

Public Involvement Overview

June 2009

	Month
Hotline Calls*	38
Comment Sense Submissions/Inquiries**	44
FOIA requests	0
Speakers Bureau	38
Presentation/Events	24
Neighborhood Boards	13
TAC	0
Community meetings	1

*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.

June 2009 Website/Hotline Submissions*

Submission Date	Submission Content/Notes
06/01/2009	are there any opportunities to use the rail for the transport of other items other than commuters? Meaning, do you think the rail can also adapt to transportation of building materials, produce, equipment, etc...? Wouldn't this also help lower congestion of large trucking vehicles from the road?
06/02/2009	Please put this project on Hold for the greater good of the people of Oahu. WE CANNOT AFFORD IT. The Bus system we have is more island friendly The entire rail project will only be used by those who now use the Bus system. A Total waste of taxpayer Monies. It was shoved down our throats by using Taxpayer monies to promote the rail during the voting stage. We have been shown that we are unable to maintain even the simple things like a string of Highway lights between Waipahu and Kapolei and have been driving in the dark for many years. Our Highways have deteriorated to a point that even a drive through the leeward side of the Island is dangerous to the vehicles we drive. We have been frustrated for years as the continuous construction projects and delays on our roadways showing lack of timing and cordination of the department of transportation along with Hawaiian Electric and the board of water supply doing the majority of the work during peak traffic times rather than the late evening hours when the roadways are virtually empty. Again please stop this push for a rail system that can only be called MUF1's Folly. Sincerely, Thomas Welch a very concerned Tax Payer 292-1800
06/02/2009	Please take me OFF your glossy Honolulu On The Move mailing list. I do NOT want any or my hard earned tax contributions to go toward the West Oahu Rail Project, so maybe you can save a little by not mailing to me. Our city council members and the mayor apparently don't want to listen to their constituents. I thought the SECOND CITY concept was to: 1. Build and develop the employment infrastructure (i.e. City and State offices) FIRST. 2. Secondly, to develop the surrounding areas with residences to house those people working out there, and supply adequate infrastucture (highways, bike lanes). Why does our city and state government always work backwards? We already have a mass transit bus system. Why not improve on that (hybrid/alternative fuel sources)? Please try to get your heads together. We pay you to do that. A disgruntled tax payer
06/05/2009	We're an online community network that would like to keep informed about what's happening with Rail. Mahalos!
06/05/2009	As a U.S. based manufacturer of power rail for applications such as this, we are interested in providing a quote to the City of Honolulu. Is there any way that CX can be a part of the RFP process? We have supplied to most system integrators in this business, including the new Canada Line in Vancouver. Thanks for consideration. R. Prell
06/16/2009	Here is an idea for an attractive, locally-tied, but not "advocative" symbol for the rail transit system: A Hula Girl." That

	would be a dumb idea, except that in 1951, Honolulu Rapid Transit produced 2 million tokens with a dancing Hula Girl. Reports indicate that due to their popularity, most ended on the Mainland as tourist's souvenirs. Anyhow, today they are found in coin shops and even jewelry companies everywhere. Draw a Hula Girl, change the words to "Honolulu Rapid Transit System," and you have an instant classic! See, e.g, : http://www.rubylane.com/shops/californiagirls/item/1845?hgtv=1 Or just Google: "Hula Girl Token"
06/16/2009	how much money will be saved by building a rail system over the expenses of a bus system?
06/20/2009	I was wondering, will it be possible to build a parking structure or some type of lot to park cars in East Kapolei's rail transit station? It would be more convenient for people to drive to East Kapolei from Ewa and park there to take the rail to town. So when we take the rail back to East Kapolei, we can just drive back to Ewa instead of waiting for the city bus to come in the eerie darkness of Kapolei.
06/25/2009	Oh no, does that mean there's no station that stops at UH Manoa?

* Excludes mailing list requests, Station Workshop RSVP's, request for RPF information, right-of-way information.

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Is it Really Green?

Often the best answer is not yes or no, but try a Third Way

JAN TENBRUGGENCATE

The great frustration of trying to live sustainably is the false dilemma —being asked to decide whether to do this or that, when in fact there are other alternatives.

When asked which of two options is greener, the best answer might be: What are the other options?

The classic false dilemma of the environmental movement is the supermarket option: Paper or plastic? The best answer is neither. Better choices are to bring your own fabric shopping bag, or go the Costco route and re-use a store cardboard box.

To paraphrase “Kung Fu” actor David Carradine, when presented with two alternatives, keep in mind “There’s always a third way.”

The best choice may be, in the language of environmental studies, the “no action alternative.” If the question is whether to take the car or the bus to the mall, a third way is to combine tasks on tomorrow’s trip, and don’t take today’s trip at all, or walk.

Rail?

In the towering battle over rail transit in Honolulu, assertions of energy efficiency are all over the map.

“Rail is more energy-efficient than single-occupant cars and trucks, consuming 37 percent less energy per passenger mile, according to the U.S. Department of Energy,” says www.honolulutransit.org.

“The projected Honolulu rail line will use more energy per passenger mile than a regular automobile with its 1.15 average passenger load,” says honolulutraffic.com.

Can both of these statements be true? Sure, as long as nobody’s comparing apples with apples.



Photo courtesy: Rapid

“If you were to take everyone, put them in a Prius and require the Prius to have four people in it whenever it operates, then it would be more energy efficient than rail transit,” said Lawrence Spurgeon, an engineer with Parsons Brinckerhoff and environmental impact statement manager for Honolulu rail.

Transit Division Department
of Transportation Services

Rail opponent Cliff Slater says it's not that simple: “There are three elements to consider in rail transit energy use versus the automobile. First, New York City aside (its subways have a very low energy per passenger mile ratio), the average rail transit line uses more energy (per passenger mile) than the automobile. Second, the energy used in its construction is, according to the city, equivalent to 20 years' operating usage. Third, the automobile typically travels a shorter distance making a trip than the average bus/rail/bus trip.”

Some rail systems, as Slater correctly says, have very poor efficiency, although Honolulu's would use far newer technology than some of the worst ones. If you gauge rail on the energy cost of its construction, then you ought to also judge cars by the energy cost of building freeways.

It is a complicated issue, but from our perspective, rail seems like a good idea. From the citizen's perspective, though, transportation should be approached like a salad bar — a little of this, a little of that. Combine trips, walk or bike when you can, use mass transit when possible and if you need to own and drive a car, when it's time to retire the one you have, buy a really efficient one.

Is Rail Green? YES, compared to today's driving patterns

Solar?

When a colleague announces proudly, “I've got solar on my roof,” you're not really getting much information. There are two broad categories of rooftop solar applications and they are dramatically different.

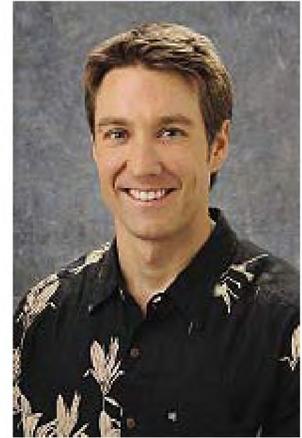
One uses the sun to heat water for showers, laundry and more, and the other turns the sun's energy into electricity — a technology called photovoltaic.

“An average Hawaii home rooftop receives the energy equivalent of approximately 15 gallons of gasoline daily,” said Jeff Mikulina, executive director of the Honolulu-based [Blue Planet Foundation](#), which seeks to move the world off fossil fuels.

The panels might look similar from a distance, but they're very different. So are the financials.

In general, you get a huge bang for the buck with solar hot water. Electric or even gas water heating can be among the biggest parts of a family's energy bill. With solar, once you've paid for the system, heating water is free.

Photovoltaic systems are much more expensive up front, and while the technology is improving and prices are dropping, it only makes economic sense in specific applications. Only about 1 percent of the state's homes have photovoltaic systems, while one in four has solar hot water.



Jeff Mikulina,
Blue Planet Foundation
Photo courtesy: Blue Planet Foundation

For most of us, it still makes sense to choose a third way: Spend money cutting down on a family's power demand through conservation, energy efficiency and solar hot water before spending money on photovoltaic panels.

"After conservation, energy efficiency is the smartest, fastest, cheapest and easiest clean-energy option. Using efficient appliances, lights and homes allows you to squeeze as much work as possible out of each electron that you buy," Mikulina said.

However, there is a place for photovoltaics, and in specific applications, these systems make economic sense, especially with tax breaks.

"The current 30 percent federal and 35 percent state tax credits make photovoltaic increasingly affordable — particularly when the credits are spread out over a couple of tax years," Mikulina said.

The state energy office last year produced a simple rundown comparing the two at hawaii.gov/dbedt/info/energy/efficiency/solar-wh-pv.pdf.

Hawaiian Electric has a nice primer on photovoltaics, although it's a couple of years old, at www.heco.com/vcmcontent/StaticFiles/pdf/JaeKwakandMarcoMangelsdorf.pdf.

Is Solar Green? Solar water heating: YES. Photovoltaic: NO, except in specific applications.

Plate-Lunch Boxes?

Should you eschew those white, light, plastic containers that encase virtually every Hawaii plate lunch?

The material is used because it's light, it retains the food's heat, it doesn't get soggy and doesn't leak. Most folks call it Styrofoam, though it's not. Dow Chemical holds the trademark for Styrofoam, which is technically extruded polystyrene foam. The white stuff that makes up coffee cups, cheap coolers, the white packing material your computer came in and plate lunch containers is another material called expanded polystyrene foam.

It won't biodegrade. Stick it in a landfill and your archaeologist great-granddaughter will be able to recognize it when she digs it up.

It is technically recyclable, and its plastic recycling code is 6, but "we're not recycling No. 6," said Suzanne Jones, recycling program branch chief for the city and county of Honolulu.

Instead, most expanded polystyrene in the Oahu waste stream goes to the HPower trash-to-energy plant, where it does some good providing high-value fuel to produce electricity.



Photo: istock.com

Pacific Allied Products in Kapolei recycles clean expanded polystyrene from its own applications and from packing materials provided by Sears, C.S. Wo and other retailers. But it can't handle consumer waste that might have food or other materials attached. See <http://www.pacificalliedproducts.com/recycling.asp>.

What's a consumer to do? Consider a third way: using nonrecyclable dinnerware that you wash, nondisposable coolers, reusable coffee mugs and maybe even paper goods, which are compostable in your backyard compost pile. Clear plastic clamshell containers are not a great alternative —they're not readily recyclable, although, like foam containers, they'll burn.

Want other options? Look at the Honolulu biodegradable products firm Styrophobia, <http://www.styrophobia.com/>.

Are Plate-Lunch Boxes Green? NO

Biofuels?

The concept is easy. If sucking oil out of the ground and burning it dumps excessive amounts of carbon dioxide into the air, what if we simply grow plants to make fuel? They

will remove carbon dioxide from the air as they grow, and then release it when the fuel is burned — adding no new carbon to the atmosphere.

In application, it's not so easy. For many biocrops, notably oil palms in Southeast Asia, undeveloped forest is cleared to make room for the crops, and the clearing releases a lot of carbon into the atmosphere. So the process starts with a huge deficit, which can be dozens to hundreds of times greater than the benefit, according to a study in the magazine *Science*: <http://www.sciencemag.org/cgi/content/abstract/1152747>.

That's just one of the issues with biofuels. Others include the pollution associated with fertilization, chemical pest control, runoff and other issues of intensive agricultural production.

On the other hand, biofuels are attractive in part because they work in much of our existing equipment. With minimal modification, you can run a diesel Mercedes or Volkswagen off biofuels, as well as a diesel electrical power plant. You don't need to spend a lot of money (and energy) developing a new transportation and power-grid system.

With biofuels, what matters is how they're produced — and that ranges from very good, to okay, to pretty darn bad.

If you're recycling the waste oil from restaurant grease traps or from french fry cookers into biodiesel, the overall impact is positive. That's what the folks at Pacific Biodiesel built their company doing.

If you're growing biocrops on already-cleared agricultural land (presuming food prices don't spike and people don't starve because of the switch in crops) then it leans green, but has its share of issues.

If folks are clearing native forest to make a biofuel plantation, they will probably never in your lifetime make up the carbon debt of the clearing operation.

Are Biofuels Green? NO, not if production damages forests and replaces food crops.

Blue: It's the new green

Try reducing your water footprint

Just when you thought you had a handle on this carbon footprint thing — how much your

lifestyle and consumption contribute to global warming – there's a new challenge.

You may be living “green,” but are you living “blue”? Do you know what your water footprint is?

This is no small matter, particularly in Hawaii, where rainwater is limited. We cannot pump in water from somewhere else and technology to recirculate or to convert seawater to fresh remains expensive and challenging.

In urban Honolulu and on Maui, the aquifer is already threatened. As we grow, the pressure on those resources will only increase.

Enter the water footprint. Do you know how much water you consume to support your lifestyle? Some elements are well known: We know it is best to water our lawns in the morning, when evaporation won't wipe out our efforts. We've been told not to use fresh water to hose down our driveways. Smart folks are going in for xeriscape, landscaping with drought-resistant plants.

But did you know it takes 37 gallons of water to produce one cup of coffee, according to Water Footprint Network? How about a burger? A quarter-pound of beef requires 480 gallons of water to produce. Got rice? About 1,800 gallons of water are used for a single five-pound bag of rice.

It is true that much of the water used in irrigation and agriculture returns to the system. Eventually. But not always in the most efficient way, and much of it returns dirty.

So, water conservation is more than an abstract idea. It is a real issue facing everyone. If you want to figure out your own water footprint and become more “blue,” start at www.waterfootprint.org and click on “Your Footprint Calculator.”

June 2, 2009

Judges still oppose rail route

*By Sean Hao
Advertiser Staff Writer*

U.S. justice officials and Honolulu officials remain at odds over whether security concerns posed by Honolulu's planned commuter train warrant changing the railroad's route near Downtown.

The outcome of the dispute could determine whether city officials can stick to an ambitious timetable that calls for construction of the \$5.4 billion rail project to start in December.

In January, three federal agencies asked the city to change the train's route to avoid passing near the Prince Kuhio Federal Building. Their concern was that the train system, which would pass at the same level as three judges' chambers, could be a platform for a terrorist bombing or attack by someone with a grudge against a particular judge.

A recent meeting with City Council members failed to soothe those security concerns. U.S. District Judge Helen Gillmor said the judges remain unconvinced an elevated train running near their office windows would be safe.

Gillmor also said a recent city-sponsored security study that found an attack on the courthouse "most improbable" was deficient. City officials have yet to publicly release the security study.

"As far as we're concerned, we haven't seen any (security study) that measured up to what actually needs to be done," she said. "We don't see how you can deal with the security issues we have other than by moving the rail. At this point, we think the route is ill advised."

Whether the concerns raised by three federal agencies — the U.S. District Court, the U.S. Marshal for the District of Hawai'i and the U.S. General Services Administration — will cause city officials to change the rail's route could depend on the results of an ongoing federal environmental review. City officials expect that the review will be completed this fall and won't require a change in the train's route.

Separately, the City Council could change the train's route, though that could lead to added environmental studies and delays.

So far, a group of City Council members formed to work out differences met with the judges on May 20 and was unable to resolve the issue. Council Chairman Todd Apo, who met with the judges, acknowledged that major differences remain. Another, more comprehensive security study along with other alternatives may be needed to address the issue.

"The city needs to do a better job in addressing the issue," Apo said. "The question is going to be the timing of that."

'In due course'

"My point to them is this shouldn't slow down the project. The project is starting in West O'ahu. It's going to be years before we get to the detailed planning of this (Downtown) section, so it will be dealt with in due course," Apo said.

Federal officials aren't the only ones pushing for a change in the route. General Growth Properties, which owns Ala Moana Center and the Ward Centers, has asked the city to change the route through Kaka'ako. Additionally, the U.S. Environmental Protection Agency urged the city to alter the train's route to avoid displacing a small Waiawa neighborhood known as the Banana Patch. City officials

plan to move the predominantly Asian neighborhood with 55 residents, 10 homes and a church in order to build a parking garage for train passengers.

Because the railway will serve a broad public purpose, it is unlikely that Banana Patch residents can successfully oppose city efforts to force the sale of their land. However, city attempts to acquire a 9-foot easement in front of the courthouse along Halekauwila Street could be more difficult because city officials cannot condemn land owned by the federal government.

Councilman Charles Djou, who also met with the judges, said the city can't afford to alienate key federal officials.

"One of the biggest parties out there that you've got to get this right with is the federal government," he said. "This is not some banana-patch farmer. How can it possibly be good to upset federal judges who might review this project and engage the U.S. Justice Department against you?"

City Council members and the judges plan to meet at an undetermined future date to continue the discussion. Meanwhile, the judges want the council to hold a hearing on a resolution that was introduced by Djou that would change the rail's route to avoid the federal building.

Gillmor said the court's concerns are supported by statistics released by the U.S. Marshals Service that show threats against federal court personnel have increased sharply in recent years.

"This is the reality of the current situation, and it's something that needs to be taken seriously," she said.

okino reluctant

Whether Djou's bill gets a hearing depends on Councilman Gary Okino, chairman of the council's Transportation and Planning Committee. Okino said he's reluctant to hold such a hearing, which could become a forum for those opposed to the project.

Additionally, Okino said, the elevated, fast-moving trains were unlikely to serve as a platform for terrorist or sniper attack.

"That's improbable, based on the design of the system," he said. "I think terrorists would take an easier way to attack that building. They wouldn't use a train."

Rail EIS nearing completion

[By Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 02, 2009

Waipahu resident Romeo Garcia said he sees the city's proposed 20-mile rail transit system as a benefit to his community, where many rely upon buses to get to work in downtown Honolulu and Waikiki.

"The Waipahu community is really excited," said Garcia, a member of the Waipahu Neighborhood Board. "If the rail is built, it will help a lot."

As the city edges closer to its goal of completing a final environmental impact statement for the estimated \$5.4 billion rail transit system, and breaking ground by the end of this year, some in Waipahu are anticipating a quicker commute.

The city is holding the second of three public workshops at 6:30 p.m. tomorrow at the Waipahu Intermediate School cafeteria, 94-455 Farrington Highway.

The third workshop is scheduled for July 8.

City officials are planning to unveil preliminary sketches and designs of rail transit station entrances at West Loch and at Mokuola Street.

The city plans to start construction in Leeward Oahu because the area provides more space for storage and maintenance facilities for the rail cars, rail transit spokesman Scott Ishikawa said.

Richard H. Oshiro, chairman of the Waipahu Neighborhood Board, said the community hopes that with the rail transit system and the two stations in Waipahu, there will be more interest in commercial and housing development or redevelopment.

"It's really important to the community because it sets the planning horizon for us," Oshiro said. "There are some areas in Waipahu that really should be redeveloped, and there are no current plans by the city or state to do anything."

Oshiro said he also hopes to see design guidelines for the rail transit station at Mokuola Street near the old Oahu Sugar Mill site that are consistent with the historic plantation background of

Waipahu.

Neighborhood Board member George Yakowenko, 77 and a retiree, said he fears the city's projections of ridership and low fares are too optimistic and will eventually result in raising taxes.

"My concern is there's going to be property tax increase down the road," Yakowenko said.

He said as a retiree living on a fixed income, "You have to watch every penny."

For Garcia the rail transit means he might not have to wake up as early to get to work in downtown Honolulu or to his second job in Waikiki.

He rides an express bus at 5:30 a.m. to beat the traffic and be at work at 7 a.m.

The return trip from downtown or Waikiki at 3:45 p.m. takes 40 to 50 minutes, he said.

"It takes a lot of time," he said.

Find this article at:

http://www.starbulletin.com/news/20090602_Rail_EIS_nearing_completion.html

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Architects Unveil Sketches for Waipahu Rail Stations

Written by Tina Chau - tchau@kgmb9.com

June 03, 2009 10:49 PM



The typical, non-descript, you might even say boring intersection at Farrington Highway and Mokuola Street could soon look like this. After hours of brainstorming at an April meeting, rail project architects incorporated 225 public comments and came up with a design for the three-story Waipahu Transit Center station.

"The drawings are nice," said Wendy Pestana, a Waipahu business owner who gave her input in the April meeting, "they actually reflect what everyone had discussed."

Rustic, paved with stones, and earth-toned colors, honoring Waipahu plantation past. The designs were shown to the very people who helped design them.

"There was a preference for sheet metal roofing, similar to what you might see on the mill or buildings of the time," said Ken Caswell, lead architect for the rail project.

Farther down Farrington, the West Loch station will have a more modern look with plenty of plants, shade and lots of room for air to flow since there won't be air-conditioning.

"They are rough sketches but it looks like what we wanted, with the greenery. We didn't want seating because we didn't want homeless people laying down on it," said Pestana.

The two Waipahu stations will be among the first seven to be built. Project organizers are busy recruiting construction companies for the ground-breaking in December.

"It's a great stimulus for our economy that we otherwise will not have," said Honolulu managing director Kirk Caldwell, "when it's being fully constructed, economists have told us it would generate 10,000 new jobs that would not exist otherwise."

Waipahu families will see the final designs in July. In the coming weeks, West Oahu families will get a chance to help design the stations in their area.



Last Updated (June 04, 2009 12:29 AM)

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Thousands of Construction Jobs Approaching

Reported by: Olena Rubin
Email: orubin@khon.com
Last Update: 6/03 10:22 pm

Hawaii's unemployment rate has nearly doubled in the past year, and the industry that's seeing the biggest number of losses is construction.

Union officials say right now on Oahu there are 3-thousand members without work and the State Labor Department says in the past year 6-thousand construction jobs have been lost across the state.

Both construction and union officials say building Honolulu's rail transit system will bring money and much needed jobs to Honolulu.

With a state multi-year shortfall of 2-billion dollars and a city deficit of 50-million dollars city officials say there is one bright spot in the not so distant future.

"The only real hope that we have on the horizon in my mind is rail," City Managing Director Kirk Caldwell said.

Dozens of Waipahu residents gathered Wednesday night at the second of three community rail station workshops to discuss transit and give input.

"If it's going to bring jobs to Hawaii its going to keep the money in Hawaii," Waipahu resident Ty Cullen said.

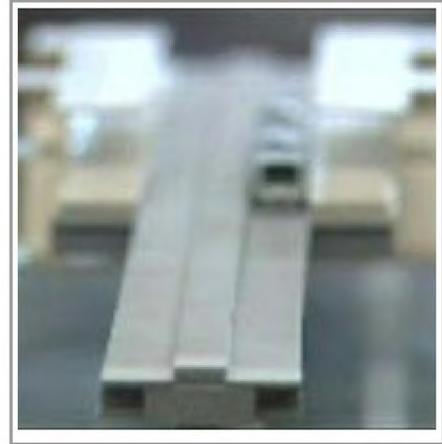
Some of the residents expressed concern over whether the rail is actually going to be built considering the state of the economy but city officials say...

"We have collected about 400-million through the surcharge, the federal government, Dan Inouye said there's somewhere between 1-billion and 1.5 billion that will be forth coming," Caldwell said.

"Without a doubt its the project that couldn't come quicker," Pacific Resource Partnership Kyle Chock said.

With half of all construction workers on Oahu sitting on the bench, union officials say this is the biggest project on Oahu's books and jobs will have a ripple effect on the economy and the job market.

"At its maximum build out we could have as many as 6-thousand carpenters working and close to 11-thousand construction jobs direct and indirect as the result of one project," Chock said.



And people are already being hired to work on the project.

"Its going to help not just construction workers, but architects, engineers, design consultants, its going to help small businesses that are situated along the route," Chock said.

"This in an opportunity it truly is the only hope to try and turn around our economy a little earlier," Caldwell said.

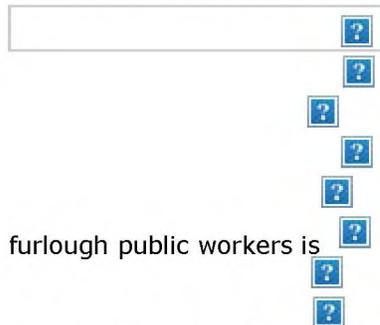
The rail transit EIS is expected to be completed late this summer. Contracts for the first guideway segment will be awarded in the fall and construction is slated to begin in December of this year, meaning jobs for thousands.

KITV.com

Cayetano Says Furloughs Are A Good Option

Former Governor Suggests Other Cuts First

POSTED: 5:10 pm HST June 3, 2009
UPDATED: 6:03 am HST June 4, 2009



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- **Video:** [Cayetano Reacts To State Worker Furloughs](#)

furlough public workers is

a good approach, former Gov. Ben Cayetano told KITV on Wednesday

Cayetano had to face his own \$730 million deficit in the mid-90s. Cayetano said Lingle criticized the cost savings he made then, but now she is doing some of the same things herself, such as shifting payments of bills to the next fiscal year.

"I think she has learned some lessons," Cayetano said.

Lingle said the state faces a \$730 million shortfall by June 30, 2011.

Cayetano said Lingle's plan to furlough public workers three days a month is a definite option.

"State workers should be glad that they have a job, and it is better to keep as many people on the state payroll even though you cut back their hours because they will have medical coverage health insurance, which is important for the family," he said.

However, Cayetano said he thinks the governor could make other budget cuts before imposing furloughs. He said she should take money from the state's hurricane relief fund that has millions of dollars.

Lingle could also save at least \$60 million a year by doing away with the Hawaii Tourism Authority, Cayetano said. The former governor created the agency, but he said it is not effective.

Cayetano said he would also take money from the rail transit fund.

If those cuts did not save enough money, furloughs would then be worth looking at seriously, he said.

Previous Stories:

- June 2, 2009: [Sen. Worries Furloughs Will Affect Public Safety](#)
- June 2, 2009: [Public Braces For State Furlough Impact](#)
- June 2, 2009: [DOE Reacts To Budget Cuts](#)
- June 1, 2009: [Lingle's Plans 3-Day Furloughs For State Workers](#)

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June 4, 2009

City seeks bids on rail facility

\$120 million project is third announced in past six months

*By Sean Hao
Advertiser Staff Writer*

City officials have launched a search for a contractor to build a maintenance and storage facility for Honolulu's planned \$5.4 billion elevated commuter train.

The estimated \$120 million contract is the third major train-related request for proposals issued in the past six months as the city pushes to start construction on O'ahu's largest-ever public works project in December.

Separately, seven teams of contractors are vying for a \$550 million to \$600 million deal to design and build the first phase of the train's guideway from East Kapolei to Leeward Community College. The city plans to award the contract sometime this fall if it receives federal approvals. The city also is soliciting bids for a 13-year contract to buy, operate and maintain the trains.

The maintenance and storage facility will be built on a 43-acre parcel off Farrington Highway between Waipahu High School and Leeward Community College. Both the train operations and maintenance contract and the storage facility contract are scheduled to be awarded in early 2010.

During the next fiscal year, which starts July 1, the city plans to issue nearly \$1 billion in rail-related bonds to help finance train construction. The project is expected to be paid for via a general excise tax surcharge and a federal grant.

KHON2.com

New City Budget Proposals

Gina Mangieri
June 4, 2009

With a key budget hearing up next week, the Honolulu City Council set an internal deadline of 3 p.m. Thursday for any last ideas.

Already on the table, raising the property tax rate to \$3.59 per thousand dollars of value from the current \$3.29.

Now added to the mix, proposals to raise it to \$3.42 with no homeowner tax credit, or not raising it at all -- also with no homeowner tax credit.

Council member Charles Djou says, "Just as every family and every small business in this community is tightening its belt, I think so should the city government."

"The last thing these owners need now is a real property tax increase, to say nothing of how it affects our seniors on a limited income," says Council Member Duke Bainum

The mayor says the hike to \$3.59 is needed especially with the direction of the economy.

Mayor Mufi Hannemann says, "It could be a lot worse, which is why we believe the \$3.59 rate was a prudent and fiscal way to go."

Other council members say a \$128,000,000 deficit was pared down to a \$36,000,000 budget gap that does need a rate hike to close.

Without it.... "Unquestionably that is going to impact city operations and city services. That's probably a \$40 million dollar impact to the city budge," says Council Chairman Todd Apo.

The lawmakers backing the rate freeze say they'll still be able to afford the 6 million dollar curbside recycling program. Others have doubts.

"I would be hard pressed to come up with \$6 million in recycling or for any other kind of program because when you have to come up with \$40 million in savings where do you begin?" says Council Budget Chairman Nestor Garcia.

Among the other measures: freezing a nearly 1 billion dollar rail bond effort, and stopping rail spending until the feds weigh in.

Bainum says, "My concerns is we don't rush forward and spend money until we have a record of decision by the federal government it we do that we face the possibility of being out the money we spent."

"This would seriously hurt our efforts in moving forward and getting a timely records of decision as well as continued funding from the federal government," says Hannemann.

Also proposed, making the parking cost hikes in Waikiki and at the zoo a bit less steep.

The hearing for the budget is on June 10th.

Isle motorists economize as gas prices rise anew

[By Star-Bulletin Staff and News Services](#)

POSTED: 01:30 a.m. HST, Jun 05, 2009

Hawaii had the highest-priced gasoline in the country this week, with prices on Maui already over \$3 a gallon and the statewide average creeping closer to that mark.

Yesterday's statewide average of \$2.86 a gallon was 2 cents higher than the second-highest state, Michigan. That is 12 cents higher than a week ago and 37 cents up from last month at this time.

Hawaii motorists are feeling the pinch and are preparing for more increases.

"Maybe we're not going to use our car if the price is still going up," said Derek Gouland, 45, husband and father of three children. "Maybe we're going to use the bus. We cannot afford. We struggle. We spent more than \$100 a month for gas."

Construction worker Todd Yokoyama, 49, expected to pay \$48 to fill up his half-ton pickup truck but instead paid \$59 yesterday at Lex Brodie's in Kakaako.

"Every little cent adds up," he said. "Everything else is going up -- a nickel and dime here. It hurts the pocketbook."

On Maui, regular, self-serve unleaded sold for \$3.11 a gallon, 9 cents higher than a week ago, according to the AAA Fuel Gauge Report. Honolulu averaged \$2.78 a gallon, while in Hilo the price was \$2.92 a gallon.

Charlotte Townsend has no choice but to drive a gas-guzzling minivan from Makakilo to work in Kakaako since it is adjustable for use with her wheelchair.

"I'm hoping it doesn't rise above \$3," she said. "Weekends I try not to come in to town, and consolidate trips -- all the things we did when prices were over \$4."

Max Reyes, 60, said, "Gas prices have gone up in a really short time. Nothing we can do because

it's about tax stuff and politics. That's a lot of money, whatever millions Lingle has to get back."

Beginning July 1 a general excise tax exemption for ethanol will expire, and gas prices will go up about 10 cents.

The nationwide average was \$2.57 yesterday, 12 cents higher than the previous week and 50 cents higher than a month ago.

"Oil industry analysts are saying that like last year, commodities investors are pushing up oil and wholesale gasoline prices at a pace that seems to have no connection to domestic fuel consumption or availability," Richard Velazquez, AAA Hawaii regional manager, said in a news release.

Crude oil settled at \$68.81 yesterday on the New York Mercantile Exchange.

Oil prices have rallied for three months, and they soared this week to their highest levels since November. Crude now fetches nearly twice its February price, mostly on the expectation that the dismal U.S. economy could be stabilizing.

Prices are still below last year's record-setting highs.

On June 4 of last year, the statewide average was \$4.14 a gallon en route to a record of \$4.51 on July 31. The Honolulu average was \$4.06 a gallon a year ago.

The Associated Press contributed to this report.

Find this article at:

http://www.starbulletin.com/news/20090605_Isle_motorists_economize_as_gas_prices_rise_anew.html

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June 5, 2009

Letter to the Editor

rail transit

Article on funding was 'simply wrong'

The Advertiser's May 26 article, "Aging U.S. transit may sap Oahu rail," was simply wrong in its assertion that fixing older transit systems elsewhere "may require diverting money from recently built and planned train systems," according to a Federal Transit Administration report to Congress, and that this "could mean less money for Honolulu's planned rail system."

The report says nothing at all about reducing funding for the FTA's New Starts program, which helps pay for new rail projects, nor did it mention Honolulu's system. The only federal official included in the article indicated that its premise was flat wrong, yet these comments were buried at the very end.

The truth is that federal support for Honolulu's rail project is quite strong, and there have been no indications whatsoever that federal funding for the project is in jeopardy. In fact, the newly confirmed head of the agency, Peter Rogoff, has met with Mayor Hannemann several times, personally toured the project corridor, and voiced strong support for the project during his Senate confirmation hearing before Sen. Daniel Akaka on May 13.

Wayne Y. Yoshioka | Director, Honolulu Department of Transportation Services

June 6, 2009

Hawaii fuel, electricity prices jump amid rising oil costs

*By Greg Wiles and Will Hoover
Advertiser Staff Writers*

Like other motorists on O'ahu yesterday, Richard Breaux of Wai'anae was feeling the pinch at the pump.

"It's surprising to me that it's going up so fast. If I don't get another job it's going to hit me hard," Breaux said. "I think before next week it's going to go up to \$3 a gallon."

A worldwide jump in crude oil prices is coming home to Hawai'i, with people paying more for gasoline, electricity and the cost of shipping goods.

The cost of a gallon of regular jumped 38 cents in the past month. In June, homeowners will see higher electricity costs for the first time since September. Matson Navigation Co. increased its fuel surcharge yesterday, which could boost prices on all goods it ships into the state.

This is all courtesy of oil prices, which have more than doubled since December. The price increase is being felt nationwide, but perhaps nowhere in the country is it felt as keenly as it is in Hawai'i, where petroleum accounts for about 90 percent of the state's energy needs.

pay more, get less

Consumers were whipsawed by historic high oil prices last year, paying more than \$4 a gallon for gasoline and being shocked by electricity bills after oil hit a record 145.18 a barrel last July.

The past three months have witnessed an increase in oil prices as talk of a possible economic recovery and other factors affect costs. What's more, some experts are projecting oil prices will go higher in coming months and possibly next year.

"It's not good news," said economist Ibrahim Dik, a professor at Kapi'olani Community College.

"The oil prices effect everything, not only the Hawai'i economy, but the United States economy and the world economy."

Moreover, they disproportionately hit lower-income people because more of their money goes toward essential items, Dik said. These same folks have also been hurt more than higher-income workers in terms of unemployment and cuts in hours.

Dik said in effect, many people are buying less and paying more for it.

In Kapolei yesterday, Milton Pacrem was at Tesoro, squeezing regular gas at \$2.839 a gallon into his pickup. The Goodyear mechanic recently had his hours cut in half.

Now he limits his driving to work.

Pacrem places the current financial meltdown squarely at the feet of the escalating cost of gas. Those pump prices raised the cost of everything from food and clothing to airline tickets, he said. People pushed to the financial edge couldn't make their home, car and other big-ticket item payments.

"I think gas prices going up is what started this whole recession," Pacrem said.

2nd-highest in u.s.

Hawaii's current economic downturn was caused by more than just the increase in crude oil prices, but nonetheless Dik said the recent uptick in prices won't help.

"It will have a negative impact on recovery," he said.

Hawaii's statewide average gasoline cost reached \$2.869 a gallon yesterday, or second-highest in the nation behind Michigan, according to AAA Hawaii's Daily Fuel Gauge Report. On Maui, the average rose to \$3.122 a gallon.

Bill Green, a consultant and former owner of Kahala Shell, said customers are talking about the increase, which he said was brought on by rising crude oil prices.

"Nobody likes it," said Green, explaining that pump prices will probably go higher as crude trades higher. Even if crude remained the same price, the price would increase because of pending state tax hikes on gasoline sales.

Green said it's expected prices will jump by about 10 cents a gallon when a moratorium on charging a state general excise tax expires at the end of June.

Moreover, a bill passed by the Legislature would add a \$1-a-barrel tax to crude oil that could filter down to consumers in the form of a 2-cent or so increase in the price of gasoline, Green said.

'here we go again'

A barrel of crude oil for future delivery closed at \$68.44 on the New York Mercantile Exchange yesterday, or about 1 1/2 times the \$44.60 it started the year at, and more than twice the low of \$33.87 hit less than six months ago.

The prices have been soaring despite a massive surplus of petroleum and natural gas. A large amount of speculative money has flowed into the markets, according to government reports. Goldman Sachs Group Inc. this week raised its forecast for oil to \$85 a barrel for the end of 2009 and \$95 for the end of 2010.

"There's this feeling of 'here we go again' with what happened last year," said Tom Kloza, publisher and chief analyst at Oil Price Information Service, in an interview with The Associated Press.

"It hurts discretionary spending. It leaves people to think about not taking those summer vacations."

other costs rising

Pump prices have a ways to go to hit the \$4.507 Hawai'i statewide record reached on July 31, 2008. But Matson Navigation Co., which powers its ships with bunker fuel produced from crude, yesterday announced it would raise its fuel surcharge to 28 percent from 20 percent on July 5.

That's a level not seen since last October and will mark the third increase in the surcharge since May 23, when the surcharge stood at 15 percent.

The increase will translate into an extra 1.45 cents per head of lettuce being shipped from the West Coast to Hawai'i, and tack on \$68.14 to the cost of shipping a privately owned car.

"We had hoped the trend would reverse, but it's just rising," said Matson spokesman Jeff Hull.

Meanwhile, HECO this week said its June electricity rates for residential customers would increase slightly. Much of the company's electricity on O'ahu comes from generators fired by fuel oil.

The typical residential customer using 600 kilowatt hours of electricity will see their bill increase from a month earlier by \$2.91 to \$120.36 as rates rise to 18.63 cents per kilowatt hour.

That's still cheaper than what homeowners paid during all of last year. Still, the rising energy prices, especially those at the pump, are catching people's attention, and folks are hoping things don't go higher.

Candy Frank of Pearl City is holding her breath. As long as gas stays in the \$2-plus range, the Hawaiian Airlines plane cleaner thinks she can cope by limiting her consumption to \$20 per trip to the pump.

"I'm not even filling it up," she said. "If it goes over \$3 a gallon, I'll cry. No more cruising."

June 8, 2009

Letters to the Editor

Rail transit

Council decision on start is dangerous

Honolulu's City Council is about to grant the authority to the city administration to start rail without environmental approvals and without federal monies. They plan to approve the float of \$1.1 billion in bonds which must be paid back by the O'ahu taxpayer, plus interest.

Responsibility, due diligence and common sense are lacking in this process. The city and its consultants have a cost contingency plan but it'll evaporate by this prolonged recession.

This project assumed that there will be many more residents in leeward O'ahu and many more jobs all over O'ahu that 738,000 more daily trips would occur in 2030 than in 2005. Does this seem correct now? Updated cost-effectiveness estimates could disqualify it for federal funds.

Starting construction without a specific funding agreement with the Federal Transit Administration would qualify City Council actions as reckless and contrary to the best interests of the O'ahu citizenry that they represent.

The FTA faces several hundred billion dollars of necessary maintenance of existing transit systems, thus billion-dollar allocations to new systems are unlikely. Expect heavy and prolonged taxes in order to finish this system.

How much taxation escalation and irresponsible decision-making is enough before a tipping point is reached and life on O'ahu becomes unbearable?

Panos D. Prevedouros, Ph.D. | Professor of transportation engineering, UH-Manoa

June 8, 2009

Letters to the Editor

Economy

Rail money should be put to better use

With the economy being as bad as it is, instead of punishing the public by cutting back on so many existing programs and departments (and now furlough), why don't we just use the rail money that is sitting pretty and waiting to be spent? It would be irresponsible and ridiculous to build such an expensive project during our time of need. Is having a rail transit system really worth all this sacrifice?

Jessica Pacheco | Pearl City

Letters to the editor

For Monday, June 8, 2009

POSTED: 01:30 a.m. HST, Jun 08, 2009

Rail will provide alternative to cars

There's lots of talk about the increase in gasoline taxes, just when gas prices are rising. Rates are also likely to go up on parking meters as well as at the municipal parking lots. This means we will all find ourselves paying more and more to drive our cars.

The American Automobile Association has determined the cost of owning and operating a car at somewhere over \$8,000 per year, depending on gas prices and parking fees.

The bright spot and the light at the end of the tunnel is a train that's coming. Rail will give us an alternative. We can either drive our cars in traffic and pay more for gas and parking, or we can take the train. The choice will be ours.

Jason Wong
Honolulu

ISLAND COMMENTARY

Council poised to go off the rail

By Panos D. Prevedouros

POSTED: 01:30 a.m. HST, Jun 09, 2009

Honolulu's City Council, which represents almost 900,000 people on Oahu, is about to make a major fiscal and political error. It is about to grant the authority to the city administration to start rail without environmental approvals and without federal monies. It also plans to approve to start the project about a mile outside Kapolei and develop a six-mile elevated rail to Waipahu.

Worse yet are plans to approve the float of \$1.1 billion in bonds for rail with no stipulations or accountability controls. This \$1.1 billion obligation must be paid back by the Oahu taxpayer, plus interest.

These actions demonstrate a lack of responsibility, due diligence and common sense. Here is a partial list of what is lacking in this process:

» Lack of uncertainty analysis in costs and ridership. The city and its consultants follow the bankrupt Everything Goes According to Plan principle. They have a cost contingency plan but it'll evaporate by this prolonged recession. Most economists do not predict much growth for at least five years into the future. The city's solution to insufficient funds will be more taxes, but the feds cannot approve a financial plan that is not grounded in current reality.

» How about the ridership? This project was justified by the assumption that by 2030 there will be so many more residents in Leeward Oahu and so many more jobs all over Oahu that 738,000 more daily trips would occur in 2030 than in 2005, and 401,000 of these new trips would develop between Aiea, Mililani and Kapolei. Is there anyone who believes that this assumption is correct? The cost-effectiveness criteria for this project are

now much lower than calculated in 2006. Updated estimates could disqualify it for federal funds.

» Lack of sufficient investigation of technologies more suitable to Oahu's environment, such as underground segments and at-grade segments. True light rail, in full or in part, was never studied.

» Lack of sound decision-making, which would have chosen an initial operating segment between Ala Moana Center and Aloha Stadium.

» Lack of sound decision-making in proceeding with construction without a completed and specific funding agreement with the Federal Transit Administration (FTA). Actually this count alone qualifies Council actions as reckless and contrary to the best interests of the Oahu citizenry that it represents.

The U.S. is broke and the FTA faces several hundred billion dollars of necessary maintenance of existing transit systems, including rail and bus fleets, thus billion-dollar allocations to new systems are unlikely.

How much taxation escalation and irresponsible decision-making is enough before a tipping point is reached and Oahu begins to lose population at an accelerated rate? (Thus making rail even more irrelevant.)

Oahu lost a few thousand people from 2006 to the present time. More taxes, fewer services and rail to nowhere add to the existing misery and are strong incentives for a mass exodus.

Panos D. Prevedouros, Ph.D., is a professor of transportation engineering at the University of Hawaii-Manoa, and a former candidate for mayor.

June 10, 2009

Honolulu mayor explores run for governor

Hannemann authorizes committee to weigh race against Rep. Abercrombie

BY DERRICK DePLEDGE
Advertiser Government Writer

Honolulu Mayor Mufi Hannemann told his Cabinet and staff yesterday afternoon that he has authorized a committee to explore a potential run for governor in 2010, setting up a possible challenge to U.S. Rep. Neil Abercrombie in the Democratic primary.

The formation of a committee by Hannemann's supporters gives Democrats some indication about the mayor's political intentions next year, but allows the mayor to remain focused on his job and delay a formal announcement. The committee would also allow Hannemann to raise money for a campaign that could cost more than \$3 million.

"There are a lot of people out there who have urged him to consider that race (for governor)," said Elisa Yadao, a Hannemann volunteer.

Candidates for governor want an early start on fundraising because of the large amount of money necessary to be competitive and the challenge of raising donations during a recession. Lt. Gov. James "Duke" Aiona, a Republican candidate for governor, has raised \$1.5 million.

Abercrombie, who announced his campaign in March, is awaiting word from the state Campaign Spending Commission about whether he can transfer \$1 million in federal donations to his governor's campaign. A decision is expected in July or August.

Hannemann can transfer the roughly \$660,000 left over from his re-election campaign for mayor last year to his governor's campaign. But the mayor is unable to raise new money until a new committee is formed.

fundraising help

Hannemann is heading to a U.S. Conference of Mayors meeting in Providence, R.I., and, sources say, plans to stop by Washington, D.C., for a meet-and-greet next week at a prominent law and lobbying firm that could help him with fundraising.

Hannemann, according to those familiar with what he told his Cabinet and staff, stressed that he wanted to keep his attention on his job as mayor and the city's multi-billion-dollar rail transit project. The mayor is expected to meet with a Federal Transit Administration official in Washington and attend a transit event in Chicago during his Mainland trip.

Abercrombie's campaign was not immediately available for comment last night. But sources close to the congressman have questioned how Hannemann will be able to explain why he would leave his job as mayor at a crucial time for the rail project to seek higher office.

Both Hannemann and Abercrombie have strongly backed the rail project.

rivals with a past

Abercrombie and Hannemann faced each other in a special election and the Democratic primary for Congress in 1986 in what is known as among the most negative campaigns in state history. Hannemann angered Abercrombie with campaign ads that suggested the former University of Hawai'i campus radical was soft on drugs and had smoked marijuana.

Abercrombie won the special election. But Hannemann won the primary, then lost in the general election to Republican Pat Saiki.

"It would be fascinating to watch," said Dan Boylan, a University of Hawai'i-West O'ahu history professor. "I don't think there is a lot of love lost between them at all. I don't think either thinks very much of the other."

Boylan and other Democrats said Hannemann and Abercrombie are civil to each other and have worked cooperatively on transit and other issues. Influential Democrats have also suggested to both men that they try to avoid a primary clash.

"It appears that they are headed for this standoff," Boylan said. "I don't think this is any exploratory committee. He's going to run."

Brian Schatz, the chairman of the Democratic Party of Hawai'i, said an Abercrombie-Hannemann primary "would make an already exciting election year even more exciting."

"We feel blessed to have so many strong candidates for the top offices in this state," he said.

June 10, 2009

Council member Duke Bainum dies

Advertiser Staff

Honolulu City Council member Duke Bainum has died.

An e-mail from Bainum's staff this morning said, "We are deeply saddened to announce that Councilmember Duke Bainum passed away last night at approximately 11 p.m. from complications due to an aneurysm.

"He was 56 years old and is survived by his wife Jennifer, and two sons, Z and Kona."

The e-mail asked that media and well-wishers respect the family's privacy and that information on a memorial service will be coming.

Council Chairman Todd Apo, who confirmed Bainum's passing earlier this morning, said,

"We are stunned and feel for his family."



June 10, 2009

Waikiki Zoo parking going to \$1 per hour

The City Council voted 7-1 to approve a new parking plan for parking in Waikiki parking fees: \$1/hour for zoo, 50 cents/hour for Kalakaua Boulevard in front of Kapiolani Park.

Currently, zoo and park users pay 25 cents an hour. The Hannemann administration proposed increasing the rate to \$1.50 in both areas.

Council Budget Chairman Nestor Garcia said the proposed increases raised more public outcry than any other budget-related issue, including proposals to raise the residential property tax rate, bus fares and capital improvements for rail.



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City Council to hold special election within 60 days

Duke Bainum is the second councilmember to die this year

[By B.J. Reyes](#)

POSTED: 09:54 a.m. HST, Jun 10, 2009

Council Chairman Todd Apo said this morning that by law, the council must hold a special election within 60 days to fill the vacancy created by the sudden death of Councilman Duke Bainum.

The council went through the process earlier this year in filling the vacancy created by the death of Councilwoman Barbara Marshall in February.

“Unfortunately, we have a model that we’ve gone to relatively recently to fill a vacancy,” Apo said. “We will follow that model.”

The election to fill Marshall’s vacancy was conducted by mail only and resulted in a 48 percent voter turnout. Marshall’s aide, J. Ikaika Anderson, was elected as her successor.

“It’s a pretty quick process, but I think we’ve got a plan and a system that works,” Apo said.

Apo said there were some thoughts of possibly postponing or recessing today’s Council meeting, but the Council is unable to do so because it faces a deadline to pass the operating budget for the upcoming fiscal year.

“We all run through those thoughts of: Do we keep going?” Apo said. “I think whether it’s Councilmember Bainum, whether it was Councilmember Marshall, whether it was any of us, we all understand the job of the city needs to continue. We can’t hold that up.

“We’re going to move forward with that and I think his staff and his family all understand that and appreciate that.”

Find this article at:

http://www.starbulletin.com/news/bulletin/City_Council_to_hold_special_election_within_60_days.html



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Council passes \$1.1-billion funding bill for rail system design

POSTED: 03:00 p.m. HST, Jun 10, 2009

The Honolulu City Council today voted to move forward with Mayor Mufi Hannemann's proposal for a rail system by passing a \$1.1-billion funding bill for engineering and design for the initial phase.

The council passed the bill with the understanding that the administration return to seek authorization for floating the \$1.1-billion general obligation bond.

The lone dissenter was council member Charles Djou, who objected to the city's growing capital improvement project budget of \$1.7 billion.

Find this article at:

<http://www.starbulletin.com/news/breaking/47706022.html>

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Mayor looks like he is running for governor

Hannemann, in putting together an exploratory committee, takes steps toward a candidacy

[By Richard Borreca](#)

POSTED: 01:30 a.m. HST, Jun 10, 2009

At an after-work meeting with Cabinet members and supporters last night, Mayor Mufi Hannemann authorized supporters to form an exploratory committee for a run for governor in 2010.

According to sources, Hannemann told his supporters that he is still considering whether he should run for Congress or governor or stay at City Hall.

Hannemann has been getting donations for a run for governor. The mayor returned the donations, according to a source, but he then authorized supporters to start accepting funds for a gubernatorial campaign.

While not a definitive announcement, the formation of an exploratory committee usually precedes a formal announcement of a campaign.

The only announced Democrat running is U.S. Rep. Neil Abercrombie, who is planning a major fundraiser June 29 at the Hilton Hawaiian Village.

Hannemann also has a fundraiser for an unspecified office planned for later this month.

Abercrombie and Hannemann faced each other in a 1986 Democratic primary for Congress.

Hannemann has toyed with the race for governor since before winning re-election as mayor last year.

During the campaign, Hannemann pointedly said that he would not rule out a race for another office before completing his second term as Honolulu's chief executive.

In March, Abercrombie announced he would run for governor and not seek re-election to the 1st Congressional District, which he has served for the past 20 years. Abercrombie kicked off his campaign with an announcement in Honolulu, then in a series of campaign rallies across the

state.

On the Republican side, Lt. Gov. James "Duke" Aiona has been running and raising campaign funds for about a year. He is in the midst of statewide series of fundraisers now. Also running is former Republican legislator John Carroll.

In 1986, Hannemann beat Abercrombie in the Democratic primary election to fill the term of U.S. Rep. Cec Heftel, who left office to run for governor. Abercrombie won the special election to fill the spot for two months.

Republican Pat Saiki later defeated Hannemann for the regular two-year term.

Hannemann also lost to Patsy Mink in a 2nd Congressional District race in 1990.

Hannemann won a City Council seat in 2000, representing the Pearl City-Waipahu area, and later became Council chairman.

In 2004 he defeated then-Councilman Duke Bainum for mayor.

Hannemann is also a former Fulbright scholar and White House Fellow and was director of the state Department of Business, Economic Development and Tourism.

Find this article at:

http://www.starbulletin.com/news/hawaii/news/20090610_Mayor_looks_like_he_is_running_for_governor.html

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UPDATE3: City Council Member Duke Bainum Dies



Written by KGMB9 News - news@kgmb9.com

June 10, 2009 07:24 AM

Council member Duke Bainum has died overnight.

A press release was sent out in Arkansas, where Bainum was a managing director of a bank there.

It said the 56-year-old died from an aortic aneurism, but the details are still coming in.

Bainum made an unsuccessful bid for Honolulu mayor in 2004 and was just re-elected to the City Council. He along with the other council members were to convene today to vote on the city budget.

He's survived by his wife and two sons. Again, Honolulu City Council member Duke Bainum has died.

Mayor Mufi Hannemann sent out this statement:

"Like other members of the City ohana, I was shocked to learn of the untimely death of Duke Bainum. I served with him on the City Council, and we vied for the mayor's seat in 2004. Throughout it all, I knew him as a man with a heartfelt desire to help others. In his work as a member of the Honolulu City Council, Duke was a dedicated public servant and a strong voice for those he represented.

"I join everyone in the City and County of Honolulu in offering our condolences to his wife Jennifer and children, as well as to the Bainum family."

Democratic Party Chairman Brian Schatz released this statement:

"We are all shocked and deeply saddened to hear of the passing away of Councilmember Duke Bainum. Duke was an honest and hardworking public servant, always simultaneously friendly and earnest. He will be missed by us all."

Stay with KGMB9 News and KGMB9.com for the latest on this developing news story.



Last Updated (June 10, 2009 10:16 AM)

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Duke Bainum dies of Aneurysm

Last Update: 8:55 am



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Honolulu City Councilmember Duke Bainum has died.

KHON2 confirmed early this morning that Bainum passed away last night at approximately 11 from complications due to an aneurysm.

Council Chairman Todd Apo plans to hold a press conference at 8:45 this morning.

Today's budget meeting is scheduled to proceed as planned, at 9 a.m. Bainum was 56 years old and is survived by his wife Jennifer, and their two sons.



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KITV.com

Honolulu City Councilman Duke Bainum Dies At 56

Former Mayoral Candidate Leaves Behind Wife, 2 Sons

POSTED: 7:51 am HST June 10, 2009

UPDATED: 8:53 am HST June 10, 2009

HONOLULU -- Honolulu City Council member Duke Bainum has died.

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Bainum, 56, died from complications from an aneurism at 11:11 p.m. Tuesday, according to a statement from his office.

Bainum was driving home to his Punahou Cliffs apartment on Wilder Avenue when he had chest pains, his staff told KITV. He pulled over and called 911. Paramedics treated him and took the councilman to a nearby hospital, where he died.

Bainum was elected last fall to the City Council representing Ala Wai, McCully, Palolo, St. Louis Heights, Kaimuki and Kapahulu.

His career in Hawaii politics stretches back to 1990, when he represented the Waikiki and Kapiolani areas in the state House.

In 1994, voters elected him to a City Council seat which he held for eight years before running unsuccessfully for Honolulu mayor in 2004.

A medical doctor, Bainum is survived by his wife Jennifer and two young sons.

He died the night before an important city council vote on the city budget, KITV reported.

The council was poised to make final decisions on how much of a property tax increase to approve and how large a property tax credit to give to residents to offset the increased rate.

The council is also set to increase motor vehicle registration, bus fares, admission to the zoo, and golf course fees.

Born in Maryland, Bainum was raised in Arkansas and Maryland.

He graduated from the University of Maryland School of Medicine in 1980 and travelled to Hawaii to fulfill his internship requirements, working at Queens Medical Center, Kuakini, Kaiser and St. Francis hospitals.

Memorial services are pending.

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• **Images:** Duke Bainum Images

PACIFIC BUSINESS NEWS

Wednesday, June 10, 2009, 8:20am HAST | Modified: Wednesday, June 10, 2009, 2:46pm

Honolulu City Councilman Duke Bainum dies

Pacific Business News (Honolulu)

Honolulu City Councilman Duke Bainum suffered a fatal aneurysm Tuesday night.

Bainum was 56. He most recently represented Manoa in on the council.

A statement read by Mallory Fujitani, a member of Bainum's staff, said Bainum "was feeling well at work yesterday" and that there were no prior indications of a health problem. She said he suffered chest pains Tuesday night and was taken to a hospital emergency room, but could not be revived.

A medical doctor by training, Bainum was a Democrat who served in the state House of Representatives from 1990 to 1994 representing Waikiki. After serving in the House, Bainum was a city council member from 1995 to 2003. He was elected to city council again in 2008.

He ran for mayor in 2004, but narrowly lost to Mufi Hannemann. Bainum left Hawaii after the election, returning to his family's small-town banking business and various other enterprises in Arkansas.

Hannemann said he was shocked to learn of Bainum's death.

"I served with him on the City Council and we vied for the mayor's seat in 2004. Throughout it all, I knew him as a man with a heartfelt desire to help others," Hannemann said in a statement.

Bainum is survived by his wife, Jennifer, and two sons, Z and Kona.

A special election will be held to fill his seat within 60 days. It will be the second special election for the council in recent months.

The council recently held a special election following the death of council member Barbara Marshall of Kailua. Ikaika Anderson won that election.

June 11, 2009

City will miss independent advocate

Honolulu has lost one of its independent political voices, recently returned to the City Council, in the death of Duke Bainum.

Those who have watched his political career recognized him as someone drawn both to public service and to the electoral process. A retired physician, Bainum always kept a hand in the medical vocation through volunteer work.

He held office for two terms in the state House but clearly preferred the work of city governance. Bainum was elected to the council in 1994, serving there until his unsuccessful bid for the mayor's office a decade later.

As former transportation committee chairman, Bainum had his own ideas on mass transit during that campaign and, upon his return to City Hall, found himself in a position to bring careful scrutiny to Honolulu's rail project.

What many of his supporters appreciated — besides the Southern drawl that underscored an earnest demeanor — was his willingness to take on issues regardless of special interests. The ample financial support of his family, with banking interests in Arkansas, enabled him to underwrite much of his own campaign, freeing him from most entanglements with campaign donors.

The probe that ultimately shed light on corruption in the city's Ewa Villages housing project was largely a Bainum initiative, reflecting a concern for government transparency that persisted into his current term.

The most poignant aspect of his untimely death, however, may be in his passion for his role parenting two young sons. These are extremely difficult days ahead for the boys and for his wife, Jennifer. Honolulu's heartfelt condolences go out to them.

June 11, 2009

Honolulu City Council raises property tax, bus fares, car fees

By *Gordon Y.K. Pang*
Advertiser Staff Writer

Honolulu residents will see higher property taxes, vehicle registration fees, bus fares and Waikiki parking rates under the budget package passed by the City Council yesterday.

Council members voted to raise taxes and fees to avoid any drop-off in major city services and make possible the expansion of a curbside recycling program to the remaining parts of O'ahu amid a slowing economy. The \$1.8 billion operating budget now goes to Mayor Mufi Hannemann for his approval.

Among the changes that would have the biggest impact on O'ahu residents:

- The property tax rate for homes would go to \$3.42 per \$10,000 valuation, up from \$3.29. A family owning and living in a house valued at \$600,000 would pay \$1,717 next year, up from the \$1,611 it paid this year, according to the Department of Budget and Fiscal Services.
- Bus fares will go from \$2 to \$2.25 on July 1 and \$2.50 the year after for an adult cash fare. The adult monthly pass will go from \$40 to \$50 in July and \$60 the following year.
- The vehicle weight tax will rise from 3 cents to 4 cents per pound. The owner of a 2003 four-door Toyota Camry weighing 3,250 pounds, for instance, would pay an additional \$32.50 each year to register the vehicle.
- Parking fees at the Honolulu Zoo will go to \$1 hour, up from 25 cents. Rates along Kalakaua Avenue in front of Kapi'olani Park will go from 25 cents to 50 cents an hour. The administration initially proposed going to \$1.50 an hour.
- Golfers will pay more. The adult daily green fees with a golf ID card would from \$16 to \$19, as would the cost of a golf cart rental.
- Admission fees for Hanauma Bay Nature Preserve and the Honolulu Zoo will rise for both locals and visitors to Hawai'i, on average by about 50 percent.

The main point of contention yesterday was clearly the property tax rates.

Hannemann, upset that the council approved a residential tax rate hike that does not include a tax credit to help soften the blow for owner-occupants, did not rule out a veto.

He said he will take until June 25, the most time allowed by law, to consider whether to support the budget package.

Currently, homeowners are paying \$3.29 per \$1,000 with a \$100 tax credit. Budget chairman Nestor Garcia proposed a plan that would have raised the residential property rate to \$3.59 per \$1,000 valuation with a \$150 tax credit, a plan supported by Hannemann.

But that failed to muster five votes. Instead, Councilman Ikaika Anderson's proposal for a \$3.42 rate with no tax credit was approved on a 7-1 vote.

"We should never ask our citizens to shell out more than is necessary of their hard-earned money," Anderson said.

Hannemann, at a press conference after the vote, disputed Anderson's suggestion that his plan would be more beneficial for owner-occupants.

A tax credit, Hannemann said, was needed to provide some relief to homeowners.

"This year, when we needed it most, they did not include it in their final package," the mayor said. "This means that most homeowners will pay more than they would have under the tax structure that we had proposed."

Hannemann and Budget Director Rix Maurer showed charts explaining how the Anderson plan would be more expensive for those owning homes valued at \$200,000 and \$600,000 and less expensive for those with \$1 million or \$2 million houses.

Anderson, earlier in the day, said there is no correlation between income and home values. Many constituents in his district live in homes valued at more than \$1 million but are retired and have limited incomes, he said.

Council members had initially proposed hiking the fees for alarm permits issued to homeowners who have security alarms. But after testimony from the head of a major security alarm company, the council voted to kill that increase.

The council yesterday also approved a \$1.7 billion capital budget for the next year that includes \$917 million to start construction of the planned elevated commuter rail line from East Kapolei to Ala Moana.

The city still needs added council approval before it can issue nearly \$1 billion in rail-related bonds to help finance train construction.

The city intends to start construction on the \$5.4 billion, 20-mile rail in December, pending federal approval. The project is expected to be paid for via a general excise tax surcharge and a federal grant.

Additional Facts

what you'll pay

Property tax: up about \$100 a year for a \$600,000 home

Bus fares: go from \$2 to \$2.25 on July 1 and \$2.50 the year after

Car registration fee: goes up by about \$32.50 for a typical car

Zoo parking: goes to \$1 an hour, up from 25 cents

June 11, 2009

Special election scheduled for Aug. 7

Kobayashi, Caldwell are among the potential candidates to fill seat

*By Suzanne Roig
Advertiser Staff Writer*

An Aug. 7 special election has been set to fill Duke Bainum's City Council seat, and a full slate of candidates is expected to come forward.

Among those being mentioned are former Councilwoman Ann Kobayashi, former state lawmaker and city Managing Director Kirk Caldwell, and the state lawmakers who represent the communities Bainum's district covered, including Rep. Scott Nishimoto, D-21st (Kaimuki, Kapahulu).

Yesterday, however, the potential candidates and their supporters were reluctant to talk about the pending race out of respect for their former colleague and friend. Bainum died suddenly Tuesday night of an aneurysm.

Still, the opening left by Bainum's death will create an opportunity for newcomers as well as veteran politicians.

"I think there will be a lot of candidates," said Della Au Belatti, D-25th (Tantalus, Makiki, McCully). "It's an opportunity for anyone who has an itch to be in public office. It would be great to have candidates who have fresh and independent voices who are in the same vein as former Councilmember Duke Bainum."

The deadline for candidates to file is June 25. Ballots will then be mailed to registered voters in Bainum's district who can return them by mail or drop them off at City Hall. Bainum represented District 5, which includes a portion of Kapahulu and Kaimuki; Palolo Valley, St. Louis Heights, Manoa, Mo'ili'ili, McCully, Kaka'ako and a portion of Ala Moana and Makiki.

This will be the second special election the city has held this year. In a contest concluded last month, Windward O'ahu voters chose Ikaika Anderson to replace Councilmember Barbara Marshall, who lost her battle with cancer in February.

The special election to fill Marshall's seat cost the city \$225,000. Eleven candidates competed.

"I don't ever remember a time when two sitting members (of the council) have died," said Jerry Burris, Honolulu Advertiser columnist and veteran political observer. "I don't think there's ever been two in a row like this.

"This is an unusual, unusual time. I rarely have seen a time when there was so much movement (among politicians)."

Councilman Donovan Dela Cruz confirmed yesterday that his close ally Kobayashi — who held the District 5 seat before Bainum — is interested in running. Kobayashi gave up her council seat last year in an unsuccessful bid to oust Mayor Mufi Hannemann.

Nishimoto, who considered Bainum his mentor, said, "I'd be open to it, but I have to think about it."

"Being elected to the City Council is really working on the ground," Nishimoto said.

Bainum served on the council from 1994 to 2002 and waged an unsuccessful mayoral battle against Hannemann in 2004.

Last July, Bainum filed to run for Kobayashi's open seat.

Caldwell also filed to run for the seat Kobayashi vacated but was disqualified in August after the city clerk's office ruled that his nomination papers were invalid, leaving Bainum the sole candidate for the district.

It's been a sad year for O'ahu for politicians, said Brian Schatz, head of the Democratic Party in Hawai'i.

"We've lost two great leaders in the same year," Schatz said, referring to Marshall and Bainum. "It's premature to talk about the next election. Now it's time to mourn the loss of Dr. Bainum and extend our best wishes to his family. Politics of the council can be considered at a later date."

EDITORIAL

Bainum still had a bright future

POSTED: 01:30 a.m. HST, Jun 11, 2009

A physician turned public servant, Duke Bainum devoted himself to the betterment of Honolulu's cultural, environmental and economic quality. His death from an aneurysm late Tuesday night brings a sudden and premature end at age 56 of a distinguished and hard-working leader.

Born in Maryland and reared in Arkansas, Bainum arrived in Hawaii to fulfill his internship requirements following his graduation from the University of Maryland School of Medicine. He practiced medicine in Honolulu as a staff member of the Kapiolani Medical Center for Women and Children. Entering politics as a member of the McCully-Moiliili Neighborhood Board, he was elected in 1990 to the state House of Representatives and in 1994 to the City Council, where he served two terms.

Bainum made his bid for mayor of Honolulu in 2004, focusing his campaign on troubles with traffic and urban sprawl, recognizing that economic growth did not conflict with the island's natural beauty. He largely financed his campaign with his own money, drawing criticism that he operated outside the more common system.

The Star-Bulletin endorsed Bainum's candidacy, noting his intellectual attributes and his understanding of Oahu's needs, along with his extensive network of community and business leaders while staying clear of awkward associations.

Mufi Hannemann defeated Bainum in that mayoral race. With Hannemann now expected to vacate the office midway through his second term to run for governor or the U.S. House, Bainum was the most highly-qualified to be his possible successor at Honolulu Hale among those mentioned as possible candidates.

Following the 2004 election, Bainum seemed to disappear from the islands, settling his family in Hot Springs, Ark., and becoming chief executive of Bainum Bancorp, bought by Bainum's father in 1984 and merged with another bank, headed by Duke and brother Tim Bainum, also a doctor. Duke Bainum recently stepped down as bank CEO.

It would have been a mistake to portray Bainum as a medical and financial aristocrat. Father Irvin Bainum was a plumber by trade, and the family household at one point consisted of the brothers, their parents, their grandmother and aunt and uncle. The parents rose from the Great Depression to build from scratch a motel in Maryland, and their "hard work and perseverance eventually paid off," Bainum recalled in his political Web site.

Upon filing for the City Council election last year, Bainum told the online arkansasbusiness.com, "It has always been my intention to maintain my permanent residency in Hawaii and, at some point, again seek

elected office."

Find this article at:

http://www.starbulletin.com/editorials/20090611_Bainum_still_had_a_bright_future.html

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Budget bill has mayor thinking veto

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jun 11, 2009

Although he stopped short of saying he would veto it, Mayor Mufi Hannemann had serious concerns about the budget bill approved by the City Council yesterday that includes an increase in real property taxes but no tax credit for homeowners.

Council members approved raising the property tax rate 13 cents to \$3.42 per \$1,000 of property value, an increase lower than the \$3.59 rate recommended by Hannemann and approved by the Council Budget Committee last month.

But a vote on the \$3.59 rate, tied to a \$150 one-time tax credit aimed at off-setting the bulk of the increase to taxpayers, fell a vote short of the five needed for passage.

The Council then unanimously approved a proposal by member J. Ikaika Anderson for the \$3.42 rate, but with no tax credit.

Hannemann called the move shortsighted, saying it will have a detrimental impact on the most vulnerable taxpayers, low-income homeowners and the elderly.

The mayor has 10 working days to decide whether to approve the budget, and says he will use the time to gauge community opinion.

"I need to seriously reflect on the consequences of today," Hannemann said. "I really want the public to know what the impact is because these are major impacts to their accounts and finances."

 [Council Members Decide On Hawaii Tax Increases](#)

ON THE RISE

Here are some of the taxes and fees the City Council approved. Current rates are listed in parentheses.

» **Property Taxes:** \$3.42 per \$1,000 of property values, no homeowner tax credit (\$3.29 with \$100 tax credit)

» **Motor vehicle weight tax:** 4 cents per pound as of Jan. 1 (3 cents per pound)

» **TheBus:** \$2.25 adult cash fare; \$50 monthly pass; \$25 youth monthly pass; \$25 four-day visitor pass (\$2 adult cash fare; \$40 monthly pass; \$20 youth monthly pass; \$20 four-day visitor pass)

» **Honolulu Zoo:** \$6 adult resident entry fee; \$12 adult non-resident; \$3 child (\$4 adult resident; \$8 adult non-resident; \$1 child)

» **Public golf:** \$19 adult daily greens fee; \$12 youth daily greens fee; \$19 golf cart rental; \$40 monthly senior greens fee. (\$16 adult daily greens fee; \$9 youth daily greens fee; \$16 golf cart rental; \$32 monthly senior greens fee)



Possible property tax, bus fare and parking meter increases were a part of the council members June meeting.

[[Watch](#)]



Hannemann specifically blamed Anderson and Chairman Todd Apo for pushing through the plan.

According to the mayor's estimates, a homeowner at the median home price of \$600,000 would pay an additional \$106.04 in property taxes under the bill passed yesterday, versus an extra \$41.38 under the Budget Committee's proposal he supported.

Apo said it was the mayor who failed to win enough votes to support his proposal.

"He just didn't have five people who believed that was the right rate," said Apo, who voted for the \$3.59 plan. "It wasn't from a lack of effort to try to pass what came out of committee, which is obviously what the mayor wanted.

"I know he was working hard to try to get five people to support that, but there were only four of us that would support that at that point."

The property tax rate is the key facet of the budget bill the Council passed yesterday, just hours after learning their colleague Duke Bainum had died the night before from an aneurysm.

Apo said there had been some thought about postponing or recessing the meeting, but the Council was unable to do so because it faced various deadlines for passing the operating budget for the upcoming fiscal year.

The city is facing an estimated \$50 million shortfall in the next fiscal year that begins July 1 and the increase in property taxes was among several approved by the Council.

Some fees for TheBus, admission to the Honolulu Zoo, greens fees at public golf courses and vehicle weight taxes are among the other increases that could hit Honolulu residents.

Reacting to what they called an overwhelming outcry from the public, Council members increased parking rates at the zoo and Kapiolani Park to just a fraction of what the mayor had proposed.

The 25-cent an hour rate that hasn't changed since 1980 is set to climb to 50 cents an hour along Kalakaua Avenue and the park, and \$1 an hour at the zoo, with some of that money going toward zoo improvements.

Hannemann had proposed raising rates at both locations to \$1.50 an hour.

"No other measure has generated as much discussion debate and emotion," said Budget Chairman Nestor Garcia.

Find this article at:

http://www.starbulletin.com/news/hawaii/news/20090611_budget_bill_has_mayor_thinking_veto.html

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Council clears \$1.1B in funding to advance rail project

By [Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 11, 2009

The City Council yesterday approved a bill that allows Mayor Mufi Hannemann to move forward with \$1.1 billion in funding for the initial phase of a 20-mile rail system.

Council members passed the bill with the understanding that the administration will return to seek authorization for floating the \$1.1 billion in general obligation bonds.

The bonds are purchased by investors with the promise that the city will repay them with interest during a period of time.

The Hannemann administration hopes to break ground before the end of this year on the \$5.4 billion rail project from East Kapolei to Ala Moana.

The \$1.1 billion will be applied to the initial phase, including the six-mile concrete track from East Kapolei to Pearl Highlands and storage facilities.

The lone dissenter in the 7-1 vote was Charles Djou, who objected to the city's growing capital improvement project budget of \$1.7 billion.

Djou said in slow economic times, the city should be looking at tightening its finances.

"This is headed in the wrong direction," Djou said.

Council member Romy Cachola, who voted for approval with reservations, said he supports the development of the rail system.

But Cachola said the city doesn't need to pass the bill now and has enough money, about \$350 million from revenues collected through a one-half percentage point increase in the excise tax on Oahu since 2007.

A number of residents testified they were worried the city was moving forward too quickly without completing an environmental impact statement and receiving written assurance of receiving \$1.4 billion in federal money for the project.

"What is the rush?" asked Pearl Johnson, president of the Honolulu chapter of the League of Women Voters of Hawaii.

Jeffrey Nishi, president of the American Institute of Architects in Hawaii, said his group supports a rail system

but wants a light rail that has the flexibility of operating on the ground rather than the city's proposed elevated rail system.

The architects' group wants to preserve ocean and mountain views as much as possible in Honolulu, group officials said.

Nishi said based on his group's research, a light rail system could also be \$2 billion cheaper.

City Transportation Director Wayne Yoshioka said no contracts will be signed and construction will not begin on the rail project until his department completes the environmental impact statement and receives approval to move ahead from the Federal Transit Authority.

Yoshioka said the city sought the funding bill to enable it to move quickly to obtain financing once it receives federal approvals.

"The more we wait, the more we're going to pay," he said.

Yoshioka, interviewed later, said the city needs to show it has enough funds before it can move forward with obtaining construction contracts.

Find this article at:

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Possible successors look to Aug. 7

By [Richard Borreca](#)

POSTED: 01:30 a.m. HST, Jun 11, 2009

The city will hold a special election Aug. 7 to fill the vacancy created by the death of Councilman Duke Bainum.

The City Council yesterday set a filing deadline of June 25 for the special election, which will be by mail-in ballot.

Two of the more widely known possible candidates are Kirk Caldwell, city managing director, and Ann Kobayashi, the former councilwoman from the district.

Kobayashi ran for mayor last year instead of running for re-election to her district and lost to Mayor Mufi Hannemann.

A former Democratic state senator, Kobayashi first ran for the Council in 2002 in a special election to fill out the term of Councilman Andy Mirikitani, who was convicted of giving staff aides bonuses in exchange for kickbacks.

Kobayashi easily won the 2002 election with 40 percent of the vote among 14 candidates, but the turnout was a minuscule 28 percent.

 [Bainum's Sudden Death Changes Hawaii Political Scene](#)



Kirk Caldwell



Ann Kobayashi

A look back on Duke Bainum's political career and how he tried his best to serve Hawaii's people.

[[Watch](#)]

Bainum's district runs from Manoa Valley to the Ala Wai Canal and extends from Manoa to Palolo, Moiliili and Kapahulu.

Caldwell, a former state House Democratic leader, had tried to run for the Council seat last year but failed to file his nomination papers on time and was disqualified. Honolulu Mayor Mufi Hannemann then named him city managing director. Caldwell had been thinking about running for mayor if Hannemann left office.

Now Hannemann has set up an exploratory committee for an gubernatorial campaign and would have to leave office next year if he runs for governor.

Caldwell and Kobayashi also were considering the mayor's race if Hannemann left.

Both said yesterday it was too soon after Bainum's death to start speculation about their political futures.

In April Ikaika Anderson won a special election to fill the Windward Council seat left vacant when Councilwoman Barbara Marshall died.

In that race, with 11 candidates, the vote turnout was higher, with 45 percent of the registered voters mailing in a ballot or using the two walk-in vote centers. Anderson won with nearly half of the vote but was outspent by other candidates, including former Councilman John Henry Felix, who spent \$187,459 to Anderson's \$36,260.

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KHON2.com

Council Presses On, Passes Record Budget

Reported by: Andrew Pereira

Email: apereira@khon.com

Last Update: 6/11 8:39 am

STORY SUMMARY>>>>

Despite the sudden death of Councilman Duke Bainum, the Honolulu City Council pressed forward Wednesday and passed a record \$3.46 billion budget. Under the City Charter the Council was forced to pass a budget for the new fiscal year no later than June 15.

The spending plan includes \$1.77 billion in operating costs and another \$1.69 billion in capital improvements. The Council also passed a myriad of fee and tax increases in order to close the gap on a \$50 million deficit for fiscal year 2010, which begins July 1.

After a lengthy debate, the Council passed a 13 cent property tax hike by a vote of 7-1, effectively raising the rate to \$3.42 for every \$1,000 of a home's assessed value. Councilman Charles Djou backed a measure introduced by the late Councilman Bainum, but the measure failed by a vote of 5-3.

"It would keep the real property tax rate the same and not force an increase upon the public," Djou said of Bainum's amendment. "Now is not a good time to raise taxes. Everybody in this economic recession is feeling the pain," he added.

Councilmen Ikaika Anderson and Todd Apo were the architects of the property tax rate that eventually passed, but the measure did not include a tax credit for homeowners.

"I cannot and will not impose a penny more in taxes on this community... then is required to fund our basic needs for this current fiscal year," stated Anderson, who argued a home's property value had no bearing on an owner's ability to pay property taxes.

Anderson noted that many of his constituents who survive on retirement income purchased their homes in the 50's and 60's, before property evaluations in Hawaii skyrocketed.

After the final budget vote, Mayor Mufi Hannemann blasted the Council for passing a property tax rate not discussed previously in public hearings. He said the lack of a tax credit would hurt Oahu's poor, elderly and middle class.

"I'm obviously concerned that the most vulnerable part of our population... are gonna be seriously impacted," said the mayor.

Hannemann used a graph and a laser pointer to illustrate how under the \$3.42 property tax rate passed by the Council, homeowners with a property value of \$300,000 would pay an additional \$97.82 per year.

If the council had passed a rate increase of \$3.59 with a \$150 tax credit, the mayor said those same homeowners would actually pay \$16.31 less, assuming property values decreased by three percent.

Hannemann said he would take the full allotment of time afforded him under the City Charter to consider a possible veto of the operating budget.

“So I'm going to take the full ten days to assess what happened today and see whether in fact the public weighs in and see whether in fact the Council members can justify their votes today to me.”

To help close the budget gap, the Council increased other taxes and fees. Among the increases:

- The vehicle weight tax increased one cent to 4 cents per pound and from 3.5 cents to 4.5 cents for trucks or commercial vehicles. Both rate increases become effective on January 1, 2010.
- Bus fares increased 25 cents to \$2.25, with monthly bus passes rising \$10 to \$50.
- Admission to the Honolulu Zoo was raised from \$2 to \$6 for kama'aina adults and from \$1 to \$3 for keiki.
- The rate for parking meters at the zoo went up 400% from 25 cents an hour to \$1 an hour. Meters along Kalakaua Avenue rose 100% to 50 cents an hour.

A bill to increase the initial fee for a home alarm permit failed to pass by a vote of 4-4. The measure would have raised an additional \$700,000 for the city by raising the fee from \$15 to \$25.

Opponents of Honolulu's \$5.4 billion rail transit project, many of whom questioned the financial viability of the elevated train, left the budget hearing disappointed when the Council voted to allow the administration to float \$917 million in general obligation bonds.

City Budget Director Rix Maurer assured council members the mayor would not request bond floats for rail transit by lumping them together with unrelated projects. The Council insisted all bond floats for rail be listed individually, with specific information about what the funds would be used for.

\$1.06 billion of the \$1.69 billion in capital improvements is set aside for construction of Honolulu's elevated rail system, including \$917 million in general obligation bonds.

Andrew may be reached at ph. 368-7273.

StarBulletin.com.

Honolulu traffic flow in need of serious fix

Professor Panos Prevedouros makes some good points in his commentary on the rail system ("Council poised to go off the rail," Star-Bulletin, June 9), especially in regard to pumping in loads of money before the environmental approvals are assured. One would hope that city and county leaders could learn from the Superferry debacle.

But I suggest that he could make a much greater contribution to our transportation problems if he would apply his transportation engineering expertise to Honolulu's deplorable surface traffic control system. In many places traffic lights are placed much too closely together. Further, almost none of the lights are synchronized in any rational sequence. Software already exists to do this for large networks such as Honolulu's surface streets. Applying such analyses to our traffic grid will not only improve the flow of traffic, but will also improve flow on freeways by reducing backups at exit ramps.

Please, Honolulu Hale and Professor Prevedouros, stop bickering and do something real to help Honolulu.

E.S. Gaffney
Honolulu

Hawaii among states to get IRS new-vehicle tax break

[By Star-Bulletin Staff and News Services](#)

POSTED: 01:30 a.m. HST, Jun 12, 2009

WASHINGTON » To help boost car sales, the Obama administration announced yesterday it is expanding a tax break on new-car sales to Hawaii and five other states that do not have sales taxes.

The economic stimulus package enacted in February makes state and local sales taxes on new cars purchased this year tax-deductible. The Obama administration has interpreted the new law to include excise taxes and other fees charged to new-car buyers in six states without sales taxes.

Besides Hawaii, which has an excise tax, the states are Alaska, Delaware, Montana, New Hampshire and Oregon.

Dave Rolf, executive director of the Hawaii Automobile Dealers Association, said his group obtained a clarification about the law in February.

"We've already been on the air telling people for 60 days this is a deduction (that applies to Hawaii) ... and it has put people into the showrooms," Rolf said.

Michael Mundaca, acting assistant treasury secretary for tax policy, said the fees "may not be called sales taxes ... but we determined they act the same way."

Qualifying fees must be assessed on the purchase of the vehicle. They can be based on the sales price or be a flat fee per vehicle, the Internal Revenue Service said.

For example, in Delaware, car purchasers are required to pay a document fee when registering a title with the Delaware Division of Motor Vehicles.

The fee is 3.75 percent of the purchase price.

"It was always Congress' intent for the document fee to be eligible," said Sen. Tom Carper, D-

Del.

The federal government has poured billions into Chrysler and General Motors in an attempt to help save the struggling auto industry. GM is in Chapter 11 bankruptcy protection, and Chrysler has just emerged after being taken over by Fiat Group SpA of Italy.

Officials hope the tax break will increase demand. To qualify for the deduction, new cars must be purchased between Feb. 16 and Jan. 1. Taxpayers can claim the deduction on their 2009 tax returns, regardless of whether they itemize deductions.

The deduction is limited to taxes and fees on the first \$49,500 of the purchase price of a new car, light truck, motor home or motorcycle. The deduction is phased out for individuals with incomes between \$125,000 and \$135,000, and for joint filers with incomes between \$250,000 and \$260,000.

The Joint Committee on Taxation projects the deduction will save car buyers \$1.7 billion.

"This tax deduction not only increases support for the auto industry as it seeks to rebuild, but also puts money back into the pockets of hard-working Americans," said Neal Wolin, deputy treasury secretary.

Find this article at:

http://www.starbulletin.com/business/20090612_Hawaii_among_states_to_get_IRS_new-vehicle_tax_break.html

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June 12, 2009

LETTERS TO THE EDITOR

Rail transit

Project offers vision in difficult economy

We continue to see letters from people trying to stop rail. These extremists use fear to plant the seeds of doubt. But "vision is the art of seeing what's invisible to others."

Mayor Hannemann and our City Council members, like President Obama and former President Roosevelt, recognize that in the face of an economic crisis — one that we have not seen since the Great Depression — we need to invest in our country's future and in the future of our island. During the Great Depression, Roosevelt introduced a number of major changes in the structure of the American economy, such as massive public-works projects, to promote a recovery.

Today, the American Recovery and Revitalization Act invests \$150 billion in new infrastructure and enacts the largest increase in funding of our nation's roads, bridges, and mass-transit systems since the creation of the national highway system in the 1950s.

The act will lay the foundation for a robust and sustainable 21st-century economy. And that is what O'ahu's rail transit system offers to the people of O'ahu, as well as our state. But you need to have the vision.

Alicia Maluafiti | Go Rail Go



June 13, 2009

Council leaves our wallets lighter

By David Shapiro

It was a grim week without a lot to take amusement from, but a few things are worth examining as we "FLASHback" on the headlines:

- A law signed by Gov. Linda Lingle tightens rules that reserve the "Made in Hawai'i" label for products that are 51 percent locally produced. Products must be 100 percent made in Hawai'i to be stamped "Ainokea."
- Honolulu Mayor Mufi Hannemann set up a committee to explore a possible run for governor next year. It's kind of like a Rottweiler exploring the rib roast on the dinner table.
- Hannemann would be renewing a nasty rivalry with U.S. Rep. Neil Abercrombie, who's already announced for governor. Elections are usually about raising the most money, but with these two, it's who boils the biggest pot of mud.
- The City Council socked Oahuans with increases in property taxes, vehicle registrations, bus fares, parking meters, zoo admissions and golf fees. Why don't they just garnishee our paychecks already?
- Of all the taxes and fees hiked by the council, budget chairman Nestor Garcia was surprised that higher parking rates at Kapi'olani Park near the zoo drew the most public outcry. Hey, in times like these, the monkey house is the only place left to hide.
- Hannemann was annoyed that new Councilman Ikaika Anderson engineered a lower property tax increase than the administration wanted. Wow, just sworn in and he's already under the mayor's skin. I knew the kid had potential.
- Rail critics fumed when the council gave Hannemann \$1.1 billion for the first transit link from Kapolei to Waipahu. The mayor actually hopes his elevated train carries him on a much shorter ride: across Punchbowl Street from the third floor of Honolulu Hale to the fifth floor of the Capitol.
- On the police blotter, an alleged bank robber was arrested after he left his picture ID on the counter, a guy suspected of stealing a cop's guns was captured after a high-speed chase, and a Kaua'i dude allegedly entered a yoga studio to steal a purse, got beat up by the yoga students and crashed into cars and street signs trying to escape. Some people were born to make the rest of us feel smart.

And the quote of the week ... from Mark Edmund "Duke" Bainum: "Leaders must not only be true, they must also care." He was one of the good ones who lived it like he spoke it. R.I.P.

Letters to the Editor

For Saturday, June 13, 2009

Growing city debt is cause for concern

Did you know that our city spends more on debt service than any other single expense category except for public safety?

The mayor and the City Council cry crocodile tears about being concerned for the taxpayer, but taxpayers should know them by their actions. On Wednesday the Council approved a lot of new taxes and fees plus the mayor's request for over \$1 billion in new bonding authority (primarily for the train). The interest only on \$1 billion more debt will make debt service (interest payments) in the city budget greater than all public safety expenditures planned for 2010.

Honolulu will be considered a debtor city when interest payments exceed any other budget expense category. As such, debt will drive future decision-making. Our City Council and the mayor are using our property values as security for all the debt that will tie residents down to ever-growing debt service that will ensure taxes must rise again next year to pay higher interest payments on debt.

Do not expect these politicians to cut public employee numbers or wages. Efficiency, they do not know the word. No, the city politicians will let wages and debt rise and services deteriorate so that Honolulu will soon be in a tighter spot.

Paul E. Smith
Honolulu

Letters to the Editor

For Saturday, June 13, 2009

Honolulu mayor pulls off magic tricks

What does the greatest American magician, Houdini, have in common with Honolulu's greatest magician, Mufi Hannemann?

Both could defy the laws of physics. Houdini could suspend a live body in space and thus defy the laws of gravity, and magician Hannemann could make opposing forces bring the same results.

To wit: When property values went up, he had property taxes go up. Now that property values are down, he still has property taxes going up. Wow!

Mr. Hannemann, instead of bringing new tricks upon us, just dip into the rainy-day fund that you must have established when property taxes doubled and tripled.

Gerhard C. Hamm
Waialae Iki



June 14, 2009

Honolulu vehicle weight tax to increase 66% over next 2 years

Provision in city budget will increase registration fees over next two years

*By Gordon Y.K. Pang
Advertiser Staff Writers*

Car and truck owners can expect to see vehicle registration fees go up 66 percent between now and 2011, and many motorists are not happy about paying more amid a recession.

The City Council last week approved raising the vehicle weight tax for passenger vehicles from 3 cents per pound to 4 cents a pound effective Jan. 1, 2010. It will go to 5 cents per pound on Jan 1, 2011. Many truck owners pay an additional 0.5 cents per pound.

The weight tax is part of a \$1.8 billion operating budget adopted by the City Council last week that includes an increase in property taxes and several fees. Mayor Mufi Hannemann, whose administration proposed the weight tax hike, is expected to sign the measure into law in the coming weeks.

That means by 2011, the city weight tax will have gone up roughly four times in 16 years. The weight tax is only one of five components that make up the vehicle registration fee that car owners pay each year to get a new sticker for their license plate.

The council last week also approved an increase to the beautification fee, another section of the vehicle registration, from \$5 to \$6 come Sept. 1, and to \$7 on July 1, 2010.

O'ahu motorists are not amused.

Palolo resident Stephanie Gaea, who is pregnant, recently bought a Yukon Denali, an SUV made by GMC, for her growing family.

Gaea, 30, said she was thinking of quitting her job with HECO to care for her new infant, but the tax increases are making her reconsider. "I guess I won't be staying home with my baby," she said.

"That's too high," said Joseph Duhaylonsod, 29, an emergency medical technician who owns a Toyota Tundra.

"The tax shouldn't be based on weight," said Duhaylonsod, of Kapolei. "I guess it'll make you second-guess getting a truck, even if you need one."

"That's ridiculous!" said Summer Baring, 29, a Kalihi housewife with a mid-sized Nissan pickup truck. "Everything keeps going up ... it's so upsetting."

Baring said she's also unhappy about the beautification fee hike.

"All these cars on O'ahu, \$5 per car, and we still have crappy roads," she said. "I don't think it's right ... but that's the price you pay to live in paradise, I guess."

Owners of commercial trucks or private trucks over 6,500 pounds now pay 3.5 cents per pound, and they will see 1-cent increases in 2010 and 2011.

Garet Sakakida, managing director for the Hawaii Transportation Association that represents truck and bus companies, said his member companies are hurting in a bad economy as it is.

Those who use many heavier vehicles, like bus companies and moving firms, will be especially hit hard. The typical delivery truck can weigh 15,000 pounds to 20,000 pounds, he said, and it would be charged the extra 0.5 cents.

"Even if we had the same rate, we would be paying more because of the heavier weight," he said. "But the rate is higher for commercial vehicles so it's a double-whammy on us."

State law says vehicle weight tax collections go to the highway fund accounts of each respective county.

They can be used to pay for, among other things, "the acquisition, designing, construction, improvement, repair and maintenance of public roads and highways."

Additionally, weight tax collections pay for street- light installation, maintenance and repair, traffic control functions and any other safety-related improvements.

The law also allows for funds to go to bikeways and "purposes and functions connected with mass transit."

City law says a portion of beautification fees collected must go to the highway fund. The rest pays for the removal of abandoned and derelict vehicles.

The fee is one of a variety of ways the city is trying to retain current levels of city services and avoid layoffs of employees in the face of falling property taxes and other declining revenues.

ISLAND COMMENTARY

As rail gets real, more concerns emerge

A group of some 40 young professionals, most of them born and raised in Hawaii, ponder the pros and cons of the city's rail transit project

POSTED: 01:30 a.m. HST, Jun 14, 2009

As we continue to think about and discuss our future in Hawaii, this letter echoes our concerns about the planning, design and construction of the Locally Preferred Alternative. This letter is neither for nor against transit; rather it addresses concern and requests greater transparency in the process.

Some form of transit has surfaced every decade since we were alive — who can blame us for either being indifferent to the thought of implementation or so anxious and impatient we don't care how it is executed. For us, the approximate \$1.07 billion (in bonds) the city is approved to float is our reality check that we will be paying for it, financially and visually, for the rest of our lives.

This piece touches upon concerns and unanswered questions regarding the cost, appearance and practicality of the planning, design and construction of the Locally Preferred Alternative.

COST CONCERN

In good or bad economic times, \$6.8 billion (\$5.4 billion for construction, \$1.4 billion for maintenance) is a lot of money for an island population of fewer than 1 million to stomach. For many long-time residents, or those with long-time memories of government projects, most would feel greater comfort if they could see in more detail (such as station design limitations or construction budget breakdowns) how the city plans to spend the general excise tax surplus (\$4.1 billion) from the goods/services we will be purchasing for 15 years. We would appreciate knowing specific alternative sources of income in the event the GET surplus doesn't reach its target income - much like this year. This request

is good business practice and should be a standard for all project operations (lessons learned from the recent economic crisis). Without this, as a group with a large disposable income, we have fundamental concerns regarding the funding of the system for the next 15-plus years using our hard-earned money that would otherwise go into other parts of the local economy.

Several questions arise without transparency or clarity in the process:

If the sole source of funding for the city (plus bonds) is the 0.05 percent GET surcharge, can you promise us the surcharge will be lifted as proposed at the end of 2022, even if the project isn't complete? If not, is there a Plan B? Will you still guarantee the transit fare will be affordable for all users?

In the short term, what will happen if the city releases the initial \$1.07 billion in funds and the federal government doesn't contribute the share the mayor has promised in 2011? Do we go for broke and just do it?

Is there a contingency plan if we don't get federal funding, the GET surplus is revoked, or the judges win their case? Maybe scaling down the project, funneling the accumulated GET surcharge to fast-lane the Bike Master Plan, updating TheBus fleet, improving TheBus route, or paving a parking lot at the Kalaeloa harbor and giving TheBoat a real chance to succeed?

Is it true that once we purchase this technology, we lose any sort of built-in flexibility for the future extensions?

VISUAL CONCERNS

In addition to further detailing the cost of the system, another major concern is the visual impact of a 50-foot high concrete track stretching 20 miles across Honolulu's world-famous south shore. Unlike the generations before us, we have had the fortunate opportunity to travel globally and experience a variety of innovative transit systems. We have seen clever station designs, well-placed routes, and the integration of activity with transit lines. So we hope, with the city's extensive travel to research transit systems, the final product will look and feel like many of the transit routes we have traversed over, reflecting the ingenuity found in other cities — while rooted in the values, uniqueness and future growth of each community it passes through.

Though the Locally Preferred Alternative offers the quickest and most reliable route, at what cost should we be willing to pay versus using another similar, perhaps less invasive, system? Weighing intangible social, cultural, aesthetic and future impacts to residents and visitors is a really tough responsibility — but it is also best practice.

TRAFFIC IMPACTS

Although the DEIS comment period has passed, and a historic decision was made

through a twofold question on the 2008 ballot asking if we wanted steel wheel transit or nothing at all, decisions should not be made in haste nor with subjective judgments.

By the end of 2009, it will have been nearly three years since the mayor committed the city to building a mass transit. During this time and onward, other city and state agencies must concurrently be updating and reorienting their transportation related programming in order to seamlessly integrate and complement the rail. Improving other modes of transportation while transit implementation occurs will hugely begin to impact lifestyle and, as a result, improve traffic, making transit the icing on the cake.

**Honolulu City Council
Bill 16 (2009), CD2
City Council Meeting, June 10, 2009
Letter of Testimony**

Dear Councilmembers,

Thank you for the opportunity to testify with serious reservation for City Council Bill 16, as related to transit funds. Please accept this letter of testimony on behalf of a group of young professionals, most of who were born and raised in Honolulu. As we continue to think about and discuss our future in Hawaii, this letter echoes our concerns about the planning, design, and construction of the Locally Preferred Alternative. This letter is neither for nor against transit; rather, this letter addresses concern and requests greater transparency in the process.

Our generation has witnessed transit surface every decade since we were alive – who can blame us for either being indifferent to the thought of implementation or so anxious and impatient we don't care how it is executed. We aren't the generation that saw Honolulu develop in the 70s, but the generation who has seen the aftermath of project after project go over budget, extend past deadline, or fall by the wayside. For us, the \$1.07 billion appropriation is our reality check that we will be paying for it, financially and visually, for the rest of our lives.

This letter touches upon valid concerns and unanswered questions regarding the cost, appearance, and practicality of the planning, design, and construction of the Locally Preferred Alternative.

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Without transparency or clarity of the process, several questions arise:

- If the sole source of funding for the city, in addition to bonds, is the 0.05 percent GET surcharge, can you promise us the surcharge will be lifted as proposed at the end of

2022, even if the project isn't complete? Is there a Plan B? Can you guarantee the transit fare will be affordable for all users?

- In the short-term, what will happen if the city releases the initial \$1.07B funds today and the federal government doesn't contribute the share the Mayor has promised in 2011? Do we go for broke and just do um?
- Is there a contingency plan if we don't get Federal funding, the GET surplus is revoked, or the judges win their case? Maybe scaling down the project, funneling the accumulated GET surcharge to fast lane the Bike Master Plan, updating TheBus fleet, improving TheBus route, or paving a parking lot at the Kalaeloa harbor and giving TheBoat a real chance to succeed?
- Is it true that once we purchase this technology, we lose any sort of built-in flexibility for the future extensions?

Visual Concerns

In addition to further detailing the cost of the system, another major concern is the visual impact of a 50-foot high concrete track stretching 20 miles across Honolulu's world famous south shore. Unlike the generations before us, we have had the fortunate opportunity to travel extensively and experience a variety of innovative transit systems. We have seen clever station designs, well-placed routes, and the integration of activity with transit lines. So we hope, with the city's extensive travel to research transit systems, the final product will look and feel like many of the transit routes we have traversed over, reflecting the ingenuity found in other cities – while rooted in the values, uniqueness, and future growth of each community it passes through. Though the Locally Preferred Alternative offers the quickest and most reliable route, at what cost should we be willing to pay versus using another similar, perhaps less invasive system? Weighing intangible social, cultural, aesthetic, and future impacts to residents and visitors is a really tough responsibility – but it is also best practice.

Practical Concerns

Accommodation

Pragmatically, the transit seeks to move thousands of people daily. The second city of Kapolei, one of the primary communities to be served has a median age of 31.2 (www.kapolei.com). As a community made up of young families, the daily afternoon routine most likely would include picking up the kids, shuttling them to their various activities, stopping by the market for dinner, and getting home to cook dinner hopefully before 8pm. If the goal is to take cars off the road, it is difficult to assume that all of these errands and activities are only a short walk from the proposed linear transit line. The limited and so-far nonexistent programming to accommodate the diversity of users seems to not have been thoroughly discussed.

Safety

For those of us who will be using the system in its late hours, safety concerns related to homelessness and crime at, or near, the stations and on the elevated platforms haven't been

solidly addressed. With the growing homeless population and violence occurring in the downtown (Chinatown) area, there will be added pressure on HPD and City Facilities and Maintenance to patrol and maintain these areas. What is the added tax payer cost, where will it come from, and will there be additional police substations on the station platforms?

Disaster-proof

On the flip side, as an isolated island, natural disaster is a constant concern, and thankfully a rare occasion. The severity of these disasters is quite different from other less isolated geographic locations. What will happen when energy services shut down as it did this past December, or an earthquake shakes up the concrete guide way or columns? Is the system only for 'the good times', or is there an emergency use for it? As we mull over the very possible scenarios, we express serious concern about the level of detail in this process.

Although the DEIS comment period has passed, and an historic decision was made through a twofold question on the 2008 ballot asking if we wanted steel wheel transit or nothing at all, decisions should not be made in haste nor with mediocre objective judgments. By the end of 2009, it will have been nearly three years since the mayor committed the city to building a mass transit. During this time and onward, other city and state agencies must concurrently be updating and reorienting their transportation related programming in order to seamlessly integrate and complement the rail. Improving other modes of transportation while transit implementation occurs will hugely begin to impact lifestyle and as a result, improve traffic, making transit the icing on the cake.

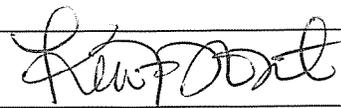
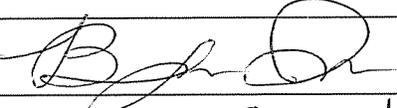
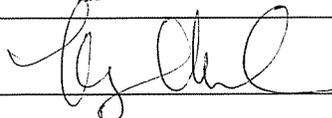
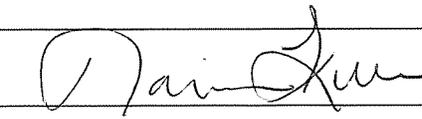
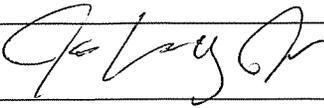
The Locally Preferred Alternative will be a permanent monument to our time and a permanent fixture in Honolulu. This letter is a voice of concern. If you are to approve the funds, please first know that you can answer the questions posed in this letter and make us more confident about what we are getting into. It is your responsibility to our community as well as our future to make a win-win decision, while transparently presenting the facts for the average citizen to understand.

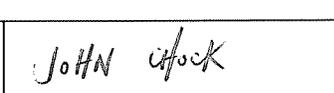
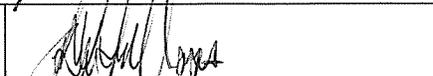
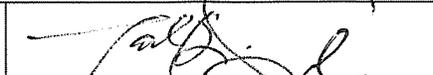
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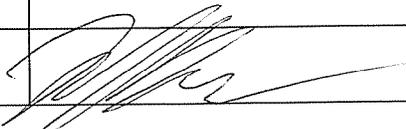
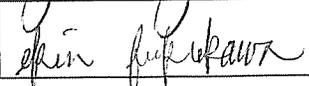
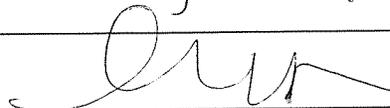
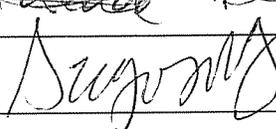
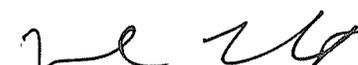
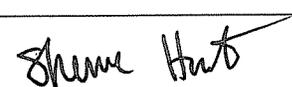
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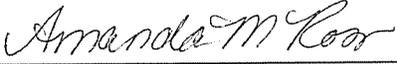
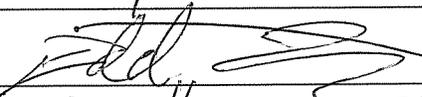
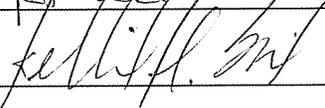
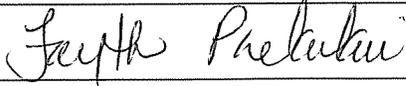
Tricia Dang

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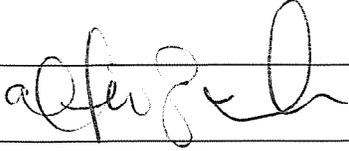
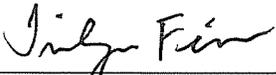
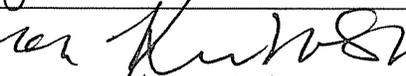
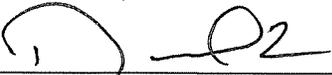
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Sohn Rautin		96816	1980
Comment. Hire the best people			
Leah Miyasato		96701	1982
Comment. More research needs to be done to ensure the best transit option!			
Sheryl Soriano		96701	1982
Comment. More transparency. Address environmental issues more!			
BRYSON IRIE		96817	1978
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Kaay Nebaha		96701	1982
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Nainoa Kuma		96813	1983
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JP Kennedy		96821	1984
Comment.			

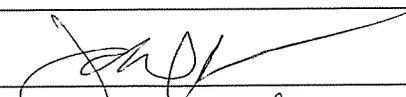
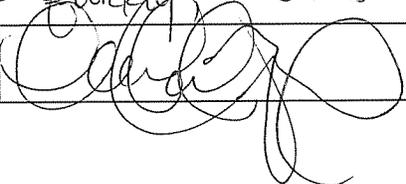
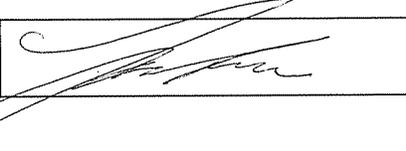
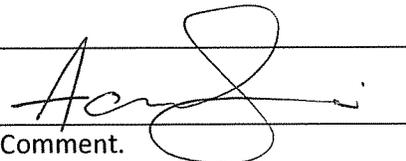
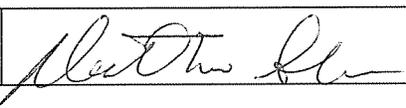
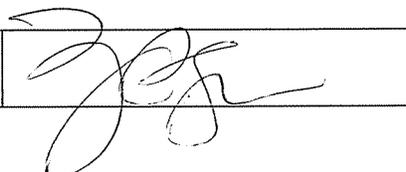
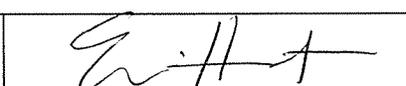
Name	Signature	Current Zip Code	Birth Year
Christine Shokarian		96797	1974
<p>Comment.</p> <p>Elevated transit I feel will cost more than any other system.</p>			
Christina O'Connor		96734	1978
<p>Comment.</p> <p>At grade ^{rail} through the urban core will be critical to the sustainability of the next generation of transit oriented development in Honolulu.</p>			
John Afook		96813	1983
<p>Comment.</p> <p>Real solution is to create more jobs outside Honolulu. What happened to the so-called "Second City?"</p>			
Kekuewa Kikiloi		96822	1975
<p>Comment.</p> <p>Please protect the iwi kupauna. mahalo nui loa.</p>			
Leslie Campaniani		96822	1982
<p>Comment.</p> <p>Please respect the voices and opinions of our generation as policy decisions today will inevitably affect our future.</p>			
Joshua Cordwell, DDS		96816	1982
<p>Comment.</p> <p>Rail stations on the mainland and abroad transform its surrounding area into an unpleasant community. With rail stations in town how can you ensure this doesn't happen?</p>			
Jarvis Smith		96826	1978
<p>Comment.</p> <p>malama ka 'aina!</p>			

Name	Signature	Current Zip Code	Birth Year
Jeff Kekohani		96826	1984
Comment. No Sked em go get em			
Erin Furukawa		96817	1980
Comment. Address noise, and environmental and and aesthetic impacts.			
Brett Chambers		96817	1980
Comment. serve drinks on evening commute			
Lise Ha		96816	1985
Comment. Be responsible Be responsible!			
Gregory Wong		96819	1976
Comment. I love mass transit but make it work!!			
Michael Hirota		96734	1979
Comment. Make the system useful, ie go to areas that are needed like the airport.			
Sherrie Hirota		96816	1980
Comment. Make transit safe and clean for all passengers, even during evening hours (no homeless, for transit/transportation use only not a sleeping place).			
Tricia Dang		96813	1981
Comment. How could you leave us w/ a rail that can NEVER be integrated on the ground - we have no option if this doesn't work!			

Name	Signature	Current Zip Code	Birth Year
Toby Tanaya		96814	1972
<p>Comment. Rail will help small businesses in Hawaii, like mine. Please do it responsibly. Thank you.</p>			
<p>The rail needs to go to Waikiki from the Airport.</p>			
<p>Comment.</p>			
Amanda Ross		96825	1978
<p>Comment. The rail will be very beneficial if it is planned correctly. The stops need to be beneficial to all, but it will definitely help the traffic situation. The transit in Chicago is how everyone travels.</p>			
<p>Comment.</p>			
Eddie Trongkemsataya		96817	1971
<p>Comment. Just concerned with preserving natural Hawaii beauty/scenery</p>			
Kea Asato		96822	1982
<p>Comment. Hawaii has a great bus system... we should improve on what works instead of investing in an entirely new system.</p>			
KANDE SMITH		96701	1980
<p>Comment.</p>			
Faith Paekukui		96734	1975
<p>Comment. Please consider safety @ Stations: well lit, no crime etc.</p>			

Name	Signature	Current Zip Code	Birth Year
Ken Kawasaka	Ken Kawasaka	96813	1970
Comment. This is going to be the biggest project in Hawaii for our lifetime and we will have to live w/it.			
BRYAN TANAKA	Bryan Tanaka	96817	1981
Comment.			
Ashley Nakamoto	Ashley Nakamoto	96822	1982
Comment.			
ELAN MARCOS	Elan Marcos	96813	1974
Comment. ARE U GOING TO RUN OUT OF MONEY. WHAT WILL WE HAVE TO MAKE UP \$ W/??			
Hauani Fujimoto	Hauani Fujimoto	96813	1979
Comment. Be transparent ... do due diligence & share plans to address concs.			
Amit Arora	Amit Arora	96813	82
Comment. WAAA We don't have enough money.			
Andrew Estes	Andrew Estes	96816	1981
Comment. Do it! This is for the future of our state and traffic congestion			
Josh Scuppbeeen	Josh Scuppbeeen	96822	1981
Comment. Your solution sucks but its a necessary evil.			

Name	Signature	Current Zip Code	Birth Year
AETON IKEDA		96824	1982
Comment.			
SHANE ARAKAKI		96813	1974
Comment. HONOLULU DOES NOT HAVE THE INFRASTRUCTURE TO SUPPORT THIS TYPE OF RAIL AND WE SHOULD LOOK @ ALTERNATIVES			
Chris Letoto		96822	1978
Comment. UA MAUKE EA O KA AINA I KA PONO!			
BRETT LAU		96701	1980
Comment. Funding? where is the \$ coming from. Are we forever going to be paying for this thing through increased taxes? What about our keiki?			
Trislyn Ferris		96817	1982
Comment. How can this project be funded when we are already in the red on our budget???			
KRISHA SIMMONS		96813	1983
Comment. IT WILL DESTROY THE LANDSCAPE AND WILL NOT WORK. IT WILL TAKE MORE TAXPAYER'S MONEY & THE CONSTRUCTION WILL NOT BE EFFICIENT. GIVE TAX CREDITS TO THE "SECOND CITY" INSTEAD! TRANSIT IS ONE OF THE WORST THINGS FOR OAHU			
Daniel Lee		96813	1981
Comment. THE Rail/Transit, absided a 15-20 yr project, is a short term solution to a growing traffic problem. Greater efficiency & effectiveness should come from creating solutions to our backward traffic system.			
Comment.			

Name	Signature	Current Zip Code	Birth Year
JAMES CHAN		96821	1980
Comment. IT concerns me that a decision is being made so quickly a decision with such huge impacts.			
Michael Young		96828	1978
Comment.			
Kohi Hakamada		96822	1978
Comment.			
	AARON SASAKI		1982
Comment. RAIL USE? ... POLYNESIANS, MICR'S, MINIMUM WAGE. NO DEALS! WANT STAY IN WANTANAE.			
MATTHEW ALICES		96816	1982
Comment.			
Morgan Kaya		96822	1982
Comment.			
Michael M. Sorenson	Michael M Sorenson	96706	1983
Comment. more people from gen x / gen y who will financial grow project.			
Emi Hart		96828	1977
Comment.			

Candidates for Bainum's Seat Prep For Campaign

Reported by: Olena Rubin

Email: orubin@khon.com

Last Update: 6/14 6:04 pm

Several candidates are preparing to launch competitive campaigns to fill the city council seat left vacant by Duke Bainum's death.

Less than a week after Duke Bainum died from complications related to an aortic aneurysm...several residents who live in his district say they plan to run for his now vacant city council seat.

"So I will pick up the papers on...I get back on the 22nd," Ann Kobayashi said.



Kobayashi who's in Italy on a family vacation...represented district five on the city council from 2002 up until last year when she opted to run for mayor of Honolulu.

"I am sure there will be lots of good candidates and we are going to have to really gear up and put on a good campaign," Kobayashi said.

Also throwing his name into the pot a member of the Diamond Head/Kapahulu/Saint Louis Heights neighborhood board.

"I feel that I can bring a fresh new look to the city council I want to help the city council to unify," George Waialeale said.

Waialeale says the last time he ran for office was in the 70's and he was planning to run for city council next year if Duke Bainum had chosen to run for another seat.

"We are going to be the David and Goliath campaign," Waialeale said.

Other possible candidates include another neighborhood board member...from McCully/oilili, Greg Kuadra says he will pick up his nomination papers Monday morning.

"We are seeing a lot more homeless in the area," Kuadra said during an interview last month.

Residents living in the district have also been asking state representative Scott Nishimoto to run, he says he gave it some thought but wouldn't if Ann Kobayashi does.

Also on the mind of many Manoa residents... the city managing director and former house majority leader Kirk Caldwell, en route to Chicago he told khon2 he would prefer not to say anything out of respect for the Bainum family...but will discuss the option later.

Candidates can pick up their nomination papers starting Monday morning at the city clerks office. They have until June 25th to register. The special election will be by both mail and in person the deadline to vote is August seventh.

Hawaii Gas Prices Conitnue To Rise

Last Update: 6/14 6:32 pm

It keeps getting more expensive at the pump.

According to triple-A, a gallon of regular gas in

That's up a dime in just the past week .. and up forty-cents in the last month.

"Well wasn't it just \$2.87? and now look \$2.93 so when you add that up every day driving that's a lot of money", says

"We were in Kauai just a couple weeks ago and it was already over \$3.00."

The average price for regular gas in Hilo and Wailuku, maui is also more than three-dollars a gallon.

Hawaii's gas prices are the second highest in the nation, a few cents cheaper than California.

Still, prices are far lower than they were a year ago at this time when it was \$4 a gallon.

Hawaii now costs an average of two-dollars and ninety-seven cents.Kahaluu resident, Rhonda Wingard.



June 14, 2009

Letter to the Editor

Property taxes

Seniors watching what mayor will do

Now that the City Council has a proposed budget with an increase in real property tax with no credit for homeowners, the mayor now has his chance to show real guts by accepting or rejecting the proposed budget.

He has said he will review the proposed budget, take maximum time to review, and everything must be justified. The City Council had its opportunity to look at all proposed spending but could not or would not cut any additional spending, as difficult as this could be.

Why is it always on the backs of senior citizens on fixed incomes? Come on, Mayor Hannemann, remember us seniors on fixed incomes are also voters who will remember your action on property taxes.

Roy M. Chee | Honolulu

June 15, 2009

Honolulu's new transit logo biased, rail opponents say

*By Sean Hao
Advertiser Staff Writer*

The city's multimillion-dollar rail information campaign now includes a heart-shaped "I Love Rail" logo that is featured on a monthly TV show and newsletter.

The logo has been generating concern that the taxpayer-funded public involvement initiative now has taken on an overtly pro-rail promotional tone.

City Transportation Director Wayne Yoshioka said the logo is a holdover from Valentine's Day-related transit information materials and denied that the city is using its public information and involvement program to promote the \$5.4 billion train project.

"The purpose of what we're doing is public information and to make sure we can get public information out to them," he said. "That hasn't changed."

Federal rules don't prevent the city from advocating for rail. In fact, there is nothing legally wrong with the city promoting rail, Yoshioka said.

"But our emphasis is to continue to give information to the public — make sure they know what's going on," he said.

The city spent nearly \$2.6 million from August 2005 through June 30, 2008, on a rapid-transit public information campaign that includes newsletters and radio and television shows. Updated figures on spending were not made available.

The city has maintained that an informational campaign is part of a federally mandated public involvement effort.

However, critics have called the effort thinly disguised rail propaganda.

Honolulu City Council member Charles Djou said the "I Love Rail" logo proves the city is promoting rail.

"I don't think there's any question that that clearly crosses the line from information to advocacy, and it is an inappropriate use of taxpayer resources," said Djou, who contends the city can't afford to build a train system.

Lobbying for support

Voters last November approved the East Kapolei to Ala Moana rail project, 51 percent to 46 percent.

Council chair and rail proponent Todd Apo said he wasn't sure whether the city's role following that vote should be to advocate for rail. However, he agreed that the "I Love Rail" logo appears to be an attempt to lobby public support.

"Common sense — yeah, it is advocating for rail," Apo said. "I don't know that you ever get to that point from a standpoint of using city funds, yet part of the city's job is to ensure that this is a successful project especially given the vote that happened in November.

"Maybe that does push it to another level than it was before. I would personally prefer that the information stay factual."

Djou said overtly promotional rail material could have unintended consequences.

"I think this does the exact opposite" from building support for rail, he said. "If they still feel the need, even after the vote, to use taxpayer money to bribe the taxpayers to believe that what they're doing is correct, (it) begs the question whether this is the correct thing in the first place."

Yoshioka said the city would consider removing the logo from its public information campaign if there's a backlash.

"We'll take a look at it and see," he said. "If everybody feels it rubs people the wrong way, then we'll dispense with it."

June 15, 2009

Kobayashi says she'll run for Bainum's council seat

*By Gordon Y.K. Pang
Advertiser Staff Writer*

Former City Councilwoman Ann Kobayashi said last night that she will vie for her former council seat, which was left vacant last week by the sudden death of Councilman Duke Bainum.

If she wins re-election to the council, Kobayashi said, she would not resign the seat as she did once before to run for any potential mayoral vacancy.

Kobayashi's resignation from the 5th Council District seat last year to challenge incumbent Mayor Mufi Hannemann created the opening for Bainum to win his own re-election to the council.

"It's not fair to the district to (be elected and) then run for mayor," Kobayashi said.

Kobayashi, who is on a long-planned visit to Italy with her family, said she is scheduled to return to Honolulu on June 22.

"I'll pick up my (nomination) papers that day, get the required 15 signatures and probably file the next day," she said.

The deadline for candidates to file for the all-mail ballot election is June 25. By law, the council must hold an election to fill the vacancy within 60 days.

Kobayashi held the 5th Council District seat, which encompasses Palolo, Kapahulu, Manoa and Makiki, from 2001 until last July.

Last week, Hannemann told supporters he has started an exploratory committee to determine whether he should run for governor in 2010, as well as to raise contributions for such a campaign.

Kobayashi said she flew out of Honolulu Wednesday, the day the news broke that Bainum had died from complications due to an aortic aneurysm the previous evening.

On the plane ride to San Francisco, Kobayashi considered the possibility, she said. When the flight arrived, a couple on board urged her to run.

Since then, Kobayashi said, she has spoken to her daughter, Susan, and other supporters about a possible run. She's also had "many messages on my phone from people ready to get back on the campaign."

City Managing Director Kirk Caldwell has been mentioned as a possible candidate for the seat. Caldwell, the former majority leader in the state House of Representatives, resigned his House seat last July in order to run for the 5th Council District seat, only to be ruled ineligible.

Caldwell has declined to comment publicly about his intentions, saying he wants to respect Bainum's family.

State Rep. Scott Nishimoto, D-21st (Kaimuki, Kapahulu) also has been mentioned as a possible candidate but indicated he would not run if Kobayashi does.

A voter registration deadline for the election is July 8. The City Clerk's Office is expected to begin mailing ballots shortly thereafter. The deadline for ballots to be returned to the clerk is Aug. 7.

The term expires in January 2013.

Ann Kobayashi to Run for City Council

Written by KGMB9 News - news@kgmb9.com

June 15, 2009 11:39 AM

Ann Kobayashi says she will reseek her seat on the City Council.

Kobayashi stepped down last year, to run for Honolulu Mayor against incumbent Mufi Hannemann. The long-time city councilwoman did take the race down to a run off in the general election.

Duke Bainum won Kobayashi's seat, but died suddenly last week of complications from an aortic aneurysm.

Kobayashi says she and Bainum shared the same ideas, that government cannot use taxes to beat an economic downswing. She is spending time with her daughter Susan and family right now, but will file papers before the June 25 deadline.

If elected Kobayashi says she will not resign to run for any other political office.

Kapahulu neighborhood board member George Waialeale also announced intentions to run.

Nathaniel Kinney, the attorney for the Painters Union, says he is seriously considering it as well.



Last Updated (June 15, 2009 01:01 PM)

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Waialeale, Kobayashi Plan Council Runs

Special Election To Be Aug. 7 To Fill Bainum's Seat

POSTED: 5:07 am HST June 15, 2009

UPDATED: 5:17 am HST June 15, 2009

HONOLULU -- Two people have confirmed that they will run for the seat on the Honolulu City Council left vacant by the death of Councilman Duke Bainum.

Monday is the first day candidates can file for the special election to be held on Aug. 7.

George Waialeale said he plans to file papers Monday.

Waialeale has lived in District 5 for 50 years. He has served on the neighborhood board, was the business manager for IBEW Local 1357 and is the executive director of the Hawaii Injured Workers Alliance.

He said he wants to bring a change to the council and unite the council.

"I don't aspire to higher office," he said. "All I want to do is serve our people."

Ann Kobayashi on Sunday also said she plans to win back her seat on the city council. Bainum replaced Kobayashi when she ran for mayor in the last election.

Kobayashi currently is in Italy on a family vacation and said she plans to file when she returns on June 22.

"There's just so much to do in the district," she said. "And I love my district and would like to continue for a few more years."

Kobayashi said that if she wins re-election to the council, she wouldn't run for any potential mayoral vacancy.

Other names being mentioned as possible candidates include former state lawmaker and city managing director Kirk Caldwell, who declined to comment publicly about his intentions out of respect for Bainum's family.

The deadline for candidates to file is June 25. The special election on Aug. 7 will be vote-by-mail.

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Candidates Begin Filing To Fill Bainum's Seat

At Least 4 Expected To Run In City Council Special Election

POSTED: 4:10 pm HST June 15, 2009



HONOLULU -- Three candidates have filed their papers to run for the Honolulu City Council seat vacated when Duke Bainum died suddenly last week.

[Add A Comment](#) | [Special Election Details](#)

A retired army officer, a former auto factory worker and a retired union official are the three candidates who filed to run for the seat representing Manoa, Makiki, Palolo and Kapahulu.

Two candidates filed their papers at the same time Monday morning. Greg Cuadra, 53, is a realtor and Moiliili resident who serves on the Moiliili-McCully Neighborhood Board.

"We're paying more taxes on our property, our cars, you name it. So, I want to see if there's some way we can find some relief for the taxpayers, if there's a way we can improve our facilities all at the same time," Cuadra said.

Cuadra retired as a chief warrant officer after a 21-year career in the Army.

Then there is George Waialeale, who at age 61, has lived in the district for 50 years. He called the City Council "dysfunctional."

"Very fractionalized -- 5-3, 4-4, and all of this. I believe I can get involved and bring the city council together and push it forward," Waialeale said.

Waialeale is the former business manager for the International Brotherhood of Electrical Workers Local 1357 and volunteers as head of the Hawaii Injured Workers Alliance.

Robert Whitaker, 29, described himself as a tele-researcher, who conducts surveys and other research by phone. He lives in the Punahou area and was a factory worker in Michigan until moving to the islands in 2003.

"I've always been interested in politics. I know there's a lot of things that need to be done, should be done. So I want to get in there, put my two cents in, improve the city," Whitaker said.

Ann Kobayashi, 71, who resigned from the council seat last year to unsuccessfully challenge Mufi

Hannemann in the mayor's race also plans to run for her old seat. She is traveling with family in Italy and spoke to KITV by phone on Sunday.

"There's just so much to do in the district and I love my district and would like to continue for a few more years," Kobayashi said.

The mayor's managing director, Kirk Caldwell, is still deciding whether to run for the seat. If he remains at his current post and his boss, Hannemann, steps down to run for governor, Caldwell would become acting mayor, giving him a leg-up in the potential mayor's race.

Candidates have until next June 25 to file for the council special election.

Previous Stories:

- June 15, 2009: [Waialeale, Kobayashi Plan Council Runs](#)
- June 11, 2009: [Council Sets Aug. 7 Election For Bainum's Seat](#)
- June 10, 2009: [Bainum's Death Creates 2nd Special Election](#)
- June 10, 2009: [Political Reaction To Bainum's Death](#)
- June 10, 2009: [Examiner: Councilman Duke Bainum Dies Of Aortic Aneurism](#)
- June 10, 2009: [Council Members Honor Bainum At Meeting](#)

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June 16, 2009

Governor race is heating up

Abercrombie says Hannemann's ambitions threaten rail project

By *DERRICK DePLEDGE*
Advertiser Government Writer

U.S. Rep. Neil Abercrombie, in his first jab at his potential rival for governor in 2010, said yesterday that Honolulu Mayor Mufi Hannemann should put politics aside and concentrate on the city's multibillion-dollar rail project.

In a statement after Hannemann formed a new committee to raise money for a governor's campaign, the congressman said he and other supporters of the rail project have been relying on the mayor to get the project launched.

"Those of us who have fought tirelessly for rail transit have been relying on the mayor to see this project through to a successful start," Abercrombie said. "He has not finalized the environmental impact statement needed to get federal funding, and there are unresolved issues regarding cost, route, transit-oriented development, labor agreements and property impacts.

"The mayor owes it to the people of Honolulu to be crystal clear about his intentions. By forming his candidate committee, the mayor is leaving the rail project leaderless."

Elisa Yadao, a Hannemann volunteer, said Hannemann is "working very hard on making rail a reality and breaking ground by the end of the year." The mayor is on the Mainland for a U.S. Conference of Mayors event, a transit conference, and meetings with federal transit officials and potential campaign donors.

The mayor filed an organizational report yesterday with the state Campaign Spending Commission for The Hannemann Committee 2010, which will allow him to raise money for a Democratic primary campaign for governor. The committee's chairman is Dean Okimoto, the owner of Nalo Farms.

Hannemann has described the effort as an exploratory committee to distinguish himself from Abercrombie and other candidates who have announced their campaigns. But there is no exploratory committee provision of state campaign finance law, so Hannemann's organizational report is the same as the other candidates who say they are running for governor.

"This is, in fact, an exploratory committee," Yadao said of Hannemann's intent. "There are people out there working on behalf of a gubernatorial bid by Mufi Hannemann, and they are demonstrating that there is support for this bid.

"One of the ways that people show their support is by making a contribution."

Hannemann stressed last week when he informed his staff about the new committee that he wanted to continue to focus on his job as mayor and on the rail project. He does not have to resign as mayor to run for governor until the candidate filing deadline in July 2010.

Abercrombie will likely continue to portray Hannemann's political aspirations as a distraction to the rail project and other city issues. The congressman will also suggest that Hannemann might be looking at Washington Place as a stepping stone to the U.S. Senate.

In March, when he announced his campaign, Abercrombie said that the governor's office was not a stepping stone for him, and yesterday he made a commitment to fulfill his term if elected.

Abercrombie started his campaign early, by Hawai'i standards, so he could raise the estimated \$3

million it could take to be competitive and to lock up endorsements. His campaign has picked up more than a dozen endorsements from union and trade associations.

June 16, 2009

Honolulu transit symposium set at Blaisdell

Advertiser Staff

Honolulu's 3rd Transit Symposium will be held June 23, from 8 a.m. to 6 p.m., at the Blaisdell Exhibition Hall, the city said yesterday.

The symposium will feature informational displays from train manufacturers and leaders from Phoenix, Vancouver, Seattle, Charlotte, London and Denver who will share their experiences with rail transit and transit-oriented development.

"This symposium brings a world-class perspective on rail transit to Honolulu," Mayor Mufi Hannemann said in a statement.

"I am excited by this opportunity for the people of Honolulu to hear these experts as they share their insights on the benefits of rail. Honolulu's upcoming rail project will not only help reduce traffic congestion, but create much-needed jobs during these difficult economic times.

The event is free, but seating is limited for speaking engagements in the Pikake Room. To register, visit www.honolulutransit.org and download the registration form.

The speakers include:

- Dan Doyle, former deputy minister, British Columbia Ministry of British Columbia and executive vice president of the 2010 Vancouver Winter Olympic Games. Doyle will discuss Vancouver's popular SkyTrain, which would be similar to Honolulu's elevated rail system.
- Joni Earl, CEO of Sound Transit rail system in Seattle. The system connects the Seattle area with 74 miles of train line and later this year will open a 16-mile light rail extension. Earl will discuss job creation from the latest extension of the Seattle Sound transit line.
- Bill Millar, president of the nation's largest nonprofit transit organization, the American Public Transportation Association, which represents transportation agencies across the country.
- Ian Mulcahey of Gensler, a London-based firm that is one of the world's largest architecture and design companies. Mulcahey will talk about Transit Oriented Development from an architect's perspective and show examples of how planning can be integrated with an elevated rail guideway.
- Chatham Olive, past president of the Sierra Club Charlotte chapter, which championed the LYNX commuter rail system.
- Rick Simonetta, CEO of the nation's newest rail transit system, Valley Metro in Phoenix, Arizona, which carried more than a million passengers in April.
- Wellington Webb, former mayor of Denver who played a key role in implementing the city's FasTracks commuter rail system.

For more information on the event, check the Honolulu Rail Transit Project Web site at honolulutransit.org or call 566-2299.

June 16, 2009

Three candidates enter race for Bainum's seat

Two neighborhood board members, tele-researcher file

*By Gordon Y.K. Pang
Advertiser Staff Writer*

On the first day they could do so, three people filed nomination papers to run for the 5th Council District seat left vacant by the death of City Councilman Duke Bainum last week.

They join former Councilwoman Ann Kobayashi, who announced on Sunday her plans to run for the seat she once held.

The three men are Mo'ili'ili resident Greg Cuadra, a member of the McCully-Mo'ili'ili Neighborhood Board; Kapahulu resident George Waialeale, a former union official and member of the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board; and Punahou area resident Robert Whitaker, a tele-researcher.

Others also considering a run include city Managing Director Kirk Caldwell.

The 5th District encompasses Palolo, Kapahulu, Manoa and Makiki.

The deadline for candidates to file for the mail-only special election is June 25.

special election

Bainum died suddenly last Tuesday from complications due to an aortic aneurysm. City law requires a special election be held to fill the vacancy within 60 days.

Kobayashi held the seat from 2002, when she won a special election to replace Andy Mirikitani, until January. She could have run for re-election but chose instead to make an unsuccessful bid against incumbent Mayor Mufi Hannemann.

While Kobayashi remains in Italy on a long-scheduled vacation, supporters opened up the Kobayashi For City Council campaign committee.

Kobayashi said that if elected, she would stay on the council and not run for mayor if Mayor Mufi Hannemann resigns in mid-term next year to run for governor.

If Hannemann does resign to run for governor, his managing director would be named acting mayor. That could factor into whether Caldwell will run for the 5th Council District seat.

Caldwell, a Manoa resident, chose to forgo a re-election bid to the state House of Representatives and attempted to run against Bainum when the seat opened up last year, but he was ruled ineligible. Yesterday, Caldwell said that he will likely make a decision on whether to run for the council by the end of the week.

"I've been given this chance now to work as managing director — I really enjoy it," said Caldwell, in a telephone call from Chicago, where he is attending a transit conference. "If I didn't have this managing director's job, in all likelihood I would look to run."

in the running

Waialeale, a longtime Democratic organizer and community activist, ran unsuccessfully twice for the

state House in the 1970s. He is the former manager of the International Brotherhood of Electrical Workers Local 1357 and is the executive director of the nonprofit Hawaii Injured Workers Alliance.

"The reason I decided to run this time is because the council is so dysfunctional," Waialeale said.

Cuadra called himself an independent, "common sense kind of guy" who's lived in the district the last 17 years.

Also considering a run is Nathaniel Kinney, an organizer for the International Union of Painters and Allied Trades District Council 50. His father, Lynn Kinney, is the union's business manager.

A Kapi'olani area resident and 2007 University of Hawai'i Richardson School of Law graduate, Nathaniel Kinney said he expects to decide in a week.

Acting City Clerk Bernice Mau and city elections officer Glen Takahashi said they expect to mail out more than 48,000 ballots in the district on or about July 17.

To ensure receiving a ballot in the mail, registered voters in the district should have the same address as they did when they last voted, Takahashi said.

Mau said considering the transient nature of the apartment-heavy Makiki and McCully-Mo'ili'ili neighborhoods, voters should make sure they are eligible.

Ballots will need to be received by the clerk's office by 6 p.m. Aug. 7. Results will be announced in the hours afterward.

An absentee walk-in site will be available from July 23 to Aug. 5 at Honolulu Hale and at a site in Council District 5 to be determined.

Additional Facts

[learn more](#)

For more information: www.honoluluelections.ust

Abercrombie calls on Hannemann to finish out city's rail transit project

[By Richard Borreca](#)

POSTED: 01:30 a.m. HST, Jun 16, 2009

Mayor Mufi Hannemann formed a campaign committee to run for governor yesterday, but his potential opponent, Neil Abercrombie, says the mayor should stay put and finish work on the city's rail transit project.

Hannemann, who has not publicly discussed his political plans for next year, is traveling on the mainland, but his supporters filed the necessary papers with the Campaign Spending Commission.

The committee will allow Hannemann to accept donations in the race for governor although he is not yet formally a candidate.

"It is a serious undertaking," said Elisa Yadao, a volunteer for Hannemann. "It is a deliberate undertaking and it is a way to give structure to those who support a Hannemann-for-governor bid."

U.S. Rep. Abercrombie, who is running for governor, said the gambit shows Hannemann "would abandon his responsibilities for the next political opportunity."

Speaking from Washington, Abercrombie said Hannemann "is demonstrating that his commitment is temporary. His intentions are stated clearly. He is raising money because he's going to run," Abercrombie said.

Such a campaign, Abercrombie said, "is leaving the rail project leaderless." Abercrombie, who also supports rail for Honolulu, dismissed Hannemann's pledge to break ground for the \$4 billion rail project as a "photo op."

He said Hannemann has not yet put together a needed transit authority, he has not gotten any transit-oriented investment settled nor has he explored all alternatives on routing.

Yadao, speaking for Hannemann, said the mayor has been speaking with "every member of the

congressional delegation and all have been working together to make rail happen with the goal of breaking ground by the end of the year. Mufi is grateful for their continued support."

Yadao was also a spokeswoman for Hannemann in his 2004 campaign for mayor and had received a contract to do public outreach for the city's rail project.

Asked about the Abercrombie charge that if Hannemann runs for governor next year, he leaves the state's biggest construction project for someone else to complete, Yadao said she couldn't respond.

"We are where we are today and we are not going to get in front of ourselves," Yadao said, adding that during his re-election campaign Hannemann said he might leave office to run for another office.

Candidates can't file for office until next year.

Find this article at:

http://www.starbulletin.com/news/20090616_Abercrombie_calls_on_Hannemann_to_finish_out_citys_rail_transit_project.html

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Kobayashi to seek Bainum's seat

[By Star-Bulletin Staff and News Services](#)

POSTED: 01:30 a.m. HST, Jun 16, 2009

Three candidates for the City Council seat left vacant by the death of Councilman Duke Bainum filed for office yesterday.

Former Councilwoman Ann Kobayashi said she would also run in the special election that will be conducted by mail, with the results announced on Aug. 7. Candidates have until June 25 to file with the city clerk.

Kobayashi, in a statement issued while she is traveling in Europe, said her supporters persuaded her to run again.

Last year, Kobayashi unsuccessfully ran for mayor instead of running for re-election. Former Councilman Duke Bainum ran for her Manoa, Palolo and Kapahulu district seat and won.

Yesterday, George Waialeale, Greg Cuadra and Robert Whitaker filed. Waialeale and Cuadra have served as Moiliili-McCully Neighborhood Board members, and Waialeale is a former union official.

Find this article at:

http://www.starbulletin.com/news/20090616_Abercrombie_calls_on_Hannemann_to_finish_out_citys_rail_transit_project.html

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

June 17, 2009

Flames of campaign already fanned

By Jerry Burris

While they are hardly the only two candidates in the race for governor of Hawaii next year, it already looks as if the outsized personalities of Mayor Mufi Hannemann and U.S. Rep. Neil Abercrombie might suck most of the oxygen out of the contest.

It is early in the going and these two Democrats are already at it. The signs are for a campaign that might match the incendiary level reached when the two battled for the U.S. House in 1986. In that bizarre match, Abercrombie won a special election to fill out the remaining months of a term left vacant when Cec Heftel ran for governor. Hannemann won the regular Democratic primary but then lost to Republican Pat Saiki.

Abercrombie was clearly seeking to get under Hannemann's skin this week when he declared the mayor had no business setting up a gubernatorial "exploratory" committee when there is still work to be done on the city's multi-million-dollar rail transit system.

Never mind that the formation of a exploratory committee will take little of Hannemann's time. It's mostly there so that friends and supporters can begin raising money while Hannemann goes about his municipal duties.

By forming the committee, Abercrombie said, Hannemann is leaving the rail project "leaderless." Well, hardly. And indeed it is likely that one reason Hannemann has not formally announced is that he wants to be sure all the basic planning and funding documents are signed and in place before he turns his full attention to the race for governor.

If there is going to be resistance to any of the transit work going forward — and you can bet there will — Hannemann does not want to give up the appearance of being a political lame duck. In fact, he has already made it clear he does not intend to resign until the last possible minute, on filing day next July.

Further, the tireless Abercrombie has decided he can handle the work of being a declared candidate for governor at the same time he keeps up with the very serious work of being a congressman in a time of war and economic turmoil. With North Korea threatening, Abercrombie's senior position on the Armed Services Committee is certain to demand more than the usual attention.

No one doubts that Abercrombie is more than up to the task. Abercrombie also has made it clear that by not resigning he avoids the stress and expense of a special election for his vacant 1st District congressional seat. After all, he went through exactly that in 1986, and it wasn't pretty.

There is going to be a lot to talk about in his upcoming governor's contest. The economy is in shambles, many basic state services are threatened. It will be good to hear how Hannemann and Abercrombie (and the many others who will get into the race) will handle these tasks.

It's hard to talk about such matters when the conversation bounces around the arcane political dance of "who's on first," campaign-wise.

June 17, 2009

Freeways, trains under scrutiny

*By Sean Hao
Advertiser Staff Writer*

Trains and lanes are the topics of two major transportation symposiums being held in Honolulu next week.

On Sunday, a four-day international conference on freeways and tollways will kick off at the Hyatt Regency Waikiki Resort and Spa. About 200 people from Australia to Britain are expected to attend the symposium, which will cover how to better use existing roadways to reduce traffic.

Meanwhile, on Tuesday at the Neal Blaisdell Exhibition Hall, the city is hosting a symposium on rail transit featuring an international slate of speakers.

The coincidental timing of the two symposiums appears to be accidental. However, both symposiums are relevant to an ongoing community debate concerning how to address the city's future transportation needs. The city's major initiative is to build a \$5.4 billion commuter train from East Kapolei to Ala Moana. However, a significant faction of the local community favors building new managed highway lanes to alleviate future traffic.

The freeway conference will feature discussions on active traffic and incident management, the impacts of traffic congestion on businesses, the benefits of high-occupancy vehicle lanes and more, said local event organizer Panos Prevedouros, a University of Hawai'i engineering professor. Prevedouros, a critic of the city's rail project, said the symposium is an opportunity for the exchange of information for transportation professionals.

"There is no real political agenda," he said. "But it is now real opportune that it is in Hawai'i because Hawai'i is ... one of the few places that's at least discussing major transportation infrastructure."

The city's train symposium will feature speakers familiar with new and existing train systems comparable to Honolulu's planned steel-wheel-on-steel-rail train. The symposium is free and registration forms are available at www.honolulustransit.org.

The cost for attending the freeway symposium for local residents is \$200 or \$175 for one-day admission. More information is available at <http://2isfo.eng.hawaii.edu>.

June 17, 2009

Honolulu freeway tow patrol launched to clear stalled cars

Tow truck drivers will patrol H-1, Moanalua as part of 2-year pilot effort

By *KATIE URBASZEWSKI*
Advertiser Staff Writer

Starting today, drivers experiencing car trouble on H-1 or Moanalua freeways will likely be greeted by a shiny white tow truck emblazoned with the words "Freeway Service Patrol," part of the state's roadside assistance program created to reduce traffic and accidents.

The two-year pilot program offers free services to stalled or disabled vehicles on the busiest parts of the two highways during the hours of heaviest traffic.

From 5 a.m. to 7 p.m. Monday through Friday, those with disabled vehicles on H-1 or Moanalua Freeway between Kamehameha and Likelike highways can call 911, and the Police Department will contact the service patrol on the driver's behalf. The patrol consists of six tow trucks continually driving along the designated highways looking for motorists in need.

About 203,000 cars a day travel H-1, said Derek Inoshita, Department of Transportation information specialist. For such a traffic-dense area, towing will be much more effective when the trucks are patrolling, said Conrad Nakoa, owner of Island Wide Towing, the company supplying the freeway patrol dispatch and staff.

"Everybody has a cell phone, but they usually have to shop around for some kind of towing service," Nakoa said. "The response you're going to get during rush hour is between half an hour and two hours. Now, a truck will be passing you every 20 minutes."

The Department of Transportation awarded the contract for the freeway service patrol to Telvent Farradyne Inc., which specializes in intelligent transportation systems worldwide and will collaborate locally with Island Wide Towing.

Harvey Heaton, the Telvent project manager and a retiree from California's highway roadside assistance program, said California's patrol tow trucks encounter about 75 percent of incidents before they're reported.

Patrolling roadside assistance has been used to relieve traffic congestion in several cities in California including Los Angeles, as well as cities in Florida, Maryland and New York.

The goal of the Hawai'i program is to quickly clear the freeway so traffic doesn't back up, and to minimize secondary accidents. If the pilot program is successful, the DOT hopes to continue and expand it. The total two-year cost amounts to about \$3.9 million, with \$3.51 million coming from the federal government and the remaining \$390,000 from the state.

Services offered include changing flat tires, jump-starting vehicles, refilling radiators, towing and minor repairs. If patrollers can't start a car, they'll tow it to an off-freeway location. They are not allowed to take drivers to repair shops or home. Patrollers are not allowed to receive payment or tips.

Island Wide Towing interviewed 30 different people for 13 patroller spots and has since trained them in towing, first aid, fire extinguisher use and hazardous material recognition, Nakoa said. Drivers can identify patrollers by state-issued identification as well as by their Freeway Service Patrol vehicles.

Gov. Linda Lingle applauded the department's decision to implement the program, relating a story about how she got stuck on H-1 with a flat tire soon after moving from Maui.

"It's a frightening experience," she said.

Additional Facts

on the roads

WHAT: Six freeway service vehicles will patrol along H-1 and Moanalua freeways between Kamehameha and Likelike highways from 5 a.m. to 7 p.m. Monday through Friday, except on federal holidays

SERVICES OFFERED: Changing flat tires, jump-starting vehicles, refilling radiators, towing and minor repairs

COST: Free

TO GET THE SERVICE: Call 911

ON POLITICS

Mufi's bid for governor will mix up City Hall

[By Richard Borreca](#)

POSTED: 01:30 a.m. HST, Jun 17, 2009

Let's talk tactics. Not strategy or anything high-minded — let's just figure out what's up with the City Council.

Although this is not an election year, the tragic death of Councilman Duke Bainum triggers a special election to be held this summer. The election to fill Bainum's seat forces some players to say now what they want to do for next year's election.

The uncertainty is caused by the state's resign-to-run law. Mayor Mufi Hannemann is collecting money to run for governor. Although he has not announced for governor, Hannemann had to tell the state's Campaign Spending Commission he was running for governor because state law doesn't allow people to idly hit up people for campaign cash without say what they are running for.

As an aside, this doesn't mean Hannemann is a candidate, but as we used to say in Texas, "he's a-fixing to run." Starting February 2010, Hannemann and all others can file with the state elections office to run for governor. Hannemann, who would run against U.S. Rep. Neil Abercrombie in the Democratic primary, would have to resign as mayor. When he does that, the managing director, Kirk Caldwell, becomes acting mayor.

Caldwell has already said he is thinking about running for mayor, so being acting mayor can only help in that campaign. Before wanting to be mayor, Caldwell wanted to be on the City Council. He fumbled the process of filing for the Council last year and was disqualified. He has not decided what to do.

Former Councilwoman Ann Kobayashi just made up her mind to run for her old Council seat, which she left to run unsuccessfully for mayor last year. That's the seat that Bainum occupied until his death. Before her time on the Council, Kobayashi was a long-serving state senator. The district is hers.

The spin on all this revolves not around Caldwell and Kobayashi, but with Hannemann and his

bid for governor.

When he leaves City Hall he needs someone to keep the barbarians (City Council members) from the gates, and then if he wins, someone who will continue to build the Oahu rail system.

What he doesn't need is someone running for mayor charging that under Hannemann the city is a mess and it needs a clean sweep. Hannemann's task will be to run for governor with one hand on the gubernatorial steering wheel, while the other hand is straightening up the mayoral kids in the back seat.

Richard Borreca writes on politics every Wednesday. Reach him at rborreca@starbulletin.com

Find this article at:

http://www.starbulletin.com/editorials/20090617_Mufis_bid_for_governor_will_mix_up_City_Hall.html

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Pump costs jump to \$3 per gallon

[By B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jun 17, 2009

Two weeks before the price of fuel is expected to jump by about a dime in extra taxes, the statewide average for a gallon of gasoline hit the \$3 mark.

Hawaii's average of \$3.001 a gallon yesterday was second-highest in the country, behind California at \$3.014, according to AAA's Fuel Gauge Report.

Nationwide, retail gas prices rose for the 49th straight day.

The national average price for a gallon of regular unleaded gasoline gained a half cent overnight to \$2.674, according to AAA, Wright Express and the Oil Price Information Service, surpassing a stretch in early 2007 when prices moved up 48 straight days.

In late April, when this streak began, a gallon of gas cost \$2.05 nationwide, \$2.48 in Hawaii.

The state average last topped \$3 a gallon in mid-November, when crude oil prices were hovering in the \$50-\$60 a barrel range. Crude settled at \$70.47 a barrel yesterday on the New York Mercantile Exchange.

The highest-priced gas in Hawaii yesterday was in Wailuku at \$3.25 a gallon. Hilo was at \$3.10 a gallon while Honolulu was at \$2.92.

Prices statewide are expected to jump by about 10 cents a gallon on July 1, after a general excise tax exemption on ethanol-blended fuel expires. Lawmakers did not extend the exemption, citing the need for revenue to make up the state's budget shortfall.

The Lingle administration did not object, and the state Department of Taxation estimates the GET on fuel to generate about \$40 million over a year.

"All of those funds will be used for improvement projects and, of course, that will employ people as well," Lingle said yesterday.

Hawaii's average is 43 cents higher than a month ago, but still well below last year's average of

\$4.308. The state's record high of \$4.507 was set July 31 last year.

Star-Bulletin reporter Richard Borreca and the Associated Press contributed to this report.

Find this article at:

http://www.starbulletin.com/news/20090617_Pump_costs_jump_to_3_per_gallon.html

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MidWeek

Cycle Helmets, Rail And A Lincoln Note

June 17, 2009

By Rick Hamada

Despite a spate of fatal motorcycle accidents, we should not succumb to the knee-jerk reaction to mandate riders wear helmets. Not only should it be a personal choice to wear or not wear a helmet, but the headwear can serve as an impediment to some riders. As a rider, I know that a helmet limits my peripheral vision and my ability to hear my surroundings.

I am not pro-dangerous behavior, but the final decision by an adult whether or not to wear a motorcycle helmet should be made by the individual and not the government.

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I urge you to truly examine the financials regarding the rail system for Honolulu. I know the people have spoken, but you cannot go blindly into a \$6 billion-plus public works project.

The promise of federal money seems improbable during these economic times. Tax collections to pay for the system are dramatically down.

City Councilman Charles Djou is pushing for a budget proviso mandating a Record of Decision by the federal government *before* breaking ground on the project (as was the late Duke Bainum). In other words, the proposed proviso would simply put in writing the promises made by Mayor Mufi Hannemann that the city would not begin rail construction until the ROD was received.

Why the opposition? If the council fails to place this proviso into the budget, it will be a confirmation that the promises made during the pro-rail campaign were empty and the city's original intent was to proceed with the project with or without federal money, the lack of which means the burden of financing falls on you.

Yes, some of the cost will be exported to visitors, but with declining tourism numbers, who will have to make up the difference?

{embed="elements/google_ad336x280"}

The recent find of a document authored and signed by President Abraham Lincoln in the Hawaii State Archives is proving to be a real mystery. It is a historically significant document that orders the Secretary of State to affix the U.S. seal to a companion paper authorizing the Preliminary Emancipation Proclamation.

When I first read the story, all I could think of was how great a segment this discovery would be on the PBS TV program *Antiques Roadshow*. The appraisers would be giddy with this find, and the famous value estimation would be fascinating: "At auction, I would expect this document to fetch about X amount of dollars."

At least it's an alternative to the other "revenue enhancement" ideas out there.

Find this article at: http://www.midweek.com/content/columns/ace_article/cycle_helmets_rail_and_a_lincoln_note/

MidWeek

This Race Looks Like A Doozy

June 17, 2009

By Bob Jones



File photos

Mayor Mufi Hannemann

Neil's in for governor. Now Mufi's in. But you knew about the latter if you read my April 1 *MidWeek* column. I said Mufi's in. The daily newspapers are just catching up. This looks like the damndest primary race in Hawaii since Jack Burns and Tom Gill. And the money spent on newspapers, TV and radio ads will stagger you. Oooh, the tens of millions!

Abercrombie is hindered for now because he can't yet transfer his federal campaign money into a state run. Hannemann is legally able to immediately transfer his \$600,000-\$700,000 surplus into his governor campaign.

My amazement is that all those daily paper reporters who claim to know so much never said, "Mufi is definitely going to run against Neil for governor." Tone deaf?

But now that they've caught up to us, some other matters:

{embed="elements/box_ad"}

Labor. Abercrombie is a supporter of card checks to allow unionization by signing a card rather than by secret ballot. Hannemann? I'm told by a person who was in an after-mayor-election meeting he had with the United Public Workers that he agreed to appoint a new parks director because the UPW was unhappy with the old one, who had increased supervision of parks maintenance crews who weren't doing much maintenance.

Ask them about these issues: Our city and state governments are wage-and-benefits burdened, and we can't let government go into bankruptcy, can we? Yes, we can, but the usual avoidances are higher taxes, furloughs or layoffs, or sloughing off some of that retirement and medical burden. The idea of more taxes just to pay government employees only seems popular with the public employees and sympathetic lawmakers. It would send people out in the streets - and not just with teabags!

We've needed to return to the system whereby the HGEA and the UPW non-emergency units would have to strike if they don't accept the government's contract offer. Arbitration has not worked. I'd rather see a painful strike from time to time. The pay loss reminds the unions of the cost of hanging tough. The loss of services lets us see what we can or cannot afford to do without.

But no reform in 2010 because the stars are aligned for a Democratic governor and a Democratic Legislature allied with the public-worker unions. Even the UH professors' union will come back into line next year as Gov. Lingle is bowing out.

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I don't begrudge public workers fair wages and benefits that don't exceed what's available in the private sector. But when those costs make up 70 percent of the state budget, something should be downsized. Those regular arbitration awards and automatic step increases become affordable only at the expense of schools, infrastructure and Medicaid.

The Royal Hawaiian Band will cost us city taxpayers \$2,197,968. Rather have that or the property tax credits?

To those who suggest we raise the general excise tax, keep in mind that we tax food and medicine, and an increase would fall hardest on the poorest and sickest.



U.S. Rep. Neil Abercrombie

Find this article at: http://www.midweek.com/content/columns/justthoughts_article/this_race_looks_like_a_doozy/

June 17, 2009

Letter to the Editor

Toll roads

Traffic will worsen if we don't get on it

The 2nd International Symposium on Freeway and Tollway Operations is being held Sunday through next Wednesday in Honolulu, where hundreds of engineers and financiers from around the world will converge to share transportation solutions with us.

This symposium will be our opportunity to witness firsthand what the rest of the world has been doing for decades — actively managing traffic 24/7 and letting the private sector build roads that government cannot afford. The twist, though, is that after the symposium is over, Hawai'i will still lack the statutory provisions to build a highway and recoup its costs by way of a toll.

More than 30 states permit their governors to enter into public-private-partnerships and collect a toll; Hawai'i does not.

So long as Hawai'i prohibits toll roads, expect traffic to worsen and snails to pass you by.

Tom Berg | 'Ewa Beach

June 18, 2009

Honolulu prosecutor, chairman of city council may run for mayor

*By Gordon Y.K. Pang
Advertiser Staff Writer*

Honolulu Prosecutor Peter Carlisle and City Council Chairman Todd Apo are seriously looking at the possibility of running for Honolulu mayor if Mayor Mufi Hannemann steps down to run for governor.

Hannemann last week authorized the formation of a committee to explore the possibility of a gubernatorial run in 2010. Hannemann would need to resign by July 2010 to do so, leaving two years on his term and triggering a special election.

"I'm seriously considering running for the office of mayor," Carlisle told The Advertiser yesterday.

Apo said "a lot of people" from the government sector and the business community have asked him to think about a mayoral run if Hannemann steps down. "So I'm considering it."

He added: "I'm enjoying the role I have right now as chair, and serving in that capacity, but I also realize there are a lot of other things that need to be done."

Apo said he wants to continue talking with his family about the situation but realizes he likely will need to make a decision soon, given recent developments.

If there is an opening for mayor, both men would need to resign from their current offices to run.

Carlisle, 56, was first elected prosecutor in 1996. He was elected to his fourth four-year term last year without opposition. That term runs through 2012.

Apo, 42, was elected last fall to his second term representing the 1st Council District, which includes 'Ewa, Kapolei and the Wai'anae Coast.

City law limits council members to two consecutive terms, so Apo could not seek re-election in 2012. There are no term limits for the prosecutor's post.

A third possible contender for mayor is city Managing Director Kirk Caldwell. The former state representative became Hannemann's second-in-charge earlier this year.

Caldwell, 56, has been on the Mainland and could not be reached for comment last night.

Earlier this week, when asked if he would run for mayor should Hannemann seek the governor's post, Caldwell said, "I will cross that bridge when he makes a final decision. But I feel that I'm learning a lot — the skill sets that you need to be a good mayor."

If Hannemann were to resign, Caldwell would serve as acting mayor until whoever is elected to replace him is sworn in sometime in January 2011.

Another possibility for Caldwell is to run for the City Council.

Caldwell said that he has still not made up his mind about running for the 5th Council District seat left vacant after Councilman Duke Bainum died suddenly on June 9.

When Ann Kobayashi chose to forgo a re-election bid to the 5th Council seat in 2008 to unsuccessfully challenge Hannemann for mayor, Caldwell chose not to seek re-election to the House and instead ran for the council seat. But Caldwell was declared ineligible, and Bainum was

uncontested in the race.

Kobayashi has said she will run for her old seat and that she would not run for mayor.

Brian Schatz, chairman of the Hawai'i Democratic Party, called the potential race for Honolulu mayor next year "probably the most wide open political race in 2010."

Like all elected positions in the city, the mayor's post is nonpartisan.

June 18, 2009

Public Input Sought at Second Rail Station Workshop in Kapolei June 29

Reader Submitted

The City and County of Honolulu will hold its second rail station design community workshop in Kapolei on Monday, June 29, as part of the Honolulu Rail Transit project.

The meeting, the second of three workshops planned for the West Oahu region, is scheduled from 6:30 p.m. to 9 p.m. at Kapolei High School, 91-5007 Kapolei Parkway.

At the workshop, project officials will showcase sketches and rough designs for the West Oahu rail stations based on the ideas and opinions expressed by community members at the first workshop held May 12. After gathering residents' comments, the city will return with a final station design on August 5.

The three planned West Oahu stations will be located in East Kapolei near the future Department of Hawaiian Home Lands development and UH-West Oahu campus, and the proposed Ho'opili development.

The areas of the train stations to be discussed are the 'touch down' sections where the elevated portions of the stations meet the ground level. Some of the categories include color, landscaping, entryway design, exterior and interior wall finishes, seating areas, and plaques and monuments for the station.

The initial 6.5-mile segment of the transit route will run from Kapolei to Pearl Highlands near Leeward Community College. The city is scheduled to break ground for the rail project at the end of the year and begin service for the first leg of the transit route in 2012.

For more information on the community workshops, contact the project office at 566-2299 or at info@honolulutransit.org.

ISLAND COMMENTARY

Highway revamp faces roadblocks

By Tom Berg

POSTED: 01:30 a.m. HST, Jun 18, 2009

The 2nd International Symposium on Freeway and Tollway Operations is being held Sunday through Wednesday in Honolulu, where hundreds of engineers and financiers from around the world will converge to share transportation solutions with us. For an overview of the symposium, check out the Web site: <http://2isfo.eng.hawaii.edu>.

The first symposium was held in 2006 in Athens, Greece, where planners of traffic congestion solutions large and small presented success story after success story. This symposium will be our opportunity to witness firsthand what the rest of the world has been doing for decades: Actively managing traffic 24/7 and letting the private sector build roads that government cannot afford.

Gov. Linda Lingle has been trying to advance the concept of public-private-partnerships that would bring our economy into the 21st century using highway technology that is currently thriving across the globe. The Highways Modernization Plan, SB1611 that stalled in conference committee this past legislative session, was another approach devised by Lingle to tackle our transportation crisis. No other governor has better sought to prepare us for the day when cars run "green" and the need for more roads to accommodate their popularity and efficiency is a must-have in order to preserve our quality of life.

For a glimpse into the highways plan, go to the Web site: <http://hawaii.gov/dot/highways/modernization>. In a nutshell: The plan would dedicate funds to specific transportation projects. Another opportunity to learn more on the topic is offered on Fridays this month, at 8 p.m. on channel 54, on a TV program featuring Panos Prevedouros, professor of civil engineering at UH-Manoa, and Rep. Cynthia Thielen, a leader promoting energy independence. They discuss the plight of the state's Highways Modernization Plan going nowhere, for now.

I am grateful to those leaders in Hawaii who will not give up on trying to resolve our transportation crisis. Prevedouros arranged for the symposium to come to Honolulu and Thielen helped champion a new bill that initiates the infrastructure needed for electric cars.

From their work, not only will we get an infusion of tourism dollars in the millions as a result of

this symposium, we will also be getting a prognosis from experts in the transportation industry on how to resolve out traffic congestion woes.

The twist, though, is that after the symposium is over, Hawaii's law prohibits the Department of Transportation from entering into a contract with financiers and engineers who could build us a new highway so long as the costs to build it are to be recouped directly from the end user by way of a fee, charge or toll. Over 30 states permit their governors to enter into public-private-partnerships and collect a toll; Hawaii does not.

Lt. Gov. James "Duke" Aiona and state Transportation Director Brennon Morioka will speak at the symposium and I hope that they let the audience know that our Legislature refuses to pass any bills to let their expertise flourish here; that they explain that Hawaii has one of the worst traffic problems in the country, yet it does not have the tool of public-private partnerships or the likes of SB1611 as a creative means to expedite bridge- and road-building.

So long as Hawaii prohibits toll roads, expect traffic to worsen and snails to pass you by.

Tom Berg is an Ewa Neighborhood Board member and its legislative committee chairman.

Find this article at:

http://www.starbulletin.com/editorials/20090618_Highway_revamp_faces_roadblocks.html

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Letters to the Editor

For Thursday, June 18, 2009

Money for rail will be wasted

The taxpaying citizens of Oahu should be made aware of how much the \$5.4 billion projected for the city rail project represents.

The recently completed state-of-the-art major league stadium for the New York Mets cost \$800 million, which means that we could build seven first-class stadiums for the cost of the rail project. And Honolulu could certainly use a new stadium.

The recently commissioned Cunard super liner Queen Mary 2 was built for 460 million pounds (\$920 million at the 2004 exchange rate), which means we could build a fleet of six super liners for the money that we are wasting on a commuter rail line serving a part of the island of Oahu, and for which even the rail planners admit will not reduce traffic congestion.

How long will the voters continue to support a City Council that insists on raising taxes on essential services and then turns around and blatantly approves over a billion dollars for an outdated rail project that will destroy Oahu as we now know it?

Geoffrey Paterson
Kailua

Letters to the Editor

For Thursday, June 18, 2009

Shifting posts put rail at risk

I am puzzled by Congressman Neil Abercrombie's remarks concerning the rail project.

He claims that Mayor Mufi Hannemann is putting the project at risk by considering a run for governor. I hope Abercrombie realizes we need him more in Congress where he can best help with securing federal funding for rail.

By vacating his seat, he is allowing staunch rail opponents such as Charles Djou and Colleen Hanabusa to vie for the open congressional seat. That scenario could put the rail project at risk, and is not one that I encourage or support.

Stephanie Pacesetter
Hawaii Kai

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Where ideas and people meet

Article location: <http://www.fastcompany.com/blog/ariel-schwartz/sustainability/10-most-creative-people-ethnomics>

June 18, 2009

Tags: [Innovation](#), [Technology](#), [Ethnomics](#), [shai agassi](#)

The 10 Most Creative People in Ethnomics

By [Ariel Schwartz](#)



1. **Shai Agassi [0], CEO, Better Place**

A former software entrepreneur, Agassi is leading the pack on electric vehicle charging stations. His vision: battery-powered vehicles made by Renault-Nissan, a vast network of charging stations, and a cell phone-like pricing scheme. The project has potential, at the very least--a recent analysis from Deutsche Bank concluded that Better Place has the potential to create a paradigm shift in the auto industry.

2. **John Swanson [0], Light Rail Designer, Parsons Brinckerhoff**

Railroads may not be as sexy as electric cars, but they're an integral part of a low-carbon future. That's why Swanson, the light-rail sector's top design consultant, is so important. Swanson's new cars for Phoenix, Arizona's light rail system have been climate-tested at up to 140 degrees Fahrenheit, contain energy-capture brakes, top-of-the-line shock and noise absorbers, LED lights, and ergonomic interiors. Stay tuned for more Swanson-designed light rail cars in Honolulu, Seattle, and Dubai.

3. **Jane McGonigal [0], Director of Game R&D, Institute for the Future**

She's a game designer with a mission. McGonigal's alternate reality games use large-scale collaborative communities to solve real-world problems. The 2007 *A World Without Oil* simulation, for example, harnesses the collective intelligence of players to tackle our dependency on the slippery stuff through blog posts, videos, photos, web comics, and more.

4. **Larry Chen [0], Manager, T-One Design**

Trained as an aeronautical engineer, Chen decided to harness his structural skills to build the Sunny Day, a compact solar-powered electric commuter bicycle. The tiny solar chip pumps the bike's battery for 25 minutes of charge time, and juices it up for the eight hours while you're at work. As a result of his innovative design, Chen won the annual International Bicycle Design Competition.

5. **Jessica Buttimer [0], Director, Green Works, Clorox**

Buttimer brought natural cleaning products to the mainstream with Clorox's Green Works line, the company's first new brand in 20 years. When Buttimer started thinking about the prospect of the new line, natural cleaning products made up just 1% of the total cleaning category. Now the Green Works line extends from cleaning wipes and dishwashing liquid to toilet bowl cleaners and bathroom cleaners.

6. **Elon Musk [1], CEO, Tesla Motors**

Musk has caught flack for building electric vehicles that only the richest among us can afford, but the South African entrepreneur has certainly created an atmosphere of excitement in the EV world. Next up for Tesla: The Model S, an all-electric sedan with a range of 300 miles and a 45 minute QuickCharge.

7. **Will Allen [1], CEO, Growing Power**

In Allen's perfect world, Community Food Systems would provide safe, healthy, and affordable food to everyone. This urban farming expert is trying to move a little closer to that world with Growing Power's Community Food Centers--spaces for large-scale farming demonstration projects and hands-on activities. Growing Power's prototype facility in Milwaukee, Wisconsin includes six greenhouses, outdoor livestock pens, an anaerobic digester, and an apiary.

8. **Mary Mattingly [2], Designer, Waterpod**

This New York City-based artist, known for her "wearable homes", designed the Waterpod as a response to rising sea levels. Her floating model of self-sufficiency is now a reality, docking at various NYC ports for the next five months to show off its on-board sustainable technologies to curious onlookers.

9. **Craig Bramscher [3], CEO, Brammo**

The founder and former CEO of Internet start-up DreamMedia, Bramscher has extended his entrepreneurial spirit to electric motorcycles. Now Bramscher wants to "drive change in the New Energy Economy" with the Enertia Electric Motorcycle, a sleek plug-in bike that gets up to 45 miles per charge. Most recently, Brammo won a \$17,655 eBay auction to have Crispin Porter + Bogusky interns design an ad campaign.

10. **June Arunga, [3]Equity Partner, Black Star Lines**

This 28 year-old Kenyan is exposing the effect of globalization and development on Africa through film. In *The Devil's Footpath*, Arunga made a 5,000-mile pilgrimage from Cairo to Cape Town, exploring the realities of the war zones, mining towns, and refugee camps she found along the way.

Read all about the **The 100 Most Creative People in Business [3]**

Links:

[1] <http://www.teslamotors.com/>

[2] <http://www.thewaterpod.org>

[3] <http://www.brammo.com/>

June 20, 2009

Hawaii unemployment jumps to 7.4% in May

Unemployment jumped to 7.4% last month, highest since 1977

*By Greg Wiles
Advertiser Staff Writer*

Hawaii's unemployment rate last month shot up to levels not seen in more than 31 years, and some economists say joblessness will get worse before it gets better.

Unemployment jumped to 7.4 percent on a seasonally adjusted basis in May as companies shed workers because of an economic downturn blanketing the state. The state Department of Labor and Industrial Relations reported there were 47,850 unemployed, or almost enough to fill Aloha Stadium.

"No one is hiring at all," said David Sampley, a journeyman plasterer on the Big Island who has been seeking a job for four months. "I've been calling friends that do similar trades, and they're looking for work, too. They just mention how lucky I am to get unemployment (benefits)."

The May jobs report was similar to many of the monthly reports issued over the past year — unemployment increased, the number of jobs decreased and Neighbor Island joblessness was worse than O'ahu's. The statewide rate was the highest since December 1977.

Hawaii isn't alone in the surging numbers as job losses sweep the country because of an economic downturn, and several states — including California, Nevada and Oregon — reported record unemployment. And while the rate is lower than the national average, it is still presenting problems for the state's economy and those without jobs.

Locally, the job drought is resulting in unprecedented numbers at job fairs.

Yesterday, a fair with 40 employers at Marine Corps Base Hawaii at Kane'ohe Bay was opened to civilians, resulting in the highest attendance — 1,438 — in its 14-year history. In May, a job fair at the Neal Blaisdell Center attracted a record crowd of 6,500.

"This has been one hell of a rocky road," said R. Lee Donaldson, a Honolulu resident with a wealth of retail management experience.

Donaldson began looking for a job in December and thought he'd have something by April at the latest.

"Around May I started sweating it, and now we're in June," he said.

Both Sampley and Donaldson work in two of the hardest-hit industries by the current recession. But some economists say the job situation may get worse in coming months as the recession takes its course and other events, including the state furlough program, affect unemployment rolls.

"We've certainly not seen the worst of the unemployment problem here yet," said Byron Gangnes, director of the Hawaii Economy Project at the University of Hawaii Economic Research Organization.

"I'm pretty sure we're not done going up. It would be a big surprise to me if this is the peak."

8.1 percent rate forecast

UHERO has forecast unemployment will average 7.4 percent this year and 8.1 percent next. While the economy may start improving by the end of this year, unemployment often lags behind a pickup in the economy because employers are cautious to take on new workers until they are certain economic

problems have dissipated, Gangnes said.

Gov. Linda Lingle's furlough program that cuts state worker pay by 13.8 percent is included in the UHERO forecast and is expected to have an indirect effect on employment. Less pay for the workers translates into less consumer spending, which in turn may force businesses to cut back payrolls further, Gangnes said.

"It will create some additional unemployment," he said. "We don't know how much."

Gangnes noted the May unemployment rate was still below the 10.2 percent record reached in March 1976. Joblessness may have been higher before that, but records using the current methodology only go back to the start of 1977.

He said the current job losses are notable in terms of their number and how fast it occurred. He said there have been 26,000 jobs lost since January last year.

neighbor islands hurting

Other data in the May unemployment report show that more than one of every 10 workers were without a paycheck on the islands of Hawai'i, Kaua'i, Moloka'i and Lana'i during the month. Neighbor Island data are not adjusted for seasonal variations. This included:

- Kaua'i's rate more than tripled to 10.3 percent from 3.4 percent a year earlier.
- Hawai'i County's rate more than doubled to 10.4 percent from 4.9 percent. Sampley, who lives in Ocean View, said small jobs that used to tide him over between full-time work have dried up. He's cut down to one meal a day plus snacks to keep up his strength. "You've got to cut down on a lot of things, and food's one of them," he said.
- Maui's rate rose to 9 percent from 3.5 percent in May 2008.
- Moloka'i continued to have the state's highest joblessness at 13.6 percent, up from 5.1 percent a year earlier.
- Lana'i suffered the second-worst rate at 11.5 percent and compared with 5.2 percent a year prior.

Honolulu continued to boast the lowest unemployment rate in the state at 6.0 percent. But that was up from 3.2 percent a year earlier.

Donaldson said he's sent out more than 100 resumes in recent months and has had difficulty getting replies from employers. He said he attended a software training class with former Aloha Airlines workers during the spring who still hadn't gotten a new job a year after the carrier went out of business.

"There's a fierce competition in the market for all jobs," said Donaldson, who's had to cut back on spending. "The employers have the upper hand."

mainland comparison

The state noted several areas in which Hawai'i is doing better than the rest of the country, including having the 18th-lowest rate nationally. Hawai'i's unemployment was 2 percentage points lower than the U.S. rate for a second consecutive month.

Hawai'i's rate also was well under the rates for West Coast states, including Oregon's 12.4 percent and California's 11.5 percent.

Hawai'i's rate also was roughly half of that of Michigan's, which was the nation's highest at 14.1 percent.

On the other end of the spectrum was Nebraska, which had the lowest rate of all states at 4.4 percent in May.

Expert says elevated rail is best choice for Oahu

By [Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 20, 2009

A former government official in Canada who helped to build the Vancouver SkyTrain said he thinks Honolulu is making the right decision in developing an elevated rail system.



Dan Doyle:
*Helped build SkyTrain
in Vancouver, Canada*

Dan Doyle, former deputy minister of British Columbia's Ministry of Transportation, said the SkyTrain has significantly increased efficiency, reduced the need for motor vehicles, and enabled the city to host the 2010 Winter Olympics.

"Without those rail lines, we would not be able to do it," said Doyle, now executive vice president of the 2010 Winter Olympics.

Doyle, interviewed by telephone, is scheduled to be among several guest speakers at the city's Rail Transit Symposium 2009 at the Neal Blaisdell Exhibition Hall on Tuesday.

The public event, sponsored by the city, takes place from 8 a.m. to 6 p.m.

The Hannemann administration has cited the Vancouver SkyTrain as an example of a successful rail system that could serve Oahu with its resident population of about 905,000 residents and daily visitor average of about 87,000.

The SkyTrain system, which began carrying passengers in 1986 as a 13-mile rail line, serves the

greater Vancouver area with a population of 2 million.

Critics of Honolulu's planned \$5.4 billion, 20-mile system have raised questions about building a rail system in a slow economy, blocking views by constructing it on elevated rails, and the potential ridership.

Doyle said ridership on Vancouver's system has gone up 349 percent and helped to bring in people to attend events at the football and hockey stadiums.

"You'd be surprised how little parking we have at both facilities," he said.

Doyle said while some critics say now is not a good time to spend money to build, Vancouver has been busy and looks like it will be able to take advantage of a lower construction costs.

"We were getting two to three bids. Now we're getting 17 to 18 bids," he said.

Doyle said Vancouver's decision to go to an elevated rail system has meant it can move passengers quickly, sometimes at more than 80 mph, without stopping for vehicular traffic.

"That was a huge blessing," he said.

Doyle said he was doubtful a ground-level rail system would be able to achieve anything close to the speeds of the SkyTrain.

Other speakers at the city's symposium include Chatham Olive, past president of the Sierra Club Charlotte chapter who was an advocate of the LYNX commuter rail system in North Carolina, and Joni Earl, the chief executive officer of the Sound Transit rail system in Seattle.

Rail spokesman Scott Ishikawa said while the city is still gathering information about the cost of the symposium, he knows it will cost much less than the nearly \$60,000 for a 2007 annual meeting about rail.

Additional information about the event may be obtained at honolulutransit.org or by calling 566-2299.

Letters to the Editor

For Saturday, June 20, 2009

Rail will help ease traffic flow as H-3 did

The letter from Geoffrey Paterson about the cost of rail (Letters, Star-Bulletin, June 18) reminds me of the definition of a cynic: "Someone who knows the cost of everything and the value of nothing."

True, rail comes with a multibillion-dollar price tag. But H-3 was incredibly costly as well, and it has added immeasurably to the quality of life for those of us on the Windward side. I don't see why we must be the only community on Oahu to benefit from a quicker commute to town and reduced traffic congestion.

Matthew Highbright
Kaneohe

June 22, 2009

Transit tax take still lags

City needs to net \$41M by month's end or face a fiscal year shortfall

By Sean Hao
Advertiser Staff Writer

Honolulu's transit tax collections rebounded 10 percent in May to \$14.9 million compared with a year ago. However, the city will need to collect a net \$41 million this month or face a shortfall in collections for this fiscal year.

The city needs to collect \$188 million during the 12 months ending June 30 and a total of \$4.1 billion by Dec. 31, 2022, according to financial plans. Those tax collections, which started in January 2007, combined with \$1.4 billion in federal grants, will be used to build a 20-mile elevated commuter train from East Kapolei to Ala Moana.

Through the first 11 months of the current fiscal year, the half-percentage-point general excise tax surcharge raised a net \$146.7 million for the city, based on figures provided by the state Department of Taxation. That's down nearly 4 percent, or \$5.6 million from year-ago levels.

Overall, the tax has raised \$364.2 million during the first 29 months. That figure, and all figures in this article, do not include the 10 percent the state takes off the top to pay for administering the tax.

In the fiscal year starting July 1, the city's financial forecast anticipates transit tax revenue growing to an inflation-adjusted \$198 million, or \$16.5 million a month.

City officials expect any near-term revenue shortfall will be offset by higher collections in the future.

Officials want to begin construction in December, contingent on federal approval, and launch service in phases between late 2013 and 2019.

Mayor Mufi Hanneman to Host Rail Transit Symposium Tuesday

Last Update: 11:01 am

Honolulu's 3rd Transit Symposium will take place on Tuesday, June 23, 2009 from 8:00 a.m. to 6:00 p.m. at the Neal Blaisdell Exhibition Hall.

The symposium will feature informational displays from train manufacturers and dynamic leaders from Phoenix, Vancouver, Seattle, Charlotte, London and Denver who will share their experiences with rail transit and transit-oriented development (TOD).

"This symposium brings a world-class perspective on rail transit to Honolulu," said Mayor Mufi Hannemann. "I am excited by this opportunity for the people of Honolulu to hear these experts as they share their insights on the benefits of rail. Honolulu's upcoming rail project will not only help reduce traffic congestion, but create much-needed jobs during these difficult economic times."



The event is free, but seating is limited for the speaking engagements in the Blaisdell's Pikake Room. To register, visit www.honolulustransit.org and download the registration form.

The slate of speakers includes:

- Dan Doyle, former Deputy Minister, British Columbia Ministry of British Columbia and Executive Vice President of the 2010 Vancouver Winter Olympic Games. Mr. Doyle will discuss Vancouver's popular SkyTrain, which would be similar to Honolulu's elevated rail system.
- Joni Earl, CEO of Sound Transit rail system in Seattle. The system connects the Seattle area with 74 miles of train line and later this year will open a 16-mile light rail extension. Miss Earl will discuss job creation from the latest extension of the Seattle Sound transit line.
- Bill Millar, president of the nation's largest non-profit transit organization, the American Public Transportation Association, which represents transportation agencies across the country.
- Ian Mulcahey of Gensler, a London-based firm that is one of the world's largest architecture and design companies. Mr. Mulcahey will talk about Transit Oriented Development (TOD) from an architect's perspective and show examples of how TOD planning can be integrated with an elevated rail guideway.
- Chatham Olive, past president of the Sierra Club Charlotte chapter, which championed the LYNX commuter rail system.
- Rick Simonetta, CEO of the nation's newest rail transit system, Valley Metro in Phoenix, Arizona, which carried more than a million passengers in April.
- Wellington Webb, former mayor of Denver who played a key role in implementing the city's FasTracks commuter rail system.

For additional information on the event, please check the Honolulu Rail Transit Project website at honolulustransit.org or contact us at 566-2299. Those requiring special accommodations such as a sign language interpreter or closed captioning can contact honolulurail@yahoo.com or call (808) 535-6243.

Groundbreaking for the 20-mile elevated system from Kapolei to Ala Moana Center is scheduled for the end of this year.



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Jun. 22, 2009 8:52 PM EDT

A A A - +

Third recent subway or commuter rail hits big city

SETH BORENSTEIN

AP Science Writer

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WASHINGTON (AP) — For the third time in nine months, a major subway or commuter rail crash occurred in a big city.

Until last September, rail systems — much like their airline counterparts — were cruising with far fewer accidents than in previous years and decades. The number of train accidents per mile dropped nearly 30 percent from 1990 to 2008, according to Federal Railroad Administration records.

That changed in a hurry.

In September 2008, a commuter rail train crashed with a freight rail in Los Angeles and 25 people died. The crash was blamed on an engineer on the commuter rail texting on a cell phone.

Last month about 50 people were injured in Boston when a trolley rear-ended another trolley. The conductor admitted to texting when the crash took place.

On Monday, one subway train rear-ended another in Washington during rush hour above ground. At least six people were killed, the mayor said, including the operator of the trailing train. It's too early to know the cause of this accident, but this third collision has got a top safety expert concerned.

"I'm not sure if everyone in the safety system is paying the proper attention that needs to be paid," said Barry Sweedler, a San Francisco-based safety consultant and former investigator and manager at the National Transportation Safety Board. "These things shouldn't be happening."

Sweedler worries that something is going on.

More News Video

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Jun. 11, 2009 4:11 PM EDT

Lawmakers seek to fix pilot fatigue, training

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The Los Angeles accident was "a watershed event; there hadn't been anything like that in 30 years," Sweedler said. Rails had been extraordinarily safe for years on end. In 1990, the U.S. averaged 4.7 accidents for every million rail miles. That dropped to 3.2 accidents in 2008.

Then the Boston and Washington events followed. He said he can't speak about Washington's crash, but there is a pattern that may be emerging.

"People become complacent," Sweedler said. And during a recession, rail systems have less money and often tend to cut back on safety, he added.

Sweedler said the uptick could be a combination of chance, complacency, spending cuts and "less enforcement over the past decade" by the federal government on safety standards.

But Robert Lauby, a former NTSB rail investigator, said history shows that these things tend to happen in groupings by mere coincidence.

"Just because you had them doesn't mean there's a specific (single) issue that caused them," Lauby said.

The Washington area and especially the area's subway system has had many problems before, but usually they haven't been fatal. The last subway fatal accident for passengers was in 1982, when two trains derailed, one hit a tunnel support and three people died. The same time a plane crash in Washington dominated headlines. Four different subway employees were killed when struck by railcars in three incidents in 2005 and 2006. In 1996, a train operator was killed when a train failed to come to a stop.

A 2004 accident could have killed at least 79 people had an empty train been full, safety officials. That train, which was out of service, rolled backward and hit another train.

"They've had their difficulties over the years," Sweedler said of Washington's subway system, called Metro.

In 1996, one of the biggest commuter rail accidents until Los Angeles occurred just outside of Washington when a Maryland commuter rail and an Amtrak train collided, killing 11 people. Other times railroads have large fatal accidents when cars or trucks get stuck on tracks, such as 2005's crash in Glendale, Calif., when an SUV on the tracks caused a crash that killed 10 people.

Freight rail operators were quick to note that they are different than subways and commuter rails and that the Metro accident was not on rails they run on.

Patti Reilly, a spokeswoman for the American Association of Railroads, said 2008 was the safest year on record for freight railways.

Associated Press researcher Judith Ausuebel in New York contributed to this report.

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Honolulu Advertiser

Small excise tax hike would do the job

Gov. Linda Lingle is using a double standard in her opposition to raising the general-excise tax to cover the budget deficit. Financial analysts predict that a one-half percentage point increase on non food items would avoid furloughs to state employees — including teachers — and would maintain state services.

Recently, she allowed the county to add on a one-half percentage point surcharge to the GET to fund the rail transit system.

In that case, she was primarily concerned with having the county — not the state — collect the 0.5 percent tax. Is funding the rail more important than state workers and educators? Is the governor more concerned about maintaining her fiscally conservative image at the expense of state workers?

David Christopher

Hawai'i Kai

June 23, 2009

Caldwell opts out of race for Bainum's council seat

City Managing Director Kirk Caldwell yesterday said he is not going to seek the 5th City Council District seat left vacant by the death of Councilman Duke Bainum on June 9.

Caldwell is a former state representative for Manoa who chose in 2008 to forego a re-election bid in order to run for the 5th Council District — which encompasses Manoa, parts of Makiki, Kaimuki and Kapahulu — when Councilwoman Ann Kobayashi decided to run against Mayor Mufi Hannemann. Hannemann tapped Caldwell to be his second-in-command.

Kobayashi remains the most well-known of nine candidates who have registered for the special election.

Deadline for candidates to file for the election is Thursday.

Ballots will be mailed to voters in mid-July and must be received by the city clerk's office by 6 p.m. on Aug. 7.

Caldwell said it's too early to speculate if he will run for mayor if Hannemann chooses to run for governor next year.

June 23, 2009

Kobayashi makes it official, filing nomination papers for Bainum's seat

Advertiser Staff

Ann Kobayashi today filed nomination papers to run for the District 5 city council seat left vacant by the death of Duke Bainum.

In a news release, Kobayashi's campaign said entertainer Al Harrington and University of Hawaii -Manoa graduate student Masahisa Yamaguchi will serve as co-campaign chairs.

Ann Kobayashi held the 5th District seat from 2001 until last December, when she decided to make a mayoral run against Mufi Hannemann. Bainum then won a special election without opposition to gain the seat.

The district includes Manoa, Moiliili, McCully, Kakaako, St. Louis Heights, Palolo Valley, and parts of Ala Moana, Makiki, Kapahulu and Kaimuki.

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STATE BUDGET CRUNCH

Athletics likely another casualty of budget cuts

Coaches tell the school board that sports are important to students

[By Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 23, 2009

Several principals and teachers warned the proposed cuts in education would have a major effect on athletics at public schools, eliminating many coaching positions and raising the potential for injuries.

"Student athletes will have less instructional time, and we'll be jeopardizing the athletes' health and safety on the playing field," Waipahu High School wrestling coach Stacie Nii told a state Board of Education committee last night.

Members of the Budget and Fiscal Accountability Committee put off deciding on a proposed budget and scheduled a special board meeting for July 1.

They said they didn't want to pass a budget bill until Gov. Linda Lingle signs the state budget on June 30, giving them a firm idea of the deficit they're facing.

Lingle has said she plans a \$278 million cut in the Department of Education's biennial budget.

Board of Education Faces Budget Cuts



The Legislature and governor have proposed \$211 million in cuts for this upcoming fiscal year, about 12 percent of the school system's budget.

[[Watch](#)]



The board yesterday sent a letter to the Senate president and House speaker asking them for a special session of the Legislature to allot more education funds by using the state rainy day and hurricane emergency funds and raising the general excise tax.

Board Chairman Garrett Toguchi said he's spoken to legislators who are willing to talk about the issue.

Meanwhile, the board has been negotiating with labor unions to put department employees on furlough to reduce the budget deficit.

Toguchi said at the most, the number of furlough days could amount to 36 for employees who worked 12 months a year and 30 days for those working 10 months annually.

During the meeting, Ivalee Sinclair, chairman of the Special Education Advisory Council, testified her group supported a special legislative session to raise the general excise tax.

Sinclair pointed out that a similar tax was passed to develop a rail transit system for Honolulu.

"If we can do that for rail, why can't we do that for education?" she said.

Radford High School girls basketball coach Tani Dutro said fewer coaches mean less supervision.

Dutro said in certain exercises, such as pre-conditioning and weightlifting, the students risk injury without proper supervision.

Dutro, as well as other coaches, said sports motivates some students to attend and finish high school.

Nolan Tokuda, a teacher and football coach at Leilehua High School, said the coaches also provide guidance outside of school.

"Making cuts is a given," Tokuda said. "What isn't is taking away these valuable mentors and guides for these children."

Tokuda said one Leilehua student who benefited from his football experience was Rico Newman, who won a football scholarship at a junior college in California.

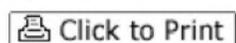
Tokuda said Newman was raised by a single parent and watched his older brother go to prison and his older sister drop out of school.

But through football, Newman changed and became a team captain, Tokuda said.

"It was his passion for football and the daily talks and interactions with the entire football staff that helped Rico turn around for the better," Tokuda said.

Find this article at:

http://www.starbulletin.com/news/20090623_Athletics_likely_another_casualty_of_budget_cuts.html



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Companies Bid for Oahu's Rail; Show Models

Written by Jim Mendoza - jmendoza@kgmb9.com

June 23, 2009 06:34 PM



They are competing companies running the same track. Builders after the contract to supply trains for Oahu's rail system showed off mode maps, and moving pictures of their systems at Honolulu's Transit Symposium.

"We expect to supply somewhere between seventy and eighty vehicles," said Andrew Robbins of train maker Bombardier.

Other companies interested in bidding include Ansaldo, big in Europe and Asia, and Mitsubishi.

"The system we're proposing here is similar to what we're bringing in Dubai -- very modern, sleek design," said Darin Friedmann, vice-president of Mitsubishi Heavy Industries.

Honolulu's rail will be an automated system.

"Computers will actually run the system, monitor safety, and regulat

the reliability of the system," Robbins said.

The specs call for a top speed of 55 mph with a three-minute space between trains. The Builders said Oahu will need fifteen twenty trains to carry an estimated load of 96,000 passengers a day. The companies said compartments can be customized carry bicycles, golf clubs and surfboards. The trains may have video monitors on board for alerts and advertising. The builde will get the city's complete with list by the end of July. The winning company will be selected early next year.



Last Updated (June 23, 2009 11:08 PM)

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Kobayashi & Kinney File for City Council



Written by KGMB9 News - news@kgmb9.com

June 23, 2009 05:19 PM

The special election to fill Duke Bainum's vacant council seat is getting more crowded.

Former city councilwoman Ann Kobayashi and union lawyer Nathaniel Kinney both made their candidacies official on Tuesday.

Kinney says he will focus on reducing the burden on taxpayers, while Kobayashi says she hopes to continue where she left off before running for mayor.



Last Updated (June 23, 2009 05:20 PM)

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World Transit Experts Talk at Rail Symposium

Reported by: Jai Cunningham
Email: jcunningham@khon.com

Last Update: 5:24 pm

Rail experts from across the country, even Canada, were brought in for a one day rail symposium Monday at the Blaisdell exhibition hall.

The chief officer for the soon to open "sound transit" in Seattle says it took decades, but the tide has turned in the northwest when it comes to embracing light rail.

The Sound Transit is a little less than three weeks away from its grand opening. It has been a real battle to get to this point.

"The first vote on rail in Seattle was in 1968 and we lost by two percentage points, had 80 percent federal money. And that money was pulled the next day after the election and built the MARTA system in Atlanta," Joni Earl, CEO of Sound Transit said.



Sound familiar Honolulu?

In fact there would be three more failed votes in Seattle over a 27 year span.

But that all changed in 1996 when the Sound Transit came on line as the rail authority.

And my how attitudes have apparently changed in Seattle the past decade.

Earl says, "And then our voters in November just approved a half cent sales tax increase for an 18 billion expansion plan. And we will be adding 36 more miles in the next 15 years."

But why the change in attitude?

Dan Doyle and Expert for the Vancouver Mass Transit says, "Once you get something moving and they see what it looks like and how it will operate and they will want it to come to there neighborhood because it makes their lives so much easier."

Final tab on the initial 16 mile stretch in Seattle, 2.7 billion, or about half of the top end estimate for the Honolulu rail transit system.

Another complaint rail critics have had, most systems do not pay for themselves and need subsidizing.

Doyle says that's not the case for the Vancouver Rail. "In terms of operating them, the goal should be for the operating costs to be paid for by the riders. And we're finding that in our Vancouver System now. But remember we've been at this 23 years. Get some experience you'll find that your system will do the same."

City officials say ground-breaking on Oahu's rail transit could take place by the end of the year.

KITV.com

Kobayashi, Bornhorst Join Race For Bainum's Seat

Former Councilwoman Hopes To Return To Previous Post

POSTED: 5:13 pm HST June 23, 2009



HONOLULU -- Former Councilwoman Ann Kobayashi on Tuesday filed to run for the Manoa-Makiki council seat vacated by the death of Duke Bainum.

Kobayashi held the seat from 2001 until last December when she stepped down for an unsuccessful run for mayor against Mufi Hannemann.

"I am ready to serve my community. It seems like I just left here and hope to be back to continue to work on a lot of the things I have been working on, such as curbing the taxes and watching out for our taxpayers money," Kobayashi said.

When she was on the council, Kobayashi opposed the steel rail system, but she said now that it is a done deal she wants to make sure the system that goes in will be the best possible.

Two other candidates are running for the council seat.

They are Nathaniel Kinney, an organizer for the International Union of Painters and Allied Trades and horticulturalist Heidi Bornhorst who says she will file to run Wednesday.

Bornhorst is the daughter of former Councilwoman Marilyn Bornhorst.

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Video: Uncut: Kobayashi Discusses Run For Council



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04:00AM	First Light
05:00AM	America In The Morning with Jim Bohannon
06:00AM	KPUA Morning News with anchor Ken Hupp
09:00AM	Community Forum
10:00AM	Rush Limbaugh
01:00PM	Dr. Dean Edell
02:00PM	Dateline: Washington
03:00PM	Sporting News
03:47PM	Major League Baseball San Francisco Giants vs Oakland A's
04:00PM	Sports Byline with Ron Barr
07:00PM	Coast to Coast

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HAWAII NEWS

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Posted: Tuesday, June 23rd, 2009 4:38 AM HST

Top Honolulu aide opts against seeking Bainum seat

By Associated Press

HONOLULU (AP) — Honolulu City Managing Director Kirk Caldwell is announcing he will not run for the city council seat left vacant by the death of Duke Bainum.

In a statement, Caldwell says he prefers to remain the city's top staffer and dealing with rail transit and other complex issues instead of running for the council.

Caldwell is a former Democratic majority leader in the Hawaii House of Representatives.

He also is a potential candidate for mayor if Mayor Mufi Hannemann decides to run for governor or another office.

Four people have indicated they will run for Bainum's seat: former Councilwoman Ann Kobayashi, neighborhood board members Greg Cuadra and George Waialeale, and researcher Robert Whitaker.

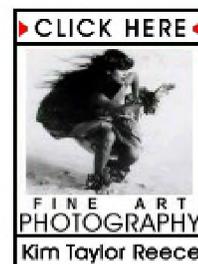
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Pacific Business News (Honolulu) - June 24, 2009
[/pacific/stories/2009/06/22/daily30.html](#)

PACIFIC BUSINESS NEWS

Wednesday, June 24, 2009, 12:23pm HAST

Honolulu parking rates among priciest in U.S.

Pacific Business News (Honolulu)

Honolulu's monthly parking rates were cheaper than only eight cities in the U.S., according to a report released Wednesday by **Colliers International**.

The parking rate study, which surveyed 64 U.S. markets, found that the median daily parking rate in Honolulu was \$35.50, more than double the national median of \$15.96.

Honolulu's monthly median parking rate for an unreserved space was \$212.33, \$58 higher than the national median of \$154.23.

Honolulu was just below Washington, D.C. and Sacramento's median of \$215.

New York City's midtown area had the highest median monthly rate at \$550 per month. The least expensive parking district was Bakersfield, Calif, at \$40 a month.

Monthly rates across the country were down nearly 1 percent in the past 12 months, according to Colliers. Daily rates were up 1.2 percent over the past year.

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June 24, 2009

All-electric car sharing makes debut in Baltimore

Long-range vehicle finds its showcase at science center

*By Aaron Morrison
Associated Press*

BALTIMORE — The nation's first all-electric car-sharing program debuted yesterday at the city's Inner Harbor, with manufacturer Electrovaya hoping urban residents seeking to go green and curious tourists will take the concept for a spin.

Electrovaya Inc. is offering its Maya 300 for rent at the Maryland Science Center. The car can go up to 120 miles on one charge of its lithium-ion battery system, and gets its juice from a regular 110-volt outlet.

"This is an example of what science centers do best," said Van Reiner, president and CEO of the science center. "We are showcasing new technology, and that's what makes us so excited."

Ten cars will be available starting today through the new car-sharing Web site www.Altcar.org. A two-hour rental costs \$29.

The manufacturer calls the fleet of emission-free cars a "game changer" in urban transportation options. Electrovaya CEO Sankar Das Gupta said that's because the vehicle has the look and feel of a four-door, gas-powered sedan and should appeal to consumers who want to reduce oil dependence.

"Creative ventures like this are essential in finding new energy solutions," Das Gupta said.

The car makes little noise, provides dashboard gauges showing battery life and temperature, and offers other conveniences like those of gas-powered cars.

Maryland Energy Administration research found that Baltimoreans typically drive about 30 miles to work, well within the Maya's range, and Das Gupta noted that the car can be plugged in at the driver's destination for a charge.

Driving 50 miles costs about \$1 in energy, according to Electrovaya's estimates. The cost could be lower through some utilities that give discounts for charging during off-peak hours.

The car-sharing service ZipCar Inc. also operates in the Baltimore market, but Das Gupta said Mississauga, Ontario-based Electrovaya is looking to feature its technology, not challenge ZipCar for market share.

Electrovaya's battery technology uses ExxonMobil Corp.'s battery separator film. The film, with lithium-ion batteries, allows for the units to operate at higher temperatures with a reduced risk of meltdown.

The company will make the Maya 300 available for sale to the general public in 2011, starting at \$25,000 for a 60-mile-range vehicle and \$35,000 for the 120-mile-range vehicle.



June 24, 2009

Kobayashi files for council; Matsunaga considers run

Field for Bainum seat grows as deadline nears

*By Gordon Y.K. Pang
Advertiser Staff Writer*

The field for the upcoming City Council special election has begun to swell, with only two days before the filing deadline for candidates.

Former Councilwoman Ann Kobayashi filed her nomination papers yesterday, while former state Sen. Matt Matsunaga said he is seriously contemplating a run at the seat.

The Manoa-Kapahulu seat was left vacant when Councilman Duke Bainum died June 9 from complications of an aortic aneurysm. The winner of the race will serve through 2012.

Kobayashi held the seat from 2003 to last year. She chose to forgo a re-election bid in favor of an unsuccessful challenge against Mayor Mufi Hannemann.

Kobayashi, 72, a longtime Manoa resident, served on the state Senate before being elected to the council.

Matsunaga said last night he is "leaning toward running" for the seat. The Mo'ili'ili resident, 50, is the son of the late U.S. Sen. Spark Matsunaga.

A member of the state Senate from 1992 to 2002, the practicing business attorney said he is trying to determine if he can muster up the resources to make a viable run in a short period of time.

The deadline for candidates to file nomination papers is 4:30 p.m. tomorrow.

The offspring of two O'ahu community leaders also announced their plans to run.

They are Heidi Bornhorst, daughter of former Councilwoman Marilyn Bornhorst; and Nathaniel Kinney, whose father is Lynn Kinney, who heads the International Union of Painters and Allied Trades District Council 50.

Kinney, 29, is legal counsel for the painter's union and a Kapi'olani area resident. He filed yesterday. Bornhorst, 51, is a horticulturist who lives in Palolo. She intends to file today.

Those living in the district have until July 8 to become registered. About 48,000 ballots are expected to be mailed on or about July 17. Ballots for the all-mail election will need to be received by the clerk's office by 6 p.m. on Aug. 7. Results will be announced shortly thereafter.

Other candidates:

- Michael Cain, 43, of St. Louis Heights, an environmental planner for the state Department of Land and Natural Resources.
- Wendell S.L. Ching, 67, of Manoa Valley, a retired shipyard worker and chairman of one of the

city's real property tax review boards.

- Gladys Hayes, 77, a retiree and member of the Palolo Neighborhood Board.
- Philmund Lee, a veteran legislative staffer at the state Capitol.
- Keolu Peralto, of Kapahulu.
- Phillip Rockwell, 33, an IT government contractor, of St. Louis Heights.
- George Waialeale, 61, of Kapahulu, former manager of the International Brotherhood of Electrical Workers.
- Earl Winfree, 67, of lower Makiki, a commercial pilot, former police officer and insurance executive.

Two people have withdrawn their nominations: Greg Cuadra and Robert Whitaker.



June 24, 2009

Potential bidders attend rail symposium

By Sean Hao
Advertiser Staff Writer

At least three teams are lobbying to supply the vehicles and systems for Honolulu's planned commuter rail system.

One of the teams aiming to land the estimated \$250 million contract is led by Sumitomo Corporation of America.

Sumitomo — along with Mitsubishi Heavy Industries, KinkiSharyo International, Thales Transport & Security and Wasa Electrical Services — have combined to form a team of bidders that calls itself Honolulu Rail for Growth.

That team, along with at least two other potential bidders — Bombardier and Ansaldo Breda — showcased their products at yesterday's third annual Honolulu Rail Transit Symposium.

About 350 people attended the city-sponsored event yesterday at the Neal Blaisdell Center. The event included presentations by seven national and international speakers touting the benefits of rail transit. Nearby, Honolulu Rail for Growth and others provided attendees with insights into what the train system may look like. The city plans to launch train service from East Kapolei to Ala Moana in phases, from late 2012 to late 2018.

Honolulu Rail for Growth's efforts include a Web page that launched yesterday at www.honolulurailforgrowth.com.

"We are thrilled to be participating in this bid and believe very strongly that we bring a unique mix of expertise and proven experience to this landmark project in Hawaii's history," Gino Antonello, vice president of transportation systems and equipment for Sumitomo Corporation of America, said in a news release.

Companies interested in bidding on the train and systems contract were required to submit preliminary information to the city by June 5. By the end of July, the city plans to select which companies will get to submit formal bids. The city expects to select a supplier in early 2010.

Among the potential bidders for that project is Bombardier, the world's largest trainmaker.

"We remain extremely interested in the Honolulu project," said Andrew Robbins, a Bombardier vice president for business development. "We anticipate bidding on the project. We would have to qualify first."

Other potential bidders include Alstom Transport.

Other major transit contracts to be put out for bid this year include a \$120 million contract to build a maintenance and storage facility and a \$550 million to \$600 million contract for the design and construction of the first 6.5 miles of elevated guideway, from East Kapolei to Leeward Community College.

City officials yesterday did not provide an estimate of the cost of the symposium, which includes transportation and lodging expenses for guest speakers.



Expert touts rail's side benefits

[By Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 24, 2009

An executive with one of the largest architecture and planning firms worldwide said rail projects such as the one planned on Oahu will help increase business along the transit line.

"It's not just about moving people around. ... I think it's a catalyst for change," said Ian Mulcahey, a lead planner for the London-based firm Gensler. "It will enable the city to grow."

Mulcahey was among several guest speakers discussing rail-transportation issues at the city-sponsored Honolulu Transit Symposium 2009 yesterday at the Neal Blaisdell Exhibition Hall.

The travel time for the \$5.4 billion, 20-mile rail transit system between East Kapolei and Ala Moana Center will be 42 minutes, according to city projections. Mulcahey said he sees how, with its elevated view, the Honolulu rail system will also serve as an attraction for visitors.

He said elevated transit lines in other countries have used the space beneath the rails for business and recreational activity.

Mulcahey said many cities like Honolulu have developed a rail system when their population approaches 1 million people. State officials estimate Oahu's resident population at a little more than 900,000.

"The time is clearly right," Mulcahey said.

Richard Simonetta, the chief executive officer of Valley Metro Rail Inc. that links Phoenix, Tempe and Mesa, Ariz., said the tri-city transit system has attracted hundreds of businesses.

However, he said, the rail system has its limits, since it was built at ground level and has to cross 149 intersections.

He said Valley Metro traveling at about 18 to 19 mph is not the kind of transit system envisioned by Honolulu, which plans to have its rail system travel at about 40 mph.

Find this article at:

http://www.starbulletin.com/news/20090624_Expert_touts_rails_side_benefits.html



Kobayashi to seek Council seat

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jun 24, 2009

Ann Kobayashi filed nominating papers seeking a return to the City Council, becoming the most formidable candidate in a crowded field to replace Duke Bainum.

So far, 10 candidates have filed to replace Bainum, who died June 9 of an aneurysm.

The deadline for potential candidates to file is by the end of the business day tomorrow. Others who filed papers yesterday were: Michael Cain and Nathaniel Kinney, an attorney for the International Union of Painters and Allied Trades District Council 50.

At least one candidate plans to file today: Heidi Bornhorst, a landscaping consultant and daughter of former City Councilwoman Marilyn Bornhorst.

Those filing prior to yesterday were: Wendell S.L. Ching, Gladys Gerlich Hayes, Philmund "Phil" Lee, Keolu Jacob Peralto, Phillip "Rocky" Rockwell, George "G.W." Waialeale and Earl Winfree.

The special election is being conducted by mail and walk-in absentee voting, with results to be released Aug. 7.

Kobayashi was joined by a handful of supporters yesterday as she filed her application at City Hall.

"It seems I just left here," she said. "I hope to be back to continue a lot of the things I'd been working on such as curbing taxes -- watching out for our taxpayers' money."

Kobayashi, 72, had served District 5 until last year, when she passed up a shot at re-election in an unsuccessful bid to unseat Mayor Mufi Hannemann. She was first elected to the seat in 2002 in a special election to fill a vacancy created by the conviction of Andy Mirikitani in a kickback scheme.

The winner of this special election would serve the remainder of Bainum's term, which runs through 2012, and be eligible to seek re-election to two additional four-year terms.

Find this article at:

http://www.starbulletin.com/news/20090624_Kobayashi_to_seek_Council_seat.html

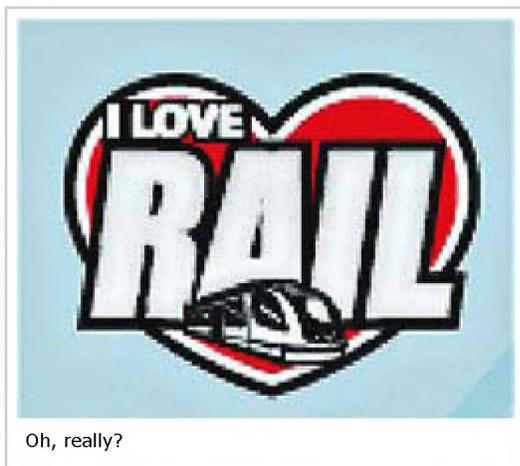
Check the box to include the list of links referenced in the article.

MidWeek

Is It Time To Kill The Akaka Bill?

June 24, 2009

By Bob Jones



You can take this one to the bank: City managing director Kirk Caldwell will *not* have filed for the late Duke Bainum's City Council seat when the deadline expires this Saturday.

Think about this obviously arranged scenario:

Mufi Hannemann steps down next February or March to campaign full time for governor. Caldwell becomes acting mayor.

He files just before July 22 for mayor and uses the slogan managing director Jeremy Harris used in the same situation in 1994 when Frank Fasi stepped down to run for governor: "The best mayor you can elect is the one you already have."

(Not mentioning, of course, on an acting basis.)

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You read it first in *MidWeek*.



I just can't seem to get my sympathies wrapped around what's commonly called the Akaka Bill - more properly a Native Hawaiian Government Recognition Proposal.

At best, I tend to say go ahead and pass it, but the chances are heavy that the U.S. Supreme Court will strike it down because Hawaiians don't have the recognized standing of our 562 American Indian and Eskimo/Aleut tribes. Hawaii was an independent kingdom/nation.

U.S. Rep. Neil Abercrombie has tried to paint the anti-bill forces as people who don't want to give Native Hawaiians control of parcels of ancestral land that are now very valuable.

I read that as a ploy in his governor's run to woo Hawaiian votes that traditionally go to Republicans.

U.S. Rep. Mazie Hirono says this is not race-based legislation, but clearly it is. That Native Hawaiians are indigenous to the Islands is not at issue.

It's that a lot has changed since they first came here. Hawaii is multi-ethnic and a state with a constitution and one person, one vote. Giving separate governance to one blood line is ... well, basing governance on race.

If we go the Akaka Bill route, we'll surely hear the most activist of Hawaiian sovereignty advocates insisting that

any native government derives its power from this federal law and not from the U.S. Constitution. Bedlam!

I realize that the Akaka Bill doesn't *create* a Hawaiian government; it merely authorizes Hawaiians to negotiate governance alongside the state.

But there are deep divisions in the Hawaiian movement and I'd expect those negotiations to devolve into chaos.

There are many groups such as the Hawaiian Independence Alliance that oppose the Akaka solution.

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They believe Hawaii is illegally occupied by America, period. Actually, there are several Hawaiian groups that oppose the Akaka Bill because they believe sovereignty is a right, not a privilege to be negotiated.

My central objection is over trying to rewrite history. We are today what we are. We can't go back to Capt. Cook's time, or even 1893, and reconstitute the Kingdom of Hawaii.

No, we'd be better off continuing to integrate Hawaiians into the fabric of the state and eventually dismantling the Office of Hawaiian Affairs.

I know saying that is not going to get me elected governor. Luckily, I have no political ambition, so I'm free to say what seems to make good sense and not just what collects votes.



I doubt there's a legal case to be made that the city has violated any rule by using that "I Love Rail" logo on its informational newsletters with transit updates.

But have you ever seen a more pathetic logo?

Come on, guys! If you're going to have a logo, hire someone such as Clarence Lee, the Chinese New Year postage stamp designer, and get a real eye-thumper, not that wimpy, heart-shaped loser.

Most of us don't *love* rail, we just accept that it has to be because we've run out of room for cars.

Find this article at: http://www.midweek.com/content/columns/justthoughts_article/is_it_time_to_kill_the_akaka_bill/

About.com Hawaii / South Pacific Travel

John's Hawaii Travel Blog

By [John Fischer](#), About.com

Let's Hop the Tracks

Thursday June 25, 2009

When you think of train travel, you don't often think about Hawaii. Yet, if all things go as planned, within a few years there will be a elevated commuter rail line running from points west of Honolulu into Honolulu and ultimately perhaps to Waikiki.

Trains were once quite prevalent in Hawaii during the height of the sugar industry. It was the principal means of getting the cane to the processing plant and to the port for shipping overseas. Today, however, there are only two trains operating in Hawaii, one on Kauai and the [Sugar Cane Train on Maui](#)¹.

Elsewhere in the world, train travel remains a principal means of transportation. "great railway bazaar," this collective effort by

Let About.com's Travel Guides conduct you to distant stations where the journey is as revealing as the destination with ["Tracks:" A Train Travel Blog Carnival](#)², hosted by our Guide to Honeymoons and Romantic Travel, Susan Breslow Sardone.

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5. <http://gohawaii.about.com/b/2009/06/23/kahului-maui.htm>

June 25, 2009

Matsunaga files nomination papers for Bainum's council seat

Advertiser Staff

Matt Matsunaga today filed nomination papers to run for the City Council's District 5 seat left vacant by the death of Duke Bainum.

Today is the deadline for filing to run in the special election, scheduled for Aug. 7.

Matsunaga, a lawyer, is a former state senator. His father, the late Spark Matsunaga, was a U.S. representative and senator from Hawaii.

Former councilwoman Ann Kobayashi also has filed to run, along with labor union lawyer Nathaniel Kinney and horticulturalist Heidi Bornhorst, daughter of former councilwoman Marilyn Bornhorst.

Others who have filed nomination papers include Michael Cain, Wendell S.L. Ching, Gladys Gerlich Hayes, Philmund Lee, Keolu Jacob Peralto, Phillip Rockwell, George Waialeale and Earl Winfree.



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Matt Matsunaga to run for City Council seat

By Star-Bulletin staff

POSTED: 09:34 a.m. HST, Jun 25, 2009

Former state senator Matt Matsunaga says he will run for the City Council left vacant when Councilman Duke Bainum died June 9. Matsunaga, an attorney, served in the Senate from 1992 to 2002. He ran unsuccessfully for both lieutenant governor and Congress in races in 2002. He had previously run unsuccessfully for Congress. Matsunaga is the son of the late U.S. Sen. Spark Matsunaga, a Hawaii Democrat.

Find this article at:

<http://www.starbulletin.com/news/breaking/49110617.html>

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Candidates Running for City Council Seat

Written by KGMB9 News - news@kgmb9.com

June 25, 2009 04:39 PM



The deadline has passed and a total of fourteen people have filed for Duke Bainum's seat in the city council, including Matt Matsunaga.

Matsunaga served in the state senate for ten years and is the son of U.S Senator Spark Matsunaga. The 50-year old says he has a clear vision of what he wants to do in the council.

"We need to keep honolulu a safe, clean and green city, and that's what i intend to do with my legislative experience and business experience," said Matt Matsunaga, District 5 candidate.

A total of six candidates are running in the special election. District 5 voters need to be registered by July 8th. Bainum's funeral is on Friday.



Last Updated (June 25, 2009 05:54 PM)

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Race For Bainum's Council Seat Heats Up On Filing Deadline

Last Update: 6/25 7:03 pm

The race to fill Bainum's council seat is getting crowded.

Matt Matsunaga filed papers to run for the district five seat.

He joins Heidi Bornhorst Stephen Cain, Wendell Ching, Gladys Hayes, Nathaniel Kinney, Ann Kobayashi, Philmund Lee, Keolu Peralto, Phillip Rockwell, George Waialeale, and Earl Winfree.

Thursday was also the deadline to file for candidacy.

The special election will be conducted both by mail and in person.

The deadline to vote is August 7th.



KITV.com

Matsunaga Files For City Council Race

List Of Candidates To Replace Late Bainum Grows

POSTED: 11:12 am HST June 25, 2009



HONOLULU -- Another former lawmaker joined the race to replace the late Councilman Duke Bainum on Thursday.

Former state Sen. Matt Matsunaga filed papers Thursday to run for Honolulu City Council District 5. He was flanked by supporters and his girlfriend, Nani Medeiros.

Matsunaga said that if he is elected he would serve for two full terms. He said he would not leave to run for higher office.

Matsunaga was a state senator for 10 years. He lost in a bid to run for lieutenant governor and Congress.

Matsunaga said he no longer has ambitions to run for Congress. His father was the longtime-serving Sen. Sparky Matsunaga. Matt Matsunaga said he wants to stay close to home since his children are teens now.

He said he expects he would have to spend about \$100,000 to compete in the election. Matsunaga said his aim will be to work on the city's sustainability and not raise taxes.

Bainum died suddenly of an aortic aneurysm.

The deadline to file for the special election is 4:30 p.m.

Former Councilwoman Ann Kobayashi, who held the seat previously, filed her papers to run. Horticulturalist Heidi Bornhorst, daughter of former Councilwoman Marilyn Bornhorst, and Nathaniel Kinney, an organizer for the International Union of Painters and Allied Trade, are also running.

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Related To Story



Matt Matsunaga at the city clerk's office where he filed nomination papers with his girlfriend Nani Medeiros.

June 25, 2009

Letter to the Editor

ELECTRIC CARS

WELCOME TO THE BUSINESS MINEFIELD

Much Aloha to Shai Agassi and Better Place Hawaii Inc. for bringing a new transportation business to Hawai'i. It's wonderful to see a rational plan involving electric cars and to be on the forefront of this better, cleaner mode of getting around.

But Shai better watch out. The last "transportation partnership" with Hawai'i is in bankruptcy trying to give away their ferries. I hope Better Place gets its environmental impact act together. Who knows what complaints will arise? Maybe that electric cars cause increased oil use (since our electric grid is powered by oil), or spent-battery issues, and what about the threat of silent cars to pedestrians?

Welcome to our business minefield, Mr. Agassi! I hope you are successful getting through it.

*Ron Dennis
Kailua*



June 26, 2009

14 candidates on ballot for council

Matsunaga among last entrants in race for Bainum's seat

*By Gordon Y.K. Pang
Advertiser Staff Writer*

Former state Sen. Matt Matsunaga was among three people filing candidacy papers for the City Council's 5th District seat yesterday, completing the field of 14 candidates for the Manoa-Kapahulu seat by the 4:30 p.m. filing deadline.

Matsunaga, 50, served in the state Senate from 1992 to 2002 representing an area that includes much of the 5th District. The son of the late U.S. Sen. Spark Matsunaga, the Mo'ili'ili resident is a practicing business attorney.

The 5th District seat was left vacant when Duke Bainum died June 9 from complications of an aortic aneurysm.

The mail-in special election to take place in the coming weeks will be to fill the remaining 3 1/2 years of the term.

Matsunaga joins former City Councilwoman Ann Kobayashi as the two candidates in the field with elected office experience.

A Manoa resident and also a former state senator, the 72-year-old Kobayashi held the seat from 2003 to 2008, when she decided against running for re-election and took on an unsuccessful bid to unseat Mayor Mufi Hannemann.

Two other candidates are the offspring of community leaders.

Palolo resident Heidi Bornhorst, 51, is a horticulturist and the daughter of Marilyn Bornhorst, who served on the City Council from 1975 to 1988 and whose district included much of what is now the 5th District before boundaries were changed.

Kapi'olani resident Nathaniel Kinney, 29, is legal counsel for the International Union of Painters and Allied Trades District Council 50. His father, Lynn Kinney, heads that union.

Kapahulu resident George Waialeale, 61, also has union ties. He was former manager for the International Brotherhood of Electrical Workers.

Other candidates:

- Michael Cain, 43, of St. Louis Heights, an environmental planner for the state Department of Land and Natural Resources.
- Wendell S.L. Ching, 67, of Manoa Valley, a retired shipyard worker and chairman of one of the city's real property tax review boards.
- Gladys Hayes, 77, a retiree and member of the Palolo Neighborhood Board.

- Philmund Lee, a veteran legislative staff member at the state Capitol, who listed a University of Hawai'i-Manoa address.
- Keolu Peralto, 32, a flight attendant, of Kapahulu.
- James Quimby, 62, a case manager for seniors, of Manoa.
- Phillip Rockwell, 33, an information technology government contractor, of St. Louis Heights.
- Jacques "Butch" Sims, 36, a consultant, of Kaimuki.
- Earl Winfree, 67, of lower Makiki, a commercial pilot, former police officer and insurance executive.

About 48,000 ballots are to be mailed July 17 to registered voters in the district. Voters need to mail them back by 6 p.m. on Aug. 7.



June 26, 2009

Making Hawai'i's roads safer for pedestrians, cyclists

Complete Streets sets course for better mobility options

By Sue Sakai

The aging of Hawai'i's Baby Boomers poses significant challenges for the planning and design of our roads and transit systems. Over the next 20 years the number of residents age 65 and older is projected to swell to about 327,000. Older adults will comprise more than 22 percent of the state's population by that time.

Given Hawai'i's current ranking as the most dangerous state to be a pedestrian or cyclist over the age 65, we have our work cut out for us. It will take a culture shift in both state and county transportation departments — and our community as a whole — to make Hawai'i's roads safer and more convenient for people of all ages and abilities.

Today our roads are designed to accommodate as many cars as possible, at the highest speeds and in the shortest amount of time. Many of our communities lack sidewalks and bike lanes, and too many crosswalks require a multi-lane sprint against oncoming traffic. As our population ages, demand for a greater variety of mobility choices such as walking, cycling, and transit, is likely to grow. The challenge for planners is to design roads that are safer for mixed use by cars, cyclists and pedestrians.

The passage of a "Complete Streets" law in the 2009 Legislature offers a framework and an opportunity we need to take advantage of. Act 54 requires state and county transportation departments to accommodate access and mobility for all users of public highways, including pedestrians, bicyclists, transit users, motorists, and persons of all abilities. This law could pave the way for better transit services, safer walking facilities, and better mobility options for our kupuna in the years ahead. Significantly, Complete Streets' policies benefit kupuna, keiki and all ages in between.

Transportation is one of the keys to making sure that people are able to live independently and in their homes and communities as they get older. Yet, a recent study by AARP's Public Policy Institute warns that two-thirds of U.S. transportation planners and engineers have yet to begin addressing the needs of older people in their planning.

The report, "Planning Complete Streets for an Aging America," recommends that federal, state, and local highway and street design guidelines serve older people by:

- Reducing vehicle travel speeds at intersections where older drivers and pedestrians need more time to make decisions and execute changes.
- Making the physical layout of roads, crosswalks and sidewalks easier to navigate.
- Making it easier for older drivers and pedestrians to notice, read, understand and respond to visual cues and information.

Because of the time required to make such improvements, Hawai'i should plan now for the coming age wave. Federal, state and local transportation planners and traffic engineers should focus on adjusting our roads to become safer and more user-friendly for everyone.

To help kick-start a state-wide conversation on transportation planning for an aging Hawai'i, the principal author of the AARP study, Jana Lynott, will visit Hawai'i in July to meet with key stakeholders and engage the public and policymakers on Complete Streets. This will help lay the groundwork for successful implementation of Act 54, and prepare the public for involvement in the Pedestrian Master Planning Process and Transit Oriented Development in connection with O'ahu's rail system.

Complete Streets is an approach to road design that can help get us where we want to go. It stresses safety for all users — drivers, pedestrians, transit users, and cyclists — and encourages efficiency the development of a user-friendly environment. With improved street networks, we can all live more safely and comfortably, and older adults can age successfully where they want to be — in their homes and communities.

The time has come to prepare our streets for an aging Hawai'i. The unprecedented growth in the number of older residents demands that we act now. Though we're currently behind the planning curve, this is a great opportunity for Hawai'i to become a leader in implementing Complete Streets policies.



EDITORIAL

Proceed, albeit with caution, on elevated rail

POSTED: 01:30 a.m. HST, Jun 26, 2009

Honolulu architects have criticized the elevated rail transit system planned between Ala Moana and Kapolei, citing new light-rail, street-level systems such as the one in Phoenix as a less expensive and less obtrusive alternative. Their argument is not convincing, even to the head of the Phoenix Metro system, and Oahu should proceed with the elevated system, however cautiously.

Richard J. Simonetta, chief executive officer of Phoenix's Valley Metro, the nation's newest rail transit system, was among six rail authorities who spoke at a Honolulu symposium sponsored by the city. In a subsequent meeting with the Star-Bulletin's editorial board, Simonetta and others praised Honolulu's plan for an elevated system rather than a system similar to the Valley Metro.

Like the Phoenix system, the Oahu rail line will be 20 miles long, but Simonetta said several factors make an elevated system more practical for Honolulu. Paramount, he said, is the speed averaging less than 20 mph that makes the Phoenix setup, integrated in the city's bus system, too slow for Honolulu, where trains are expected to average 30 mph, taking 20 minutes less from Kapolei to Ala Moana.

Another factor is the need to acquire property through condemnation proceedings to make way for the track. Simonetta said 924 properties had to be acquired in the Phoenix system. In Honolulu, only 44 properties need to be acquired for the narrow right-of-way. Condemnation can be expensive and cause long delays through court proceedings.

Simonetta acknowledged that collisions of the Phoenix train and road vehicles are a problem, having occurred more than 20 times since the line opened the first of this year. Critics have compared it to Houston's light-rail system, connecting downtown and the Astrodome and earning nicknames such as "Danger Train," "Wham Bam Tram" and "A Streetcar Named Disaster."

Some have suggested that the economic recession should cause suspension of Honolulu's rail project or the general-excise-tax surcharge -- or redirection of it to public employee wages -- but Bill Millar, president of the American Public Transportation Association, said that would be foolish. Indeed, Simonetta said recent bids for construction of the Phoenix system's extension are 20 percent to 25 percent less than the cost two years ago for similar work.

Millar and Simonetta also said architects' concern that an elevated system would be an eyesore is unwarranted, failing to account for progress blending transit systems into their surroundings. For many, that concern undoubtedly will persist.

Wayne Y. Yoshioka, Honolulu's director of transportation services, regards the decision on an elevated

rail system as final. He is confident that the next mayor, who may quickly succeed Mufi Hannemann if he runs for governor, will go forward with the plan.

Spurs from Ala Moana to Waikiki and to the University of Hawaii at Manoa -- included in the initial plan but then dropped because of the expense -- may warrant a different system. That question should remain open.

Find this article at:

http://www.starbulletin.com/editorials/20090626_Proceed_albeit_with_caution_on_elevated_rail.html

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



Short election campaign period gives well-known names an edge

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jun 26, 2009

The 14 candidates vying to replace Duke Bainum on the City Council have just six weeks to get their message out to voters.

The special election to fill the vacancy is being conducted by mail and absentee walk-in voting. Ballots are set to be mailed to about 49,000 registered voters in the district in early July, with a deadline of Aug. 7 for the votes to be counted.

With such a short campaign, University of Hawaii political scientist Neal Milner gives the advantage to Ann Kobayashi, who had represented the district for seven years before taking a chance at unseating Mayor Mufi Hannemann last year.

But Kobayashi could face a challenge from two others with name recognition: Matt Matsunaga, a former state senator and son of former U.S. Sen. Spark Matsunaga, and Heidi Bornhorst, daughter of former Councilwoman Marilyn Bornhorst.

"The rest of them are more or less active in their neighborhood and communities, but clearly aren't very well known," Milner said.

Matsunaga entered the race yesterday.

"My No. 1 priority is to really make sure that our city is safe, clean and green," he said. "I believe that this district needs a sustainable vision, and I intend to bring that vision to Honolulu."

Matsunaga served in the state Senate from 1992-2002. He was the Democrats' pick for lieutenant governor in 2002 when Mazie Hirono lost to Gov.

UP FOR THE JOB

The 14 candidates who have filed to run in the special election to succeed Duke Bainum on the City Council:

- » Heidi L. Bornhorst
- » Michael Cain
- » Wendell S.L. Ching
- » Gladys Gerlich Hayes
- » Nathaniel Kinney
- » Ann H. Kobayashi
- » Philmund "Phil" Lee
- » Matt Matsunaga
- » James Quimby
- » Keolu Jacob Peralto
- » Phillip "Rocky" Rockwell
- » Butch Sims
- » George "G.W." Waialeale

Linda Lingle and he has had two unsuccessful runs » Earl Winfree
at Congress since then.

District 5 runs from Manoa Valley to the Ala Wai Canal and includes Manoa, Palolo, Moiliili and Kapahulu. Bainum died June 9 of an aneurysm. A memorial service is scheduled today at Hosoi Garden Mortuary.

Find this article at:

http://www.starbulletin.com/news/20090626_Short_election_campaign_period_gives_well-known_names_an_edge.html

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

Duke Bainum Remembered as Friend and Father

Written by Tim Sakahara - tsakahara@kgmb9.com

June 26, 2009 06:28 PM



In just 56 years Duke Bainum made an impressive resume for himself. He was a Honolulu city councilmember, a state representative, neighborhood board member, medical doctor and bank CEO to name a few titles. So it's not surprising hundreds of people, including some of Hawaii's most influential people, paid their respects today.

Bainum died of an aortic aneurysm at the prime of his life. He was a new dad and back on the rise in the political scene.

Today at his funeral service a lot of people were talking about birthdays because Bainum loved them. That was just one of the fond memories shared about him.

"My favorite memory of Duke is when I worked with him for a brief time at city council and everyone tried to hide when their birthdays because Duke would find out and call us into his office and make

everyone dance around in a circle and sing happy birthday to the recipient and not only that but they had to do it twice. I just loved him for that," said Ginny Meade, friend and coworker. "I just constantly trusted the guy, oh, what a human being."

"I used to go and buy his birthday cake and they would ask me what do I want on the cake and I'd tell them forget the happy birthday just put 'Duke' across the cake. And he'd open it up and go yes!" said Margaret Katagihara, friend and coworker.

More than anything, friends will remember him as a loving father to his sons Z and Kona, who are just two and a half and a year old.

"I spent a dinner with him about several months ago and this was in Kailua and we were with some other council people and at about 8, Duke leaned over to me and whispered, 'Do you think I can leave early?' I said 'I'm not the host here, you can do whatever you want.' He said, 'Karen, I've waited so long for my kids I want to go home and tuck them in bed,' and he just brought tears to my eyes," said friend Karen Shishido.

"One of the things we're going to try to do today and also in the weeks to come is to make sure photos and memorabilia and articles about Duke are given to his kids so as they grow up, they're going to get to know who their father was. And those of us that have got to know Duke really well, we want to be part of their lives so they know their father was a great man and he left a legacy that they can be very proud of," said Andy Winer, who was the best man at Bainum's wedding.

"He had so much love for his family and his children and I want people to know he had that same love for each and every person on this island," said friend and coworker John Gollner. "I definitely hope he'll be remembered as someone who stood up for the little guy, and stood up for all of us."

Bainum is from Arkansas, but his wife Jennifer and her family are from Hawaii. They are expected to stay here and raise the children on the islands.

Bainum will be buried Saturday morning at Diamond Head Memorial Park. Services start at 10 a.m. He was 56 years old.



Last Updated (June 26, 2009 07:18 PM)

Hundreds Pay Tribute to Duke Bainum

Reported by: Olena Rubin

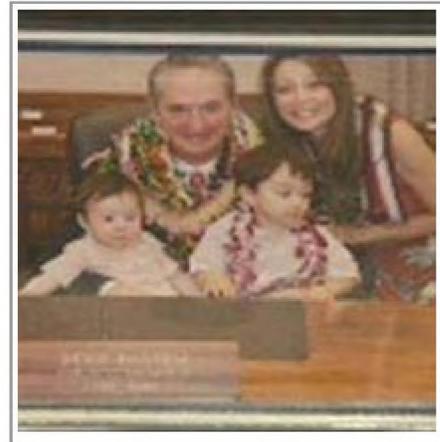
Email: orubin@khon.com

Last Update: 6/26 6:10 pm

Many say Duke Bainum was compassionate, dedicated and loyal. Services for the city councilman were held Friday to celebrate his life and legacy.

Hundreds of people gathered to pay their respects and say a final farewell to the man who grew up in Arkansas but decided to call Hawaii his home.

Hawaii state flags flew at half-staff today to honor Honolulu city councilman Duke Bainum.



"I want him back you know, I think he went too soon," Bainum's former personal assistant Rena Kawakami said.

Bainum died earlier this month from complications due to an aortic aneurysm.

"I just lost a brother and my mentor and my best friend," Kawakami said.

He spent most of his life trying to help people, as a doctor who came to Honolulu to complete his surgical residency he also volunteered several times to offer medical services in rural communities.

"Even when they had the title wave out in Thailand him and his brother Tim went out there and they helped the people," Kawakami said.

Bainum spent more than a decade committed to public service; he first began his political career as a member of the Ala Moana-Kakaako and McCully-Moiliili neighborhood boards in the late eighties.

"He was loving and he really cared about the people of Hawaii," Kawakami said.

He was later elected to the state house of representatives then the Honolulu city council through 2003. He unsuccessfully ran for mayor of Honolulu then returned to the city council in 2009.

"It's a sad moment that I think we are all reflecting on and the loss of duke was a huge loss for the council and for the entire city," Honolulu City Council Chair Todd Apo said.

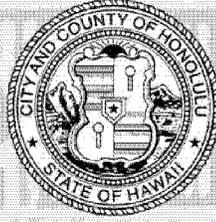
"Truth be told I relied on him a lot, I was a rookie chairman of the budget committee going into a very tough financial situation," Honolulu City Councilman Nestor Garcia said.

Memorial services for him were held today, cameras were not allowed into the mortuary and family members were too overwhelmed to speak on camera.

"I am confident that not only will the families help but the people that are around them will help and get them through this hard time," family spokesperson Andy Winer said.

Bainum is survived by his wife Jennifer and his two sons Z and Kona. The family spokesperson says they plan to stay in Hawaii, Z has already registered for preschool here.

NEWS RELEASE



DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE

June 26, 2009

THEBOAT PREPARES FOR FAREWELL VOYAGE

(Wednesday, June 26, 2009) -- The Department of Transportation Services announced that the last day to ride TheBoat will be June 30, 2009. Due to the current economic situation, TheBoat is being terminated to redirect funding to other core services.

TheBoat is a demonstration passenger ferry service that runs between Kalaeloa Harbor and Aloha Tower during peak workday traffic periods. TheBoat has carried about 110,000 passengers since its inception on September 2007, averaging about 270 riders per day.

“I have not ruled out a return of TheBoat in the future, and the City has gained invaluable hands-on experience with ferry operations,” Mayor Mufi Hannemann said. “Should an Ewa terminus become available, which would enable us to expand our market and cut commuting time in half, we’ll be ready to act promptly to resume the service.”

At the same time, TheBus will be terminating the companion F-shuttle services for TheBoat, but will expand services and seating capacity to accommodate former boat riders on other alternative express and route options.

Contact: Wayne Y. Yoshioka, Director of Transportation Services, 768-8303



June 27, 2009

Bainum remembered for 'big heart'

Hundreds attend service to pay their respects to physician, councilman

*By Robbie Dingeman
Advertiser Staff Writer*

City Councilman Duke Bainum was remembered yesterday as "a kind man with a big heart who dedicated his life to public service."

Those words came from a friend, banker and former city finance director Roy Amemiya, but were echoed and emphasized by many yesterday during a memorial service at Hosoi Garden Mortuary.

Several hundred people showed up from 11:30 on to pay their respects to a physician from Arkansas who had become better known as a Honolulu politician.

Bainum, 56, died June 9 of complications from an aortic aneurysm. His sudden death came just six months after he was elected once again to a seat on the City Council, where he served from 1995 to 2003.

He is survived by his wife, Jennifer Toma; two sons, Z, 2 1/2, and Kona, 1; stepson Johnny Lesseos; stepdaughter Jennifer "Leona" Lesseos; a step-granddaughter; his mother, Evea; and brother, Timothy.

A burial service will be held at 10:30 a.m. today at Diamond Head Memorial Park.

Gov. Linda Lingle directed that state flags be flown at half-staff yesterday in honor of Bainum.

Councilman Nestor Garcia said he still can't believe Bainum is gone. He said he still feels his former colleague's presence, encouraging lawmakers to stay true to their commitment to public service — "making sure we don't roll over; making sure that at the end of the day we did the right thing," Garcia said.

Bainum grew up in a small town in Arkansas, the son of a plumber and a teacher, who started a family business running a motel that grew into other businesses. After graduating from college in Tennessee, Bainum earned his medical degree from the University of Maryland and moved to Hawai'i in 1980 for his surgical residency at the University of Hawai'i-Manoa.

Retired public health educator Bettye Jo Harris first got to know Bainum when he served in the state House from 1990 to 1994. They found they shared Arkansas roots as well as passion for public health, and remained friends since then.

Harris was impressed by Bainum's commitment to helping others and the community. "A lot of things he did quietly," she said, smiling.

"It was more than his know-how — his humility, his offering of himself in a friendly way."

Former state Sen. Bert Kobayashi said he thinks Bainum's key political accomplishments included creating a city rainy-day fund, helping uncover wrongdoing in the 'Ewa Villages housing development

and strengthening city ethics regulations.

"We are better for his having passed our way," Kobayashi said.

Dentist Joe Young recalled one December when the flu vaccine was in short supply and Bainum had asked him: "How can I help Chinatown?" Young arranged for a free flu shot clinic largely for immigrants who spoke little English. Young set up the tables and Bainum showed up with 700 doses of vaccine.

Bainum's friend and campaign stalwart, Andy Winer, suggested that those attending the service keep Bainum in mind and "engage in some act of public or charitable service."

Winer also recalled a more playful side of Bainum, the man who always took the time to call friends on their birthday — usually at about 7:15 a.m. — and sing "Happy Birthday," "off-key in that Arkansas twang, all three verses, often laughing his head off."



June 27, 2009

Honolulu mayor lets tax hikes, fees go through without veto

*By Gordon Y.K. Pang
Advertiser Staff Writer*

Mayor Mufi Hannemann yesterday allowed the city's \$1.8 billion operating budget to become law without his signature, triggering a series of increases in everything from property taxes to vehicle registration fees, bus fares to Waikiki parking rates.

Hannemann said he is still unhappy that the City Council passed a budget plan that does not include a tax credit for homeowners, as he had originally proposed.

"Part of being in government is to be compassionate and understanding of the most vulnerable parts of our population," he said.

The mayor said he would have vetoed the \$3.42 per \$1,000 valuation for residential property taxes that was approved by the council but was told by city attorneys that he could not veto a resolution.

The mayor also renewed an earlier call for the council to pass a bill creating a homeowners property tax classification so that owner-occupants can be taxed at a different rate than other residential property owners.

Yesterday was the deadline for Hannemann to act on the budget.

The budget is only 0.28 percent larger than the budget for the fiscal year that ends Tuesday, yet includes hikes in various fees and taxes to meet anticipated losses in revenues and allow major city services to continue, the administration said in its original submittal in March.

Hannemann said he dislikes the council tax plan for residential property owners, which increases the tax rate from \$3.29 to \$3.42 per \$1,000 of valuation and does not provide a tax credit.

The mayor had been supporting a residential tax rate of \$3.59 per \$1,000 valuation with an owner-occupant tax credit of \$150.

People will pay more for other city services and programs come Wednesday, the first day of the 2009-2010 fiscal year.

The adult bus fare will go from \$2 to \$2.25, then jump to \$2.50 on July 1, 2010. The adult monthly bus pass will go from \$40 to \$50 Wednesday, then to \$60 the following year.

Parking fees at the Honolulu Zoo will go to \$1 an hour, up from 25 cents, beginning Wednesday. Rates along Kalakaua Avenue in front of Kapi'olani Park will go from 25 cents to 50 cents an hour. The administration initially proposed going to \$1.50 an hour.

Golfers will pay more to play at municipal courses, and admission fees to Hanauma Bay Nature Preserve and the Honolulu Zoo will rise.

The vehicle weight tax will rise from 3 cents to 4 cents per pound on Jan. 1, 2010, and then to 5 cents per pound on Jan. 1, 2011.

\$147M shortfall

Hannemann said city lawyers told him he could not veto the tax rate plan because it was changed via a resolution. He said he will introduce legislation requiring that the tax rate be changed only through a bill, which would give the mayor a chance to veto it.

By passing a tax rate plan as a floor amendment, the council did not give the public time to examine and testify on it, he said.

Council Chairman Todd Apo, however, said he, Budget Chairman Nestor Garcia and other members had been discussing different rates publicly for weeks.

Hannemann said the lower property tax rate means the city will start the 2011 budget planning process with a \$147 million shortfall, \$23 million more than originally forecast. That could get even worse, he said, if the Legislature decides to withhold an estimated \$43 million in hotel room tax revenues, he said.

To further help homeowners next year, Hannemann said he will renew his push to create a separate owner-occupant tax rate classification. Hawai'i, Maui and Kaua'i counties all created a separate owner-occupant tax category in the early 1990s.

new tax category

City officials say about 140,000 residential properties get owner-occupant exemptions out of about 250,000 single and multifamily units on the island. Hannemann said people who own residential properties that they do not live in are "the guys I want to go after, investors and speculators who have the means and ability to pay more."

Hannemann failed in a previous attempt to get an owner-occupant tax category through the council.

Yesterday, Apo and Garcia said they are willing to take a second look at a new tax category.

However, Apo said he's always had reservations about creating an owner-occupant tax category. "It's too easy to shift the tax burden to non-residents" and does not take into consideration that tax increases could be passed on to renters, he said.

Hannemann said rents are largely market-driven and that there's no conclusive evidence property tax hikes are passed onto renters.

The mayor yesterday also signed a \$1.7 billion capital budget for the next year that includes \$917 million for the city's mass transit project.



Hannemann will let tax hikes take effect without signature

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jun 27, 2009

Honolulu residents, come Wednesday, will have to pay more for property taxes, bus fares, Waikiki parking and a host of other items under the city's operating budget that becomes law without Mayor Mufi Hannemann's signature.

With a deadline yesterday to approve, veto or stay idle, the mayor chose the final option, allowing the \$1.8 billion operating budget -- and the city operations it funds -- to take effect as scheduled, despite serious concerns he expressed over property tax rates approved by the Council.

"After due consideration, I believe that it is in the best interest of the people of this city to move forward," Hannemann said.

His main concern focused on a 13-cent hike in the real property tax rate, setting it at \$3.42 per \$1,000 of property value, with no tax credit for homeowners who live on their property. Hannemann had urged a rate of \$3.59, with a \$75 tax credit for owner-occupants, to help offset the increase.

"If it were possible -- legally possible -- I would have vetoed the tax rate that the Council proposed," he said.

Council Chairman Todd Apo said he understands the mayor's frustration, but there simply was not enough support for his proposal.

"The Council went through the exercise and there weren't five votes to support that," Apo said. "That was just the reality of the process."

Hannemann plans to focus next year on legislation that would create a homeowner class for property taxes, to differentiate between those who live in their properties and those who have the property as a second home or investment.

Property taxes could then be increased on non-occupant owners without affecting local residents.

"We're going to separate the investors and speculators from the true homeowners," he said. "Basically, I'm looking to take care of Honolulu first -- the Honolulu guys -- and make sure that we try to help them in tough economic times by averting the impact of our property taxes."

It would be the third time the mayor has proposed the legislation. Neighbor islands have had separate

homeowner classes since the 1990s, he added.

Apo and Budget Chairman Nestor Garcia said the proposal is worth discussing, but they are unsure whether the separate class would be beneficial.

Apo noted that the increase to non-occupant owners could hurt by forcing landlords to increase rent.

He said there are other ways to help owner-occupants, such as increasing the \$80,000 homeowners' tax exemption on properties.

"There's nothing wrong with the mayor's proposal," Apo said, "but we can get to the same result without creating this inequity that becomes too easy to tax non-residents who are, a lot of times, the landlords of our residents themselves."

Find this article at:

http://www.starbulletin.com/news/20090627_Hannemann_will_let_tax_hikes_take_effect_without_signature.html

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

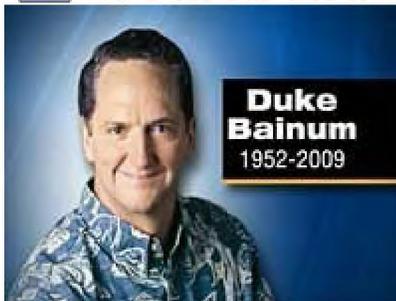
Hundreds turn out for Bainum services

By [Gary T. Kubota](#)

POSTED: 01:30 a.m. HST, Jun 27, 2009

Several hundred people -- some in aloha attire or suits and some in T-shirts and jeans -- gathered yesterday to bid goodbye to City Councilman Duke Bainum, whose life was filled with public service.

 Hundreds Gathered to Remember Duke Bainum



Hundreds came to Hosoi Mortuary to pay their respects to Councilman Duke Bainum, who died June 9 at age 56 from complications of an aneurysm.

[[Watch](#)]



Memorial services for Dr. Mark Edmund "Duke" Bainum, who died June 9, were at Hosoi Garden Mortuary in Honolulu and included visits from dignitaries such as Mayor Mufi Hannemann, state Senate President Colleen Hanabusa, and former U.S. Rep. Ed Case.

Burial services were scheduled today at Diamond Head Memorial Park.

Bainum was known politically for his independence, leading the environmental cleanup of the Ala Wai Canal and crusading a fraud investigation into the city's Ewa Villages.

"Duke wanted to make sure we did the right thing," said Honolulu Councilman Nestor Garcia.

Bainum, 56, died after suffering an aortic aneurysm.

The Arkansas-raised Bainum was a working doctor who entered politics on Oahu and nearly became Honolulu mayor in 2004, losing by only about 1,300 votes to Hannemann.

He served in the state House from 1990 to 1994 and for more than eight years as a Council member.

In his honor, state and county flags were flown at half-staff yesterday.

Friends said Bainum's hard work improved the lives of many, from his medical missions to Nepal and the Philippines to eliminating graffiti in McCully.

"Duke was about enriching the democratic process," said former state Sen. Bert Kobayashi, under whom Bainum worked as a legislative intern. "We are better for him having passed our way."

Oahu resident Raymond Lalosin said Bainum helped McCully reduce crime through city funding of a citizens patrol and by working with them to clean graffiti.

"He actually got out there in the trenches," said Lalosin. "He helped us a lot."

Bettye Jo Harris, who walks with crutches, said she arrived an hour before visitation to make sure she had parking and could pay homage to the man who helped her group, Alpha Kappa Alpha, provide more than 20 scholarships to high school graduates.

"He was just a wonderful person," Harris said.

Bainum started providing plaques to recognize Junior Police Officers at awards ceremonies sponsored by the Kaimuki Lions Club and helped in the club's anti-litter campaign.

"Whenever he could, he'd be out on projects," club secretary Francis Lee said.

Andy Winer, Bainum's former mayoral campaign manager, said family and friends have joined to make sure support is present for the councilman's family, including his wife Jennifer and two sons, ages 1 and 2 1/2 .

"We want to be a part of their lives," Winer said.

Find this article at:

http://www.starbulletin.com/news/20090627_Hundreds_turn_out_for_Bainum_services.html

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

Letters to the Editor

For Saturday, June 27, 2009

POSTED: 01:30 a.m. HST, Jun 27, 2009

Now not the time for rail system

I share the same sentiments as Geoffrey Paterson ("Money for rail will be wasted," Star-Bulletin letters, June 18). I have always been a firm believer of "cutting my coat according to my cloth." In these economic times, when there are massive layoffs, huge corporations going bankrupt, and an alarming number of foreclosures and furloughs, spending \$5.4 billion on a rail system that serves a minority section is criminal, to say the least. I admire and applaud Gov. Linda Lingle for her wise and tough decisions that she has to make in order to bring some kind of semblance to balance the budget. Why are government employees so surprised when the ax falls on them? The misconception that they are set for life in the lifestyle and job security that they have enjoyed all this time, with our hard-earned taxpayers' money, no longer holds true. In the private sectors, companies have to drastically tighten their belts just to keep in business. People on limited incomes cannot endure any more tax hikes.

Mufi Hannemann is adamant that the rail-transit project gets kept alive and come to fruition. I'd like Mr. Hannemann to realize that we live in a real world and in order for us all to pull through these tough and rough times, our leaders need to put our minds and work together to come up with wise solutions that would benefit the majority, and not incur any more unnecessary and wasteful spending.

Amelia Shelby
Kailua

Letters to the Editor

For Saturday, June 27, 2009

POSTED: 01:30 a.m. HST, Jun 27, 2009

Rail will give us precious jobs

The University of Hawaii Economic Research Organization recently produced an updated forecast that predicts a weaker economic outlook for the state of Hawaii. This is not surprising. UHERO points out that the visitor industry will continue to decline as the swine flu scare keeps Japanese visitors away. Unemployment will continue to rise and more business closures are likely.

There is nothing out there in terms of new jobs, except for the rail project. Rail is a needed transportation infrastructure project to cope with future traffic congestion, but rail also means jobs. We cannot overlook the amount of economic benefit our city will get from building rail. Rail would create about 10,000 new jobs, mostly in the construction industry, but these are jobs that don't exist today.

There are still some obstructionists who want to delay or even kill rail. But they have no alternatives to traffic congestion, and no answer for new jobs.

Jason Wong
Honolulu

Letters to the editor

For Sunday, June 28, 2009

Rail system getting fast-tracked

Citizens of Honolulu should ask themselves what is Mayor Mufi Hannemann's rush to break ground for the rail transit system in 2009, even so much as to bypass the environmental impact statement and any federal funding for a 6-mile system from Kapolei to Waipahu that has absolutely no purpose. *(Editor's note: A draft environmental impact statement is online at <http://honolulutransit.org>.)*

Surely the Sierra Club, which brought the Superferry to a stop even with no environmental damage, will be filing a court challenge against rail since its environmental damage is a certainty.

To determine why the City Council and the mayor would spend \$971 million in 2009 for a useless 6-mile system, one has to see what will happen in 2010.

Rail supporters stand to make large fortunes from their contracts regardless of what year it starts but it is of little use to a prospective Gov. Hannemann and a prospective Mayor Todd Aho if these contracts were delayed to 2011. Breaking ground in 2009 means that rail contracts will have been awarded, mostly to the highly-paid engineers and consultants, and also to the thousands of union construction workers who are currently sidelined.

To win any political race in 2010 you need money and volunteers. Make the rail contracts in 2009 and both will soon follow. Rail has never been about reducing traffic congestion or improving the quality of life for Leeward residents. It has always been about satisfying the big egos for politicians more interested in their political futures than the futures of their constituents.

Garry P. Smith
Ewa Beach



June 29, 2009

City buying 20 hybrid buses

\$19.3M in stimulus funds will be used; some debate wisdom of purchase

By Sean Hao

The city of Honolulu is using \$19.3 million in federal stimulus money to buy 20 new articulated hybrid buses.

The purchase, which will expand the city's hybrid fleet to 70 buses, allows the city to quickly deploy the stimulus money on a "green" project. However, that additional investment in hybrid buses comes despite the findings of a recent report by O'ahu Transit Services Inc. — operator of TheBus — that buying more modern diesel buses makes better financial and environmental sense than buying fewer more expensive hybrid buses.

The 60-foot hybrid electric buses, which cost nearly \$1 million each, are being purchased under an option from an earlier hybrid bus order with Canadian bus maker New Flyer.

"Because the stimulus gave us the flexibility to go out and purchase some additional buses and the opportunity existed to exercise our option, we were able to get them for a good price," said city Transportation Director Wayne Yoshioka. "Because this was an exercising of an option, we were able to do it quickly and all the stimulus projects are time-driven."

In addition to the hybrid buses, which will be delivered during a two-year period, the city is in the process of buying 10, 35-foot clean diesel buses and 24, 40-foot clean diesel buses. Clean diesel buses are more environmentally friendly than older diesel buses and cost about half as much as articulated hybrid buses.

According to an April report by OTS, hybrid buses emit fewer pollutants and greenhouse gases than diesel buses. However, there is still debate over whether hybrid buses are more green than modern clean diesels. Regardless, older bus engines are substantially dirtier than modern diesel engines, so buying more modern diesel buses is better for the environment than buying a relatively small number of more expensive hybrid buses.

'an economic thing'

Roger Morton, president and general manager for OTS, said the transit service isn't opposed to hybrid buses.

"It's not that we don't like hybrids at all," he said. "It's purely an economic thing as far as I'm concerned."

The 20 New Flyer 60-foot buses are made primarily in Minnesota. They cost the city about \$975,000 each and can seat 57 people. In contrast, a standard 40-foot clean diesel transit bus, which has 38 seats, costs the city about \$395,000. The city has said the higher costs are offset by long-term fuel efficiency gains. However, the buses are not cost-effective unless fuel costs increase at a rate of 20 percent each year for 15 years, according to OTS.

At a moderate 4.6 percent annual fuel rate increase, the life-cycle costs of a hybrid bus over 15 years

(including purchase, maintenance and fuel costs) was estimated to be \$117,626 more than a diesel bus.

Additionally, the conversion to hybrids has led to fewer overall bus purchases in recent years and, in turn, an aging fleet, according to the report.

The hybrid bus purchase appears to meet several goals of American Recovery and Reinvestment Act transportation spending, including improving public transit and reducing greenhouse gas emissions. However, Honolulu City Council member Charles Djou has questioned whether the hybrid bus purchase would provide long-term economic and environmental benefits over clean diesel buses.

"The concern I think raised by many, myself included, was that (the federal stimulus plan) wasn't exactly the wisest way to spend the people's money and I think this is a perfect example of problems I think, not just in Hawai'i but across the country, of not the best use of taxpayer resources — just spending money to spend money," Djou said.

urban routes best

Yoshioka and Morton said the city will look at using the new hybrid buses on urban routes that require frequent starts and stops. That would maximize their fuel efficiency and emission benefits. Normally the city rotates all of its buses across most routes — a practice that sometimes puts hybrid buses on routes that don't suit them.

"We are looking at trying to figure out a way to use these 20 that come in some of our heaviest, heavy-duty Downtown stops where we will get the maximum benefit," Morton said.

Whether the city will continue to buy hybrid buses after this latest order is still being evaluated and will depend on how well the new buses work. Last year, city officials said they wanted to convert half of the city's 530 buses to hybrids by 2013.

However, the April report that questioned the wisdom of buying hybrid buses is "causing us to pause and re-evaluate what we do," Yoshioka said. "We've got to make that determination. It may be that we'll say OK, should we really be spending that kind of money on our hybrids?"

[<< Back](#)


Health Connections Job Link 8 KHNL Homes Just Pay Half

Transportation costs increase

Posted: Jun 29, 2009 5:47 PM HST

Updated: Jun 29, 2009 8:39 PM HST

By Kristine Uyeno - [bio](#) | [email](#)

HONOLULU (KHNL) - Get ready to pay more to get around town.

In just two days, driving a car or hopping on TheBus will cost you more.

It's what lawmakers decided to go to bring in more revenue.

With the price of gas increasing, James Karratti has changed his habits.

"Not drive as often. Get everything before I go shopping," he said.

Many others could soon do the same. That's because the ethanol gas tax break for Hawaii drivers is expiring. That means on Wednesday, you'll shell out even more for gas.

"There's no alternative because this is a GE tax, general excise tax, and it's based on what you sell the gas for. So it's basically gonna be about 10 cents a gallon," said Bill Green with Kahala Shell.

Depending on the size of your tank, that comes out to a total of \$1.50-\$2 more, whenever you fill up.

And you might feel even more pain at the pump.

There's another bill sitting on Gov. Linda Lingle's desk that would raise the tax, for a barrel of crude.

"From 5 cents to \$1.05 a gallon, so that's gonna be a minimum of 2 cents, if it becomes law," said Green.

That has people like James, thinking about making another change.

"I'll catch the bus maybe," he said.

But that alternative will also cost you more. An extra quarter for a one-way fare and an extra \$10 for a monthly pass.

"I think it's terrible. Because we can't afford the bus fare going up because a lot of people live on fixed income," said Regina Mustapha, bus rider.

So get ready to dish out more to get around town, or be like James, and form new habits.

"Maybe I'll get a bicycle," he said.



James Karratti



Bill Green



Regina Mustapha



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Letters to the Editor

For Monday, June 29, 2009

POSTED: 01:30 a.m. HST, Jun 29, 2009

Consider other train systems

Your editorial for elevated rail ("Proceed, albeit with caution, on elevated rail," Star-Bulletin, June 26) reinforces why the city should have pursued an open competition among all qualified suppliers.

The current plan does not cover extensions to UH-Manoa and to Waikiki. If the HSST urban magnetic levitation system had been allowed to compete, the construction savings (\$570 million) on its elevated guideway would have been more than enough to cover those extensions within the current 20-mile budget.

From an initial response by 10 suppliers of four technologies to the city's request for information, we now seem to have only three steel wheel, steel rail suppliers interested enough to send representatives to the transit symposium.

The likely result will be that the fewer the bidders, the higher the cost.

Frank Genadio
Kapolei

West Hawaii Today

Gas prices going up: Excise tax kicks in at midnight

by Jason Armstrong
Stephens Media

Tuesday, June 30, 2009 9:47 AM HST

HILO -- The state government is about to begin fueling higher gas prices.

Starting at midnight Tuesday, motorists can expect to pay at least another 12 cents per gallon -- plus any market-based increase -- on top of the \$3.16 many Hilo dealers were charging Monday for a gallon of regular unleaded.

That's when ethanol-blended gasoline filling nearly every Hawaii pump will be subject to the same excise tax applied to other purchases.

The gas had been exempted from excise tax under a two-year program aimed at promoting the use of renewable fuels. But a budget crisis prompted the Legislature's vote earlier this year to allow the ethanol excise tax credit to expire when the new fiscal year starts July 1.

Taxing gasoline will raise an estimated \$40 million a year.

It also means Hawaii will once again have the nation's highest gas taxes, Gov. Linda Lingle has said in one published report.

The price for each gallon of gas already includes 18.4 cents in federal taxes, 17 cents in state taxes and 8.8 cents for Hawaii County taxes. While those taxes are fixed, the excise tax is a percentage of the total sale and rises as pump prices escalate.

Hawaii's excise tax is 4 percent, although businesses may charge customers up to 4.166 percent of the purchase amount. To help pay for its planned rail system, the City and County of Honolulu imposed a 4.5 percent excise tax, allowing Oahu merchants to pass on up 4.712 percent of the price of each sale.

But there's another gasoline-related tax that could have motorists fuming. The environmental response tax, set to also kick in at midnight Tuesday, will add a \$1 surcharge, up from the current 5 cents, to every barrel of oil sold in Hawaii.

Lingle has concerns with the so-called barrel-tax legislation and is facing a deadline of Tuesday to take a position on it, said Russell Pang, her chief of media relations.

"So, we'll know (Tuesday) whether it's in the (veto) list or not," Pang said.

Higher oil prices would increase the cost of jet fuel, electricity and various business activities, he said.

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June 30, 2009

Honolulu parking meter users get short grace period on rate hike

Rates won't go up for at least a few days, officials say

By *KATIE URBASZEWSKI*
Advertiser Staff Writer

Honolulu residents will get a small grace period on the increase in parking meter fees at the Honolulu Zoo.

The city budget calls for increasing the 25 cents-per-hour fee to \$1 tomorrow, but it will take city workers more time to adjust the parking meters.

Meanwhile, other planned increases — such as property taxes, bus fares, golf and Hanauma Bay fees — will take effect as scheduled tomorrow, the start of the new fiscal year.

The Honolulu Police Department's parking meter maintenance division couldn't start creating new pricing inserts for the meters until the budget became law on Friday. As a result, officials said, the meter increases won't happen immediately.

It could be either the end of this week or early next week, but the only thing drivers need to know is that "whatever the parking meter says is the rate, that's the rate," said Department of Transportation Services director Wayne Yoshioka.

The department is adjusting the fees on about 400 meters, Yoshioka said. Parking fees at the Honolulu Zoo will go to \$1 an hour, up from 25 cents. Rates along Kalakaua Avenue in front of Kapi'olani Park will go from 25 cents to 50 cents an hour.

Raising revenue was a major reason for the increase, but Department of Parks and Recreation Director Lester Chang said the new law also discourages business employees or residents from parking in spots that are meant for park goers.

"One of the reasons parking meters are there is so nobody monopolizes the parking stall," Chang said. "This way, we can rotate the stall."

Bus fares rising

While recalibrating the parking meters at the zoo may take a while, a wide variety of other fees and taxes are expected to go up as scheduled tomorrow.

Adult bus fares will go from \$2 to \$2.25, and adult bus passes will go from \$40 to \$50. Youth and visitors' passes will both rise to \$25.

Roger Morton, O'ahu Transit Services president and general manager, said decals displaying the new fares will be placed on the fare boxes of each of the city's 531 buses as they start returning to the bus yard for refueling at 6 tonight.

"I don't think there'll be any great logistical issues at all," Morton said, adding that each bus is equipped with an electronic "smart box" that can be adjusted through a quick reprogramming. "We can

communicate with the fare boxes every night as we take them out of the buses."

Twelve-month passes purchased under the old rate will be honored through the dates listed, Morton said.

golf fees going up

Additionally, golfers will pay more to play at municipal golf courses and rent carts. Admission to the zoo will increase, and nonresidents will have to pay more to enter the Hanauma Bay Nature Preserve.

The City Council raised certain fees and taxes to meet anticipated losses in revenues and allow major city services to continue, the administration said in its original submittal in March.

State tax increases also include a 2 cent tax hike on each cigarette and a gas tax that will most likely immediately raise the cost of gas, said Lowell Kalapa, director of the Tax Foundation of Hawai'i.

State increases will also raise the conveyance tax for certain real estate sales, and the hotel room tax.

Officials don't expect many complications as they adjust machines and change signs, based on the fee increases' publicity and advance notice residents have received.



June 30, 2009

Without TheBoat, TheBus expands Leeward Coast service

Advertiser Staff

TheBoat is no more after today, so TheBus is expanding service to Leeward Coast residents.

Starting tomorrow, there will be two additional morning Route 93 trips from Makaha to Downtown.

For Kapolei residents, a new express — Route 94 from Kapolei/Kaupea to Downtown and the University of Hawaii-Manoa — will be added.

Route 93 departs Makaha at 5:18 and 5:46 a.m.

Express Route 94 departs Kapolei at 5:40 and 6 a.m. It leaves UH-Manoa at 3:25 and 5:05 p.m.

TheBoat Ends its Service



Written by KGMB9 News - news@kgmb9.com

June 30, 2009 09:47 AM



Several dozen rode the early trips and many came that hadn't ridden before. TheBoat will make its last trip on Tuesday.

The Department of Transportation Services announces expanded TheBus service options starting on July 1, 2009. While these services are directed at former TheBoat commuters all commuters are welcome to ride TheBus.

For Leeward Coast residents two additional morning Route 93 Makaha - Downtown trips will be added.

For residents of the Villages of Kapolei a new express route will be added. Express Route 94 - Kapolei/Kaupea - UHM Express. Route 94 will serve the Village of Kapolei to Downtown and continue on the University of Hawaii at Manoa.

Click [here](#) for more information.



Last Updated (June 30, 2009 10:21 AM)

[Close Window](#)

TheBoat Sets Sail One Last Time

Reported by: Jai Cunningham
Email: jcunningham@khon.com

Last Update: 6/30 8:19 pm

TheBoat's last trip from Kalaeloa to Honolulu Harbor is going underway on Tuesday.

The ferry service has been in operation for nearly two years, but it was ruled too costly to keep in service during these tough financial times.

One-by-one they filed onto the boat for their final morning trip.

It was the last day, and not just for passengers.

Crew member Tanya Zapata said, "Part of me kind of expected it. When I got hired I was told that it might be a temporary thing although I had high hopes of it continuing. So a little disappointed, but at the same time I guess I prepared myself for it."



21 employees were handed pink slips after TheBoat sank in troubled financial waters.

Transportation Services Director Wayne Yoshioka said, "Early on as a demonstration project we were largely covered by federal grant. To go on from now though we would have to carry the service completely with city funds."

It would require \$5 million a year to keep the service up and running.

The first few years were mainly covered by \$5 million in federal grants.

An additional \$4 million city dollars went into keeping the ferry operating.

TheBoat delivered more than 100,000 passenger rides during its nearly 20 month run, many of those belonging to 10-year-old Rebecca Mehle.

Mehle said, "How long have you been riding TheBoat? Ever since it started. what do you think about it coming to an end. It's going to stop. It's going to be really sad because I've met a lot of friends, and new people and I'm going to miss them all because I may never see them again."

Now the closure leaves passengers and officials alike scrambling.

Project Manager Darin Mar said, "We like Ewa beach because the density if already there. We could do transit times from Ewa beach probably in 35 minutes rather than the current hour scheduled that we have."

Even city officials believe our economy will have to turn around before another ferry line could be realized, and that could be at least a few years.

In the meantime, a new express bus line has been added from west Oahu to downtown.

KITV.com

Bus Service Expands For TheBoat Commuters

Kapolei Residents To Get Express Route

POSTED: 3:24 am HST June 30, 2009

UPDATED: 10:46 am HST June 30, 2009

HONOLULU -- Department of Transportation officials said TheBus will expand services to accommodate commuters who use TheBoat, the city's ferry system.

Leward Coast residents will get two additional morning trips from Makaha to downtown.

For Leeward Coast residents two additional morning Route 93 Makaha – Downtown trips will be added:

Route 93: Makaha - Downtown

- Depart Makaha 5:18 a.m. and 5:46 a.m. arrive downtown 6:57 a.m. and 7:28 a.m.

Officials also said a new express route will be added for Kapolei residents. It will run from Kapolei to downtown and continue to the University of Hawaii.

Mornings Depart Kapolei to Downtown and UH Manoa:

- Depart: 5:40 a.m. and 6 a.m.
- Arrive Downtown: 6:24 a.m. and 6:44 a.m.
- Arrive at UH: 6:35 a.m. and 6:55 a.m.

Evenings Depart UH Manoa for Downtown and Kapolei:

- Depart: 3:25 p.m. and 5:05 p.m.
- Arrive Downtown: 3:33 p.m. and 5:13 p.m.
- Arrive Kapolei: 4:20 p.m. and 6 p.m.

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June 30, 2009

Letter to the Editor

energy

We need to cap carbon pollution

Capping carbon pollution will ignite the transition to clean energy, end our dependence on dirty fossil fuels, and put America on a path toward economic recovery by creating tens of thousands of good-paying American jobs that can't be shipped overseas.

Consumers and businesses will benefit from stable energy prices, and with greater energy efficiency, we can get more from the energy we have, which will mean lower electricity bills.

Now is the time for action. The economy can't wait. The climate crisis can't wait.

Nai'a Newlight | Kihei, Maui



Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

West O'ahu Awaiting Rail Project



West O'ahu Economic Development Association (WOEDA) president Roy Yonaoshi has witnessed

the recent development of major shopping centers, new roads and a UH-West O'ahu campus to complement the existing residential neighborhoods in Kapolei. But he knows the city's rail transit project is essential in linking the developing area with Honolulu in a speedy 40-minute commute.

Yonaoshi said WOEDA chose in 2006 to be a rail advocate to ensure a strong quality of life for area residents.

"While we see many businesses developing out here, they'll always be those who commute into town for work," he said. "Rail is a long-term solution to keep up with the population growth."

The rail transit project will also be an economic stimulus project to boost the struggling local economy, Yonaoshi said.

"Whereas the private sector has been slowing down in construction activity, this is perfect timing for the public sector to kick start their projects and build," he said.

While Kapolei was initially dubbed the "Second City," Yonaoshi said the nickname gives the wrong impression that it's ranked behind other communities.

"As infrastructure such as rail and UH-West O'ahu is put into place, more people will recognize this area for its own identity."

Residents Make Their Voices Heard On Rail Station Design



Photo: Waipahu residents who attended a recent workshop provided input on the appearance of their two area stations.

Aloha! Thanks to the support and ideas of residents from across the island, the City's rail station workshops are off to a great start.

More than 200 community members attended the first round of workshops in Leeward O'ahu and contributed their ideas and opinions on ground-level design elements such as the lobby and plaza, landscaping, walls and archways.

The workshops encompass six of the stations to be built in the first 6.5 miles of the guideway. In Waipahu, the stations will be at West Loch and the Waipahu Transit Center; in West O'ahu, the stations will be built in East Kapolei, at UH West O'ahu and at the planned Ho'opili complex; and on the Leeward Community College Campus.

Later this summer, the design team will share sketches and models of the rail stations at the workshops, based on the community's input. The public will have the opportunity to again

give their input on the draft designs. The schedule of workshops is:

- Waipahu community – June 3 and July 8, from 6:30 to 9 p.m. at Waipahu Intermediate School cafeteria
- West O'ahu community – June 29 and August 5 at Kapolei High School, from 6:30 to 9 p.m. at Kapolei High School cafeteria
- Leeward Community College – August 18 from 11 a.m. to noon

The initial 6.5-mile segment of the transit route will run from Kapolei to Pearl Highlands near Leeward Community College. The city is scheduled to break ground for the rail project at the end of the year and begin service for the first leg of the transit route in 2012.

All station workshops are free. For more information, visit the project website at www.honolulutransit.org or call 566-2299.

MAY-JUNE 2009



Honolulu On The Move

Contact Us

You can reach us by calling the project hotline at 566-2299 or by submitting your comments to www.honolulustransit.org.

Call or email us if you would like to receive an electronic version of this newsletter or would like be removed from our mailing list.

Rail Transit: Creating Savings All Around

Honolulu's rail transit system is projected to create 10,000 jobs a year during construction. But even those not employed by the rail project will see benefits in many different ways.

Some of these "savings" by rail will benefit you in the pocketbook, while other benefits will be more intangible or assist in the bigger picture:

Those choosing to ride mass transit will save transportation costs.

Honolulu is already one of the top 10 cities in the nation in the American Public Transportation Association's (APTA) list of transit savings. A family in Honolulu can save \$844 a month and more than \$10,000 a year by living with one less car and buying a monthly transit pass, according to APTA.

Less demand on your car or truck means less wear-and-tear for your vehicle, reducing your maintenance and repair costs.

Those continuing to drive will see fuel and

car maintenance savings from reduced traffic congestion because of rail.

Americans already spend 4.2 billion hours a year stuck in traffic, according to TRIP, a non-profit organization on transportation. The average rush-hour commuter spends an additional 38 hours annually – an average work week - stuck in traffic.



Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs, according to TRIP.

Honolulu's rail system is expected to reduce traffic congestion by 23 percent once the entire 20-mile route is in place. Reduced traffic congestion means less idling in traffic for drivers,

which results in time savings and less wasted fuel.

"Saving" the environment by riding mass transit.

Rail is expected to take an estimated 30,000 vehicles off our roads each day. That will significantly reduce the amount of harmful greenhouse gases released into the atmosphere. By using public transportation, a commuter can reduce their carbon footprint by more than two tons. Public transportation will shrink the amount of greenhouse gases generated by an individual by 4,800 pounds a year.

This is more than the combined carbon emissions reduction that comes from using energy-efficient light bulbs, adjusting thermostats, weatherizing one's home, and replacing an older refrigerator with a high efficient refrigerator.

Improved quality of life.

Something that can't be measured using figures is a person's quality of life. Any project that can shorten someone's commute time means more quality time with family and for personal activities. Now that's a "savings" that's priceless.

Honolulu Rail Transit Project



Presentation to

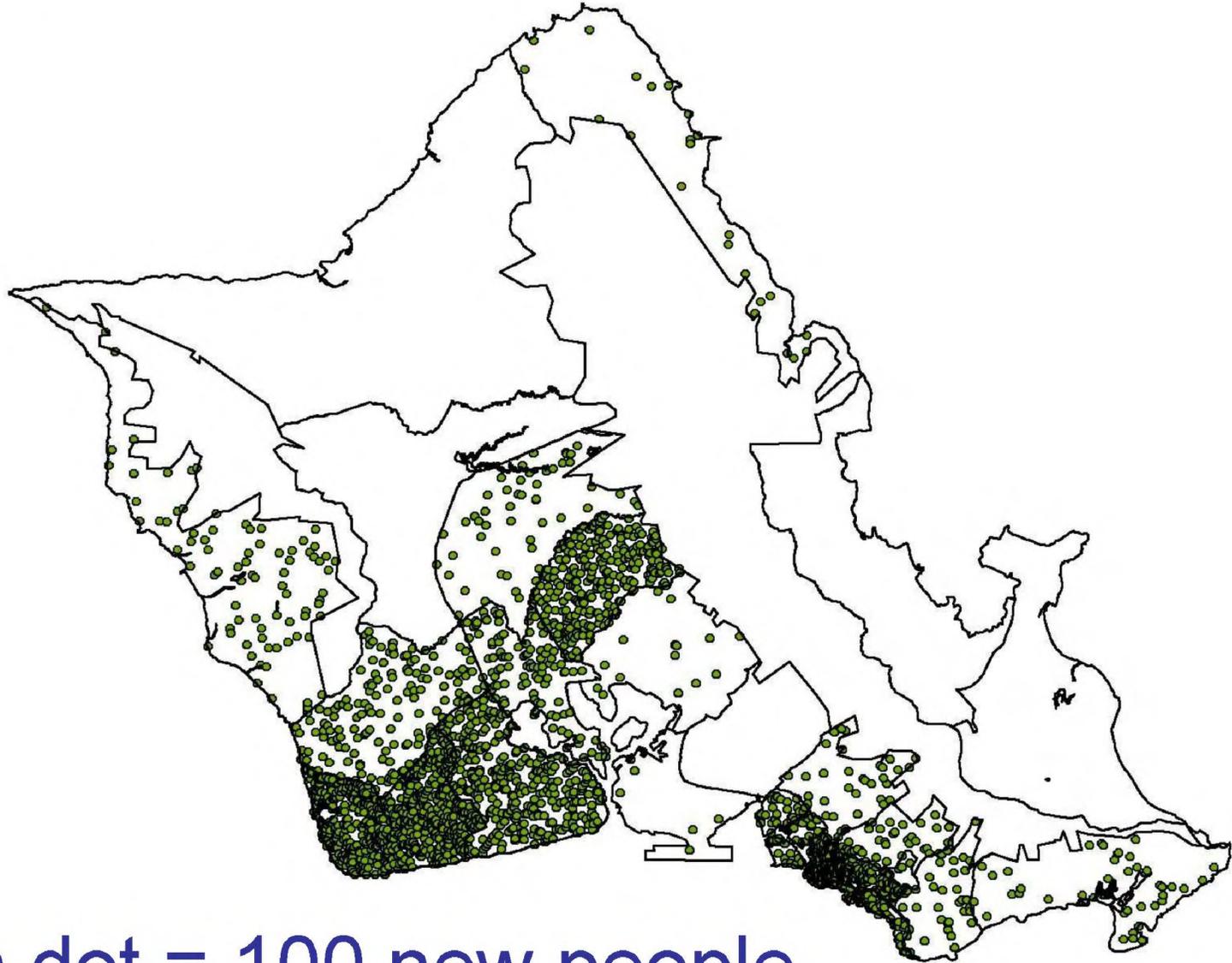
June 2009

Planning for the Future

O'ahu in 2030

- 200,000 more residents than in 2005
(22% more people)
- 100,000 more jobs than in 2005
(21% more jobs)
- 750,000 more daily trips than in 2005
(27% more trips)

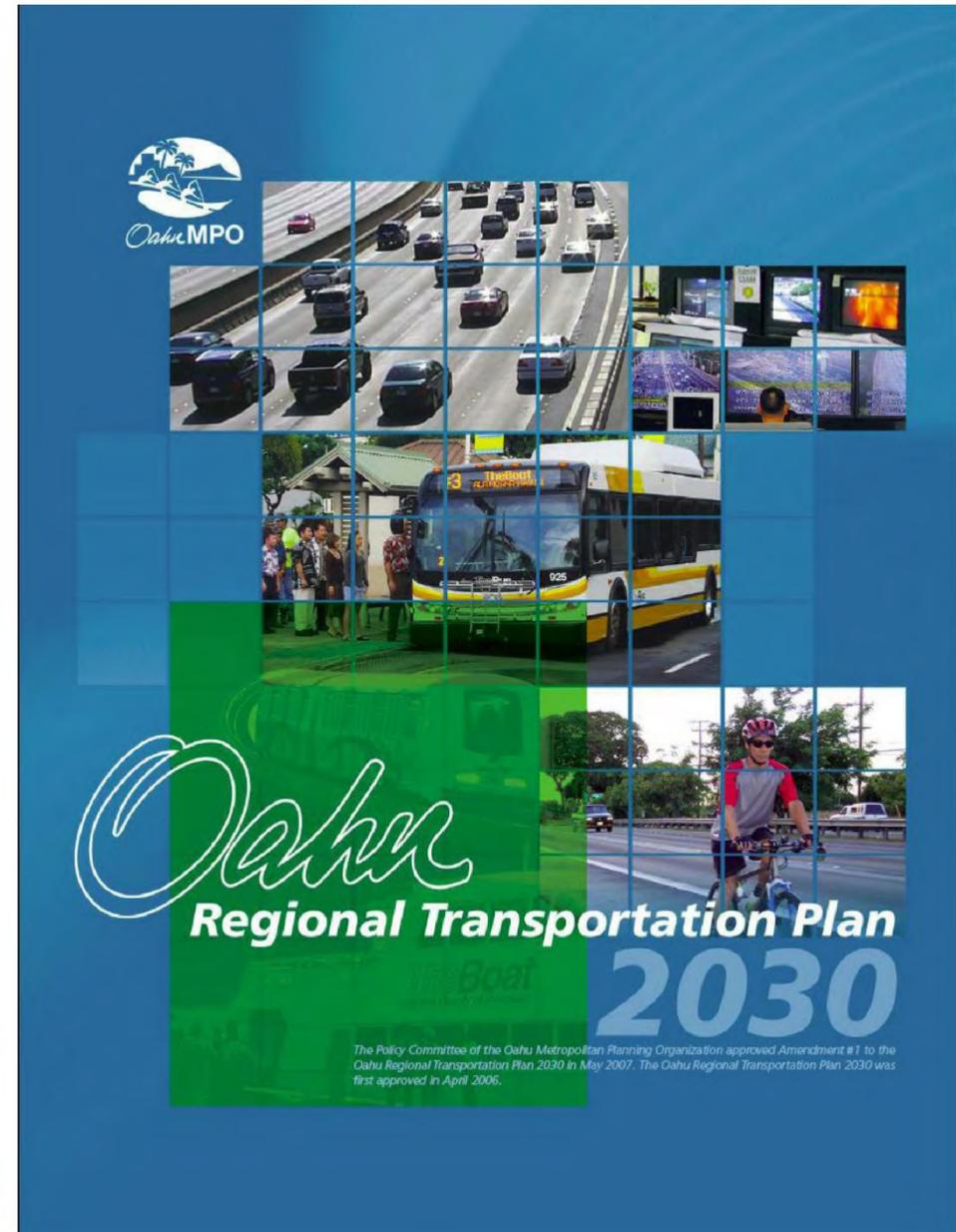
Population Added by 2030



Each dot = 100 new people

Plans to Improve Mobility

- Highway Capacity Expansion
- Traffic Engineering Improvements
- Pedestrian and Bicycle Projects
- Expansion of TheBus
- Fixed Guideway Project



Decisions Made

- Choice of Mode
 - Fixed Guideway in Exclusive Right-of-Way
- Choice of Alignment
 - Ultimately – Kapolei to UH Mānoa and Waikīkī
 - Initially – East Kapolei to Ala Moana Center
- Choice of Vehicle Technology
 - Steel Wheel on Steel Rail – “Light Metro”

Four Alternatives

- No Build
 - No Transit Improvements
- Transportation System Management
 - Expanded Bus Service
- Managed Lane
 - Buses on Managed Lanes
- Fixed Guideway
 - Alignment Options
 - Various Routes
 - Elevated, at-grade, underground

City Council Selection

December 22, 2006

- By a vote of 7 to 2 the City Council selected Fixed Guideway in exclusive right-of-way

COUNCIL	12/22/06	CR-508 ADOPTED. BILL 79, CD2, FURTHER AMENDED ON THE COUNCIL FLOOR TO CD2, FD1, HOWEVER, BILL 79, CD2, FD1, FURTHER AMENDED TO BILL 79, CD2, FD2 (FINAL #2), AND SUBSEQUENTLY PASSED THIRD READING, AS AMENDED (BILL 79, CD2, FD2 (FINAL #2))					
		(NOTE: <u>BILL 79 (2006), PROPOSED CD2, FD1 (NORTH-SOUTH BRANCH, NON-LPA COMMITMENT)</u> WAS ALSO CONSIDERED AND SUBSEQUENTLY WITHDRAWN)					
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU N	GARCIA Y		
	KOBAYASHI Y	MARSHALL N	OKINO Y	TAM Y			

Why Not Surface Light Rail?

- Slower operating speed – 20 mph vs. 30 mph
- 36% higher O&M cost per passenger mile
- More property acquisitions and relocations
- At-grade traffic impacts



© 2007 Peter Ehrlich

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

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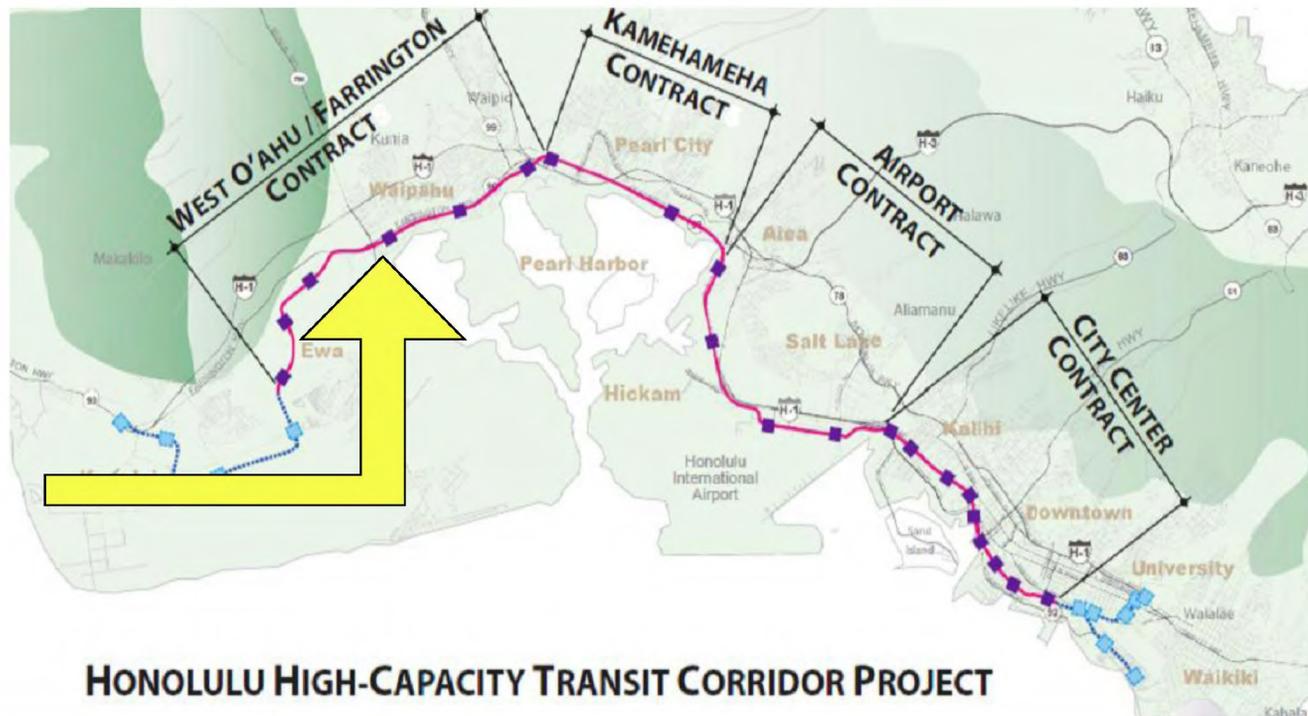
© 2006 Peter Ehrlich

HONOLULU RAIL TRANSIT



Project Schedule

- **Late Summer 2009:** Release of Final EIS
- **Fall 2009:** FTA issues Record of Decision
- **Fall 2009:** Award design/build contract for first phase



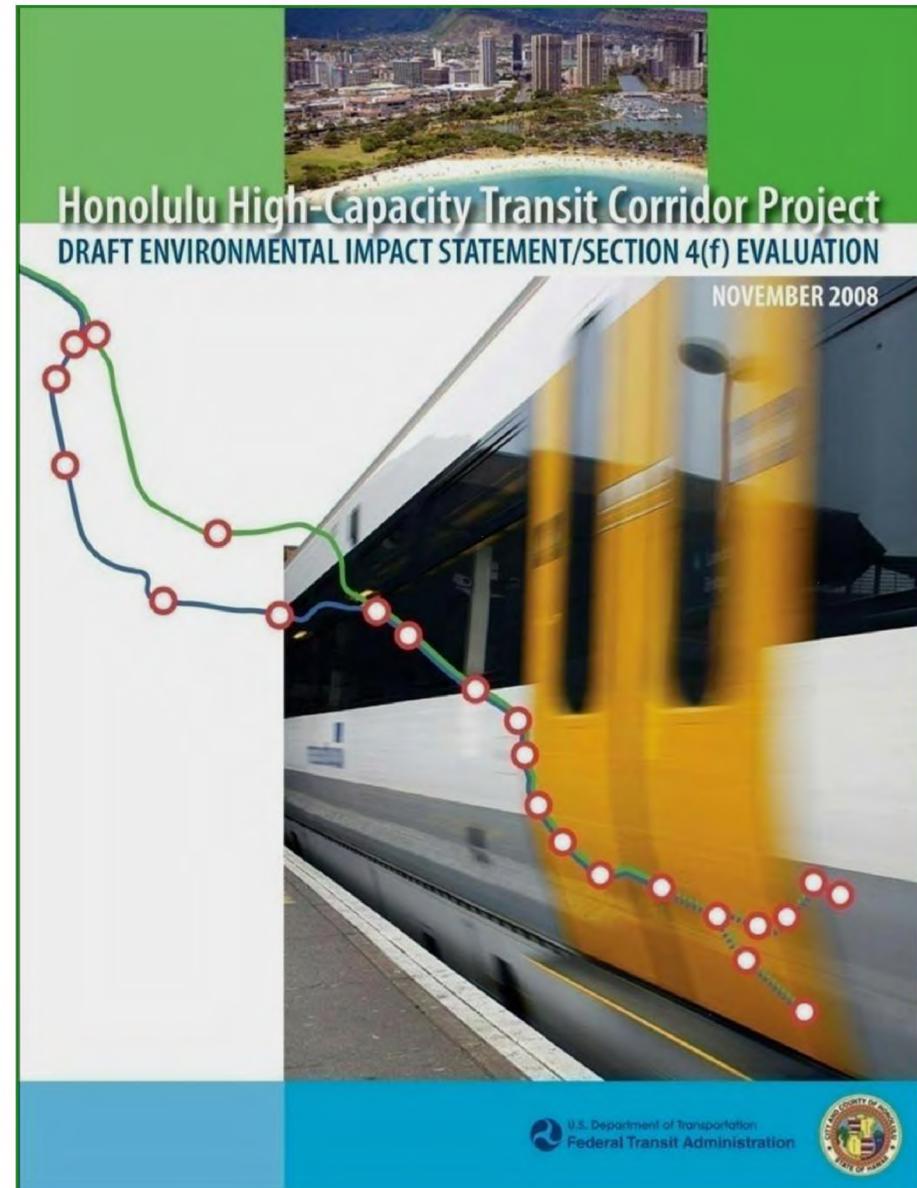
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Project Schedule

- **Spring 2011:** Full funding grant approval from federal government
- **Late 2012:** Initial service in Waipahu
- **Spring 2019:** Start full service between East Kapolei and Ala Moana

Environmental Impact Statement

- **Draft EIS Comment Review Period**
Nov. 24 – Feb. 6
- **Comments addressed in Final EIS**
Late Summer 2009
- **Record of Decision**
Fall 2009



What are the operating details?

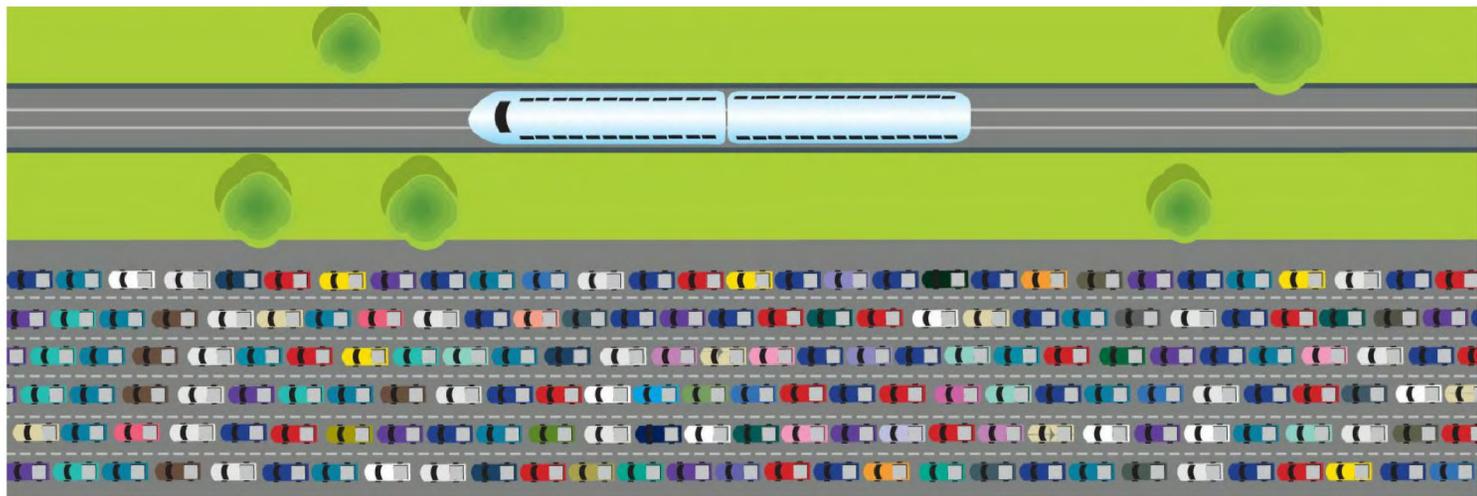
- **When will it run?**
 - From 4 a.m. to midnight, every 3 to 10 minutes
- **How fast will it be?**
 - 55+ mph top speed; 30 mph average with stops
- **How much will a ride cost?**
 - Same as TheBus, can use a transfer from one to the other
- **How do I get to it?**
 - Integrated with TheBus, bike and walking paths, and park-and-ride at some stations

Rail Travel Times to Ala Moana Center Station

From	Time
East Kapolei Station	42 minutes
Waipahu Transit Center	31 minutes
Pearlridge Center Station	24 minutes
Aloha Stadium Station	21 minutes
Airport Station	16 minutes
Kalihi Station	10 minutes
Downtown Station	4 minutes

Traffic Benefits

- Rail will reduce future traffic delay by about 20%
- Rail will remove more than 30,000 cars and trucks from our roads each day
- One 300-passenger train can take 200 vehicles off our roads



Projected Economic Benefits

- Building rail can fight the recession
- Creating 10,000 jobs a year
- Generating jobs in construction, services, retail, and other industries



Sustainable Features

- Can use renewable energy sources
- Maintenance & Storage Facility – LEED Silver Certified
- Open-air stations connect with bike and walk paths
- Sustainable construction methods
 - Reuse concrete, steel, asphalt when possible

What could it look like?



What could it look like?



Kamehameha Highway at Ka'ahumanu Street



Kamehameha Highway near Radford Drive



Crossing Nuʻuanu Stream



Halekauwila Street at Mother Waldron Park



How would I use it?

1. Walk or take bus to Waipahu Transit Center Station **10 – 15 min**
2. Take escalator or stairs up to station platform **1 min**
3. Wait for train **2 min**
4. Board train and ride to Civic Center Station **26 min**
5. Take escalator to ground and walk to work **5 min**

Total Trip from home in Waipahu to Civic Center 44 - 49 minutes

How much will it cost to build?

	Millions of 2008 Dollars	Millions of Inflated Dollars
Estimated Construction Cost	2,100	2,490
Design/Construction Contingency	555	660
Construction Subtotal	2,655	3,150
Right-of-Way	150	175
Vehicles	295	355
Professional Services	795	970
Project Reserve	230	280
Capital Cost	4,125	4,930
Finance Charges	380	505
TOTAL COST	4,500	5,435

Sources and Uses of Funds

	Millions of Inflated Dollars
GET Surcharge Revenues	4,050
FTA New Starts Funds	1,385
TOTAL REVENUE	5,435
Capital Cost	4,930
Finance Charges	505
TOTAL COST	5,435

Operating & Maintenance Cost

- After fares ~\$45 million a year
- That is:
 - 2-3% of the City's annual operating budget
 - an amount that can be accommodated without an increase in taxes

A bus+rail system costs less than the cost of carrying the same number of riders on a bus-only system

Stay Informed

- Sign up for the newsletter
- Watch Channel 54, Mondays at 6:30pm
- Visit www.honolulustransit.org
- Call the project hotline: 566-2299
- Stay informed with *accurate* information



HONOLULU RAIL TRANSIT
SYMPOSIUM 2009

Tuesday, June 23, 2009 • 8:00 AM – 6:00 PM • Neal Blaisdell Exhibition Hall

Mahalo!

West O'ahu

Second Rail Station

Community Workshop

June 29, 2009

Kapolei High School



RAIL STATIONS COMMUNITY WORKSHOPS

Agenda

- Project Overview & Schedule
- Elevated Guideway
- Community Ideas from Round 1
- Preliminary Designs
 - East Kapolei
 - UH West O'ahu
- Canopy Design for Stations
- Talk Story with the Architects
- Next Steps – Final Workshop Date



HONOLULU RAIL TRANSIT



RAIL STATIONS COMMUNITY WORKSHOPS

Project Schedule

- Late Summer 2009: Release of Final Environmental Impact Statement
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- Fall 2009: Award design/build contract for first guideway segment
- December 2009: Start construction of elevated guideway

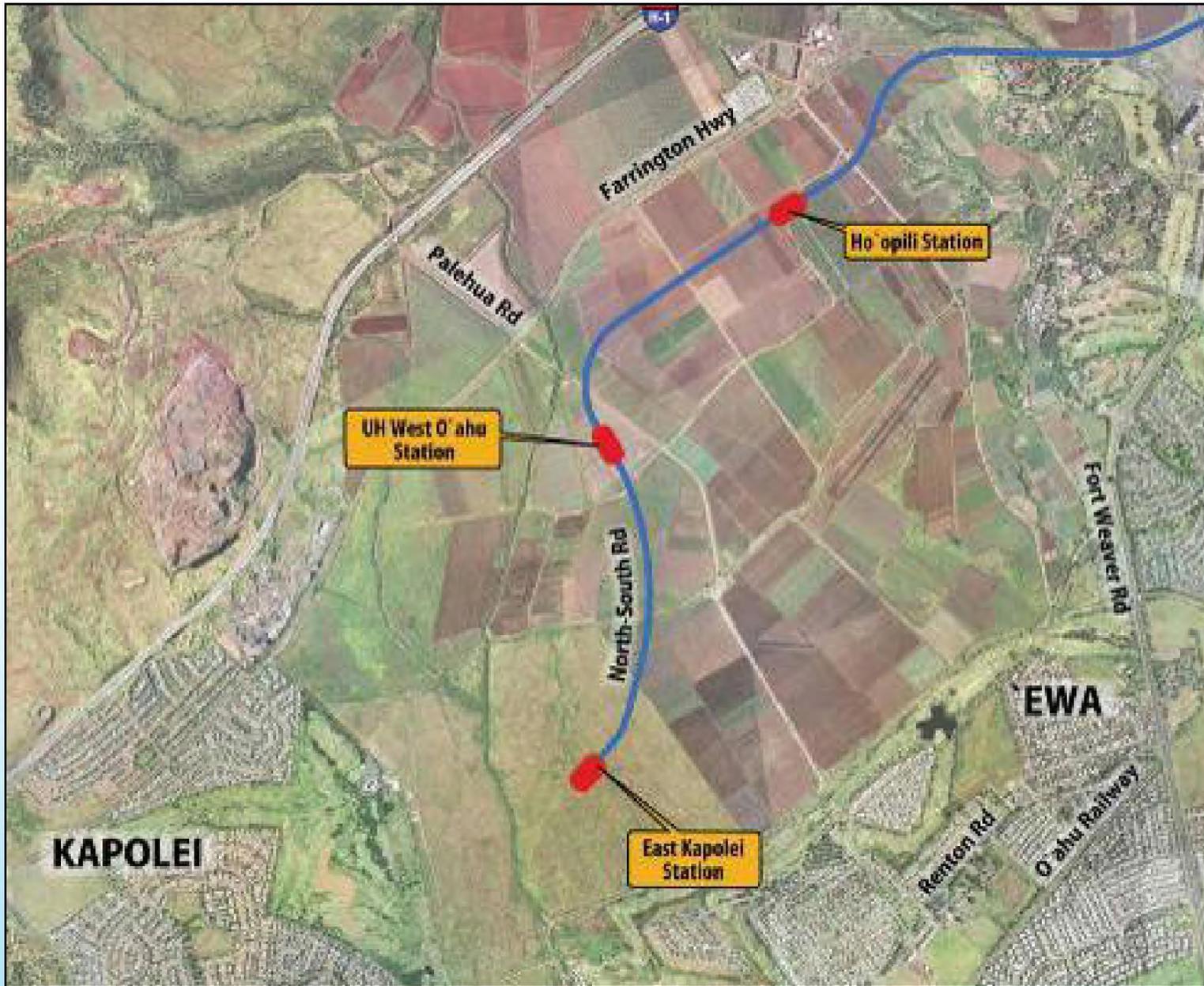


Project Schedule

- Summer 2012: Start of construction of East Kapolei and UH West O‘ahu train stations
- Late 2012: Initial service in Waipahu
- 2014: Service from East Kapolei to Pearl Highlands
- Spring 2019: Start of full service between East Kapolei and Ala Moana Center



Project Route in Kapolei



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Elevated Guideway Simulation



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Elevated Guideway Simulation



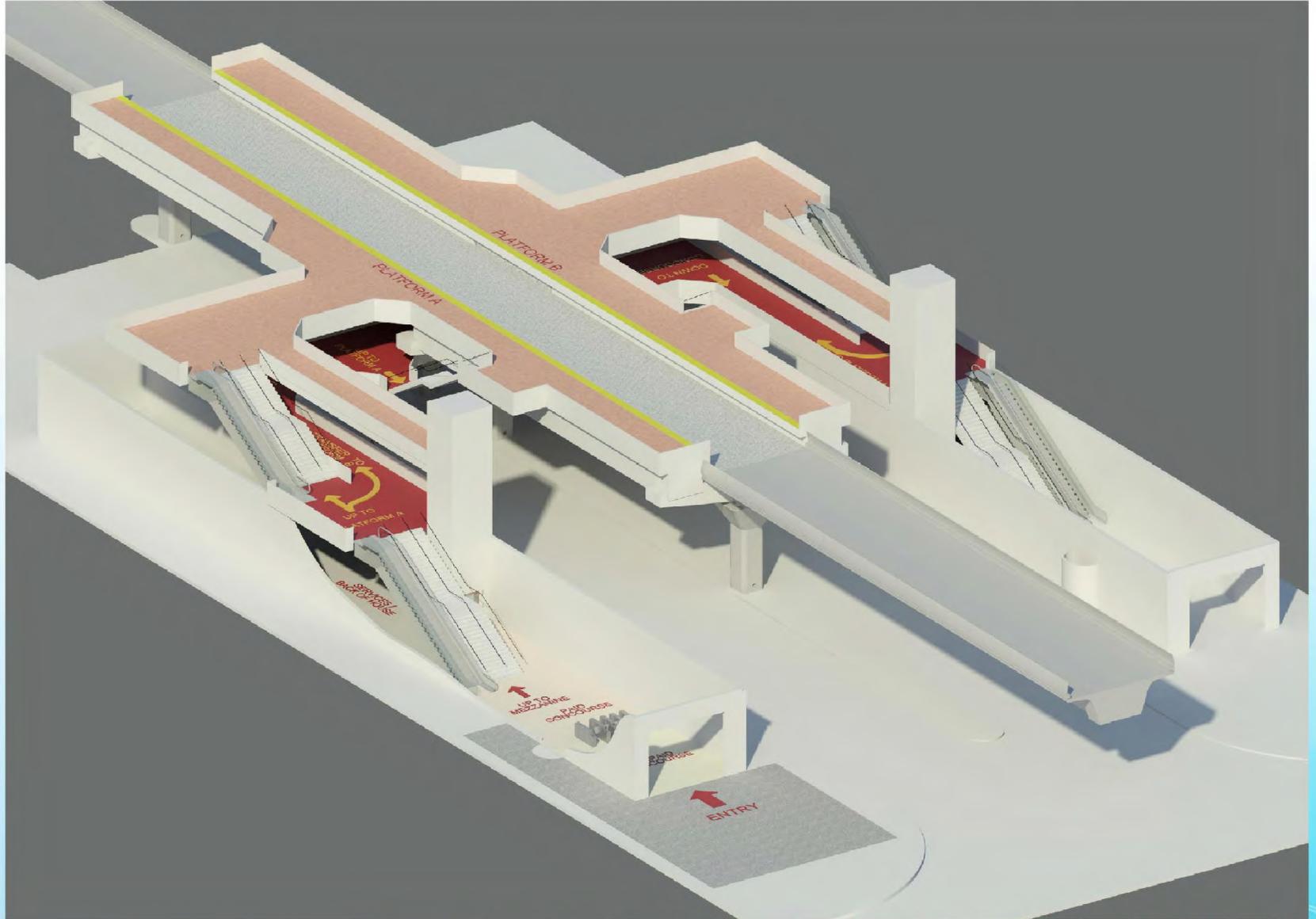
R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Travel Times from Kapolei

Destination	Travel Time
Pearl Highlands	14 minutes
Airport	26 minutes
Kalihi	32 minutes
Downtown	38 minutes
Ala Moana Center	42 minutes



Typical Transit Station



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Station Designs

- Community Ideas from Round 1
- East Kapolei
- UH West O'ahu



Community Ideas from Round 1

Comments Received: 125

	East Kapolei	UH West O'ahu
Safety / Crime Prevention		
no dark hiding spaces	1	1
light and open structure	1	1
meshed walls for visibility	1	1
no seating at concourse	1	1
graffiti resistant/discouraging surfaces	2	2
vertical mesh to hold vines from wall (anti-graf)	1	1
discourage loitering	2	2
glass on elevator walls	1	1
Function		
emergency generators	1	1
rough floor surface for traction	1	1
durability of building material in weather/sun	1	1
Theme		
Hawaiian look	1	1
OR&L Rail - train visuals	1	
ewa plain	3	2
a journey into hawaiian history	1	1



Summary of Community Ideas

- Security -- secure station, open and airy with no hiding places
- Anti-Graffiti -- use surfaces to discourage graffiti
- Regional Character -- recognizable regional character, reflecting history and culture
- Local Material -- native materials, colors and textures



Summary of Community Ideas

- Different -- design different from existing Kapolei buildings
- Reflect the University -- educational-related theme
- Plants -- for shade and comfort
- Artwork -- incorporate artwork into design
- Many More -- designers tasked with incorporating as many ideas as practical





Photo: Skyscrapercity.com

East Kapolei & UH West O'ahu Station Design Presentation



RAIL STATIONS COMMUNITY WORKSHOPS

CREATIVE PROCESS

Listen

Discover

Reflect

Inspiration

Vision



Mauka Makai by Tadashi Sato



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Mauka - Makai*



Mauka Station (toward the mountains)



Makai Station
(toward the sea)



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Mauka*

Moku

Ahupua'a

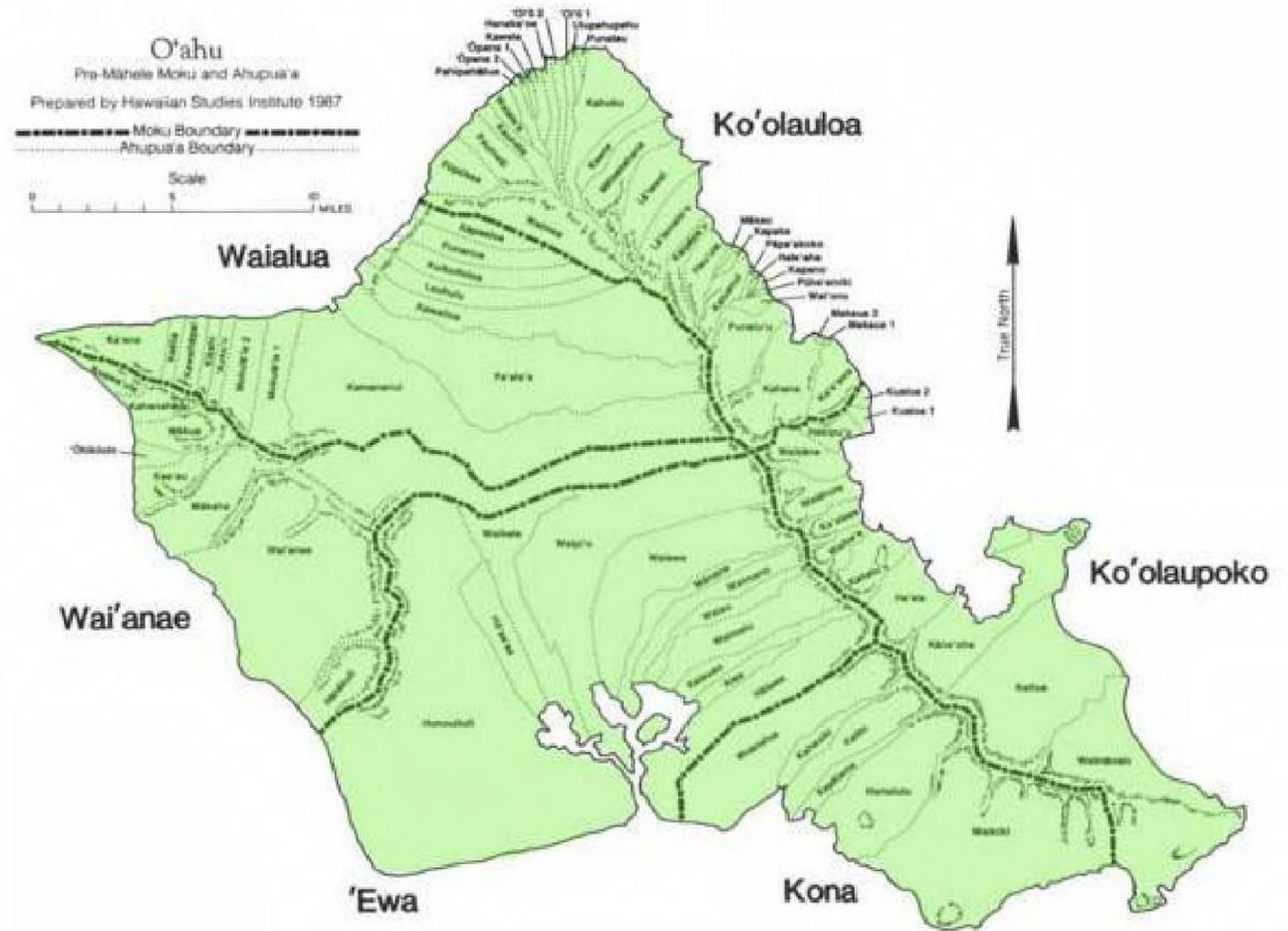
Ili Ahupua'a (Kanehili)



Pu'u (cinder cones)



Terraced Lo'i



The ahupua'a and moku puni of O'ahu



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Mauka*

Building Materials



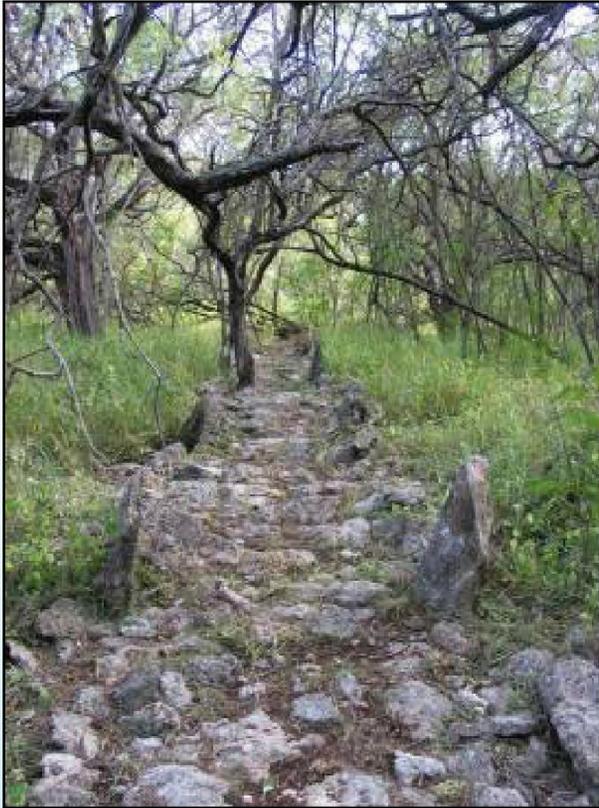
Vegetated Roof



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

INSPIRATION | *Mauka*

ala hele (Walking Trail)



Landscaping



RAIL STATIONS COMMUNITY WORKSHOPS

MAUKA | Site Plan

UH West O'ahu Station and Park and Ride



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

MAUKA | Preliminary Design

UH West O'ahu Entry Perspective from Park and Ride



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Makai*

Kai, Makani and Ao (Sea, Wind and Light)



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Makai*

Landscape & Materials



RAIL STATIONS COMMUNITY WORKSHOPS

INSPIRATION | *Makai*

Landscape & Materials



RAIL STATIONS COMMUNITY WORKSHOPS

MAKAI | Site Plan

East Kapolei Station



RAIL STATIONS COMMUNITY WORKSHOPS

MAKAI | Preliminary Design

East Kapolei Entry Perspective from Park and Ride



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Canopy Design for Stations: Inspiration



Credit: Painted by Herb Kawainui Kane



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Canopy Design for Stations



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Canopy Design for Stations



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Canopy Design for Stations

Evening View



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Canopy Design for Stations



RAIL STATIONS COMMUNITY WORKSHOPS

Canopy Design for Stations

Evening View



RAIL STATIONS COMMUNITY WORKSHOPS

Canopy Design for Stations



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Next Steps

- Talk story with architects and facilitators
- Give them your thoughts on the initial designs



Next Steps

Kapolei High School Cafeteria

Wednesday, August 5

6:30 to 9 p.m.



RAIL STATIONS COMMUNITY WORKSHOPS

Contact Us

566-2299

www.HonoluluTransit.org

info@honolulustransit.org



RAIL STATIONS COMMUNITY WORKSHOPS

Leeward Community College

Station Design Update

June 9, 2009



RAIL STATIONS COMMUNITY WORKSHOPS

HONOLULU RAIL TRANSIT



RAIL STATIONS COMMUNITY WORKSHOPS

Project Schedule

- Late Summer 2009: Release of Final Environmental Impact Statement
- Fall 2009: Federal Transit Administration issues Record of Decision
- Fall 2009: Award design/build contract for first guideway segment
- December 2009: Start construction of elevated guideway

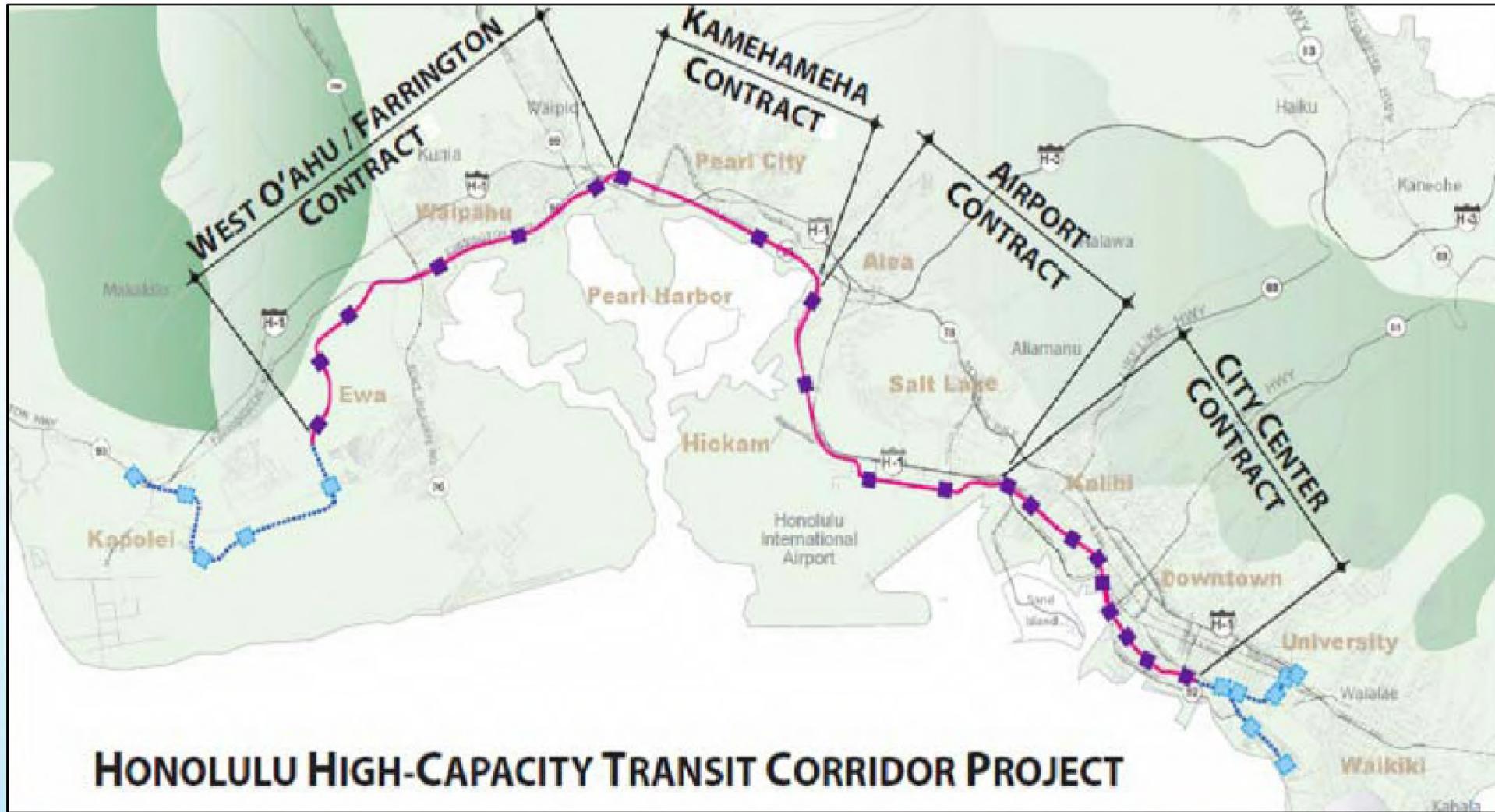


Project Schedule

- Early 2011: Start construction of LCC Station
- Summer 2011: Start of construction of Waipahu Transit Center Station
- Fall 2011: Start construction of West Loch Station
- Late 2012: Initial service from Waipahu to LCC
- Late 2018: Start of full service between East Kapolei and Ala Moana Center



Project Schedule



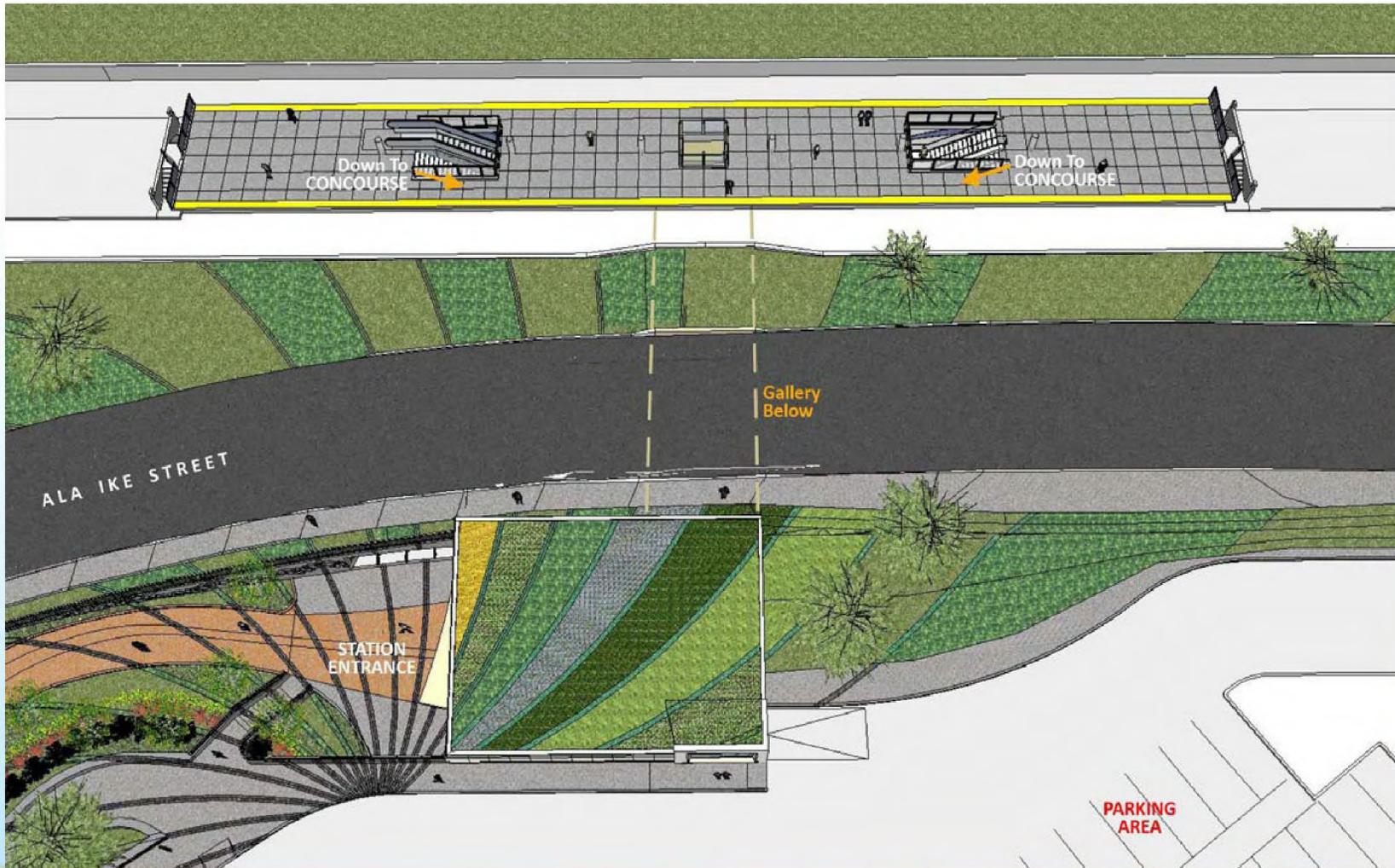
RAIL STATIONS COMMUNITY WORKSHOPS

Project Route at LCC



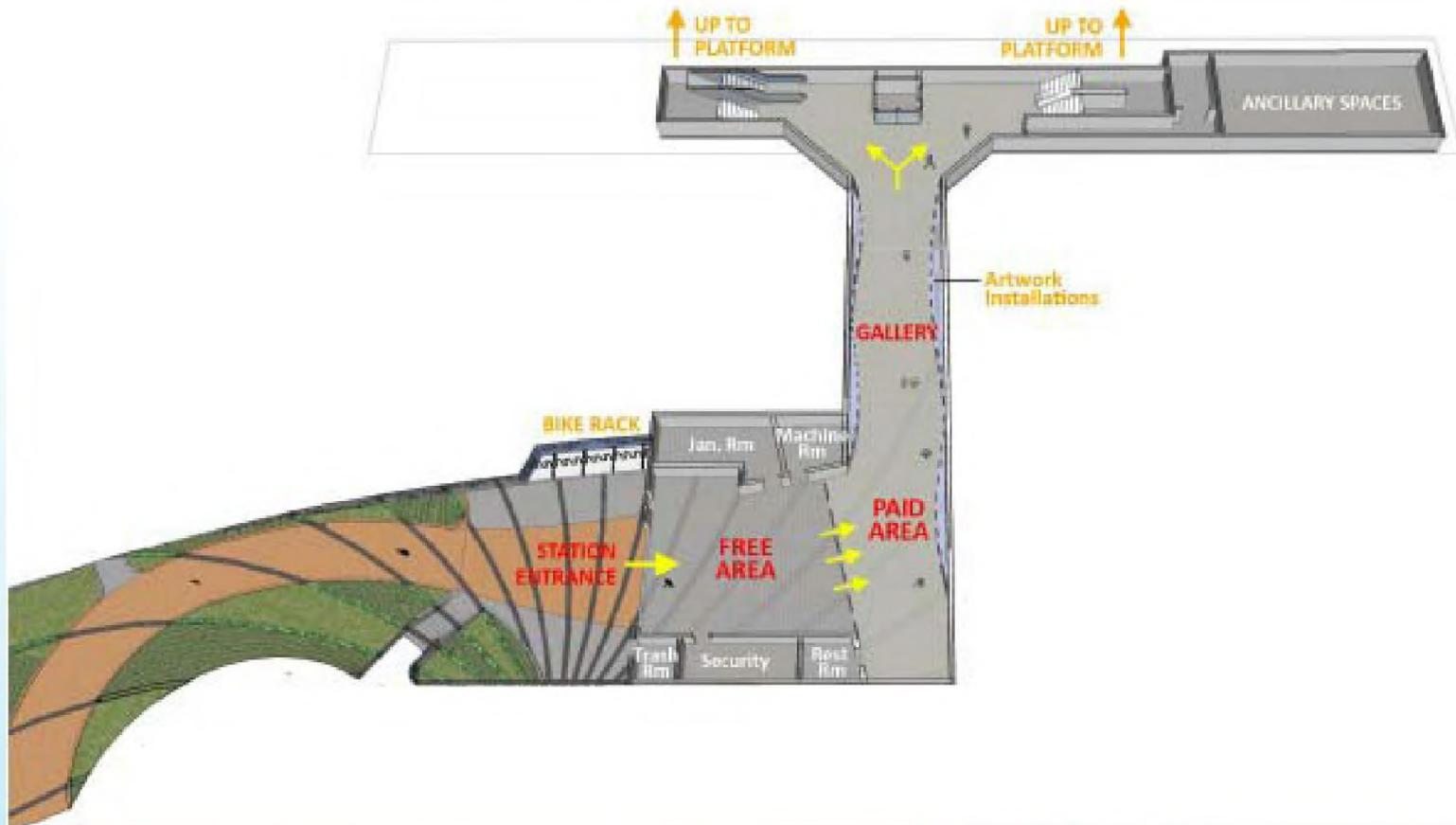
R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Platform Level



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Concourse Level



Preliminary Designs: Concourse Level



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Aerial View



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Aerial View



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Entrance View



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Entrance View



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Entrance View



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Entrance View



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Gallery View



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Stair View



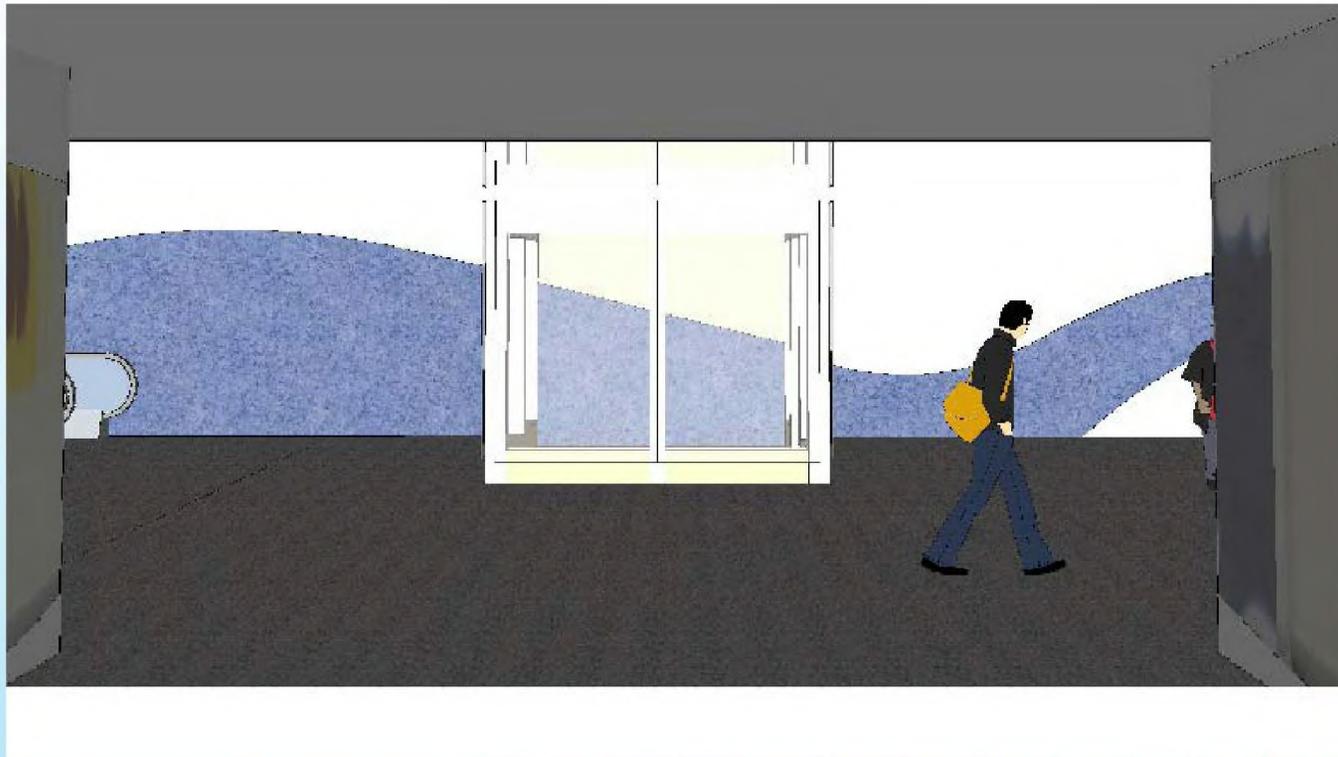
R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Stair View



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Elevator View



RAIL STATIONS COMMUNITY WORKSHOPS

Animated Walk Through



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Next Steps

Convocation

Tuesday, August 18

Leeward Community College Auditorium



RAIL STATIONS COMMUNITY WORKSHOPS

Contact Us

566-2299

www.honolulustransit.org

info@honolulustransit.org



RAIL STATIONS COMMUNITY WORKSHOPS

Waipahu

Second Rail Station Community Workshop

June 3, 2009

Waipahu Intermediate School



RAIL STATIONS COMMUNITY WORKSHOPS

Agenda

- Project overview & schedule
- Station locations
- Elevated guideway
- Preliminary designs
 - Waipahu Transit Center Station
 - West Loch Station
- Talk story with the architects
- Next steps – final meeting date



HONOLULU RAIL TRANSIT



RAIL STATIONS COMMUNITY WORKSHOPS

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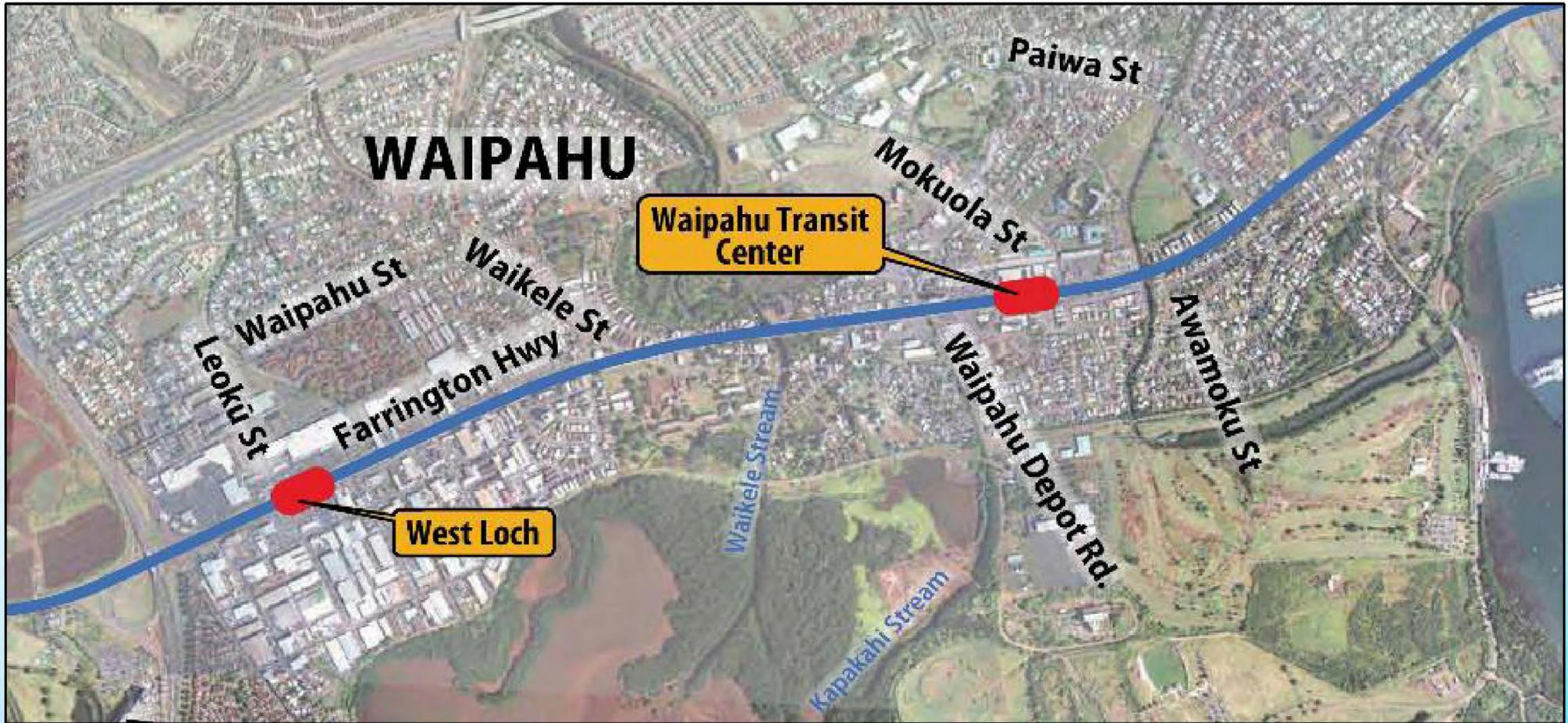


Project Schedule

- Summer 2011: Start of construction of Waipahu Transit Center Station
- Fall 2011: Start construction of West Loch Station
- Late 2012: Initial service in Waipahu
- Late 2018: Start of full service between East Kapolei and Ala Moana Center



Project Route in Waipahu



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

West Loch Station

Leoku Street on Farrington Highway



RAIL STATIONS COMMUNITY WORKSHOPS

West Loch Station Site Plan



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Waipahu Transit Center Station

Mokuola Street on Farrington Highway



RAIL STATIONS COMMUNITY WORKSHOPS

Elevated Guideway Simulation



Kamehameha Highway near Acacia Street, looking 'ewa



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Elevated Guideway Simulation



Kamehameha Highway at Kaonohi Street, looking makai

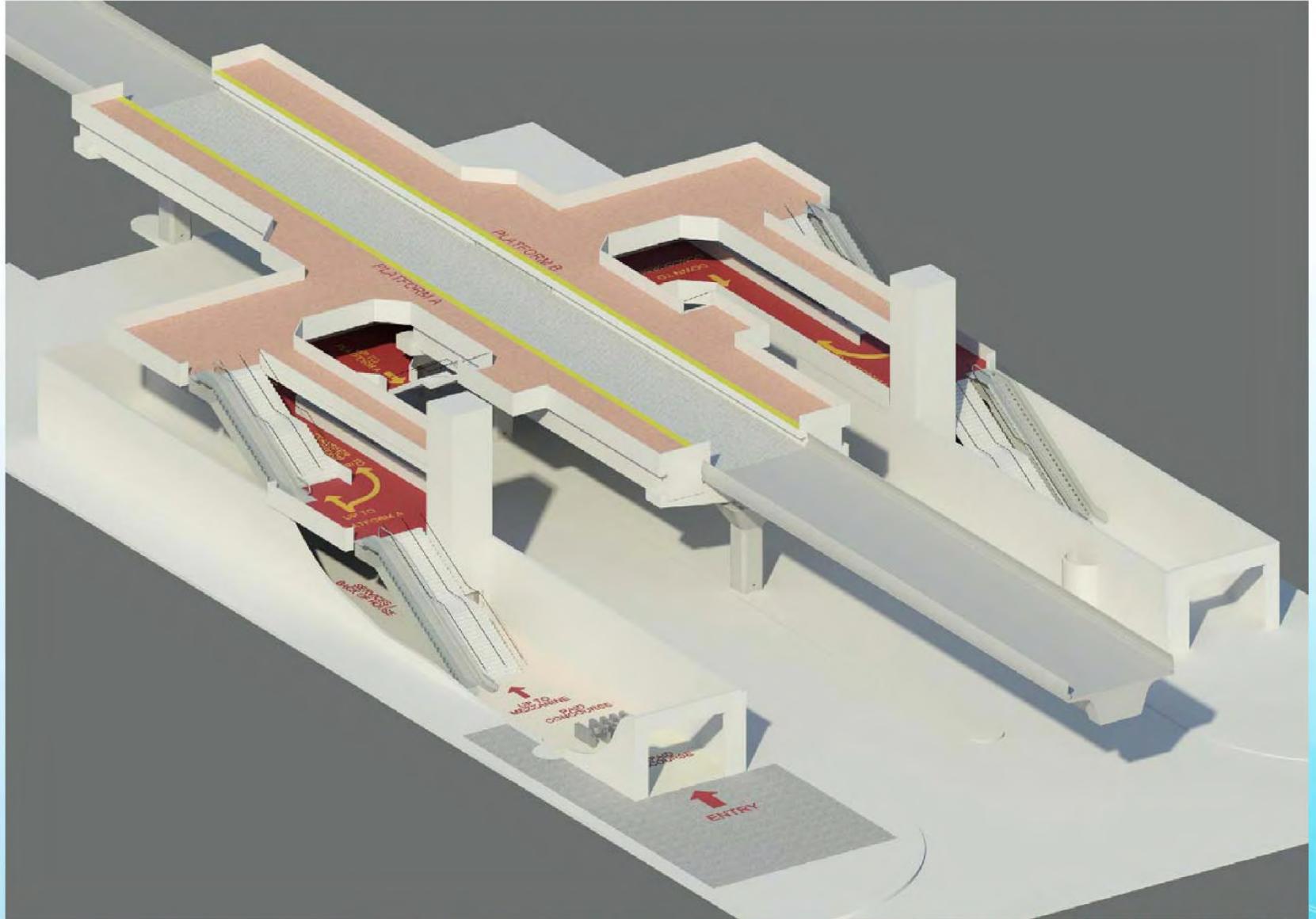


Preliminary Station Designs

- Community Ideas
- Waipahu Transit Center Station
- West Loch Station



Typical Transit Station



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Community Ideas

MAY 28 2009

- SATISFIED BY BOTH SCHEME
 - SCHEME 1 (WAVE DESIGN)
 - SCHEME 2 (PLANTATION DESIGN)

WAIPAHU COMMUNITY MEETING NOTES 15-Apr-09

Topic	Comments	Group	Number
			10
Design	Modern design might get old in 20 years. Hawaiian motif would look good for tourists, residents, etc...	A	10
Design	Stations should reinforce a Hawaiian sense of place	A	11
Design	Use a sculpture of plantation worker on the entry plaza	A	12
Design	The sugar mill smokestack is another powerful symbol of the community; Waipahu once had three smokestacks. The columns could be designed like a smokestack, or even incorporated into the station plaza.	A	13
Design	Look at the [Waipahu] Plantation Village and the old general store at Renton Village (Ewa) as examples of plantation-style motifs	A	17
Design	Emboss columns and pavement walkways with sugar cane, taro, banana patterns (?). Use sugar cane motif on the columns, and create stools which look like taro leaves.	A	21
Design	Look at the Perth transit system, where the stations blend in with the environment (Eucalyptus trees).	A	22
Design	Hawaiian motif (modern is only modern today)	A	37
Design	"Sense of Place"	A	38
Design	Sugar cane and taro design possible themes	A	41
Design	Blending in with background	A	44
Design	"Mill town" - small smoke stack	A	46
Design	Sculptures - plantation worker	A	47
Design	Stool shaped like taro	A	48
Design	Columns embossed with cane design	A	49
Design	Stamp patterns in concrete	A	50
Design	Single wall construction concept	A	54
Design	Entry way- make very obvious so don't have to look for	A	57
Design	Replica of plantation village of entrance (e.g. Renton Village General Store)	A	59
Design	Theme 1880s - 1920s architecture- when Waipahu was Vibrant	A	60
Design	The station should represent Waipahu's agricultural past	B	8
Design	It should reflect the sugar mill, use materials similar to the mill's	B	9
Design	Plantation artwork would identify the station with Waipahu	B	10
Design	Sugar cane appearance	B	11
Design	Make sure it's not like Aloha Stadium	B	15
Design	Make the stations as little visible as possible to discourage graffiti	B	17
Design	Don't design an "enclosed" station; keep it open to let in wind; use sunscreens, create shade	B	27



Summary of Community Ideas

- Honor Waipahu's plantation past
- Hawai'i sense of place
- Sugar cane and taro motifs
- Ample sun screens and shade
- Lots of plants and foliage
- Earth tones



Summary of Community Ideas

- Sheet metal roofs
- Stone paving and walls
- Discourage graffiti
- Energy-efficient, green design
- Cost effective to maintain
- ADA accessible

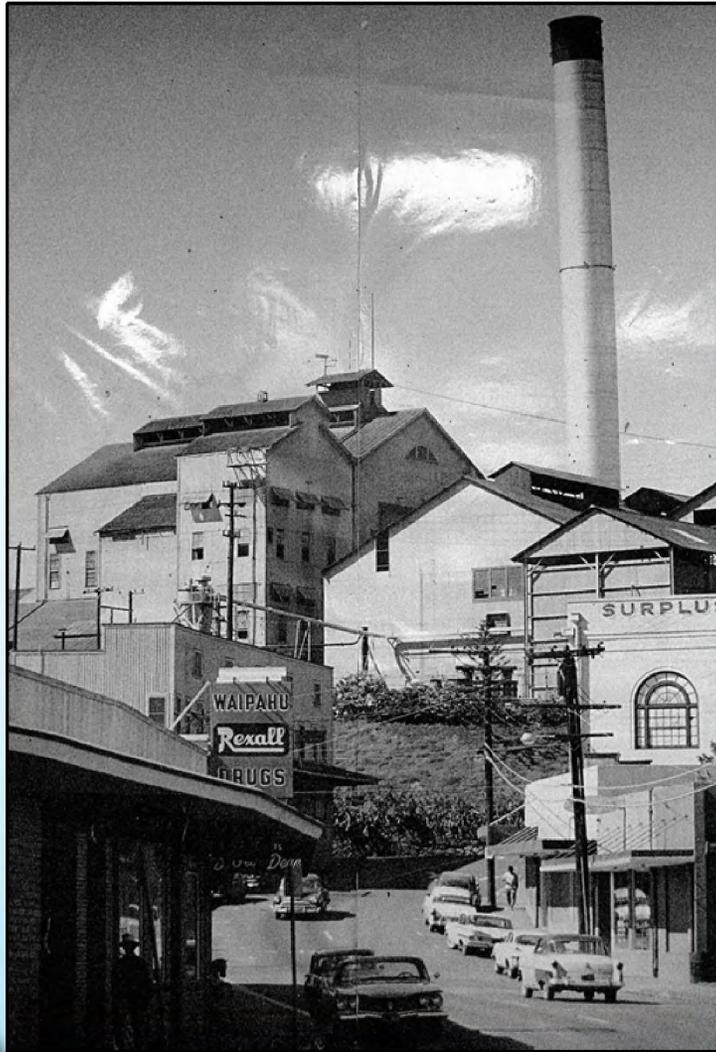


Summary of Community Ideas

- Tensile fabric, curvaceous roof
- Embossed columns
- Artwork representing Waipahu history in plaza and stations
- Follow urban design guidelines



Mill Town



RAIL STATIONS COMMUNITY WORKSHOPS

General Store



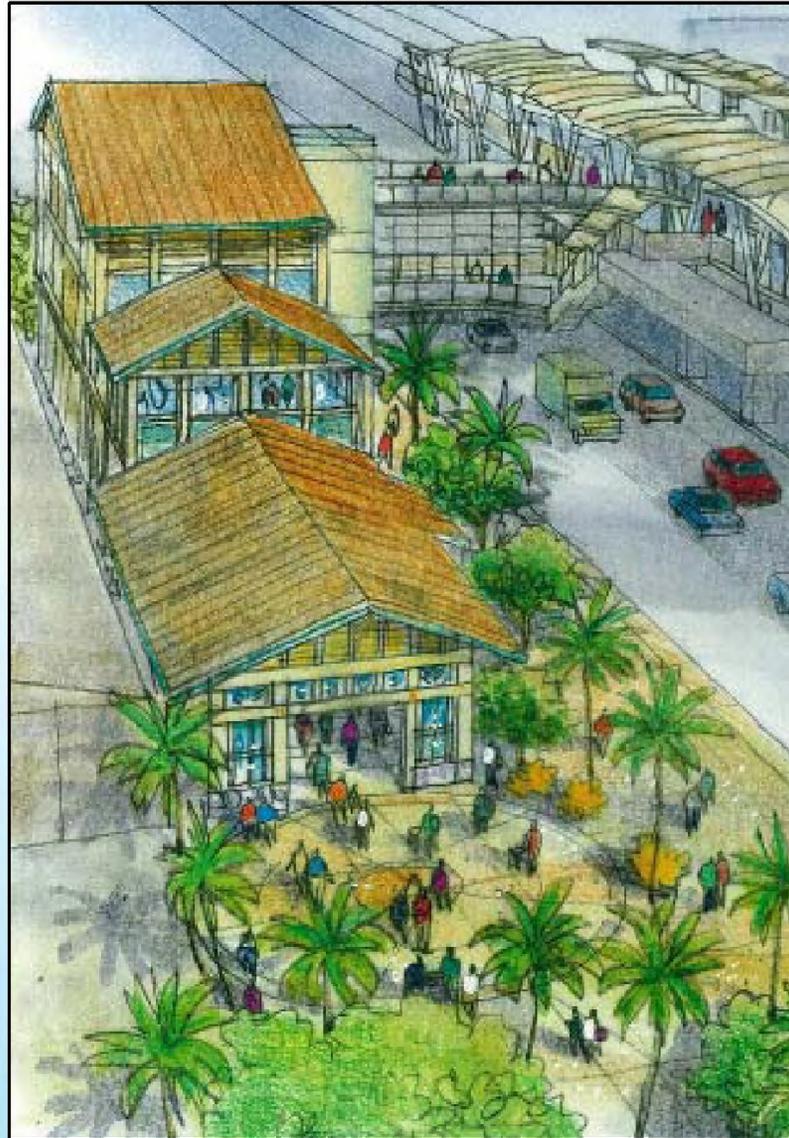
RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: Waipahu Transit Center Station



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Preliminary Designs: Waipahu Transit Center Station



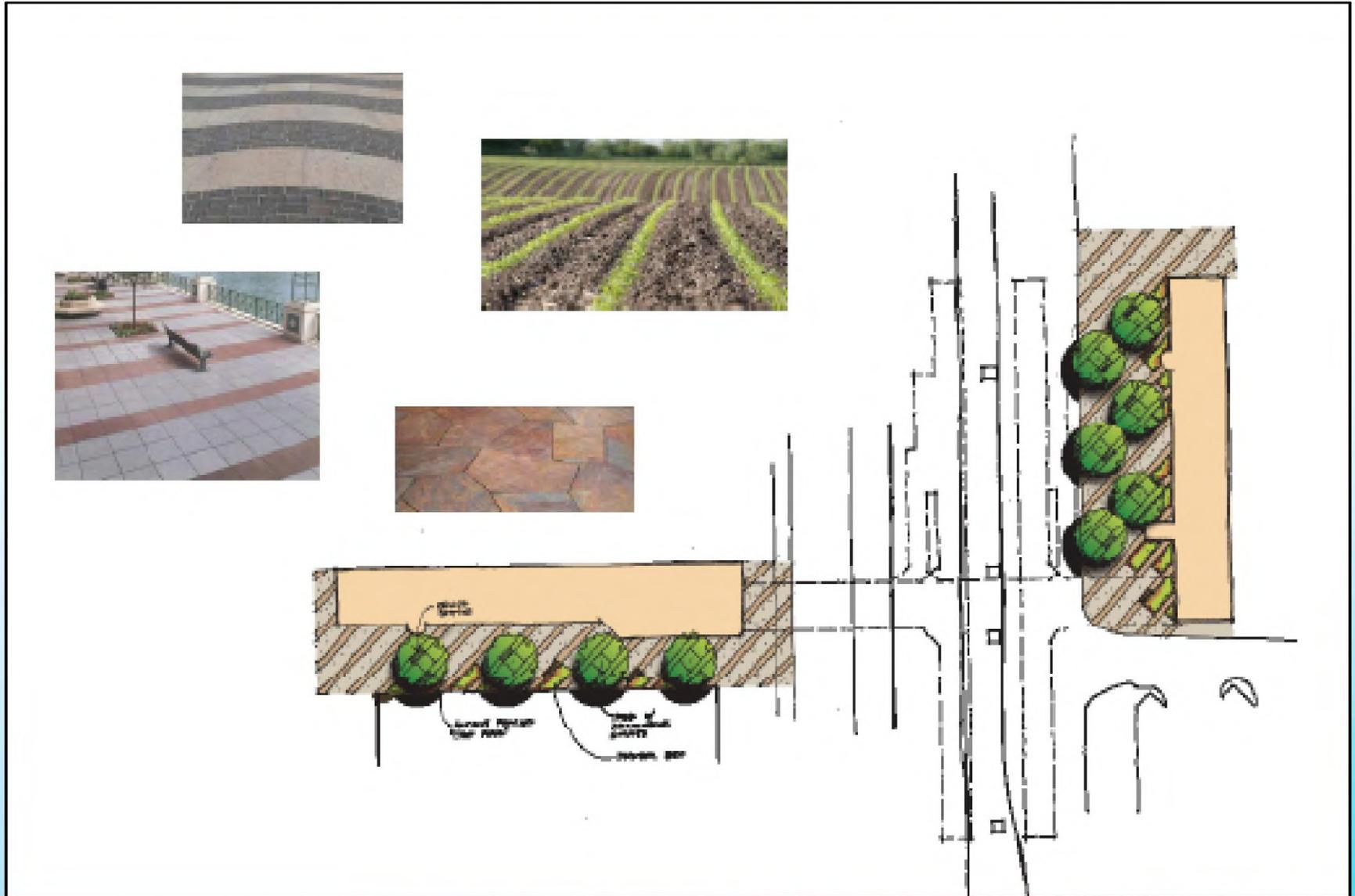
RAIL STATIONS COMMUNITY WORKSHOPS

Landscape Plan: Waipahu Transit Center Station

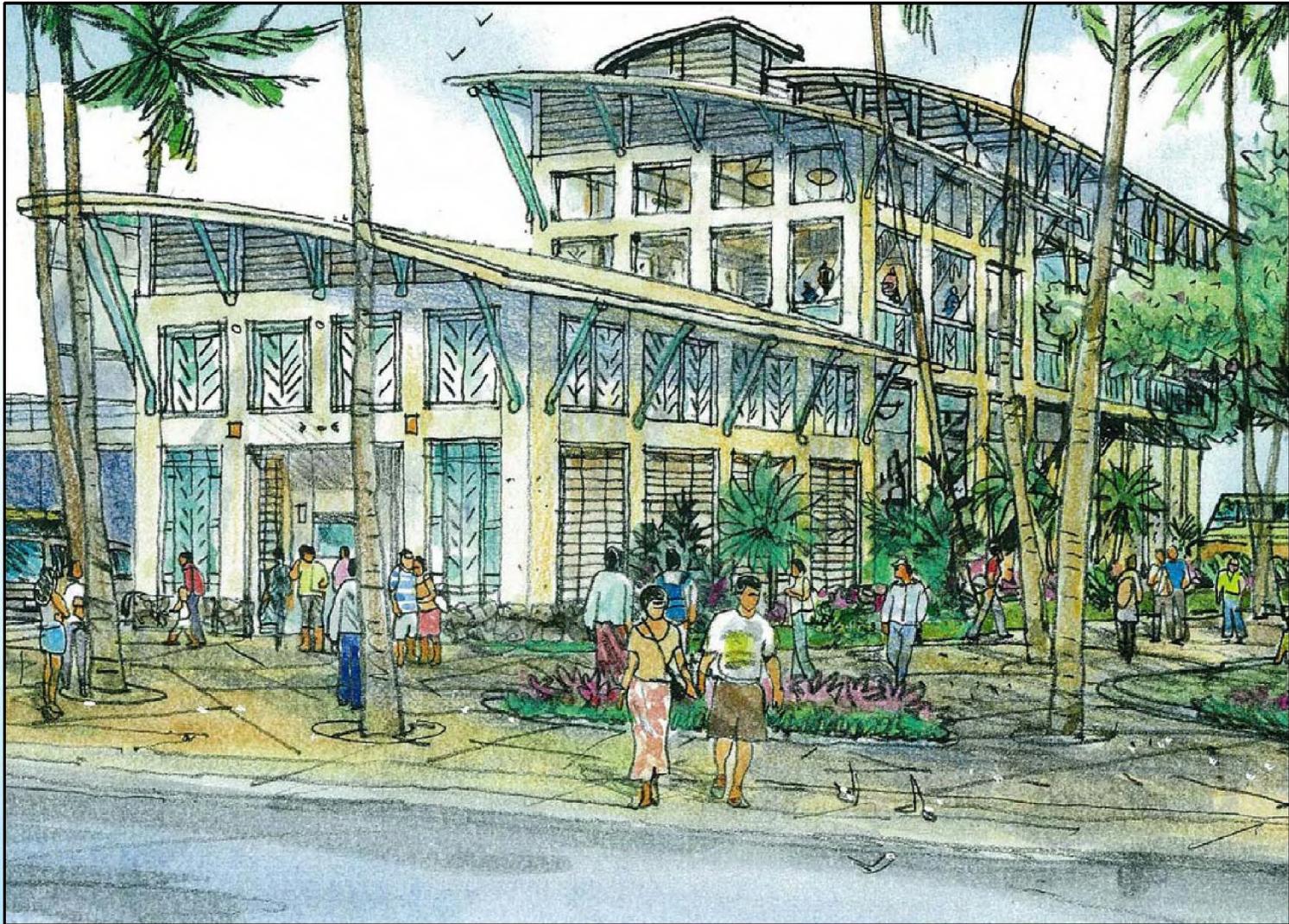
- Interprets agricultural and plantation history
- Colored stone paving symbolizes rows of crop fields
- Shade trees with seating walls between rows
- Mill gears in the plaza near entries
- Native and adaptive plants



Landscape Plan: Waipahu Transit Center Station



Preliminary Designs: West Loch Station



RAIL STATIONS COMMUNITY WORKSHOPS

Preliminary Designs: West Loch Station



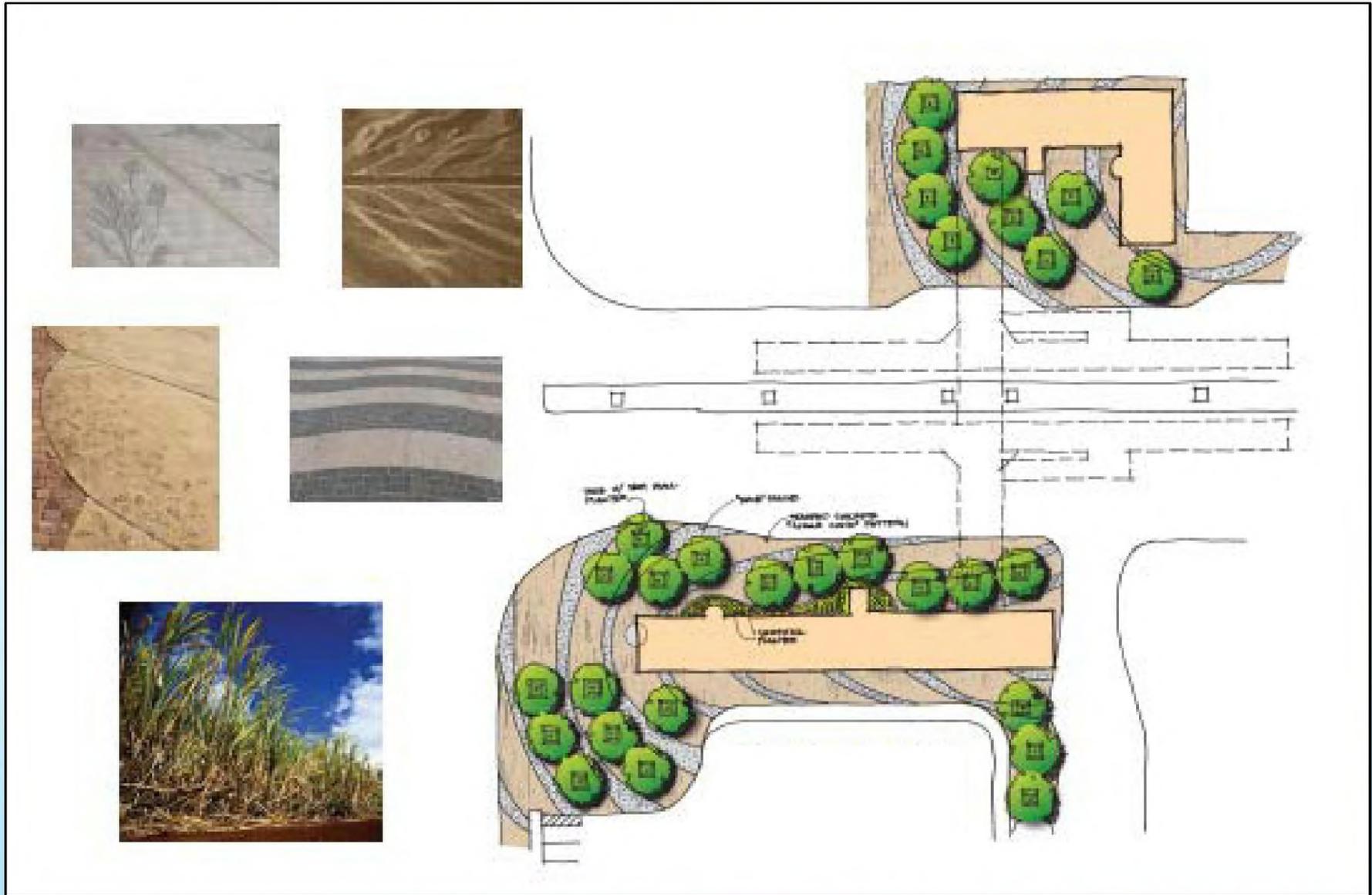
R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Landscape Plan: West Loch Station

- Pavement has wave pattern wrapping around station entrances
- Colored stones will accent patterns
- Sugar cane stalks imprinted in concrete
- Sitting wall at planter along building
- Shade trees throughout the plaza
- Native and adaptive plants



Landscape Plan: West Loch Station



R A I L S T A T I O N S C O M M U N I T Y W O R K S H O P S

Next Steps

- Talk story with architects and facilitators
- Give them your thoughts on the initial designs



Next Steps

Third and Final Workshop

Wednesday, July 8

6:30 to 9 p.m.

Waipahu Intermediate School Cafeteria



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Contact Us

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