes, the unending road construction and repair, the inefficient HOV lanes, the malfunctioning traffic lights, the inadequate signage. What we don't have and so desperately need is an alternative to the chaos they all create.

*Read the complete comment.*

- This comment From Trisha Kehaulani Watson

I'm highly amused by the comments from people who aren't from Hawaii and yet claiming to know what Hawai`i or Hawaiians want when it comes to rail.

I'm Native Hawaiian, and I want rail.

I want rail because I believe it to be better for our environment and I believe it to be an opportunity to improve the quality of life for countless families living in Central O`ahu and on the Leeward Coast. Not everyone can afford to live in town.

Most of us certainly don't have to money to live in Nu`uanu like Mr. Slater. How easy it is to criticize when you have all the money in the world. Not everyone is so fortunate. Perhaps he needs to think of those people. I certainly do in my support of rail.

It's not about us - it's about the future generations who will benefit from this project.

Respectfully, Dr. Trisha Kehaulani Watson

- An excerpt from Dennis Callan

Congrats to Civil Beat for the innovative way you presented Cliff's anti-rail story, with text and video together -- very cool, and gives the man a chance to present views unfiltered by the media. You are beginning to tap into the vast educational potential of the new technology. However the story was still too short -- we need much more,

### Discussions



- Discussion: Civil Beat

### Related Articles



- "Rail Is So Ridiculous"

### Primary Topic Pages



- Honolulu High-Capacity Transit Corridor Project
- Hawaii Governor Election 2010

### Related Topic Pages



- Neil Abercrombie

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please, to fully reveal "both sides" of this monster issue.

*Read the complete comment.* We're going to try to do just, Dennis. Please check out [my post](#) about our plans for getting to the bottom of the points of contention about rail.

## On Our Request to Governor Candidates

---

- The post by Land Reporter-Host Michael Levine began:

Candidates for public office say a lot of things.

While comparing what politicians say can be an interesting exercise in and of itself, comparing what they actually do can shed even more light. The choices they make in their own lives are indicative of what they really believe, rather than what they say they believe.

Earlier this week, Civil Beat reached out to the three main governor candidates and pitched a story about sustainability. We asked Neil Abercrombie, Mufi Hannemann and James "Duke" Aiona to share with us details of their personal lives to see how they stacked up against their own policy platforms. In short, do they practice what they preach?

The result: a lively discussion of journalism ethics.

- From veteran journalist Jan TenBruggencate:

Wow. With all due respect, because I know a reporter's job is to push the line, this one went well over that line.

Trashing someone who answered your questions because he refused to let stranger(s) walk around inside the home where he lives with his family?

I agree with commenter Fred Fortin. This is both objectionable and uncivil behavior.

And there's the additional slight to whichever candidate goes first: The other candidates now know how you're treating this and have an opportunity to game your reporting. (Though I presume you'll control this by limiting other candidates' pieces to what they submitted or submitted to before this article ran.)

- An excerpt in response from Mike, our reporter:

I don't believe the story was unfairly written, objectionable or uncivil. We stated the facts of the request, our reasons for the request, and the candidate's response. I fail to see how that qualifies as "trashing" anybody. Also, I don't believe the headline was misleading. There is a distinct difference between saying and showing. Candidate Abercrombie did provide a written statement, but declined to show us what we asked to see. Agree or disagree with his reasons, the simple fact is that "he won't show."

*Read the complete comment.*

- An excerpt from David Fisher:

Context, Context, Context. As a news headline in the middle of a tough campaign "He Won't Show" implies that Neil Abercrombie is hiding something. Which is not the case. He the only candidate who has shared his plans and record regarding sustainability. Wanting to maintain the privacy of your home should not be equated with hiding something, even if you are running for public office. If you had waited for responses from the other candidates and presented them together it would have come off as less of an attack.

*Read the complete comment.*

By the way, David asked whether we'll be sponsoring debates. The answer: Yes. We'll do everything we can to get the candidates to be clear about where they stand.

- I'm going to give the last word for now to David Briscoe, former Associated Press Bureau Chief in Honolulu. Here's an excerpt.

This is a good one, Michael. You've pushed the envelope and even irritated some of your readers and fellow journalists.

There's nothing wrong with asking a candidate to check out his or her lifestyle. And there's nothing inherently wrong in a candidate refusing to allow a reporter access into his or her private quarters.

*Read the complete comment.*

To conclude:

My favorite comment of the week came from Paul Fitzgerald:

"BTW, I've got to quit reading Civil Beat at lunch because I end up forgetting to eat. :)"

That means we must really be providing food for thought. :)

---

**DISCUSSION:** *Share your thoughts about Civil Beat and its comments and reporting.*

Have feedback? Suggestions? Email Us!

### Go Deeper



- Honolulu High-Capacity Transit Corridor Project
- Hawaii Governor Election 2010

**More by John Temple »**

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## KITV.com

### More Than Half Of Hawaii Carpenters Unemployed

#### **53% Of Hawaii Carpenters Out Of Work**

POSTED: 4:19 pm HST July 17, 2010

UPDATED: 7:13 pm HST July 17, 2010

**HONOLULU** -- Mark Lossing has been out of a job for the last ten months. In Kona where he lives, unemployment for carpenters is at 95%.

"Even looking in the papers in the last year, I think I've only seen one ad for carpenters," said Lossing, who has been in the business for 30 years.

That's why Lossing and 200 other carpenters who represent the 7,000 members of the Hawaii Carpenters Union were listening for the one thing they wanted to hear from the leading democratic gubernatorial candidates -- jobs.

Honolulu Mayor Mufi Hannemann, who plans to file to run for governor on July 20, emphasized his commitment to build rail transit on Oahu, which is expected to bring investments and work to the island.

"One of the reasons why I need to run for governor, I have to make sure that this is done correctly. That this is done right," said Hannemann.

Former congressman Neil Abercrombie, who also supports rail transit, reminded carpenters of his efforts to deliver federal funds for transit and other construction projects to Hawaii during his years in congress.

"When I'm governor, I can tell you everybody is going to work again and everybody prospers again. That's what's going to happen," said Abercrombie.

Despite a list of major projects in the works from Waikiki to West Oahu, carpenters are still stuck in the economic downturn, so the criteria they're looking for in the next governor lies heavily on one aspect.

"Leadership, effectiveness, the ability to pull people together, ideas on economic recovery. All of these things are important and certainly, support for the rail transit project," said Ron Taketa, leader of the Hawaii Carpenters Union.

For neighbor island carpenters where unemployment is highest, they're building on hope the candidate they eventually endorse will deliver.

"Unemployment is income for a lot of guys right now," said Lossing.

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## Business Briefs

For Saturday, July 17, 2010

### 3 rail transit contracts awarded

The City and County of Honolulu awarded three rail transit contracts worth \$700,000 this month.

» Dyett & Bhatia Urban and Regional Planners received a \$200,000 deal to provide consultant services for a land-use ordinance amendment for transit-oriented development.

» AECOM Technical Services Inc. was awarded a \$350,000 contract to provide consultant services for an airport neighborhood transit-oriented development plan.

» And RTKL Associates Inc. received a \$150,000 contract to provide consultant services for an Ala Moana neighborhood transit-oriented development plan.

## Rail tax collections reach record high

**The \$18.6 million raised in June comes amid overall lower transit tax revenue**

[By Sean Hao](#)

POSTED: 01:30 a.m. HST, Jul 17, 2010

Transit tax collections rebounded to their strongest month ever in June to top \$18.6 million. The city needs to average only \$14.5 million in monthly transit tax collections to meet its target of \$174 million for the current fiscal year, which ends March 2011.

Despite the strong showing in June, rail tax collections in the first three months of the fiscal year trailed year-ago figures as well as current-year projections. From April through June, the half-percentage-point general excise tax surcharge raised \$36.6 million, or an average of \$12.2 million a month, based on figures provided by the state Department of Taxation. During the same period a year ago, the tax raised \$41.1 million, or an average of \$13.7 million a month.

The city's target for rail tax collections was revised lower last year because revenue was coming in below projections made in 2008.

City officials have downplayed the decline in transit tax collections, saying it will be covered by lower-than-anticipated project costs and a \$1.3 billion set-aside in the financial plan for contingencies.

Mayor Mufi Hannemann said yesterday that the city has collected 99.6 percent of forecast revenue.

"Additionally, the state Council on Revenues has said the economic recovery has begun and predicts five years of increasing state tax revenue, which are very promising signs for the rail project," Hannemann said in a news release.

A half-percentage-point, 15-year surcharge was added to the general excise tax in Honolulu in January 2007 to pay for rail. All transit tax collection figures in this story exclude a 10 percent administrative fee retained by the state, which collects the taxes.

The city expects the elevated commuter line to cost \$5.5 billion to build.

Money from the local tax will be combined with \$1.55 billion in federal money to pay for the project, which is scheduled to open in 2019.

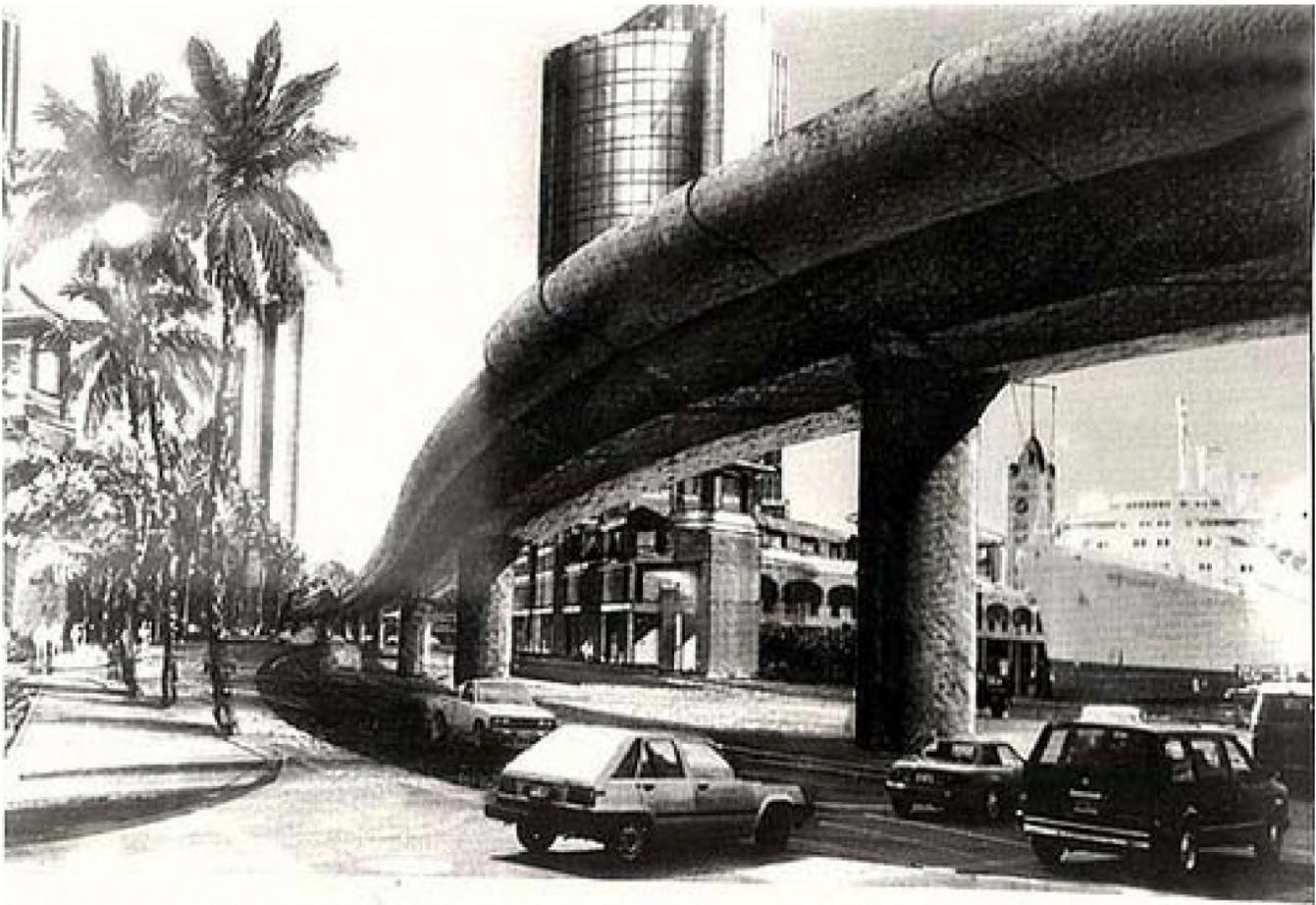
So far the tax has raised \$536 million for the city. The city has spent about \$148 million on planning and design of the 20-mile rail line from East Kapolei to Ala Moana. Construction of the train was supposed to begin last December but has been delayed by prolonged federal and state reviews of project environmental impacts.

The previous record month for transit tax collections was last August, when \$17.4 million was collected.

The city expects transit tax revenues to raise an inflation-adjusted \$3.69 billion through 2022, when the surcharge expires, according to an August city financial plan. That is down from the \$4.05 billion in transit tax revenues forecast by the city in 2008.

Rail critic Cliff Slater said the tax collection figures indicate that the city cannot afford the rail project.

"The GE tax is just not going to cut it," said Slater, who advocates building a managed-lane highway instead of rail.



A rendering made by the American Institute of Architects, Hawaii Chapter in 1992 of a rail line along Nimitz Highway.

HONOLULU—The Honolulu Rail Transit Project has been, and for some still is, one of the most contentious in our history. It spans decades and despite the outcome of the vote in 2008 giving the thumbs up to rail, opposition continues. Meanwhile, the City and County of Honolulu says it's moving ever closer to breaking ground.

While you may be feeling some *déjà vu* over that statement, last month, the Federal Transit Administration approved the Final Environmental Impact Statement (FEIS) on the 20-mile, 21-station elevated route from Kapolei to Ala Moana. The 600+ page document now sits with the State. According to the governor's Chief of Media Relations, Russell Pang, the State Office of Environmental Quality Control still had the FEIS as of July 14.

City managing director, and soon-to-be acting mayor, Kirk Caldwell says the purpose of the FEIS is to look at every environmental impact the rail system would have on the communities it will touch. "It's not an analysis of an at grade or above grade system. It's about disclosure and that's all it's about," Caldwell says.

"There are certain statutory requirements that the EIS has to address," according to Wayne Yoshioka, City Transportation Director, "both for the NEPA [National Environmental Policy Act] requirement and for the [Hawaii Revised Statutes] chapter 343. That we have a released FEIS is a statement from the Federal Transit Administration that says the FEIS for the NEPA purpose has satisfied all the NEPA requirements for a final environmental impact statement. Otherwise they wouldn't have let us release it publicly."

Yoshioka agrees the FEIS isn't 100 percent complete. There is further work to be done on the programmatic agreement with the federal government, State Historic Preservation Division, and the State Department of Land and Natural Resources to get resolution on the issue of Hawaiian remains found along the rail route.

If the State's Office of Environmental Quality Control finds the FEIS complete, they will send it to Gov. Linda Lingle, who has already said she will contract with an independent firm to conduct her own financial review. Mayor Mufi Hannemann and his administration say that's an unnecessary, redundant step causing a delay in the acceptance of the project.

Maybe that's the point, Caldwell says. Asked directly if he views the governor as an impediment to the process, Caldwell answers: "I do, actually. I would dare anyone to find an FEIS where there was an independent financial review done by the accepting authority, the State of Hawaii, ever. I don't think you'll find one. It's not part of the EIS process; it's not required by federal or State statute. It's required by the FTA ... I don't know if she understands the FEIS process."

The governor gives three monetary reasons in her recent weekly radio show why she wants a financial review: First, there is one pool of taxpayers being asked to pay for sewer repairs in the coming years and taxpayers are already paying more for water and sewer rates, property taxes, and motor vehicle registrations. Not many could argue with that. Lingle also says the City has not submitted an updated financial plan to the federal government and that the one submitted in August 2009 was essentially nixed by the federal government because the plan couldn't pay for itself.

"That is completely wrong," says Yoshioka. As for the need for a more current plan, Yoshioka says the City only has to submit updated financial information as requested by the FTA and at certain junctures—and it's not necessary now. "When we go into final design, which we are not ready to do yet, we do have to submit a report and we will do so at that time."

Citing the project's financial viability resulting from a half percent excise tax increase to raise \$3.7 billion from taxpayers and the \$1.55 billion the federal government is expected to kick in, Caldwell ponders whether the governor's position could be a stalling tactic. "I think it is. I hope I'm wrong, but I think it is," Caldwell says.

These are not exactly olive branches, and while Caldwell says he would welcome the chance to sit down and talk to the governor, will she want to talk with him? On the flip side, what's the incentive for the City to do anything other than wait out her term?

Last week at the Hawaii Institute for Public Affairs summit on physical infrastructure, U.S. House Transportation Committee chairman Jim Oberstar praised Honolulu rail as "the premier transit project in the entire country." And the Hannemann administration clearly feels good. Oberstar's remarks showed up in a press release by that afternoon.

So what does either side lose by just hanging tough? What's the impetus to go beyond intractability and talk to each other before the next five months have elapsed and a new governor comes to power? More to the point, is there anything the rest of us have to gain by getting further caught in the crossfire between the accusative fingerpointing on both sides?

Maybe right now we all need to stand still a little, quietly retrench, refocus and relearn ... and maybe even read some of the FEIS on our own. [It's online on the City's website](#), on a DVD, and at libraries. Not a lot of people saw the recession coming or were prepared for it when it arrived in full force two

years ago. We watched the value of money, commodities, and property change. And we heard a lot of people behave badly in the process. Really, do we need any more?

*The full interview with Kirk Caldwell and Wayne Yoshioka is in the Town Square archive at [www.hawaiipublicradio.org](http://www.hawaiipublicradio.org).*

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# Gubernatorial rivals court carpenters union

Hannemann and Abercrombie try to offer the key group a choice

By [Derrick DePledge](#)

POSTED: 01:30 a.m. HST, Jul 18, 2010

2 [retweet](#) [Share](#) Former U.S. Rep. Neil Abercrombie and Honolulu Mayor Mufi Hannemann, auditioning yesterday for an important endorsement, gave the Hawaii Carpenters Union a choice between a consistent fighter for labor and a chief executive who has bridged the gap between management and workers.

Abercrombie offered carpenters gathered at their biennial convention at the Sheraton Waikiki a scorching reminder of his loyalty to labor, from his days as a University of Hawaii-Manoa lecturer to his two decades in Congress. He said he is the only candidate for governor who has reliably stood with labor, and portrayed Hannemann as an opportunist more attuned to management.

"Anybody can come down here and tell you that they want your vote and that they take up your cause," Abercrombie thundered. "The only person that's running for governor today is standing in front of you, who's been with you, who's been out there and organized a labor union, negotiated for a labor union, and (has) always been on the side of labor when it came to management. The other guys have always been on the side of management.

"That's the situation that you're facing."

Hannemann said he has the leadership and collaboration skills for the job and suggested that Abercrombie's experience in Congress would not translate to Washington Place.

"This is not a congressional job," Hannemann said. "You are not one of 435 where you vote 'yes' or 'no' and you can hide behind 434 other members when you don't want your vote to be noticed, or to be called upon.

"The buck stops at the desk of a mayor, the governor and the president of the United States. Legislative jobs are important, don't get me wrong, but they don't do the job what is required of an executive."

Chief executives, Hannemann said, must balance budgets and negotiate collective bargaining agreements. He said a chief executive needs to have credibility with business and labor interests. "He may be a labor-friendly chief executive," he said, describing himself, "but he's a labor-friendly chief executive that business won't run from."

## CARLISLE WINS ENDORSEMENT

The Hawaii Carpenters Union has endorsed Honolulu Prosecutor Peter Carlisle for Honolulu mayor.

Ron Taketa, the union's financial secretary and

The two leading Democratic candidates for governor were speaking to an audience hungry for work. The carpenters union is the largest private-sector construction union in the state, with 7,000 members, and 53 percent are unemployed. Ron Taketa, the financial secretary and business representative for the United Brotherhood of Carpenters and Joiners of America Local 745, said the unemployment figure for his members would be even higher statewide if not for military construction projects on Oahu.

The carpenters union is relying on a Honolulu rail transit project on Oahu, the Thirty Meter Telescope project on the Big Island and other public-works projects for new construction jobs. Taketa also welcomes federal stimulus money for construction from the Obama administration and Congress. He said it is important for government to step up with public-works projects during times when private investment in construction drops off.

"We need all of it," Taketa said. "We just have too many unemployed members and the economy really needs to get stimulated at this point."

The speeches yesterday could have an influence on which Democrat the carpenters union will endorse.

"Leadership. Effectiveness. The ability to pull people together. Ideas on economic recovery," Taketa said of the skills that carpenters are looking for in a governor. "I think all of these things are important. And, certainly, support for the rail transit project."

Both Abercrombie and Hannemann fully support rail. Abercrombie has been critical of Hannemann for leaving as mayor before the city breaks ground on the project. But Hannemann said he has put the project in a position to advance and could complete the job as governor. Hannemann is expected to resign by the candidate filing deadline on Tuesday, with two years left in his four-year term, to campaign for governor.

"I'm making sure that no future mayor, no future city council, can reverse the course that we are embarking upon," Hannemann said of rail. "But one of the reasons why I need to run for governor, (is) I have to make sure that this is done correctly, that this is done right."

Abercrombie told carpenters that he is the candidate who has already delivered jobs. He said he "put bread on your table, year after year after year," through project labor agreements for military housing projects.

"When Abercrombie was in charge, everybody worked, and when everybody worked, everybody bought, and when everybody bought, everybody prospered in Hawaii," he said. "And when I'm governor, I can tell you, everybody's going to work again and everybody prospers again."

Despite Abercrombie's labor bona fides, Hannemann has won significant labor endorsements—including from the International Longshore and Warehouse Union and the United Public Workers—to

business representative, said Carlisle is firmly committed to the city's rail transit project.

"He is fully committed to getting it built—from start to finish—and he supports the creation of the transit authority as part of getting it done," Taketa said.

Taketa also praised Carlisle's administrative and legal abilities.

Carlisle is running for mayor against city Managing Director Kirk Caldwell, City Councilman Donovan Dela Cruz, City Councilman Rod Tam and University of Hawaii-Manoa engineering professor Panos Prevedouros.

Star-Advertiser staff

go along with his support from many top business executives. The labor endorsements help reinforce Hannemann's contention that he is comfortable in both business and labor circles and would make a more well-rounded chief executive.

Hannemann told carpenters they deserve a candidate they can relate to, who shares their values, and who identifies with working-class families. The mayor, who is of Samoan and German ancestry and grew up in Kalihi, did not mention Abercrombie's background, but his remarks drew a contrast with the white, Buffalo, N.Y.-born former congressman.

"I can identify with you," Hannemann said. "When I look in the audience, I look like you, you look like me. Is that a right thing to say? And even for our Caucasian brothers in the audience, I'm local to the max. My last name is Hannemann. That's German. My middle name is Francis. English. So I'm Samoan-German-English, born and raised in Hawaii, and married to a katonk, a Japanese-American woman.

"So I've got it all in my household, baby, I can relate to each and every one of you."

Hannemann also asked carpenters to look beyond the September primary and consider which candidate would be better in the November general election, where the Democrats will likely face Lt. Gov. James "Duke" Aiona, the leading Republican candidate. He said Republicans have been directing most of their attacks at him and he believes it is because they would rather have Abercrombie as the Democratic nominee.

"The Republican Party want(s) no part of my game," he said. "They don't want to run against me. They want to run against the other guy. They contrast better against him. They don't contrast as well against me."

Jonah Kaauwai, the state GOP chairman, said Republicans are not afraid of Hannemann. "We just want Mufi to tell the truth," he said. "He's trying to be somebody that he's not. He's just being his typical politician self.

"Neil has stood where he's stood and Mufi has continued to take the middle line, trying to be everything to everyone, but ending up being nothing to no one."

**Find this article at:**

[http://www.staradvertiser.com/news/hawaii/news/20100718\\_Gubernatorial\\_rivals\\_court\\_carpenters\\_union.html](http://www.staradvertiser.com/news/hawaii/news/20100718_Gubernatorial_rivals_court_carpenters_union.html)

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## Letters to the Editor

For Sunday, July 18, 2010

### **Seniors should pay more for bus service**

The adult monthly bus pass has increased by 50 percent (\$40 to \$60) and an individual ticket has increased 25 percent (\$2 to \$2.50). The youth fares have also increased. What is done is done, but it would be nice if further fare increases will be far in the future.

Some may not have noticed, but the senior fare of \$30 per year—yes, per year—has not increased at all. I call on our seniors to lobby for a rate increase so that they too can do a bit of their fair share by helping out our island home. How about \$20 a month for seniors? That is one-third the adult pass so it gives them a very significant discount, but will allow them to feel and show some much needed aloha.

Yes, I know some seniors have limited income, but so do many adults and youths and many seniors are better off financially than they are. Let's all do our part!

Henry Richardson  
Honolulu

# Telework has to be part of long-term transit answer

By [Cliff Miyake](#)

POSTED: 01:30 a.m. HST, Jul 18, 2010

4 [retweet](#) [Share](#) The rail transit system continues to be a colossal issue in our community in many ways. I'm not here to speculate how many automobiles the proposed transit system will take off the roads. However, one thing everyone can count on is that while it's being constructed, traffic is surely going to be tied up more than ever on Oahu—at least until 2018, when the rail project is scheduled for completion.

In the meantime, businesses and government should do whatever it takes to ease the commute. That could mean everything including creating ride-sharing programs, flexible work hours for state and city employees, and a serious effort to encourage telework as a viable option. Private industry and small business can lead the way, but to make it really work, Hawaii has to engage the 70,000 or so state and county workers who make a significant impact on our commuting patterns. If government and private employers allowed people to work at home, even for a few hours in the morning, it would reduce traffic on H-1 drastically. Think about how commuter traffic is such a breeze in Honolulu on Furlough Fridays or when UH is out for summer.

Can this happen in Hawaii?

Hawaii can change, and we can look to the mainland as an inspiration for a new model that integrates telecommuting, flexible hours and other innovations. One example, "results-only work environment," or ROWE ([gorowe.com](#)), offers a solution that offers everyone in a company the freedom to do their job when and where they want, as long as the work gets done.

According to a recent National Public Radio story, the state of Minnesota signed a contract for this program last year as part of a campaign to reduce rush-hour traffic in Minneapolis. Nationwide, 3 percent of businesses now say they have a ROWE.

How to get that train rolling here?

If executives from some of the larger Hawaii companies adopt ROWE, it will cause ripples across the state. I'm convinced that if the larger private employers get on board, the state and county would follow. In this time of extreme budget cutting and furloughs, ROWE seems like a natural.

It wouldn't take more than a 5 percent drop in traffic during the prime commuting hours to make a significant difference our daily commutes. (It can be done. A telework program has been established in Arizona where 16 percent of state workers, about 3,400, telecommute.)

Telework and new management techniques like ROWE are not a panacea, but they do represent genuine alternatives to get more drivers off the road. Maybe it's time that Hawaii leaders look to successful programs like these.

Cliff Miyake is vice president and general manager for tw telecom in Honolulu. He can be reached at [Cliff.Miyake@twtelecom.com](mailto:Cliff.Miyake@twtelecom.com).

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## Letters to the Editor

For Monday, July 19, 2010

### Lingle should OK FEIS

Now that the city has completed the Final Environmental Impact Statement for its Honolulu rail transit project, Gov. Linda Lingle should accept the FEIS once her Office of Environmental Quality Control has determined that it meets the legal requirements.

Gov. Lingle's action regarding the FEIS is unprecedented. If the governor wanted to get involved with the details of the EIS, the proper time was when the draft EIS was circulated to governmental agencies. Instead, at the 11th hour, she has decided to do an analysis of the city's financial plan.

This is the same financial plan that the Federal Transit Administration has approved. The FTA is expected to contribute \$1.55 billion toward the project. If the agency contributing billions of dollars has approved the financial plan, why is Gov. Lingle delaying her acceptance of the EIS?

Edward Y. Hirata  
Kaneohe

## Hannemann Resigns Ahead Of Run For Governor



Reported by: [Andrew Pereira](#)

Email: [apereira@khon2.com](mailto:apereira@khon2.com)

Last Update: 7/20 7:49 pm

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It was an emotional day for Mufi Hannemann Tuesday as he officially resigned as mayor of Honolulu.

"I'm just incredibly grateful for the opportunity to have been the mayor," Hannemann said minutes after stepping down.

At 2 p.m. the former mayor also made his run for governor official, filing his nomination papers at the Office of Elections in Pearl City.

Hannemann began his day at Honolulu Hale where he conducted a final meeting with his cabinet.

It was clearly an emotional time for both Hannemann and members of his staff, who were seen wiping away tears after the hour-and-a-half meeting.

"I had such an absolutely talented group of men and women who were always looking to do what was right and they worked with a leader who sometimes wanted things yesterday," said Hannemann, as he reflected on his five-and-a-half years in office.

Before filing his candidate papers, Hannemann foreshadowed what will likely be his line of attack against his main democratic rival, former Hawaii Congressman Neil Abercrombie.

"I'm an executive leader (and) he's been a legislative advocate," said the former mayor.

"He's never had a staff of more than twelve people; I've managed over 10,000 people. I've balanced budgets (and) I've done collective bargaining. I have a history of being a proven executive with a collaborative leadership style."

Abercrombie was quick to launch a counterattack, which focused on the city's recently agreed to consent decree with the U.S. Environmental Protection Agency, the state Department of Health and three environmental groups over Honolulu's aging sewer system.

"As for being the CEO, I don't think CEO's walk out on their responsibilities," Abercrombie shot back.



"We've just seen a situation where the taxpayers of Oahu are going to face the biggest tax raise in the history of the island and are going to face it up to 5% a year for the next 25 years, over the sewer difficulties."

Under the consent decree Hannemann said last week Oahu rate payers would likely face sewer fee increases of 3 to 5 percent a year until 2035. The agreement requires the city to upgrade various aspects of its wastewater collection system and two wastewater treatment plants at a cost of \$4.7 billion.

Abercrombie also criticized Hannemann for leaving his position as mayor before the city's \$5.3 billion rail transit project breaks ground.

"Rail EIS isn't finished," said Abercrombie, referring to the project's environmental impact statement, which now sits on Gov. Linda Lingle's desk. "That's being left to the next Council and the next mayor. So again, I'm afraid he gets a failing grade."

Hannemann told Khon2 there's no way the rail project can be stopped after a majority of Oahu voters approved the project in November of 2008.

"It's on a course where it can't be turned back," said Hannemann. "The voters have voted for it (and) the city Council supports it."

## **THE ACTING MAYOR**

With Hannemann's resignation from office City Managing Director Kirk Caldwell is now acting mayor.

Caldwell is one of five candidates who will run to fill the remainder of Hannemann's term, once the City Council determines this Thursday when a special election should be held.

The other contenders include University of Hawaii engineering professor and rail critic Panos Prevedourous, councilmen Donovan Dela Cruz and Rod Tam, and City Prosecutor Peter Carlisle.

The Council must decide whether the election to fill the remainder of Hannemann's term will be held on September 18 during the primary election, or on November 2 during the general.

Two competing resolutions will be debated during Thursday's special meeting of the city Council, one calling for the special mayoral election to be held during the primary, the other during the general.

Whichever resolution gets five votes will determine when the election will be held.

Hannemann said unlike Abercrombie's resignation from Congress, his departure from Honolulu Hale would not cost taxpayers nearly a million dollars to hold a special election.

The Office of Elections said Tuesday the actual cost of the special election to fill the remainder of Abercrombie's term cost taxpayers \$670,000. Republican Charles Djou won the election, beating out state Senate President Colleen Hanabusa and former Congressman Ed Case.



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# Mayor Hannemann Resigns To Run For Governor

## Opponent Abercrombie Gives Hannemann Failing Grade As Mayor

Denby Fawcett KITV 4 News Reporter

POSTED: 9:04 pm HST July 20, 2010  
UPDATED: 5:43 am HST July 21, 2010

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**HONOLULU** -- Mayor Mufi Hannemann Tuesday became candidate Hannemann after he filed to run for Hawaii governor.

Hannemann stepped down from the Mayor's office Tuesday with two years remaining in his term

And that sparked Hannemann's gubernatorial primary opponent, former U.S. Rep. Neil Abercrombie (D), to blast him for leaving office early.

Hannemann was greeted by family and supporters as he arrived at the State Elections Office in Pearl City to file at 2 p.m. Tuesday.

Before filing, Hannemann spent the morning in a two hour, final cabinet meeting. He tearfully hugged cabinet members and then after, joined city staffers for a buffet lunch and a chocolate sheet cake at City Hall.

After he filed his papers to run for governor, Hannemann told reporters his main advantage in the race is his executive experience from more than five years of running the city.

"My resume is tailor-made for being governor of the state of Hawaii," said Hannemann. "I have a collaborative leadership style that I have proven time and time again."

But Abercrombie said, "If he is in fact collaborative, I think we would have seen the Environmental Impact Statement for rail transit already done."

Abercrombie was referring to the delay in completing the EIS for Oahu's \$5.2 billion planned rail transit system, and his still unresolved push to get Gov. Linda Lingle (R) to approve the rail transit EIS.

"The mayor's record is one of constantly fighting with and insulting the governor and demanding that she do what he says as opposed to what I consider real collaboration where you reach out to other people and find mutual ground," said Abercrombie.

Abercrombie accused Hannemann of being interested in the governor's office only as a stepping stone to run for a U.S. Senate seat when one of Hawaii's senate seats opens.

But Hannemann said if he is elected governor, he will remain in office as governor for a full four year term.

University of Hawaii professor and political analyst Neal Milner said this gubernatorial primary is unusual because Hawaii democrats usually field a

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**OHA**

*I ulu nō ka lāla i ke kumu*

**The branch grows because of the trunk.**

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single strong candidate in the primary, rather than two top contenders like Abercrombie and Hannemann.

"You have two strong candidates who are well positioned," said Milner. "There is no telling who will win the primary. And that is very different. We have had very few cases of that in modern Hawaii politics."

This governor's race is also unusual because it has opened up a floodgate of other races including a special mayoral election to fill out the remaining two years in Hannemann's term, and a special election for prosecutor because Honolulu Prosecutor Peter Carlisle is stepping down to run for Honolulu mayor.

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## Off and running

Gubernatorial hopefuls punch, counterpunch as the state's election filing deadline passes

By [Derrick DePledge](#)

POSTED: 01:30 a.m. HST, Jul 21, 2010

1 [retweet](#) [Share](#) Former Honolulu Mayor Mufi Hannemann said yesterday that his chief executive experience as mayor of the state's largest city would shape his campaign for governor, but his opponent, former U.S. Rep. Neil Abercrombie, dismissed that record as a failure.

Hannemann, who has been raising money and campaigning for more than a year, made his campaign official by resigning as mayor and entering the Democratic primary for governor at yesterday's candidate filing deadline. He has given his six years as mayor a grade of A-minus and said he completed work on issues such as the environmental impact statement for the city's rail project and a settlement with the federal government on sewage treatment.

"I wanted to make sure that when I left City Hall that no major decisions were still in the offing or that projects were not either pau or on its way," he told reporters at the state Office of Elections in Pearl City.

Hannemann, 56, said Abercrombie, 72, who has spent the past two decades in Congress, essentially wants to retire to Washington Place.

"This is his last job. He's said that," he said. "This is going to be my best job. And I'm going to work very hard at it."

Abercrombie, at a news conference at his campaign headquarters at Ward Warehouse, graded Hannemann's record and concluded the former mayor had failed. He said Hannemann unnecessarily fought with the governor over the environmental review on rail and bickered with the federal government over sewage treatment before agreeing to upgrades that will saddle residents with higher fees.

"If you run on your record, and the record is broken, then I think you have to account for it to the taxpayers," he said.

Abercrombie also claimed that Hannemann's real aim is the U.S. Senate. He suggested the former mayor sees the governor's office only as a steppingstone for his political ambition. Hannemann has said he intends to serve out a full four-year term if elected.

The two Democrats have been preparing for a primary against each other for more than a year, yet neither has fully outlined how they differ on public-policy issues. Their starkest differences have been over social issues such as civil unions, which Abercrombie favors and Hannemann opposes. They have

instead chosen to place their campaigns on more subjective terrain: chief executive experience and collaborative skills for Hannemann; leadership and character for Abercrombie.

Lt. Gov. James "Duke" Aiona, the leading Republican candidate for governor, said he believes he offers voters a clear alternative. "My candidacy gives the people of Hawaii a clear alternative to politics-as-usual," he said in a statement. "Both of my potential opponents are two peas in a pod. Either one would raise taxes and increase the cost of living for our working families and small businesses."

John Carroll, a former state lawmaker and a lawyer, is challenging Aiona in the GOP primary.

In the shadows of Abercrombie and Hannemann, several prominent Democrats are running in the primary for lieutenant governor. The candidates include former Democratic Party chairman and former state lawmaker Brian Schatz, former state Sen. Robert Bunda, state Sen. Norman Sakamoto, former state Senate Majority Leader Gary Hooser, state Rep. Jon Riki Karamatsu and state Rep. Lyla Berg.

State House Minority Leader Lynn Finnegan and lawyer and GOP activist Adrienne King are competing in the Republican primary.

Voters also will get to settle a likely rematch between U.S. Rep. Charles Djou, R-Hawaii, and state Senate President Colleen Hanabusa in urban Honolulu's 1st Congressional District. Hanabusa first has a primary against lawyer and health care advocate Rafael del Castillo.

U.S. Rep. Mazie Hirono, D-Hawaii, is running for re-election in the 2nd Congressional District, which covers portions of Central, Leeward and Windward Oahu and the neighbor islands. Former television reporter Ramsay Wharton and commercial airline pilot and Navy veteran John Willoughby are campaigning in the Republican primary.

All 51 state House seats and 13 of 25 state Senate seats also will be before voters. Just three state lawmakers—state Rep. Gene Ward (R, Kalama Valley-Queen's Gate-Hawaii Kai); state Rep. Barbara Marumoto (R, Kaimuki-Waiialae-Kahala); and state Rep. Cynthia Thielen (R, Kailua-Kaneohe Bay)—are unopposed in both the September primary and November general election.

The filing period for the two open Senate seats created by Bunda and Hooser's resignations was extended 10 days—to July 30—as required by state law when resignations occur so close to the filing deadline. Gov. Linda Lingle will appoint interim replacements, based on lists of recommendations by the Democratic Party, to fill the two Senate seats until November.

Democrats hold overwhelming majorities over Republicans in the state Legislature—45 to six in the House; 23 to two in the Senate—so the balance of power is unlikely to change in November. The challenge for Democrats is to channel their competing internal factions into a workable leadership model, while Republicans are fighting for survival and relevancy.

"Obviously, they still will have a pickle in terms of the budget. I'm hoping that the new Democratic Party governor will be able to do a heck of a lot better job of working with his colleagues in the House and Senate," said Dante Carpenter, Democratic Party chairman.

Two of the GOP's top leaders—Finnegan, who is running for lieutenant governor; and state Senate Minority Leader Fred Hemmings, who has chosen not to run for re-election—are leaving the Legislature, creating the possibility that the Republican ranks could shrink to a record low since statehood. There were only seven Republicans in the Legislature in 1993.

Carpenter said he believes Democrats are up to the responsibility of governing the Legislature and Washington Place after eight years under the Republican Lingle.

"We just think we have enough talent in our own house to solve most of the problems," he said. "It's just a matter of doing it."

Jonah Kaauwai, the state GOP chairman, said Republicans hope to cut away at the Democrats in increments. The goal this year, he said, is to double the GOP's presence in the House to 12 seats and the Senate to four.

Republicans have done a better job recruiting candidates. In 2008, the party failed to field candidates for more than two dozen House and Senate seats. This year, the party is sitting out only three House and Senate races. Democrats, meanwhile, passed on finding contenders to challenge three House Republican incumbents.

Star-Advertiser reporter B.J. Reyes contributed to this report.

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# Honolulu Rail project financing is on solid ground

July 22, 5:41 PM Oahu Transportation Examiner - Sandi Yara



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If you have been unclear as to how the Honolulu Rail Transit project will be financed, "former" Mayor Mufi Hannemann clarified the rail project financing (prior to his departure from office to actively campaign / run for Governor).

### In a nutshell, Hannemann said ...

- Bus service will not be compromised
- The use of transit formula funds for the rail project is a worst-case scenario ... and there simply is no reason to do so.
- We certainly do not expect to utilize the city's general fund for any aspect of rail construction either.
- The city has not diverted any money from the bus system to the rail project, and the fare increases are not connected to the rail project in any way whatsoever.
- We are honoring, in spirit and action, Ordinance 07-001, which calls for rail construction costs to be funded by federal or state sources, the surcharge on the General Excise and Use Tax (GET), interest

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from revenue, and private capital.

• We have received 99.6 percent of our anticipated revenue from the GET surcharge through Fiscal Year 2010. The project is required to include a \$1.3 billion contingency, which is about one-third of the entire rail construction budget.

This is good news to know that the project is on solid financial footing. More good news is that economic recovery is on the upswing and will increase state tax revenues which will also help the project which the city predicted would cost \$5.17 billion for the project (but a report recommends the total cost will be closer to \$5.29 billion because of inflation).

NOTE: The city expects to receive approximately \$1.55 billion in funds from the Federal Transit Administration in the spring of 2011 once the project's Final EIS has been approved by Hawaii's Governor and the federal government issues a Record of Decisions to officially commence funding.

For more updates, visit the website at [www.honolulutransit.org](http://www.honolulutransit.org)

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Friday, July 23rd, 2010

Honolulu, HI 6:18 AM

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## In Their Own Words: Mayoral Hopefuls on Rail



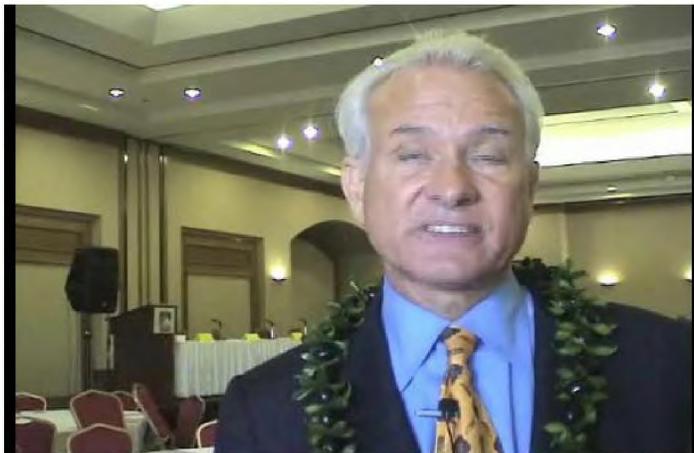
By [Kimberly Lee](#) and [Adrienne LaFrance](#)

07/23/2010

In the seemingly endless debate over Honolulu's proposed rail line, positions are typically reduced to "for" and "against." That's true, especially, in the race for Honolulu mayor. Civil Beat caught up with Honolulu's five best-known mayoral candidates, and asked each man to articulate his position.

### Kirk Caldwell

The acting mayor and the city's former managing director, Kirk Caldwell, says, first and foremost, the rail plan is key to creating desperately needed jobs. Caldwell knows the proposal inside and out, and doesn't waiver in his stance: "I am 100 percent committed to building the system that we designed for this city: An above-grade, 20-mile, 21-station system that runs from Kapolei to Ala Moana. And I want to do it now."



01:31 blip.tv

### Peter Carlisle

Longtime Honolulu prosecutor Peter Carlisle, who stepped down Wednesday to run for mayor, says it plainly: "It's infrastructure that we need." But Carlisle says he's also a strong fiscal conservative. He says those sensibilities would help him manage the project best, because he would prioritize preventing "cost overruns and shoddy workmanship."



**Kimberly Lee**

*Intern*

I am an intern at civilbeat.com.



**Adrienne LaFrance**

*Contributor*

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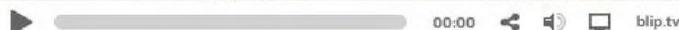
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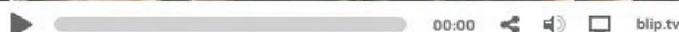
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**Donovan Dela Cruz**

City Councilman Donovan Dela Cruz says rail will help spur housing and job opportunities, while curbing urban sprawl. He emphasizes that Honolulu’s population will continue to grow, and city government has to be ready to serve more people. He sums up his position on rail this way: “It’s better for the taxpayers, it’s better for the environment and it’s better for the economy.”



**Panos Prevedouros**

Of the five candidates who have been campaigning longest, only civil engineer Panos Prevedouros says he would try to put a stop to the rail project if elected mayor. He says rail isn’t inherently problematic, but takes issue with the elevated design and planned route of the city’s first proposed construction phase. Prevedouros calls the plan “lunacy,” and says, price-wise, it amounts to “too much for too little.”



**Rod Tam**

City Councilman Rod Tam acknowledges he supports rail, but is also quick to express reservations. He says the economic downturn affected his position, though he still favors the project. Tam says he worries about "increasing taxes beyond expectations" to finance rail. He says his priority as mayor would be to focus on alternate funding sources.



**DISCUSSION:** Which candidate's priorities resonate with you? Share your thoughts about Honolulu's mayor's race.

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## More Than \$70M Coming to Hawaii for Transportation, Housing, Urban Development Projects

Posted: July 27th, 2010 10:43 AM EDT

**WASHINGTON** - Hawaii will receive more than \$70 million for transportation, housing and urban development projects, including \$55 million for the completion of preliminary engineering and the final design of the Honolulu rail transit project, Senate Committee on Appropriations Chairman Daniel K. Inouye announced today.

The full committee voted 17-12 with Senator Inouye voting in favor of the measure. The bill now goes before the full Senate for a vote before progressing to conference with House conferees.

"These funds will help ensure that Hawaii's working families and visitors can safely navigate around our islands. Their safe passage is critical to the maintenance of Hawaii's economy," said Chairman Inouye.

"I am especially pleased that the \$55 million needed to complete preliminary engineering and final design of the Honolulu rail transit project will be funded by this project. More than 70 percent of Hawaii's residents live and work on Oahu and a disproportionate number of them spend a majority of their morning and early evening fighting traffic."

"The construction and maintenance of the rail transit project and the commercial and residential development that rises around it will create thousands of jobs and create work for a construction industry trying to emerge from the global recession. I remain committed to the rail project and will continue to do everything I can at the federal level to fund the work and ensure its timely completion," said Chairman Inouye.

### *FY 2011 project requests*

**Honolulu High Capacity Transit Corridor Project** - For the purpose of concluding Preliminary Engineering and Final Design for the Honolulu High Capacity Transit Corridor Project. Oahu \$55 million

**Hawaii Rural Bus Program** - To acquire transit buses, ADA accessible buses and to construct bus facilities. Big Island Maui, and Kauai \$3.5 million

**Lihue Airport Tower Replacement** - For Lihue Airport Tower Replacement construction and relocation planning. Kauai \$1.5 million

**Saddle Road Improvement Project** - For continued improvements to Saddle Road on the Big Island of Hawaii. Big Island \$2 million

**Federal Lands Improvement Project** - For planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands. Hawaii \$4 million

**Weather Camera Installation Program** - For the purchase and installation of weather cameras in Hawaii



State. Kauai \$1 million

Ahukini Job Training Center - For the rehabilitation and improvement of an abandoned facility, to provide employment training for low and moderate income agricultural workers. Kauai \$300,000

Hamakua Rural Community Development Project - For equipment purchase to make infrastructure improvements to increase economic development opportunities, helping low and moderate income farmers in rural communities. Big Island \$250,000

Molokai Habitat for Humanity Self Help Housing Project - For construction and rehabilitation of low and very low income housing using the Molokai Habitat for Humanity self help housing model. Molokai \$400,00

Easter Seals Hawaii and Imua Family Services Maui Joint Development Project - For the construction and renovation of approximately 16,000 square feet of covered building space to provide programs and services for children and adults with disabilities. Maui \$300,000

Kuhio Park Terrace Community Technology Center Renovation and Equipment Purchase Project -For renovation and equipment purchase to expand the Community Technology Center at Kuhio Park Terrace, the largest public housing complex in Hawaii State. Oahu \$300,000

Molokai Economic Development Project - For equipment and construction, increasing the economic sustainability of business incubation in Molokai cooperatives. Molokai \$250,000

Honolulu International Airport Runway Warning Status Lights - For the implementation of airport lighting runway equipment at the Honolulu International Airport, with approach and surface surveillance systems, to provide a visual signal to pilots and vehicle operators. Oahu \$1 million

Kapolei Interchange Complex Phase 2 - For construction and improvement of access to the Interstate H-1 Freeway to the City of Kapolei and surrounding areas. Oahu \$1.5 million

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# Hannemann describes economic plan

By [Derrick DePledge](#)

POSTED: 01:30 a.m. HST, Jul 27, 2010

7 [retweet](#) [Share](#) Former Honolulu Mayor Mufi Hannemann outlined yesterday a 10-point action plan to boost the state's economy if he is elected governor, including an audit of state government, securing a long-term commitment from the NFL on the Pro Bowl, restoring the Hawaii Superferry and naming a work force development czar.

Hannemann also said he would continue the Lingle administration's investments in airport, harbor and highway modernization and in alternative energy. He said the audit, similar to a review he launched for the city after being elected mayor in 2004, would be conducted by unpaid volunteers from the business, labor and nonprofit communities and would help eliminate waste and inefficiency.

"Proof in the poi is what we did with the city. We did a mayor's review. We wrote it up. We followed through with a project management office, and the city is definitely a better place today than it was 5 1/2 years ago," he said at a news conference at his South Beretania Street headquarters.

Hannemann cited his early private-sector experience with C. Brewer & Co. for his appreciation for audits.

"I think the problem with my opponents is they haven't spent one day in the private sector. They don't know. And I can't blame them for that," he said.

Former U.S. Rep. Neil Abercrombie, Hannemann's opponent in the Democratic primary, derided Hannemann's proposals as a series of projects that lack the substance of an economic recovery plan. He said the call for an audit, in particular, shows that Hannemann is unprepared to lead.

"The proposal for an audit isn't action. That's a study. That means you're not ready to do anything," Abercrombie said. "We're ready to go on day one. We don't have to study anything. We've been listening to the people for more than a year right now, and we've been reflecting on what they want to do."

Abercrombie's economic plan calls for using his relationships in Washington, D.C., to obtain more federal money for transportation, housing, health care, education, energy and environmental projects. He would create a Hawaii Energy Authority to fast-track alternative energy projects and invest in agriculture to promote locally grown food. He would also create a state Department of Early Childhood Education.

Both Hannemann and Abercrombie support the Honolulu rail project, which they believe will improve transit options for commuters, spark economic development and provide jobs.

Both candidates also back the return of the Hawaii Superferry project to link the islands. The Superferry declared bankruptcy last year after adverse court rulings over the absence of an environmental impact statement. The two high-speed catamarans built for the Superferry are now controlled by the federal Maritime Administration, which helped finance construction through loan guarantees. The state is left with \$40 million in harbor improvements that will be paid by other harbor users.

Abercrombie said he doubts the Superferry could return to Hawaii without a government partner, such as the military or the state. State lawmakers rejected a bill this year that would have required the state Department of Transportation to study a statewide ferry system, perhaps by buying or leasing the Alakai and Huakai catamarans built for the Superferry.

Hannemann said he has had preliminary discussions with people interested in reviving the interisland service. His advisers described those interested in the project as "angel investors."

Hannemann said the Superferry "got off on the wrong foot" after the state exempted the project from environmental review.

Abercrombie mocked the idea of "angel investors" helping with the state's economy. "The Superferry is a good project, but it's not a plan," he said. "I don't know about angel investors. If we're going to depend on the angels for the economy, I don't think that is much of a plan at all. It sounds more like a prayer to me."

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Associated Press

### Honolulu awards design contract for rail stations

Associated Press, 07.28.10, 04:49 PM EDT

HONOLULU -- Honolulu has awarded a \$5.5 million design contract for three stations along the city's planned commuter rail line.

Acting Mayor Kirk Caldwell announced Wednesday that the contract went to HDR/Hawaii Pacific Engineers. [Omaha](#), Neb.-based HDR acquired HPE in 2007.

Caldwell says the city looks forward to working with the company to ensure the rail stations are easy to use, with attractive designs that embody the spirit of their communities.

The stations to be located along Farrington Highway will serve West Loch, Waipahu Transit Center and Leeward Community College.

Lester Fukuka of the firm's Honolulu office will serve as principal consultant.

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From *The Associated Press*, July 28, 2010 - 4:49 PM

## Honolulu awards \$5.5M design contract for 3 commuter rail stations

HONOLULU (AP) - Honolulu has awarded a \$5.5 million design contract for three stations along the city's planned commuter rail line.

Acting Mayor Kirk Caldwell announced Wednesday that the contract went to HDR/Hawaii Pacific Engineers. Omaha, Neb.-based HDR acquired HPE in 2007.

Caldwell says the city looks forward to working with the company to ensure the rail stations are easy to use, with attractive designs that embody the spirit of their communities.

The stations to be located along Farrington Highway will serve West Loch, Waipahu Transit Center and Leeward Community College.

Lester Fukuka of the firm's Honolulu office will serve as principal consultant.

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## Honolulu awards design contract for rail stations

Published: Wednesday, 28 Jul 2010 | 4:49 PM ET

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# Honolulu awards \$5.5M rail station design contract

By Associated Press

POSTED: 11:06 a.m. HST, Jul 28, 2010

4 retweet [Share](#) Honolulu has awarded a \$5.5 million design contract for three stations along the city's planned commuter rail line.

Acting Mayor Kirk Caldwell announced Wednesday that the contract went to HDR/Hawaii Pacific Engineers. Omaha, Neb.-based HDR acquired HPE in 2007.

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## UH Prof. Prevedorous Files For Mayor

**He Says Mismanagement Of Taxpayer Dollars Needs To Stop**

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*Amber-Lynn Hyden* KITV4 News Reporter

POSTED: 11:57 am HST July 29, 2010  
 UPDATED: 12:46 pm HST July 29, 2010

**HONOLULU --** University of Hawaii engineering professor Panos Prevedorous filed his nomination papers to run for mayor Thursday.

A few dozen sign wavers, who came out in support, draped him in lei. They said they are standing behind Prevedorous because he has a realistic plan to relieve traffic, address homelessness, and fix the sewer systems.

"This race is about who will manage taxpayer's money better," said Prevedorous. "The current city administration has already doubled property taxes since 2004 despite only 21 percent of it justified by increases in population and inflation and sewer fees went up 106 percent during this time."

A critic of the city's \$6 billion rail transit project, Prevedorous said there are more efficient options for a mass transit system that would cost \$2 billion.

But he said project spending needs to be practical with priority given to a legal agreement between the city and the EPA for a \$7.2 billion sewer upgrade program.

"So either you got to do sewers or you got to do rail. But sewers is a consent decree, so you must do it. Therefore, my opponents cannot add billions and, you know, divide by population and make sense. So bottom line doing multiple projects is unaffordable," said Prevedorous. "Where's this money supposed to come from? We cannot go on bleeding our taxpayers dry like this."

Prevedorous is one of five candidates, including City Council members Donovan Dela Cruz and Rod Tam, former city prosecutor Peter Carlisle and acting mayor Kirk Caldwell, running mayor during this coming September's special election.

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## Business Briefs

For Thursday, July 29, 2010

### U.S. rail and bus repairs costly

It will cost \$77 billion to bring the nation's rail and bus systems into a state of good repair, according to a recently released Federal Transit Administration study. On average, \$14.4 billion a year is required to maintain those systems.

The actual level of investment in the rehabilitation, replacement and improvement of the nation's existing transit systems was \$12 billion to \$13 billion in 2009.

The report does not specify sources of funding to repair and maintain train and bus systems.

"Transit remains one of the safest forms of transportation, but this report shows the clear need to reinvest in our bus, subway and light rail systems," said U.S. Transportation Secretary Ray LaHood.

Most of the \$77.7 billion backlog can be attributed to rail. The FTA has pledged to provide \$1.55 billion to help build Honolulu's planned \$5.5 billion elevated commuter rail. The remaining costs would be funded by a half-percentage-point general excise tax surcharge that began in 2007 and runs to 2022.

## Candidates exchange barbs, ideas at forum

Abercrombie describes his Democratic foe as "status quo" in a sharp critique of Hannemann

By [Derrick DePledge](#)

POSTED: 01:30 a.m. HST, Jul 30, 2010

2 [retweet](#) [Share](#) Former U.S. Rep. Neil Abercrombie, in one of his sharpest critiques of his opponent in the Democratic primary for governor, described former Mayor Mufi Hannemann last night as a candidate of the status quo.

"There is a crystal-clear choice to be made," Abercrombie said at a candidate forum sponsored by the Waikiki Neighborhood Board at the Sheraton-Waikiki Hotel. "We can have everything just exactly the way it was and take credit for things the way they've been and have our faces fixed firmly into the past, or we can seize the future and have a vision of the future.

"It is a crystal-clear choice between the status quo and change for Hawaii's future."

Hannemann described himself as a solutions-oriented leader with the chief executive experience to collaborate with neighbor island mayors, the state Legislature and the state's congressional delegation and bring an end to the divisiveness that marked eight years under Republican Gov. Linda Lingle. He also poked fun at Abercrombie's penchant for fiery rhetoric.

"You can't be in Washington, D.C., for 20 years and say that you now have the requisite experience for this job," Hannemann said. "It's extensive executive experience. It's a collaborative leadership style. And you cannot lead by yelling, screaming, ranting, raving, finger-pointing and name-calling when you don't have your way."

Abercrombie and Hannemann shared the stage in Waikiki with several lesser-known candidates for governor and were asked four questions each selected by the neighborhood board. The questions -- on tourism promotion in Asia, airport beautification, unemployment and the homeless in Waikiki -- did not elicit any significant new public-policy proposals from the two leading candidates.

Both campaigns also seeded the audience with legions of their own supporters, so they were largely preaching to the faithful. But the forum, hosted by Olena Heu of KHON, did attempt to draw the candidates into the kind of regionally focused, retail politics that often does not get broad public and news media scrutiny.

Abercrombie, for example, turned specific questions on tourism promotion in Asia and improving the experience for visitors at Honolulu Airport into appeals to invest in local workers by providing a living wage.

He cracked that the only people who appear to arrive at the airport are real-estate speculators, while local young people are forced to leave the islands for economic opportunity on the mainland.

He said that as governor he would be committed to developing food and energy security initiatives that could create jobs and make the islands more sustainable.

Hannemann used the questions to stress his chief executive experience and collaborative approach as mayor, saying his experience prepares him to build relationships with Asia. He said he supports continuing an airport modernization plan started by the Lingle administration.

He described the route many visitors take from the airport to Waikiki along Nimitz Highway as "shameful" and said a rail station at the airport as part of the city's rail transit project would be an improvement.

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**Rail Project Gets \$55 Million More from Feds**

Honolulu has received \$55 million in federal funds for preliminary engineering and final design of the rail transit project.

Acting Mayor Kirk Caldwell credits U.S. Sen. Daniel Inouye for helping to secure the additional funds.

"Once again, Senator Inouye has come through for the people of Hawaii," Caldwell says. "The rail project is vital for our economy and our future, and this money will help ensure its success."

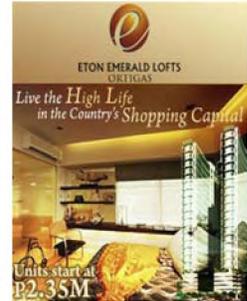
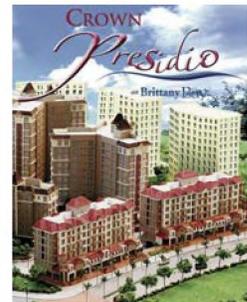
Inouye chairs the Senate Appropriations Committee, which approved the rail transit money as part of a \$70 million appropriation for transportation, housing and urban development projects in Hawaii. The appropriations bill must also be approved by the full Senate and a conference committee with the House.

The \$55 million was included in President Barack Obama's budget and supports the Federal Transit Administration's anticipated \$1.55 billion contribution toward building the Honolulu rail system. Congress has already appropriated \$65 million for the rail system.

The Final Environmental Impact Statement (FEIS) for the rail project has been completed and released for public review after careful scrutiny by the Federal Transit Administration. The FEIS is now awaiting acceptance by Gov. Linda Lingle.

There are strong indications the rail project is on firm financial footing, according to City officials. Two major rail construction contracts awarded by the City totaled approximately \$150 million less than had been projected, and the City received 99.6 percent of anticipated revenue from the General Excise Tax surcharge through Fiscal Year 2010.

Congressman Jim Oberstar, chairman of the House Committee on Transportation and Infrastructure, earlier this month publicly referred to Honolulu's rail project as "the premier transit project in the entire country." Oberstar visited Honolulu in 2008 to review the rail route, and characterized the project then as "one of the most exciting projects in the whole country."



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# Estimate of daily rail riders rises 21,300

Declining population forecasts and a stalled housing project concern commuter-train critics

By [Sean Hao](#)

POSTED: 01:30 a.m. HST, Jul 31, 2010

1 [retweet](#) [Share](#) Ridership estimates for Honolulu's planned \$5.5 billion commuter train have increased despite declining estimated population growth on Oahu.

The projection for average weekday boardings in 2030 for the new rail line has risen from 95,000 in the city's November 2008 draft environmental impact statement to 116,300 in the city's final EIS, released last month.

The League of Women Voters of Hawaii and Honolulutraffic.com, a group opposed to rail, have questioned the accuracy of the city's ridership projections, pointing to declining population estimates and uncertainty about a planned 11,750-house development in East Kapolei along the rail line.

If ridership is less than anticipated, added public funds may be needed to subsidize the elevated commuter rail operations, and there could be less interest in developing real estate along the 20-mile route.

The city's ridership projections are based in part on a 2030 Oahu population estimate of 1,117,300 released by the Department of Business Economic Development and Tourism in 2004. That estimate was revised down in 2008 by 99,700 people to 1,017,600. The city did not incorporate the new lower population number in its calculation of rail ridership. In addition, nearly all of the projected population growth between 2007 and 2030 will be in the 65-and-older age group, which is not expected to be a major source of commuters.

## RAIL PROJECTIONS

*City ridership\* estimates for 2030*

Riders	date of estimate
95,000	November 2008
116,300	June 2010

\*Average weekday boardings

Source: *Draft and final environmental impact statements*

When asked in an e-mail whether the city plans to update its population assumptions to reflect the lower forecast, Toru Hamayasu, deputy director of the Honolulu Department of Transportation Services, wrote, "The FEIS (final EIS), as did the DEIS (draft EIS), uses the socio-economic data that was available from OahuMPO" (Metropolitan Planning Organization), at the time that the EIS work began, based on DBEDT's "Population and Economic Projections for the State of Hawaii to 2030," prepared in August 2004.

Hamayasu said ridership estimates rose in the final EIS based on updated Oahu air passenger and commuter travel mode forecasts and other socioeconomic data. Other information such as rising job forecasts also support the increase in ridership estimates, Hamayasu said.

"While the most recent DBEDT forecasts have lower population projected than the August 2004 forecasts, the most recent 2030 employment forecast for Oahu is higher than the August 2004 forecast," he wrote. "Thus using the latest forecast, with the higher employment, would likely result in more work trips which are attractively served by transit."

Critics of the city's rail ridership projections also contend that the estimates are based on the successful completion of a new housing development in East Kapolei that is now in doubt. D.R. Horton-Schuler Homes' Hoopili development might not be built as originally planned, and that could reduce rail ridership. The 11,750 homes were supposed to be built near two train stations.

The state Land Use Commission ruled last year that the developer did not comply with state law requiring that development be substantially completed within a 10-year period. Hoopili is slated to be built over 20 years. The decision has indefinitely delayed the project.

"The effect on transit ridership of not building Hoopili will depend on where the population and employment planned for Hoopili locates instead," said Hamayasu. "If the population and employment otherwise expected in Hoopili locates within the rail corridor, it is likely that rail will be used for many trips the same as if Hoopili were developed."

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## Honolulu awards \$5.5 M. rail design contract

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line.

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acquired HPE in 2007.

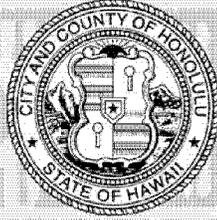
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Lester Fukuka of the firm's Honolulu office will serve as principal consultant.



# NEWS RELEASE



Office of the Mayor  
CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE

July 14, 2010

## **HONOLULU RAIL CALLED NATION'S 'PREMIER TRANSIT PROJECT'**

(Wed., July 14, 2010)—Mayor Mufi Hannemann today said he is very pleased that Congressman Jim Oberstar, chairman of the U.S. House Committee on Transportation and Infrastructure, yesterday publicly referred to Honolulu's rail project "the premier transit project in the entire country."

Oberstar, a key figure in determining federal funding for transportation projects, made the comment during an infrastructure summit in Honolulu via videoconference from Washington, DC. His remarks were reported by an online Honolulu news outlet, Civil Beat.

"I deeply appreciate Chairman Oberstar's high praise for our rail project," Hannemann said. "We have worked tirelessly in Honolulu and in Washington DC to ensure this project's success. Chairman Oberstar, Senators Daniel Inouye and Daniel Akaka and Congresswoman Mazie Hirono are committed to moving this voter-approved project forward. For a time, Hirono alone represented Hawaii in the House, and kept her support for this project front and center."

Oberstar was also quoted as saying Honolulu's elevated rail system would be "vastly safer transit" than anywhere else in the country, "exceedingly well designed" and has "received the highest rating from the Federal Transit Administration."

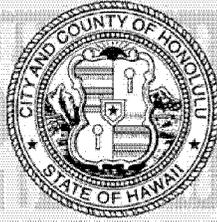
Hannemann and city transit officials have met often with Oberstar in Washington, DC, to update the Congressman on the project's progress.

He noted that Oberstar personally visited Honolulu in 2008 to review the rail route, and characterized the project then as "one of the most exciting projects in the whole country."

-30-

Media contact: Bill Brennan, Mayor's Office, 768-6928

# NEWS RELEASE



Office of the Mayor

CITY AND COUNTY OF HONOLULU

**FOR IMMEDIATE RELEASE**

July 28, 2010

## **CALDWELL ANNOUNCES RAIL STATION DESIGN CONTRACT AWARD**

(Wed., July 28, 2010)—Acting Mayor Kirk Caldwell today announced that the City has awarded a \$5.5 million design contract for three rail transit stations to HDR/Hawaii Pacific Engineers.

“We look forward to working with our partner to ensure the rail stations are easy to use, with attractive designs that embody the spirit of our communities,” said Caldwell.

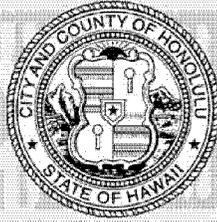
The contract advances the designs of the West Loch, Waipahu Transit Center and Leeward Community College stations along Farrington Highway.

Lester Fukuka of the firm’s Honolulu office will serve as principal consultant. The company is an employee-owned architecture, engineering and consulting firm with more than 7,800 professionals in more than 185 locations worldwide.

-30-

Media contact: Scott Ishikawa, 768-4810

# NEWS RELEASE



Office of the Mayor  
CITY AND COUNTY OF HONOLULU

**FOR IMMEDIATE RELEASE**

July 26, 2010

## **\$55 MILLION SECURED FOR HONOLULU'S RAIL TRANSIT PROJECT**

(Mon., July 26, 2010)—Acting Mayor Kirk Caldwell today thanked U.S. Sen. Daniel Inouye for his leadership in securing approval of \$55 million for preliminary engineering and final design of Honolulu's rail transit project.

“Once again, Senator Inouye has come through for the people of Hawaii,” Caldwell said. “The rail project is vital for our economy and our future, and this money will help ensure its success. This project will put thousands of our people back to work, spur private investment in transit-oriented development, help curb the growth of traffic congestion, and provide an important and affordable alternative to clogged freeways and overflowing parking lots.”

Sen. Inouye chairs the Senate Appropriations Committee, which today approved the rail transit money as part of a \$70 million appropriation for transportation, housing and urban development projects in Hawaii. The appropriations bill must also be approved by the full Senate and a conference committee with the House.

The \$55 million was included in President Obama's budget and supports the Federal Transit Administration's anticipated \$1.55 billion contribution toward building the Honolulu rail system. Congress has already appropriated \$65 million for the rail system.

The Final Environmental Impact Statement for the rail project has been completed and released for public review after careful scrutiny by the Federal Transit Administration. The FEIS is now awaiting acceptance by Gov. Linda Lingle.

There are strong indications the rail project is on firm financial footing. Two major rail construction contracts awarded by the City totaled approximately \$150 million less than had been projected, and the City received 99.6 percent of anticipated revenue from the General Excise Tax surcharge through Fiscal Year 2010.

Congressman Jim Oberstar, chairman of the House Committee on Transportation and Infrastructure, this month publicly referred to Honolulu's rail project “the premier transit project in the entire country.” Oberstar personally visited Honolulu in 2008 to review the rail route, and characterized the project then as “one of the most exciting projects in the whole country.”

-30-

Media contact: Johnny Brannon, Mayor's Office, 768-5767

AR00079042

# Honolulu Rail Transit Project



H O N O L U L U   R A I L   T R A N S I T   P R O J E C T

566-2299 | [www.honolulutransit.org](http://www.honolulutransit.org)

# Honolulu Rail Transit Project Presentation

## Damon Key Law Firm

July 29, 2010



# 20-Mile Route Kapolei to Ala Moana Center



# Operating Details

- **When will trains run?**
  - From 4 a.m. to midnight
  - Every 3 minutes at morning and afternoon rush hour
  - 6 minutes at mid-day
  - 10 minutes at night
- **How fast will trains travel?**
  - Over 55 mph top speed; 30 mph average with stops



# Operating Details

- **How much will a ride cost?**
  - Same as TheBus; one-way transfers valid on both
- **How do I get to a rail station?**
  - Bus circulators service connect communities, including Pearl Harbor, to the fixed guideway system
  - Every station will have bus stops, bike paths and walking paths
  - Four park-and-rides totaling 4,100 parking spaces



# Elevated Rail

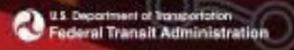
- Fast
- Reliable
- Efficient
- Safe
- Doesn't remove travel lanes
- Less likely to impact Iwi



# Honolulu High-Capacity Transit Corridor Project

## FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) EVALUATION

- East Kapolei
- Ulu West Oahu
- Honolulu
- West Loch
- Waipahu Transit Center
- Leeward Community College
- Pearl Highlands
- Pearlridge
- Alifan Stadium
- Pearl Harbor Naval Base
- Honolulu International Airport
- Lagoon Drive
- Middle Street Transit Center
- Kalihi
- Kapalama
- Hahaione
- Chinatown
- Downtown
- City Center
- Kalihi
- Ala Moana



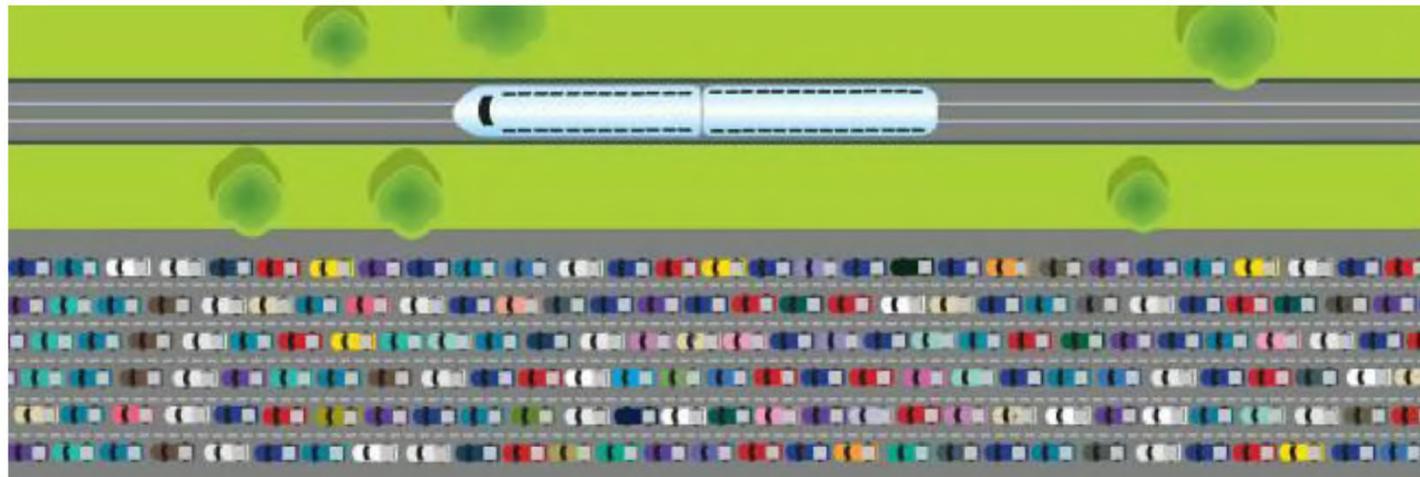
JUNE 2010

# Travel Times to Downtown

<b>From:</b>	<b>Time:</b>
<b>East Kapolei Station</b>	<b>38 minutes</b>
<b>Waipahu Transit Center</b>	<b>30 minutes</b>
<b>Pearlridge Center Station</b>	<b>20 minutes</b>
<b>Airport Station</b>	<b>12 minutes</b>
<b>Kalihi Station</b>	<b>16 minutes</b>
<b>Ala Moana Center Station</b>	<b>4 minutes</b>

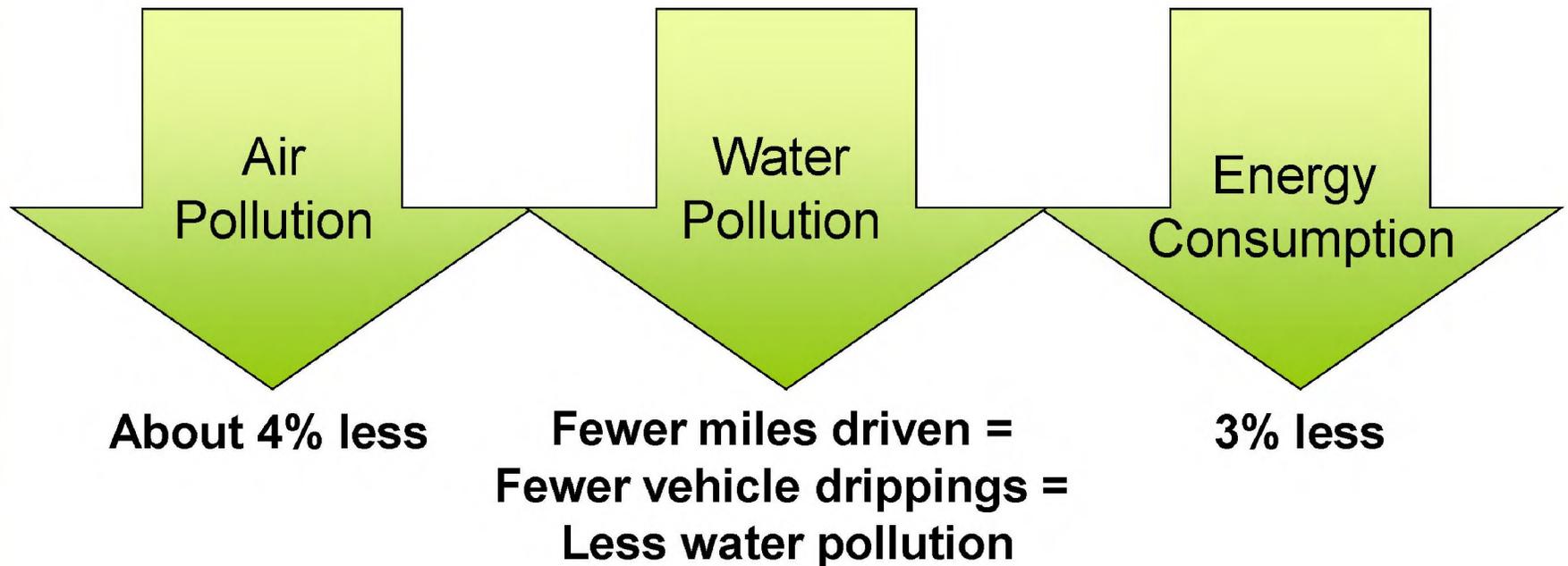
# Transportation Benefits

- Estimated 116,000 average weekday ridership in 2030
- Reduced traffic delay by 18% in 2030
- Estimated 40,000 fewer vehicles on the road in 2030



# Environmental Benefits

- REDUCED because of rail:



Data source: Final Environmental Impact Statement, June 2010

# Sustainable Contributions of Rail

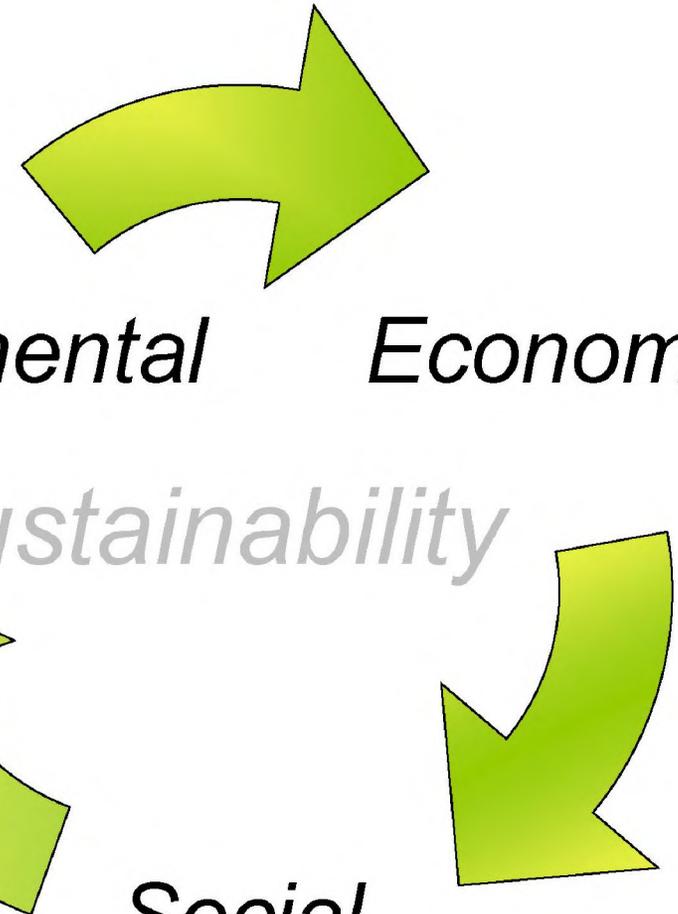
- Complete sustainability

- Social
- Economic
- Environmental

*Environmental*      *Economic*

*sustainability*

*Social*



# Sustainable Economy

- Creates 10,000 jobs a year from construction
- Supports Kapolei as urban center
- Redevelopment around stations
- Anchor for smart growth



# Sustainable Environment

- Greenhouse gas reduced by 124 million pounds per year
- Fuel consumption reduced by 28,000 gallons per day
- Green space preserved
- Electrically-powered rail could use renewable energy sources

# Sustainable Planning & Design

- Sustainable design criteria
- Low impact on environment
- Transit-Oriented Development (TOD)



# Sustainable Construction

- Sustainable Action Plan & Waste Management Plan
- Minimize energy use/fuel consumption
- Minimize environmental impacts



# Building & Stations

- Plan for intermodal connections
- Consider environment & energy
- Silver LEED certification for train yard



Rendering of UH West Oahu station

# Finances On Track

- \$18.5 million in GET collected in June 2010
- GET surcharge revenue is 99.6% of projections
- Independently reviewed by local business leaders
  - Business Roundtable
- Construction costs dropped by \$150 million

# Key Impacts

- Right-of Way
  - 40 full acquisitions, 159 partial acquisitions
  - All affected property owners contacted
- Visual Impacts
  - Will create new linear visual element
- Noise Impacts
  - No noise effects with mitigation
- Historic Properties Impacts
  - 33 historic properties affected

# Where to Find Final EIS

- Project website: [www.honolulustransit.org](http://www.honolulustransit.org)
- City library & Department of Transportation Services
- Soon at all state libraries
- Order free DVD by calling 566-2299 or e-mailing [info@honolulustransit.org](mailto:info@honolulustransit.org)

# What's Next

- Final EIS reviewed and accepted by Governor Lingle
- Record of Decision
- Groundbreaking

# Dan Inouye

U.S. SENATOR FROM HAWAII



- “I remain committed to this project and will continue to do everything I can at the federal level to fund the work and ensure its timely completion.”\*
- “We have debated and studied this project to an excessive extent over the last 20 years and now is the time to move forward.”\*

\*press release, June 15, 2010

# Congressman Jim Oberstar

## Chair, Committee on Transportation & Infrastructure

- Honolulu's rail project is "the premier transit project in the entire country."
- "This is vastly safer transit project than anywhere else in America. It's exceedingly well designed, and it has received the highest rating from the Federal Transit Administration."

# Transit Authority

- City Council approved placing this question on ballot:

*“Shall the revised City Charter be amended to create a semi-autonomous public transit authority responsible for the planning, construction, operation, maintenance, and expansion of the City’s fixed guideway mass transit system?”*

# Transit-Oriented Development

- Optimize resources and infrastructure
- Communities & businesses planned around transit access
- Publicly enabled, privately invested



# Private Investment Near Rail

- Washington Metro – \$15 Billion since 1976
- Dallas DART – \$4.3 Billion since 1996
- Portland MAX – \$3 Billion since late 1970s
- St. Louis MetroLink – \$1 Billion since 1993

# Community-based TOD plans

- Waipahu
- Kapolei
- Pearl City-Aiea – TOD plan in progress
- Additional community-based plans to be developed

# What Could Elevated Rail Look Like in Honolulu?

# Kamehameha Highway near Radford Drive



# Kamehameha Highway at Kaonohi Street



# Crossing Nuʻuanu Stream



SIMULATION

# Honolulu Rail Transit Station Designs

# MAKAI | *Entry View - East Kapolei Station*



# MAUKA | *Entry View - UH West O'ahu Station*



# Ho'opili Station

(preliminary design)



# Waipahu Transit Center Station



# West Loch Station



# Leeward Community College Station



# Pearl Highlands Station



# Pearlridge Station



# Canopy Design for Stations



# Canopy Design for Stations



# Rail Transit Resources

- Monthly newsletter
- [www.honolulustransit.org](http://www.honolulustransit.org)
- Twitter.com/HNL\_RT D (@HNL\_RT D)
- Youtube.com/honoluluonthemove
- Facebook – search Honolulu Rail Transit
- ‘Ōlelo – Sundays at 4:30pm

*Mahalo!*





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## **West O'ahu/Farrington Highway Guideway Contract**

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### **SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of July 11th, 2010)**

The City & County of Honolulu and Kiewit Infrastructure West Co. wants drivers to know that work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (July 11 - 18) along the Farrington Highway median between Waipahu Depot Road and Waikele Road. In addition, work along the shoulder of Farrington Highway will also be done near Waipahu High School and Kualakai Parkway.

Work will require some day (7 a.m. - 4 p.m.) and nighttime (6 p.m. - 6 a.m.) lane and intersection closures Sundays through Fridays, for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit [Honolulustransit.org](http://Honolulustransit.org) or call the Honolulu Transit's information line at 566-2299.



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## **West O'ahu/Farrington Highway Guideway Contract**

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### **SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of July 18th, 2010)**

The City & County of Honolulu and Kiewit Infrastructure West Co. wants drivers to know that work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (July 18 - 24) along the Farrington Highway median between Aniani Place and Leoku Street. In addition, work along the shoulder of Farrington Highway will also be done near Waipahu High School and Kualakai Parkway.

Work will require some day (7 a.m. - 4 p.m.) and nighttime (6 p.m. - 6 a.m.) lane and intersection closures Sundays through Fridays, for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit [Honolulustransit.org](http://Honolulustransit.org) or call the Honolulu Transit's information line at 566-2299.



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## **West O'ahu/Farrington Highway Guideway Contract**

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### **SOIL TESTING PUBLIC NOTICE TO MOTORISTS (As of July 25th, 2010)**

The City & County of Honolulu and Kiewit Infrastructure West Co. wants drivers to know that work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (July 25 – August 1) along the Farrington Highway median and shoulder between Paiwa Street and Old Ft. Weaver Road Loop.

In addition, work will be done along the east side of Kualakai Parkway and the shoulder of Kamehameha Highway between Acacia Road and Ala Ike Street.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit [Honolulustransit.org](http://Honolulustransit.org) or call the Honolulu Transit's information line at 566-2299.



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## **West O'ahu/Farrington Highway Guideway Contract**

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### **SOIL TESTING RADIO PUBLIC NOTICE TO MOTORISTS (As of July 4th, 2010)**

The City & County of Honolulu and Kiewit Pacific Co. wants drivers to know that night work continues along Farrington Highway in Waipahu as part of the Honolulu Rail Transit Project.

Soil sampling work will be conducted next week (July 6 - 11) along the Farrington Highway median between Paiwa Street and Waikele Road.

Work will require some nighttime lane and intersection closures Sundays through Fridays between 6 p.m. and 6 a.m. for both westbound and eastbound lanes. One lane of traffic in each direction along Farrington Highway will remain open during the work.

For additional information, visit [Honolulutransit.org](http://Honolulutransit.org) or call the Honolulu Transit's information line at 566-2299.



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## West O'ahu/Farrington Highway Guideway Contract

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Traffic Update  
Week of July 11th, 2010  
Kiewit Design and Pre-engineering Field Work

**Traffic Impacts:**

- Crews will be working 7am-3pm through open spaces of East Kapolei with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working between 7am-4pm (westbound and eastbound) along the shoulder of Kualakai Parkway.
- Crews will be working between 7am-4pm near Waipahu High School on the shoulder of the highway and 6pm - 6am between Waipahu Depot Road and Waikele Road.

**Traffic Plan:**

- Work will require lane closures, shoulder work signage and cones along the side of the road to delineate work area.
- At minimum, one lane of traffic in each direction along Farrington Highway will remain open.

**Contact Us:**

For more information, community members can visit [honolulustransit.org](http://honolulustransit.org) or call the information line at 566-2299.

**Summary:**

Last year, Kiewit Infrastructure West Co. was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During this design phase for the next 14 weeks, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.



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## West O'ahu/Farrington Highway Guideway Contract

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Traffic Update  
Week of July 18th, 2010  
Kiewit Design and Pre-engineering Field Work

**Traffic Impacts:**

- Crews will be working 7 a.m.-3 p.m. through open spaces of East Kapolei with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working between 7 a.m.-4 p.m. along the east shoulder of Kualakai Parkway.
- Crews will be working between 7 a.m.-4 p.m. near Waipahu High School on the shoulder of the highway and 6 p.m. – 6 a.m. between Aniani Place and Leoku Street.

**Traffic Plan:**

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- At minimum, one lane of traffic in each direction along Farrington Highway will remain open.

**Contact Us:**

For more information, community members can visit [honolulustransit.org](http://honolulustransit.org) or call the information line at 566-2299.

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## West O'ahu/Farrington Highway Guideway Contract

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Traffic Update  
Week of July 25th, 2010  
Kiewit Design and Pre-engineering Field Work

**Traffic Impacts:**

- Crews will be working 7 a.m. to 3 p.m. along the east side of Kualakai Parkway with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working between 6 p.m. to 6 a.m. (westbound and eastbound) along Farrington Highway between Paiwa Street and Old Ft. Weaver Road Loop on the median and shoulder.
- Crews will be working between 6 p.m. to 6 a.m. along Kamehameha Highway between Acacia Road and Ala Ike Street on the shoulder of the highway.

**Traffic Plan:**

- Work will require lane closures during non-peak traffic hours and shoulder work signage/cones along the side of the road to delineate work area.
- One lane of traffic in each direction along Farrington Highway will remain open, between Paiwa Street and Ft. Weaver Road.
- Between Old Ft. Weaver Road Loop the two lane highway will be counter flowed using a single east bound lane.

**Contact Us:**

For more information, community members can visit [honolulustransit.org](http://honolulustransit.org) or call the information line at 566-2299.

**Summary:**

Last year, Kiewit Infrastructure West Co. was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During this design phase for the next 14 weeks, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.



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## West O'ahu/Farrington Highway Guideway Contract

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Traffic Update  
Week of July 4th, 2010  
Kiewit Design and Pre-engineering Field Work

**Traffic Impacts:**

- There will be no work from 7/4 to 7/5. Work will continue on 7/6 from 6 p.m. to 6 a.m.
- Crews will be working 7am-3pm through open spaces of East Kapolei with potholing, and boring activities. Potholing allows Kiewit to locate existing utilities, and boring for exploratory soil samples.
- Crews will be working between 6 p.m. to 6 a.m. (westbound and eastbound) along Farrington Highway between Paiwa Street and Waikele Road along the median of Farrington Highway.

**Traffic Plan:**

- Travel lane and intersection closures during non-peak traffic hours will occur.
- At minimum, one lane of traffic in each direction along Farrington Highway will remain open.

**Contact Us:**

For more information, community members can visit [honolulustransit.org](http://honolulustransit.org) or call the information line at 566-2299.

**Summary:**

Last year, Kiewit Pacific was awarded the contract to build the first 6.5 miles of the Honolulu Rail Transit Project from East Kapolei to Pearl Highlands. The City and County of Honolulu recently issued a notice to proceed to Kiewit for design and pre-engineering activities including surveying and potholing to locate existing utilities and exploratory soil sample borings in East Kapolei and along Farrington Highway in Waipahu. During this design phase for the next 14 weeks, crews will be working on Farrington Highway between Waipahu High School and Fort Weaver Road along the median and shoulder lanes. Kiewit continues safety, public information and environmental training for all Kiewit staff, craft, subcontractors and consultants related to the project. Kiewit and the City continue with community relations efforts by keeping the public informed of lane closures and possible impacts.