

## Public Involvement Overview

July 2009

	Month
Hotline Calls*	45
Comment Sense Submissions/Inquiries**	25
FOIA requests	
Speakers Bureau	
Presentation/Events	26
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.

July 2009 Website Comments/Submissions\*

Last Name	Submission Date	Submission Content/Notes
Rohfeld	07/07/2009	I'm looking to find out how my business property is going to be affected. Is there going to be construction in my location or close to me? If yes, where?? When will construction start in the Dillingham Blvd. areas? Mahalo, Sprayliner Hawaii
Bush	07/22/2009	Please forward me a street map and where the station hubs will be on what streets. Thank you.
Lamberth	07/23/2009	I am already on the mailing list, so please leave me on it. Following is a message I have sent twice (6/22 & 7/14), but apparently the email address is not being monitored. My name is Larry Lamberth, and I am currently in Pennsylvania. I have been a member of the Mobility Coalition several years back and still maintain currency on the Rail Transit System. I appreciate the notices and newsletters that we receive. I would like to continue receiving them and to confirm my mailing address, currently in your data base, it is: Larry Lamberth Mobility Coalition 1238 Cameron Dr Manheim PA 17545-8688 My wife's name (Addie Lamberth) and address are also in the data base, and it would be perfectly acceptable to remove her information (to save the postage and printing). I believe her first name is misspelled, but there shouldn't be too many "Lamberth" last names to search, particularly with our address. Needless to say, we are very excited and thankful that the project is proceeding. Of course, everyone has their preferences, but the bottom line is that a system is in work and scheduled, rather than just in discussion/"argument". We had been working towards a system since the "beginning" back when Mayor Fasi had the initial "heavy rail" system approved, only to be killed by the "interim" Mayor Anderson. Unfortunately, we won't be able to attend the Symposium due to our location. However, we were hoping there might be a report of the discussions and presentations that we may receive. Is this possible? ? We would appreciate any information that could be either sent via email, website, or snail mail. Keep up the good work! Mahalo Nui Loa, Larry and Addie Lamberth P.S. - Addie's Mom still is in Honolulu, and we travel to Honolulu for business and to see her at least twice a year.
Ishida	07/24/2009	Is there a location where the project's architectural models are always on display?
Okumura	07/31/2009	I am in favor of a rail system to help alleviate the traffic congestion. However, I am a bit concerned about the safety of using such a system. If I were to use it at night and am alone, will there be adequate security and/or easy transitions to commuter transportation between the train stations and my home? It doesn't make sense to build a good rail system if getting to/from the train stations jeopardizes my personal safety by requiring me to walk/bike/drive through unsafe streets. If I do bike/drive to a train station, will there be adequate parking/security so I

Last Name	Submission Date	Submission Content/Notes
		can have peace of mind about leaving my vehicle at the station? I can't commute to work on a train if I know my bike/car are at higher risk for break-in/being stolen since thieves will target us commuters. I hope these rider concerns can be addressed in the near future. Thank you!

\* does not include comments/submissions to be placed on/off mailing list, RFP information, or station design workshop RSVPs. (totaling 11 additional submissions)  
 Spelling has not been altered from how originally submitted.

July 1, 2009

## Freeway Service Patrol gets its own phone number: 841-HELP

*Advertiser Staff*

The state Department of Transportation said today its Freeway Service Patrol has a new phone number — 841-HELP.

In its first two weeks of operation, the Freeway Service Patrol has responded to about 600 calls, the DOT said.

Stranded motorists — who received tows, battery charges, flat-tire changes and even gasoline — previously called 911.

The new 841-HELP number is operational only during Freeway Service Patrol hours of operation — Monday through Friday, from 5 a.m. to 7 p.m. — and on the portions of the freeway currently served by the pilot program.

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July 1, 2009

## Study says Hawaii's road-related crash costs among nation's highest

*Advertiser Staff*

A study released today that says deficient roadway conditions contribute to more than half of U.S. highway fatalities — a substantially more lethal factor than drunk driving, speeding or non-use of seatbelts — lists Hawaii as among the states with the highest road-related crash costs.

The study by the Pacific Institute for Research and Evaluation says 10 roadway-related crashes occur every minute (5.3 million a year) and also contribute to 38 percent of non-fatal injuries.

In revealing that deficiencies in the roadway environment contributed to more than 22,000 fatalities and cost the nation more than \$217 billion annually, the study concluded that making the roadway environment more protective and forgiving is essential to reducing highway fatalities and costs.

“If we put as much focus on improving road safety conditions as we do in urging people not to drink and drive, we’d save thousands of lives and billions of dollars every year,” principal study author Dr. Ted Miller said.

“Safer drivers and safer cars remain vitally important, but safer roadways are critical to saving lives, preventing injuries and reducing costs.”

Titled “On a Crash Course: The Dangers and Health Costs of Deficient Roadways,” the study found the \$217 billion cost of deficient roadway conditions dwarfs the costs of other safety factors, including: \$130 billion for alcohol, \$97 billion for speeding, or \$60 billion for failing to wear a safety belt. Indeed, the \$217 billion figure is more than 3 1/2 times the amount of money government at all levels is investing annually in roadway capital improvements — \$59 billion, according to the Federal Highway Administration.

The report concluded that roadway related crashes impose \$20 billion in medical costs; \$46 billion in productivity costs; \$52 billion in property damage and other resource costs; and \$99 billion in quality of life costs which measure the value of pain, suffering, and loss of enjoyment of life by those injured or killed in crashes and their families.

The report analyzed crash costs on a state-by-state basis. The 10 states with the:

— Highest total cost from crashes involving deficient road conditions are (alphabetically): Alabama, California, Florida, Georgia, Illinois, New York, North Carolina, Pennsylvania, Tennessee and Texas.

— Highest road-related crash costs per million vehicle miles of travel are: Alabama, Arkansas, Hawaii, Idaho, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee and West Virginia.

— Highest road-related crash costs per mile of road are: California, Connecticut, District of Columbia, Florida, Hawaii, Maryland, Massachusetts, New Jersey, New York and South Carolina.

The study identifies ways transportation officials can improve road conditions to save lives and reduce injuries. For example, immediate solutions for problem spots include: replacing non-forgiving poles with breakaway poles, using brighter and more durable pavement markings, adding rumble strips to shoulders, mounting more guardrails or safety barriers, and installing better signs with easier-to-read legends.

PIRE is a transportation safety research organization. It has conducted research for a range of organizations, including the National Highway Traffic Safety Administration, Insurance Institute for Highway Safety, National Safety Council and MADD.

PIRE conducted the study for the Transportation Construction Coalition, which has the full report, including complete state-by-state data and other research findings, at

[www.transportationconstructioncoalition.org](http://www.transportationconstructioncoalition.org).



July 1, 2009

## Waipahu rail station designs community workshop July 8

*Reader Submitted*

The City and County of Honolulu invites the community to attend the unveiling of the final designs for the lobby and ground-level entry buildings of the Waipahu rail stations at a community workshop Wednesday, July 8.

The third and final Waipahu workshop will be held from 6:30 p.m. to 9 p.m. at Waipahu Intermediate School, 94-455 Farrington Highway.

Project officials at the workshop will display new sketches and renderings for the West Loch station, which will be located at the intersections of Farrington Highway and Leoku Street,, and the Waipahu Transit Center station, located at Farrington Highway and Mokuola Street, just below the Waipahu Civic Center.

The ground level station designs are based on the ideas and opinions expressed by community members at the first two workshops held in April and June.

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](mailto:info@honolulutransit.org).

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## Hawaii's cheapest cruise sails into sunset

July 1, 2009 11:58 AM ET

By DAVID BRISCOE

**AP** Associated Press

advertisement

ABOARD THE MELISSA ANN (AP) - One of the seas' best bargain cruises and a daily commuter boat for a small number of island residents was dropping off its last passengers Tuesday, ending a brief golden era for Hawaii water transport.

TheBoat, for \$2 or a public bus transfer, offered flying fish, dolphins and whales against a backdrop of Diamond Head and the Honolulu skyline.

Hawaii's short-lived version of the Staten Island Ferry has now gone the way of the interisland Hawaii Superferry and two giant island-hopping cruise liners that have abandoned Hawaii waters.

It's one more sign these islands settled by Polynesian voyagers centuries ago are now more friendly to planes, trains and automobiles.

"We have water, but we can't enjoy it," said Lieu Morimoto, as she and her husband, Dale, basked in a glimmering sunrise on one of TheBoat's last voyages Tuesday. They're among a handful of regular boat commuters.

For nearly two years, TheBoat has been a little-used leg of Oahu's TheBus system, with three 150-passenger catamarans running six roundtrips daily, sailing out of the picturesque Aloha Tower Marketplace to Kalaeloa Harbor across from the Ko Olina resort on West Oahu.

Average ridership has been only a couple of dozen each trip, although passengers lined up Tuesday for the final voyages.

The service proved too expensive for the City Council. One study calculated the round-trip fare would have had to top \$120 for the service to make money.

Passengers cite the lack of parking at both ends, early mechanical problems that led to cancellation of many trips, choppy seas during parts of the year that make for a bouncy ride, and military restrictions that prevented use of a much shorter route across the mouth of Pearl Harbor.

TheBoat's departure follows loss of the far more ambitious Hawaii Superferry system, forced by environmental legal challenges to scuttle and send back one 800-passenger, 200-vehicle vessel even before a second one could be delivered. The Superferry was Hawaii's first passenger-car service with plans to serve Oahu, Maui, the Big Island and Kauai.

Now, the only interisland passenger service is by air.

Two giant NCL America cruise ships built especially for the Hawaiian Islands — Pride of Aloha and Pride of Hawaii — have

also left in the face of heavy losses. Only Pride of America remains.

Oahu voters narrowly approved another transportation alternative — a rail transit system that will link Waikiki with West Oahu. The first leg is to be running by 2012.

Buses are being added to make up for loss of the water commute, but many boat passengers say they'd rather drive than go back to the bus. The drive ordinarily takes less time than the boat, but a single traffic accident can lead to long delays on an island with only one major transportation corridor.

Besides the spectacular shoreline vistas, the hour-long voyage on TheBoat offered amenities not found on Honolulu's often-crowded bus system: a snack bar, free newspapers, tables for creating a traveling office, high-backed seats, wireless Internet and an attentive crew.

"I feel for the regular riders," said ship's mate Diane Harrison. "They're the ones who have to go back to the bus when this could have been a viable means of ridership." Harrison and other crew-members will be looking for new jobs in a tough market.

Two of the boats, the Melissa Ann and the Rachel Marie, are being loaded onto a barge Wednesday for return to Seattle, and the third, the Catalina Adventure, is going back to California.

Honolulu Mayor Mufi Hannemann said he still supports the idea of a city ferry and it could come back when it becomes more viable.

A Web site has been set up for a grassroots campaign to "keep hope alive."

"What I'll always remember is the sense of peace I feel with the ocean breeze in my face — a perfect way to begin and end the day, a feeling no drive home or bus ride could ever match," says the Webmaster, who identifies himself only as Mel, regular commuter and supporter of TheBoat.

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# TheBoat sails into sunset

[By Darin Moriki](#)

POSTED: 01:30 a.m. HST, Jul 01, 2009

TheBoat made its last run yesterday.

"I'm a little sad that it's going away, because the people on the west side need alternatives," said TheBoat project manager Darin Mar.

About 200 people crowded the dock at Aloha Tower Marketplace yesterday afternoon hoping to catch one last ride to Kalaeloa. Makakilo resident Hannah Lima is one of many regular commuters upset to see the end of the ferry service. She rode TheBoat five days a week to work since its start on Sept. 17, 2007. Before that, Lima drove to work.

"It's upsetting," said Lima. "I have to go back on the road, and there's a lot of traffic to deal with. For many of us, it was a means to get to work and come home from work without the traffic."

Others in line wanted a leisurely last ride.

"I brought my granddaughter last year, and I wanted to ride TheBoat again with this being the first opportunity that I had," said Hawaii Kai resident Marie Burns, who took time off work to catch a last ride. "I feel sad that it's going to be gone, but maybe someone will take it over."

Wayne Yoshioka, director of the city Department of Transportation Services, said the city had to cut TheBoat's service because of the "economic challenging times." The City Council recently cut the TheBoat's annual \$5 million subsidy.

"Although we feel that TheBoat is a very important service and served a valuable function, the boats weren't running full," Yoshioka said, noting ridership remained at about 29 people daily, with each paying \$2 each way, which included a free transfer for TheBus.

"I have not ruled out a return of TheBoat in the future," said Mayor Mufi Hannemann in a prepared statement. "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 service."

Waiting at the dock, Mar said he would take the ferry's last service route to Kalaeloa.

"I took the first boat to Aloha Tower when the service first began, so it feels almost fitting for me to take the last one back before it's gone," he said.



July 2, 2009

## Bad roads blamed for half of U.S. traffic deaths

On O'ahu, state faults drivers who caused fatal crashes

*Advertiser Staff and News Services*

Road conditions contribute to more than half of all deaths in vehicular crashes nationally — more than drunken driving, speeding or nonuse of seatbelts — according to a study commissioned by an industry group that advocates for boosting spending on road construction.

And Hawai'i ranked among the states with the highest crash costs measured in terms of medical costs, lost productivity, property damage and pain and suffering, the study found.

State Transportation Department director Brennon Morioka disputed the study, saying that drivers — not deficient roads — are the key factor in Hawai'i's traffic death toll.

Sixty people have died in traffic accidents statewide this year through June 30, according to the Department of Transportation. That compares with 138 traffic deaths in 2007 and 107 last year.

"The reality is driver behavior and poor driver decisions are what's killing people on our roads," Morioka said.

Bad highway design and conditions are a factor in more than half of the fatal accidents in the United States, contributing to more deaths than speeding, drunken driving or failure to use seatbelts, according to Ted R. Miller, who co-authored the 18-month study released yesterday.

Road-related conditions were a factor in 22,000 fatalities and cost more than \$217 billion each year, the study concludes. By comparison, Miller said, similar accidents where alcohol was a factor cost \$130 billion, speeding cost \$97 billion and failure to wear a seat belt caused losses of \$60 billion.

Almost 42,000 people die in traffic accidents nationwide per year.

### 'poor choices'

Morioka doesn't dispute that road conditions affect highway safety but said drivers have the responsibility to adjust to road conditions, including being aware of surrounding vehicles, recognizing their own capabilities and following traffic rules.

"When you look at the number of all the fatalities here on O'ahu (31 so far this year) not one has been because of the road conditions or the road itself," Morioka said. "Every single one has been because someone was irresponsible in getting behind the wheel and driving drunk or excessively speeding on our highway."

Certain roads throughout the state have deadly reputations — Farrington Highway, Kaukonahua Road, Honoapi'ilani Highway on Maui and Kea'au-Paho Road on the Big Island, among others.

But Morioka said even Kaukonahua — a city road with its winding, flat turns — is safe if people abide by the speed limit of 25 mph and traffic laws.

"If people are going to disregard the laws and put themselves and everyone else at risk, then it doesn't matter what you do engineering-wise," he said. "People will still die if people still make poor decisions."

The study said the comprehensive cost per million vehicle-miles for Hawai'i was \$105,792 in 2006 dollars and the comprehensive cost per mile of road in 2006 dollars was \$338,310, the highest of all the states. By comparison, in California — the No. 2 state in that category — the cost per mile was \$211,059.

The report was commissioned by the Transportation Construction Coalition, which represents trade groups and unions with a vested interest in funding for road construction.

It recommends several improvements that would bring roads more closely into compliance with current standards. They include adding and widening shoulders, widening or replacing narrow bridges, realigning crooked roads, requiring break-away sign and light posts, using more brightly colored pavement markings, installing signs that are easier to read and decipher, and adding rumble strips and guardrails.

## old Roads

If America's most modern superhighways are exemplars of magnificent design, the study argues, its back roads are not. They twist their way around the contours of the land, rather than plough through them; they wear thin more rapidly than repair budgets allow; and they are straddled by all manner of obstacles with which a car should not tangle.

"A lot of this is a problem of old roads," said Miller, who heads the nonprofit Pacific Institute for Research and Evaluation in Calverton. "A road that was built in horse-and-buggy days had lots of trees for shade. A horse and buggy didn't need wide bridges, so we built narrow ones."

The study is canted toward making the case for investment in highway improvements. It is being released as billions from the \$787 billion stimulus package are being spent on road projects, and just before a House Transportation Committee debate, scheduled for this month, on a \$500 billion transportation bill. The Obama administration has pushed for an 18-month delay on the bill while it deals with more pressing issues, but there is bipartisan support in the House to approve the six-year spending plan.

In Hawai'i, the Legislature failed to pass a \$4.2 billion, six-year highway modernization bill this year. The bill would have accelerated improvements and raised awareness, Morioka said. It included programs for schools and resources to pay police overtime for additional enforcement and drunken driver checkpoints, he said.

"Improving our highway system is not just about projects and the roadways," Morioka said. "It's about education and outreach."

*Advertiser Staff writer Eloise Aguiar and The Washington Post contributed to this story. Reach Aguiar at [eaquiar@honoluluadvertiser.com](mailto:eaquiar@honoluluadvertiser.com) or 239-7618.*

## Additional Facts

About the study

Pacific Institute for Research and Evaluation is a transportation safety research organization. PIRE conducted this study for the Transportation Construction Coalition, made up of 28 national organizations and labor unions with interests in federal transportation policy and funding. "On a Crash Course: The Dangers and Health Costs of Deficient Roadways" uses data from 2006. The full report can be found at: [www.transportationconstructioncoalition.org](http://www.transportationconstructioncoalition.org).



July 2, 2009

## Freeway service patrol gets new phone number

The state Department of Transportation yesterday announced that its Freeway Service Patrol has a new phone number — 841-HELP (841-4357).

In its first two weeks of operation, the Freeway Service Patrol has responded to about 600 calls from stalled motorists on the freeway, the DOT said.

The free emergency roadside service covers about 15 miles of the H-1 Freeway, from the H-1/H-2 merge to Likelike Highway, as well as Moanalua Freeway.

Stranded motorists — who received tows, battery charges, flat-tire changes and even gasoline — previously called 911. The 841-HELP number is operational only during FSP hours of operation — Monday through Friday, from 5 a.m. to 7 p.m. — and on the portions of the freeway currently served by the pilot program.

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July 3, 2009

## Better times ahead for Kapolei drivers

### Ground breaks on project to increase H-1 access points

*By Will Hoover  
Advertiser Staff Writer*

KAPOLEI — A bevy of top state leaders clustered together in a dusty open space between the Kapolei Theaters and Zippy's Restaurant yesterday to celebrate the promise of easier driving in the hub of what sometimes is still referred to as O'ahu's Second City.

The occasion was the groundbreaking of the first phase of the Kapolei Interchange Complex. Celebrants from the governor to a U.S. senator, various state legislators, department heads and neighborhood board members turned shovels of sod to symbolize the moment.

"I'm not an expert on highways," said U.S. Sen. Daniel Inouye, who was responsible for raising much of the federal funding for the project.

But having traveled the region's highways, Inouye said he had experienced firsthand the "misery and anger" associated with the area's infamous traffic congestion.

If all goes according to plans, by 2011 folks in Makakilo will be able to do something hitherto all but unimaginable: turn west onto H-1 Freeway from Makakilo Drive without first tooling through perpetually gridlocked Kapolei.

Furthermore, the makai side of Phase One calls for the building of an east-bound ramp, said Brennon Morioka, director of the state Department of Transportation.

"This is going to provide another access point onto the interstate so people coming from the state buildings and city buildings don't all have to cluster down by the shopping center," Morioka said. "Everyone will have multiple access points. That's just going to free up Kamokila and the central part of Kapolei."

The federal government is paying for \$15.6 million of Phase One's \$16.6 million cost. Kapolei Property Development chipped in \$1 million in cash plus 7.8 acres valued at \$5 million. The balance of \$26,470 was donated by other sources. The state government is paying nothing.

"This is not stimulus money," Gov. Linda Lingle said. "This is separate money that Sen. Inouye got for us."

David Rae, senior vice president for development for Kapolei Property, said Phase Two will feature an H-1 Freeway overpass, and further phases will include additional freeway on- and off-ramps.

"This is a great project," Rae said. "As you know, more and more people are living and working in Kapolei."

"This whole interchange complex will make it much easier for people to get into and out of Kapolei."

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July 3, 2009

## Road conditions

### Drivers responsible for staying safe

Now I think I've heard everything! The idea that roads are causing accidents is both reckless and nonsense. Sure, our roads aren't in great condition, but to attribute the conditions of the road to collisions is ridiculous. Most collisions are caused by driver error. Not the weather. Not the roads. Not the menehune.

Once again, as a driver education instructor, I am perplexed as to how to instill this idea of driver responsibility when my students are bombarded with misleading information. The simple fact is that good drivers adjust to road conditions. Bad drivers are going to be irresponsible even on the best-maintained roads in the world.

I applaud the DOT's Mr. Morioka for taking such a strong stance on this issue.

Kris Schwengel | Hawai'i Kai

July 3, 2009

## Hybrid buses

### **Money better spent in state or city economy**

Your June 29 article on the city buying 20 hybrid buses does a good job of questioning the economies of hybrid versus clean diesel buses. My concern is the use of the money.

Rightfully or wrongfully, Congress released funds to spur local communities. We clearly need help in areas such as construction and the hospitality industry. Decreases of taxes from those businesses are leading to state workers facing hard options.

So how does the City and County of Honolulu spur the local economy? They send \$19.3 million to Minnesota where these hybrid buses are manufactured. Any profit after manufacturing expenses goes to a Canadian company. How does this help the Honolulu economy? Were there no local projects where the money could be used?

James B. Mullis | Kane'ohe

## Letters to the Editor

For Friday, July 3, 2009

### **Majority voted for city rail plan**

In regard to Amelia Shelby's letter of June 27 ("Now not the time for rail system," Star-Bulletin), I assume she was not here for the local elections when the so-called "minority section" voted in favor of rail. She may think that we are the minority but the vote said otherwise. The residents of the windward side have H-3, two other major roadways and several tunnels paid for by the entire state. Give us a break from the mind-boggling gridlock on the Leeward Coast.

New construction would also keep our building industry employed.

We are the majority and we have spoken. You naysayers have been giving us the shaft for far too long.

Carol Priolo  
Pearl City

# Honolulu No Kai Oi (is the best) or lucky you live Hawaii

July 5, 10:53 PM · Sandi Yara - Honolulu Affordable Travel Examiner

People who live in Hawaii are pretty lucky. As a matter of fact, there's a local saying ... lucky you live Hawaii. A lot of reasons make that true: the weather is pretty great year-round, the air is clean, the sky is clear and blue, the water is safe to drink, etc., etc., etc.

About 80% of Hawaii's population live on Oahu where the capital city of Honolulu is located. And, when Honolulu receives an award, many residents seem not to give it a second thought - perhaps it's because they know they're lucky to live Hawaii.

While residents make take it for granted, accolades received by the city are worth mentioning. After all, they're not easy to come by – there is a lot of competition out there. The recognitions are earned.

Here's a list of the recent awards received by the city of Honolulu:

## **Most 'livable' city' U.S. city by Monocle magazine**

Criteria is based on a number of factors including environmental sustainability, quality health care and commuting patterns.

So who is [Monocle](#)? According to their website, Monocle launched in February 2007 and is a global briefing covering international affairs, business, culture and design. The publication is headquartered in London with bureaus in Tokyo, Sydney, Zürich and New York.

## **Honolulu named U.S. city with the 'Best Quality of Living' in the 2009 Mercer Quality of Living Survey**

Each city was rated on 39 quality-of-living factors, from traffic congestion and air quality to schooling and recreation. Mercer's Quality of Living ranking covers 215 cities and is conducted to help governments and major companies place employees on international assignments.

[Mercer](#) describes itself as, "the global leader for trusted HR and related financial advice, products and services. The company has more than 18,000 employees serving clients in over 180 cities and 40 countries and territories worldwide."

Photo of Honolulu Harbor, courtesy HTJ and Hawaii Convention Center, courtesy HTA Chuck Painter



Photo - HTA Ron Garnett



## Honolulu is the 'most romantic city' in the United States, according to American travelers

TripAdvisor conducted an American city survey of more than 3,400 U.S. travelers to get opinions on the best and worst of major U.S. cities and Honolulu was named the most romantic.

TripAdvisor LLC says it attracts more than 33 million monthly visitors.

### No. 8 of the 'top 25 walking cities' by Prevention magazine

Cities were evaluated for their safe streets, beautiful places to walk, mild weather and good air quality. Specific criteria used by Prevention to create the list included percentage of population that walks for exercise, percentage of adults who walk to work, use of mass transit, parks per square mile, points of interest per square mile, average winter/summer temperatures, and percentage of adults who walk for fitness.

An excerpt from their website, "[Prevention](#) is the #1 healthy lifestyle magazine brand and the 10th largest magazine in the nation, with more than 11 million readers."

And, while not directly awarded to Honolulu the following award qualifies for this list just the same ...

### 'Best Conference or Convention Center City' by Business Traveler Magazine

The magazine awarded the Hawaii Convention Center with its 2009 Best in Business Travel award in the category of Best Conference or Convention Center City.

[Business Traveler](#) editor in chief Eva Leonard said, "The Hawaii Convention Center is a highly functional showplace, featuring an attractive, visitor-friendly design that appeals to the readers of Business Traveler as a shining example of what a convention and meeting facility should be. Its location in one of the most beautiful destinations in the world only enhances its appeal, and is complemented by the center's serious facilities for getting down to business, as well as its rich reflection of Hawaiian culture."

With 10 editions and a worldwide distribution of over 500,000 copies, Business Traveler is the world's leading publication geared toward frequent business travelers.



Honolulu No Ka Oi! If you can't live here, come and visit sometime – it's a great city.

[Check out the photo gallery for more images of this great city.](#)

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### Author



Sandi Yara is an Examiner from Honolulu. You can see Sandi's articles at:  
"<http://www.Examiner.com/x-10529-Honolulu-Affordable-Travel-Examiner>"

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July 5, 2009

## Ethanol

### **We should ban additive from gas**

There is no better time to ban ethanol in all gasoline products sold in the state. I argued against this "green" additive before it became one of the most costly and misplaced laws two years ago, and now consumers feel even more wrath from the substandard fuel that government wants us to buy.

The problem is that without huge federal subsidies, ethanol would not even be a consideration for automobile fuel. It is a negative energy product, meaning it takes more energy to grow and refine ethanol than we get back. Adding this C-level fuel to gasoline not only immediately reduced the efficiency of our fuel, it also causes water-related engine damage and costs consumers an extra 12 cents per gallon in taxes.

There is nothing good to be gained from ethanol. We import 100 percent of it just like oil, and even with federal subsidies, no one wants to take a chance on producing it here locally.

Ethanol has become a tattered feather in the "greenies" cap because it sounds good, but if you really want to make a dent in reducing our carbon footprint, then focus on solar, wind and wave alternatives.

Kekoa Heflin | Kahala



July 5, 2009

## Mayor weighs his, city's future

By Mufi Hannemann

**Editor's note:** Last week's Hot Seat session with Mayor Mufi Hannemann was conducted via live streaming video. The following are edited excerpts from that July 1 session.



[http://the.honoluluadvertiser.com/inc/pix/icon\\_video5.gif](http://the.honoluluadvertiser.com/inc/pix/icon_video5.gif) alt="" height="14" width="14" border="0"> VIDEO: <http://www.honoluluadvertiser.com/thehotseatlive>>View the July 1 video Hot Seat with Honolulu Mayor Mufi Hannemann

**Eric Macaraeg:** We are in a deep recession right now and many people are out of jobs and many more are hurting financially due to work furloughs. Why does the City and County of Ho-nolulu keep on raising fees and taxes? Does the city government care about the ordinary citizens? I am confident that most people from the City and County of Honolulu would rather see cuts in services than have their fees and taxes raised.

**Mayor Mufi Hannemann:** A year ago about this time, we knew that the deficit was going to be \$128 million, so what we did then is we instituted a number of steps to start to whittle down at that deficit. We froze hiring, we restricted travel, we cut some \$36.3 million from the budget that were salaries for vacant positions. All of that led to us being able to whittle the deficit down to \$50 million.

So Eric, we did a lot of that cutting prior to that budget going to the council at \$50 million.

Even with that, people always want the same amount of services, or they want more services, so we had to look at a number of fees and see whether we could utilize the user fee concept, that if you use that particular service does it now warrant an increase.

In terms of real property taxes, that's an issue that we pondered very seriously. We asked for a 30-cent raise from \$3.29 to \$3.59. When we came into office in 2005, the rate was \$3.79. But since the challenges that we face from here on out are very daunting, especially with next year, we asked the council to go up to \$3.59 with a \$75 tax credit.

Tax credits are very important. They help people with median to low income basically have a lower tax bill. The reason why I let it become law without my signature is that the council didn't agree to put the tax credit on. ...

I'm asking the council to again consider a homeowner classification, where we can separate the investors and the speculators, have them pay a higher tax rate and leave a very stable rate for our homeowner occupants. Kaua'i has done that since the '90s, Maui has done that since the '90s and the Big Island has done that since the '90s.

**HapHaw:** When can we expect an announcement about (your) plans to run for governor?

**Hannemann:** I have said since 2008 that I want to explore the possibility of running for higher office. I made that very clear. People knew that when they voted for me. I am very much focused at the job at hand at being governor, sorry, being mayor. But the governor's position is something that requires a lot of volunteer work, fundraising and so forth.

So we set up an exploratory committee — 105 of the leading public and private sector individuals in our community. They're going to do all of the things that are necessary to prepare me for a launch into that race if and when I decide to do that.

**Jeanne Mariani-Belding:** Does that mean you've ruled out a run for Congress or is that still up in the air for you?

**Hannemann:** I would say right now if we are going to run in 2010, it looks like it is going to be the governor's position. Although I still have people every day saying: "You know, mayor, we would like for you to go to Washington, D.C." We're saying at this point it's Honolulu Hale. (In) 2010, if we run, it's Washington Place.

**Christian:** Given this tight economy, will the rail-transit project break ground on time? How soon will we have the entire line completed, and how long will the tax be in effect?

**Hannemann:** The tax will be in place until 2022. The segment that we are building from 2009 will be completed in 2018. We don't see any reason why we shouldn't be able to have a timely groundbreaking. We're trying to break ground late 2009, that's the goal. We're getting great reviews on our project. I recently went to Washington and met with Peter Rogoff again, who is the head of the Federal Transit Administration. He continues to give us a thumbs-up for moving it along.

**Richard Gozinya:** Will the city continue construction of the new rail system if the federal government does not contribute the more than \$1 billion originally expected?

**Hannemann:** There is a process called the ROD (record of decision). I need to have that record of decision from the federal government before I go forward. I don't need the full funding grant agreement or all of the federal dollars to go forward. A ROD is good enough for me, gives me a good level of confidence that what's to follow will be a full funding grant agreement, and the fact that we are already getting money leading up to the ROD. We checked that out with the FTA, I checked it with other cities. That's a good barometer of federal money or the greater share of federal money coming forward.

**Paul I.:** I have a question in regards to the recent controversy over Hawaiian Waste Systems and the city's decision to withdraw the trash-shipping contract. Before the city deemed HWS as nonresponsive and decided to rescind the contract, was there any effort by the city to address HWS' "assumptions" with their management, like the city's desire to use its own scale?

**Hannemann:** Yes, there has been a lot of communication and dialogue with Hawaiian Waste. They had to go through two departments to have their bid assessed. First was the Department of Environmental Services, then with the Department of Budget and Fiscal Services because the director is the chief procurement officer.

But (Hawaiian Waste CEO Jim Hodge) made a lot of assumptions along the way he shouldn't have made. Because what he basically did was pour \$10 million into this plant, purchasing the scale. And you don't do that if you don't have a written contract. So because he had invested all this money, it really looks like we led him down the path and then we pulled the plug. We didn't do that.

I want to remind people of this, shipping is not green ... it's an interim solution until we get the third boiler in place and this is why full control is very important. Full control means that the city controls the amount of 'opala that goes out. I think Mr. Hodge would love to have all that 'opala come to him and he could ship it so he can sustain his operation, which is why it was a bad decision on his part to purchase the scale.

Now he's saying that he always meant to give it to the city. That's not true.

We're trying to get to a good place with him. If we can't, we're going to keep moving it forward so we

can ship some of the 'opala out. Keep the bulk back because when we put the third boiler at H-Power, that's 300,000 tons more of 'opala that we can convert to energy.

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UNDER THE SUN

## Breeze of fresh air benefits Council race

[By Cynthia Oi](#)

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

Deaths of two City Council members -- one unhappily expected, the other abrupt -- have undoubtedly altered the lives and hearts of their loved ones.

Though private losses cannot be compared with those of the voters Barbara Marshall and Duke Bainum represented, the losses were also to the public. What comes from them could etch a silver lining on misfortune.

A reconstituted Council could clear out stagnation and established conventions, and stimulate a new dynamic for smart progress on Oahu. For that to happen, there needs to be fresh viewpoints and more adventurous strategies, which would be less likely if the usual suspects get back in the line-up.

Windward voters elected Ikaika Anderson to replace Marshall, a ruggedly independent thinker who died of cancer in February. As Marshall's aide, his election was seen and presented as providing stability, and with hopes of maintaining her agenda.

Anderson, however, has already shown his individuality, as he should, and his presence has nudged rooted political alignments on the Council, which is good.

The Council needs more nudging.

It could come in the form of the successor to Bainum, who died last month less than seven months after his election. He was the only contender in that race, a situation spun when a Mufi Hannemann ally fumbled paperwork for his candidacy and was disqualified.

At the eye of that political hurricane was Ann Kobayashi, an incumbent Council member who decided at the last minute to take on Hannemann for mayor.

Now Kobayashi wants back in, throwing her hat in the ring from halfway around the world when she learned of Bainum's death while she vacationed in Italy.

Kobayashi will not enjoy an opponent-free contest what with 13 other hopefuls in the mix.

Among them is Matt Matsunaga, a former state senator. Like Kobayashi, Matsunaga has the name recognition, an inheritance from his late father, U.S. Sen. Spark Matsunaga. But the power of the elder's

illustrious reputation has faded somewhat through the years as the voter demographic trends younger.

Political experts note that familiar faces have an advantage in quick-fire elections like this one, but other factors could turn their hands.

Voting will be easier with mailed balloting. The stand-alone election allows people to focus and a short campaign season lessens voter fatigue from protracted and typically noisy battles. The people running will likely have to weed voters from grassroots, not having much time to raise money to campaign by remote media advertising.

Though the usual suspects may have cash on hand, money doesn't guarantee a win, as evident in the Windward Council race where John Henry Felix spent more than \$100 for every vote gained to Anderson's \$9.

The less-money issue probably was the reason more people signed up to run, but in any case, the choices are blessedly many and diverse.

Few have deep political experience but people who had or have regular jobs is a plus as far as I'm concerned. They include an environmental planner, a lawyer, a social worker, a couple of retirees and a horticulturist.

I'm not exactly sure what work current Council members do, but none are horticulturists. The Council could use a genuine tree-hugger.

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*Cynthia Oi can be reached at [coi@starbulletin.com](mailto:coi@starbulletin.com).*

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## Rail revenue \$80M short, but officials not worried

By [Gary T. Kubota](#)

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

The city is falling more than \$80 million a year short in revenues to build its 20-mile rail system between Kapolei and Ala Moana.

But city transportation officials say they expect construction bids will decrease during the recession, helping them to meet costs, and that revenue from the half-percent increase in the general excise tax on Oahu will rise once the economy rebounds.

City Transportation Director Wayne Yoshioka said the decrease represents a "snapshot" of the economy and does not reflect rises expected eventually

"If you look at today, it is down, but collections ... should even out," he said.

Yoshioka said the \$80 million figure is derived from an annual average and doesn't reflect the decreasing cost of construction and the demands for construction money expected to vary throughout the development period.

He said the city's estimates were made at the economy's peak when building costs were high, and the bids are coming in now 20 to 30 percent lower.

Yoshioka said the city developed its financial plan working closely with Federal Transit Administration officials who have experience planning rail systems.

"We don't make a move without consulting with our federal partners," he said.

Yoshioka said the city has a contingency fund built into the budget and does not expect to raise taxes further or find other ways to raise revenues for rail.

The city plans to break ground for the 20-mile rail system by the end of this year and continue construction through 2019.

The half-percent surcharge is expected to be applied to Oahu taxpayers until 2022, he said.

Yoshioka said the city has on average projected paying about \$250 million annually, plus interest, over 16 years for the rail system.

But collections from the half-percent general excise tax surcharge on Oahu in fiscal 2007-2008 totaled \$169.1 million and were down more than 3.7 percent for the first 11 months of fiscal 2008-09 -- through May, according to the state tax office.

The decrease is less than the 8.4 percent drop in general excise tax revenues statewide for the same period.

The city has collected about \$354 million in revenues through the half percent excise tax imposed on Oahu residents since 2007.

City officials expect the federal government will cover \$1.4 billion or more of the \$5.4 billion rail cost.

Yoshioka said the construction of the rail system is the "biggest stimulus project" on the economic horizon including the direct and indirect creation of an estimated 10,000 jobs during construction.

"These people will all pay income and GE (general excise) taxes, spend money in the economy and make major purchases," Yoshioka said.

Yoshioka said in an accelerating economy, general excise taxes can rise quickly, compensating for decreases during the economic downturns.

But Councilman Charles Djou said he continues to feel the rail system is financially unfeasible.

"The burden we're putting upon the taxpayers of the City and County of Honolulu is astronomical," Djou said. "It's very troubling."

Djou said the increase in capital improvement projects budget during Mayor Mufi Hannemann's administration was troubling, going from a half billion to \$1.7 billion.

Of the \$1.7 billion, \$1.1 billion has been authorized in general obligation bonds to finance the rail system.

## **New drawings to be shown at last rail project meeting**

Honolulu transportation officials plan to hold the third and final community workshop Wednesday about plans for two stations in Waipahu along the planned 20-mile rail line between Kapolei and Ala Moana.

The public meeting is scheduled to take place between 6:30 and 9 p.m. at the Waipahu Intermediate School cafeteria.

City officials plan to unveil new renderings and sketches of the stations at West Loch at the intersection of Farrington Highway and Leoku Street and the Waipahu Transit Center at Farrington Highway and Mokuola Street, below the Waipahu Civic Center.

The city said the ground-level stations are based on the ideas and opinions expressed by community members at the first two workshops in April and June.

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 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 e-mail [info@honolulutransit.org](mailto:info@honolulutransit.org)

-- *Star-Bulletin staff*

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July 6, 2009

## 3 bidding for Oahu rail

Two train suppliers now say they won't submit bids

*By Sean Hao  
Advertiser Staff Writer*

Two major train suppliers have pulled out of the running to provide vehicles and systems for Honolulu's planned rapid transit system.

That leaves three companies competing for the estimated \$230 million city contract scheduled to be awarded next year. The vehicles and systems contract is a small part of the \$5.4 billion rail project. However, the style of the rail cars chosen will determine much of the system's overall character.

Two companies that won't be providing the trains are Paris-based Alstom and Sacramento, Calif.-based Siemens Transportation Systems Inc. Both companies confirmed last week that they won't be bidding on Honolulu's project.

That probably makes the world's No. 1 train supplier, Bombardier Transportation, a favorite for the deal. So far Berlin-based Bombardier Transportation; Genoa, Italy-based Ansaldo STS and a consortium led by New York City-based Sumitomo Corporation of America are the only other competitors that have announced interest in the contract.

Siemens, which calls itself the nation's No. 1 maker of light rail vehicles, did not explain why it's not interested in the project. Alstom, which says it is No. 1 in the high- and very-high-speed train sector, said it decided not to bid on Honolulu's project based on the level of competition and the size of the city's contract.

"We took a look at this one and said, 'Yeah there's three real good competitors,' " said Charles Wochele, an Alstom vice president for marketing and business development. "We know them well, we compete with them. If our car fit better with the specifications and we had something that was a little closer fit, we'd go after it. But we're chasing some big projects in the Mainland right now and you can't chase them all."

## choosing steel-wheel

The city's selection of steel-wheel trains was based on factors such as reliability, safety, ride quality and cost. The decision to go with steel rail also was expected to attract at least five potential vehicle vendors, which was greater than any of the other alternatives such as magnetically levitated, rubber-tire and monorail vehicles. That's because five steel-wheel train makers — Alstom, Ansaldo STS, Bombardier, Mitsubishi-Sumitomo and Siemens — responded to a request for information from potential vendors issued by the city in 2007.

Toru Hamayasu, deputy director of the Honolulu Department of Transportation Services, defended the selection of steel-wheel technology.

"Mag-lev would not have had any competition," he said in an e-mail. "And there are only two companies that manufacture monorail, with no guarantee that either would respond."

"To bid or not to bid is a vendor's decision and is based on a number of factors. What's important to the city is the opportunity for competition and the steel-on-steel technology certainly best provides that opportunity," Hamayasu said.

City Council member Gary Okino said he was disappointed that Alstom wasn't competing for Honolulu's business.

"I think it's unfortunate — I mean, the more competition the better," he said. "But if we get three solid bidders, that's good. I don't know if anybody gets more than three or four" bidders.

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 submit formal bids. The city expects to select a supplier in early 2010 and finish the full line from East Kapolei to Ala Moana by late 2018.

## **a \$230M contract**

The contract winner will be responsible for providing vehicles along with power, control and communications systems. The contractor also will be responsible for train operations and maintenance through 2028. The vehicles portion of the contract has an estimated value of \$230 million.

State procurement law prevents the city from disclosing the number and identities of companies competing for city contracts until after the contract is awarded. However, competing companies can disclose whether they plan to bid on rail projects.

Sumitomo — along with Mitsubishi Heavy Industries, KinkiSharyo International, Thales Transport & Security and Wasa Electrical Services — combined to form a team of bidders that calls itself Honolulu Rail for Growth. Bombardier and Ansaldo STS separately have confirmed intentions to supply trains for Honolulu.

"We're very interested in the project and we submitted information," said John Fink, Ansaldo STS vice president for business development. "We showed our driverless capabilities in specifically Copenhagen (Denmark) because the Copenhagen system was the first rail driverless system in Europe (in 2002)."

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July 6, 2009

## Letter to the Editor

### Poor roads

## Conditions aren't to blame for deaths

I couldn't agree more with DOT Director Brennon Morioka's response in the July 2 article on "Bad roads blamed for half of U.S. traffic deaths." It's an absolutely absurd "study" put out by the "Transportation Construction Coalition," whose sole purpose is to generate highway construction jobs for its members. Duh!

Granted, some of our nation's roadways are in sad need of maintenance and upgrading, but it is insulting to our intelligence to try and have us believe that poor roads are the major cause of highway deaths and not the drivers who disobey and ignore common sense and our traffic laws. Blaming highway deaths on the roads is akin to blaming silverware and dishes for our nation's obesity problems.

Bill Muench | Kailua



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- 05:00AM America In The Morning with Jim Bohannon
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- 09:00AM Community Forum
- 10:00AM Rush Limbaugh
- 01:00PM Dr. Dean Edell
- 02:00PM Dateline: Washington
- 03:00PM Sporting News
- 04:00PM Sports Byline with Ron Barr
- 04:05PM [Major League Baseball San Francisco Giants vs Florida Marlins](#)
- 07:00PM Coast to Coast

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# HAWAII NEWS

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Posted: Monday, July 6th, 2009 4:42 AM HST

## Officials unfazed by rail revenue decline

By Associated Press

HONOLULU (AP) — Honolulu city officials aren't worried that revenue for the rail transit project is falling more than \$80 million short per year.

They say they expect construction bids to decline because of the poor economy. They also believe revenue from Oahu's transit tax will increase as the economy rebounds.

City Transportation Director Wayne Yoshioka says estimates on the cost of building the 20-mile system from Kapolei to Ala Moana were made when construction costs were high. He says the bids coming in now are 20 percent to 30 percent lower.

Yoshioka says the city developed its financial plan working closely with Federal Transit Administration officials.

About \$1.4 billion of the \$5.4 billion price tag is to be provided by the U.S. government.

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## Officials unfazed by rail revenue decline

By The Associated Press

Monday, July 06, 2009

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HONOLULU (AP) — Two companies have dropped out of the running to provide trains and [systems](#) for Oahu's planned rapid transit [system](#).

The decisions by Paris-based Alstom and Calif.-based Siemens Transportation Systems Inc. leaves three companies competing for the estimated \$230 million city contract. It's scheduled to be awarded next year.

Bombardier Transportation of Germany, Italy-based Ansaldo STS and a consortium led by New York City-based Sumitomo Corp. of America are the only other competitors.

Companies interested in bidding on the train and [systems](#) contract were required to submit preliminary information by Sunday. By the end of July, the city plans to select which companies will submit formal bids.

The city expects to award the contract early next year.

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# ROLL CALL

## **GOP Has Big Mauka to Climb in Hawaii**

July 7, 2009

*By Jeremy B. White*

*Roll Call Staff*

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With Rep. Neil Abercrombie's (D) sights set on the governor's mansion in 2010, a long list of interested Democrats are contemplating the open-seat race in Hawaii's 1st district.

Democrats are heavily favored to hold the seat, although Republicans are high on Honolulu City Councilman Charles Djou, who has established himself as the party's presumptive nominee.

Meanwhile, early indications suggest there will be no shortage of Democrats vying for their party's nomination.

Among the names discussed, only former Rep. Ed Case (D) has formally announced his candidacy. He abdicated his 2nd district seat to run against popular Sen. Daniel Akaka (D) in the 2006 primary, a race he lost by 10 points.

Other potential Democratic candidates include state Senate President Colleen Hanabusa, Honolulu Mayor Mufi Hannemann, Honolulu City Councilman Duke Bainum, former state House Majority Leader Kirk Caldwell and Democratic Chairman Brian Schatz.

Dan Boylan, a political columnist and professor of history at University of Hawaii West Oahu, said that a contentious Democratic primary is unlikely to damage the eventual nominee's chances in a state that usually favors Democrats.

"A crowded field seldom hurts Democrats in this state," Boylan said. "We are so Democratic, despite our Republican governor [Linda Lingle]."

Chuck Freedman, communications director for the Hawaii Democratic Party, echoed this sentiment, noting that whoever emerges from the primary battle will have proved his or her mettle in the process.

"We have many, many times had a crowded Democratic primary, and the experience in the most part is that it gives us strength in the general," he said.

Although he acknowledged that his candidate faces some stiff odds, Djou's campaign manager, Dylan Nonaka, pointed to what he said are overlooked indicators that Djou could surprise those who have counted him out.

He said the district is "much friendlier to Republicans than the state is" and noted President George W. Bush's strong showing in 2004, when he garnered 47 percent of the vote in the 1st district.

"We see it as a much more competitive race than some outsiders might see it as," Nonaka said.

Nonaka also suggested that Case, who some see as the Democratic frontrunner based on his name recognition and experience, may have undercut himself by unsuccessfully challenging Akaka in 2006.

"The culture here in Hawaii is a very respectful culture," Nonaka said. "The Democratic base, especially in the more rural areas, saw that as a blatant sign of disrespect."

Boylan said Case may have alienated himself from more traditional-minded voters and he may have endangered his chances of winning the support of organized labor unions, which are seen as crucial to the success of Democratic candidates. Still, he predicted that Case will remain a formidable candidate, particularly among younger voters who are less steeped in the island's culture.

"I think it will hurt him among hard-core Democrats who didn't think his challenge to Akaka constituted respect for an older person," he said. "But for a lot of people, Ed was seen as a shining light, a reformer."

Also working against Djou is the enormous popularity of President Barack Obama, who spent his formative years in Hawaii. Boylan said that residents of Hawaii, a state whose size and remoteness from the continental United States often marginalize it in national

debates, feel “enormous pride” for its native son.

Freedman pointed to a surge in voter participation in Hawaii that paralleled Obama-influenced turnout across the country. The number of registered Democrats in the state more than doubled after the 2008 presidential caucus, from 21,000 to 58,000.

“We had a lot of people who weren’t card-carrying Democrats and who hadn’t found the fire and the passion” prior to Obama’s emergence as a national figure, Freedman said.

Nonaka questioned the extent to which Obama will affect the race, saying that the president will be busy with more pressing matters than getting involved in a Congressional race in Hawaii.

“We’re not running against Obama,” Nonaka said.

As will undoubtedly be true for almost every contest in 2010, the economy will factor heavily into the debate in the open-seat race. The state is grappling with a revenue shortfall, exacerbated by a sputtering tourism industry that has long been a mainstay of income.

In response to the state’s financial woes, Djou has advocated curtailing expenditures by shrinking the state budget and scaling back government programs. He has been a vocal critic of Hannemann’s proposal of a 20-mile elevated rail line that would run throughout Honolulu. Hannemann has said the jobs needed to construct the rail system would stimulate the economy, while Djou has charged that the cost would outstrip the job-related benefits.

“Charles is trying to make it understood that you can’t solve all your problems by raising taxes,” said Jim Bryan, a spokesman for the Hawaii Republican Party. “It’s going to hurt people further who have already suffered from this economy.”

Freedman countered by arguing that Democrats are more attuned to the needs of voters than their GOP counterparts.

“I think that working people have a belief out there that the Democratic Party and people who run as Democrats understand their plight,” he said.

Boylan praised Djou as a capable, intelligent leader. However, he said the councilman’s party affiliation is a big albatross.

“He’s a strong candidate, but when you’re a strong candidate on a rowboat you’re in trouble,” Boylan said. “The Republicans have a rowboat; the Democrats are in a battleship.”

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July 7, 2009

## Council candidates to share views at 6 forums

Tomorrow is deadline for registering to vote on who will replace Bainum

*Advertiser Staff*

Voters in the City Council 5th District will have at least six forums where they'll be able to learn more about the 14 candidates vying for the special election seat, beginning with two today.

One of the forums, produced by The Advertiser, will be televised live July 22 on Oceanic Cable Channel 49. Two others can be heard over the radio.

Meanwhile, tomorrow is the last day for people in the district who are not registered to send in their applications in order to vote in the election. The district includes Manoa, Makiki, McCully-Mo'ili'ili, Kapahulu, part of Kaimuki, and Palolo.

The forums scheduled:

- **Today, 8 to 9:30 a.m.**, KIPO 89.3 FM, sponsored by Hawaii Public Radio.
- **Today, 6 to 9 p.m.**, Ala Wai Golf Course Clubhouse, second floor, sponsored by seven area neighborhood boards; public invited.
- **July 13, 7 p.m.**, Hukulani Elementary School cafeteria, sponsored by the St. Louis Heights Community Association; public invited.
- **July 15, 6 to 9 p.m.**, Washington Intermediate School cafeteria, sponsored by seven area neighborhood boards; public invited.
- **July 22, 6:30 to 8:30 p.m.**, live on Oceanic Cable channel 49, also to be streamed live at [www.honoluluadvertiser.com](http://www.honoluluadvertiser.com), and rebroadcast several times on 'Olelo before the election, sponsored by The Advertiser with technical and organizational support from 'Olelo.
- **July 23, 4 to 6 p.m.**, Mike Buck Show, KHVH 830 AM, sponsored by Clear Channel Communications.

Ballots for the all-mail election will be mailed out July 17.

The last day for ballots to be received at City Hall is Aug. 7. Ballots will be counted that evening.

The special election is to fill the roughly 3 1/2 years left on the term of Councilman Duke Bainum, who died suddenly on July 9 from complications of an aortic aneurysm.

## Additional Facts

Voter information

Voter registration and election information is at [honoluluelections.us](http://honoluluelections.us).

July 7, 2009

## Letter to the Editor

### hybrid buses

### We should defer purchases for a year

Monday's paper (June 29) carried an article about purchasing 20 hybrid 60-passenger buses at a cost of some \$975,000 each instead of the clean diesel 38-seat buses that cost less than \$400,000 each. In addition, there is no accurate data on battery life of the hybrid buses.

The article continued, saying the hybrids could break even in 15 years if (get this) fuel prices continued to rise at the rate of 20 percent per year.

Standard, high-efficiency, clean diesel buses costing half as much are not dependent upon fuel prices rising more than 10 times their current price to be efficient.

In addition, that \$20 million of stimulus money would go to Canadian owners and government taxes, not the U.S.

A better plan just might be deferring all municipal bus purchases for a year or two years. That would be real money saved.

Paul Rogers | Honolulu

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## Letters to the editor

### Pricey rail will take toll on taxpayers

Mayor Mufi Hannemann's campaign pledge was to look at each project within the framework of "Do we need it? Can we afford it? Can we afford to maintain it?" When it comes to rail, the mayor is really stretching his pledge.

» "Do we need it?" The mayor says the project will generate 11,000 jobs. He also claimed that leeward traffic would be reduced. During this recession, will the 11,000 workers accept a lower wage to reduce the cost? Will traffic be reduced, or just "not as bad as it would be without the rail?"

» "Can we afford it?" The mayor kept stating it would cost \$3.4 billion with overruns before the "steel on steel" vote. Now he concedes the cost will be more like \$6 billion.

» "Can we afford to maintain it?" If we had roads that were well maintained and without potholes, I wouldn't be complaining. According to transportation experts, the maintenance of a train system is four times that of a bus system. They also said the city has not even tried "the low-hanging fruits" options, which are low-cost alternative solutions, before advocating the rail.

How much more will your property and vehicle taxes have to go up to subsidize the rail system?

Lawson Teshima  
Pearl City



July 8, 2009

## EIS brawl may stop rail plan in its tracks

*By David Shapiro*

Before he died last month, the late Councilman Duke Bainum helped stake out what will likely be the next stage in the battle over O'ahu rail transit.

Bainum co-signed with Councilman Charles Djou a June 2 letter to federal transportation authorities that accused the Hannemann administration of rushing through the environmental review without fully addressing required issues.

Former Gov. Ben Cayetano, who opposes rail, said cut corners on the environmental impact statement could be the undoing of the proposed \$5.4 billion commuter train between Kapolei and Honolulu.

"I predict a lawsuit will be filed and the filing of the EIS will be enjoined and the city will have to do it all over again," Cayetano said. "The lawsuits which delayed H-3 for more than two decades should have been a lesson to all government officials and politicians."

That remains to be seen, but Bainum and Djou outlined the grounds for such a lawsuit in their 11-page letter to Roy Kientz of the U.S. Department of Transportation, alleging the city administration:

- Improperly confined the EIS to the elevated fixed-guideway system that Mayor Mufi Hannemann favors, while failing to do promised equal analysis of other options such as ground-level light rail, monorail and bus rapid transit.
- Failed to address the environmental impact of potential future extensions to the University of Hawai'i and Waikiki, which were included in the EIS notice published in the Federal Register.
- Rushed to lock in the elevated guideway without considering concerns about its cost and environmental impact raised during the EIS process.
- "Stonewalled" and expressed hostility toward criticism of the elevated guideway, including comments submitted by the U.S. Environmental Protection Agency, and delayed public release of 600 critical EIS comments.
- Persuaded the City Council to release more than \$1 billion in local funds for construction in advance of federal approval, based on overly optimistic assurances that the final EIS and up to \$1.4 billion in federal funding will soon be approved.

Bainum and Djou said neither the rail initiative passed by voters last year nor any action by the City Council limit consideration to a fixed guideway that is elevated for its entire 20 miles.

They asked the Transportation Department to find that the draft EIS fails to comply with the National Environmental Protection Act and prohibit spending on preliminary engineering or construction until other transit options that are cheaper and less environmentally intrusive are objectively evaluated.

There's no clear sign as to how seriously federal authorities are taking concerns raised by Bainum and Djou.

The Hannemann administration insists that all options were fairly studied and that federal approval is proceeding smoothly. The administration defends the elevated fixed guideway as the best choice in terms of speed, efficiency, operating costs and minimizing land acquisition.

The mayor isn't backing down from his push to break ground this year; if anything, now that he's formed an exploratory committee to run for governor next year, he's more determined to show progress in the face of criticism that he's abandoning the rail project in mid-stream.

Hannemann has depended heavily on the political clout of Hawaii's senior Sen. Daniel Inouye to shepherd rail through the federal approval process.

A political complication is that Hannemann's Democratic opponent for governor would be Hawaii's senior House member, Rep. Neil Abercrombie, who also has influence over federal decision-making.

Abercrombie, a longtime rail advocate, has supported the city's application, but now that he's locked in political competition with the mayor, he can be expected to turn a critical eye toward the specifics of how Hannemann is handling the project.

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July 8, 2009

## City Prosecutor Carlisle to run for mayor when Hannemann leaves office

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

Honolulu City Prosecutor Peter Carlisle said today he plans to run for mayor when Mayor Mufi Hannemann leaves office.

Carlisle announced his plans at a noon news conference in front of his office building downtown. Carlisle said he will run for mayor when the seat is vacated by Hannemann "either in 2012 or possibly in 2010," Carlisle said.

Hannemann has formed an exploratory committee to consider a run for governor next year.

If he runs, Hannemann would need to resign as mayor. A special election would be held next fall for a replacement to fill the last two years of Hannemann's term.

Hannemann was re-elected to a four-year term last year.

Carlisle, who was also re-elected to a four year term last year, would also need to resign as prosecutor to run for mayor.

Carlisle, 56, was first elected prosecutor in 1996. He was elected to his fourth four-year term last year without opposition. The term runs through 2012.

Others considering a run for mayor include City Council Chairman Todd Apo and City Managing Director Kirk Caldwell.

Last month, Carlisle told The Advertiser he is "seriously considering running for the office of mayor." Incumbent Mayor Mufi Hannemann has formed an exploratory committee to help him determine if he will run for governor next year.,

If he does, Hannemann would need to resign as mayor. A special election would be held next fall for a replacement to fill the last two years of Hannemann's term.

Hannemann was re-elected to a four-year term last year.

Carlisle, who was also re-elected to a four-year term last year, would need to resign as prosecutor if he wishes to run for mayor.

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LETTERS

I choo-choo-choose you

JUL 8, 2009

If Mayor Mufi wants to become Governor Mufi, could he please take his toy train with him? Everyone—including him—knows it’s a useless eye-sore that will only complicate traffic for decades. The money could be put to oh-so-many practical uses, like fixing the roads we have.

*Tom Luna Honolulu*

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## LETTERS

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# Mufi's been workin' on the railroad

JUL 8, 2009

Originally, the transit tax was for the purpose of finding a solution to traffic congestion on this island. After paying Parsons Brinckerhoff \$10 million (chump change for the Mayor), its solution was that there is no solution—traffic congestion will just get worse!

The mayor then announces there will be a Toonerville Trolley railroad from Kapolei to Ala Moana Center, its stated purpose being property development and job creation. We now know what he meant by job creation, millions of dollars for political hacks to support his obsession for a railroad.

The City Council then changes the route to include a stop at the airport, costing millions of dollars more, to accommodate thousands of tourists with luggage scrambling to get on a train to take them to Ala Moana Center. Brilliant!

By the time it is finished in 2020, the people living here can thank the inept bunch who saddled them with billions of dollars of debt as far into the future as the eye can see. By the way, does anyone know what

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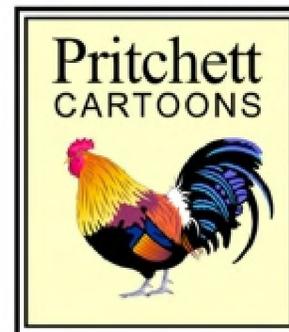
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happened to relieving traffic congestion?

*Charles M. Ferrell Honolulu*

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# Carlisle To Run For Mayor if Hannemann Leaves

Written by KGMB9 News - news@kgmb9.com

July 08, 2009 06:09 PM



Honolulu city prosecutor Peter Carlisle made an announcement Wednesday that ended some of the speculation about his political aspirations.

"It is my intention to run for mayor when it is vacated by mayor Hannemann," Carlisle said.

Carlisle said he seek the city's top job in 2010 if Mayor Mufi Hannemann resigns to run for governor. If Hannemann decides to st on as mayor, Carlisle will make a run at the mayor's office in 2012.

"If you are the voter, it might make sense to hire somebody who is experienced, somebody who comes with no strings attached, and ultimately somebody who is willing to make decisions on a non-partisan basis because of what somebody knows not who they know," Carlisle said while announcing his candidacy.

Carlisle is in his 13th year as Honolulu's lead prosecutor. He spent ten years as a deputy prosecutor.

Other possible candidates include City Managing Director Kirk Caldwell, City Council Chairman Todd Apo, and University of Hawaii engineering professor Panos Prevedouros. All three have expressed interest, but none has announced his candidacy.



Last Updated ( July 08, 2009 11:01 PM )

[Close Window](#)

# Red Flags Raised on Rail Project

Written by Tina Chau - tchau@kgmb9.com

July 08, 2009 11:32 PM



The rail project is still expected to break ground later this year, but critics are concerned a sub-par environmental study could delay, or even derail the project. But city leaders believe they have the legal upperhand.

Waipahu residents got a good look at what they hope is their future; new sketches of their neighborhood rail stations.

"I just hope it gets done while I can still get on it," laughed one resident.

That's if it gets done at all. In the Honolulu Advertiser Wednesday, former governor Ben Cayetano, who is against rail, predicted a lawsuit that would force the city to start from scratch, for not fully complying with the environmental review process.

Remember the H-3 debacle? Lawsuits delayed that project for years. It finally opened at a hugely inflated cost of 1.3 billion.

"If we are going to do rail, we ought to be able to do it right," said Charles Djou, who, together with the late Duke Bainum recently sent a letter to the US Department of Transportation, warning that the city's EIS process was flawed and would make the city a magnet for legal challenges.

Djou and other rail critics believe the city did not adequately explore other transportation options, such as busses, and ground-level light rail, instead of the elevated heavy rail system now planned.

"If you rush the environmental impact study process and don't adequately consider all alternatives, what you end up with is a project that costs more than it would," Djou said.

"I believe we have followed the process and that any challenge is defensible," said managing director Kirk Caldwell.

Caldwell said, the EIS is based on an elevated system because that's what the city council voted for.

Critics worry the city hasn't gotten any written commitment for federal funding but Caldwell says the city has powerful players on its team like Senator Inouye, head of the appropriations committee.

And they've been as transparent as possible.

"We have gone very slow," said Caldwell about the environmental process, "we delayed it two months to give more people more time to submit comments and we are in the middle of processing those comments."

Caldwell says the city has been getting verbal assurances from the feds for funding. He says the one thing that could derail the project now is if local funding gets pulled.



Last Updated ( July 09, 2009 12:26 AM )

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## City Prosecutor Peter Carlisle Announces Bid for Mayor

Reported by: Jai Cunningham  
Email: [jcunningham@khon.com](mailto:jcunningham@khon.com)

Last Update: 7/08 6:36 pm

Honolulu prosecutor Peter Carlisle is the first to throw his hat into the next race for mayor.

Carlisle was just elected to his fourth term as city prosecutor, but now he has his eyes set on a different prize.

"It is my intention to run for Mayor when it is vacated by Mayor Hannemann, and that could be either in 2012, or possibly there is speculation that it could be in 2010," said Carlisle.

That's because Mayor Hannemann has formed an exploratory committee that could lead to a run for Governor next year.

Carlisle has been Honolulu's top law enforcement officer for 13 years now.

The ten years before that he was a deputy prosecutor in the office.

The 56-year-old did go back into the courtroom for high profile cases like the Kirk Lankford murder trial.

Carlisle believes his executive experience will benefit him in a new role.

He said, "There are only two elected executive officials in the city, one is the prosecutor and the other is the mayor. And a lot of the issues are the same."

Carlisle cited the economy and keeping people employed as two vital issues facing Honolulu and he says he is ready to make difficult decisions.

"In making those decisions it would very important for government to be transparent, accountable, proper oversight as well as legal and ethical compliance," he said.

Another huge task facing our next mayor, a multi-billion dollar rail project that's just starting to leave the station, located in west Oahu.

"In terms of the development I suspect we're going to find it is easier to do it there, not in the congested urban core. Therefore we'll learn by whatever goes on thereto be more efficient and better prepared for what is going to go down in the urban core later on," he said.

Carlisle says he's not quitting his day job, and will give his complete attention to being city prosecutor.



## KITV.com

### Carlisle Announces Run For Mayor

Related To Story

## Honolulu Prosecutor Held Position Since 1997

UPDATED: 5:26 pm HST July 8, 2009

**HONOLULU** -- Honolulu Prosecutor Peter Carlisle on Wednesday announced he is running for Honolulu mayor.

Carlisle has been Honolulu's prosecutor since 1997. Twice he ran unopposed.



Peter Carlisle

He made the



Peter Carlisle makes announcement on his bid for Honolulu mayor.

announcement shortly after noon. Carlisle said he would not seek another office again other than mayor.

Carlisle said he is experienced because of his time in city management, running his department.

He said he has set up an exploratory committee.

Honolulu Mayor Mufi Hannemann is expected to leave the office next year to run for governor, according to sources. If not, Carlisle said he would run in 2012, when Hannemann's term is over.

Some of the other potential candidates for mayor include Managing Director Kirk Caldwell, Council Chairman Tod Apo and Councilman Donovan Dela Cruz.

Caldwell said he is considering all options.

"Right now I am concentrating on being the best managing director I can, but the skills you learn as managing director are equal to the skills you need to be a good mayor," Caldwell said.

## KITV.com

### Oahu Motorists Spend More Time In Traffic

### ***Honolulu Travel Costs Up Nearly \$200 Over 5 Years***

POSTED: 3:04 pm HST July 8, 2009

UPDATED: 5:18 pm HST July 8, 2009



**HONOLULU** -- A nationwide study on traffic over a five-year period has a new snapshot of the average costs to motorists: You are paying more in time and fuel.

The study by the Texas Transportation Institute found that Honolulu residents spent 26 hours in traffic in 2007 compared to 20 hours in 2002.

Researchers also found that the average cost to Oahu drivers is \$515 compared to \$317 in 2002. The \$515 put Honolulu at 55th in the country.

Nationally, the fuel costs for a medium-size city in 2007 was \$481.

Read the [2009 Annual Urban Mobility Report](#).

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Pacific Business News (Honolulu) - July 8, 2009  
[/pacific/stories/2009/07/06/daily24.html](#)

## PACIFIC BUSINESS NEWS

Wednesday, July 8, 2009, 7:25am HAST | Modified: Wednesday, July 8, 2009, 7:39am

### Study: Honolulu drivers spent 10M hours stuck in traffic

Pacific Business News (Honolulu)

Honolulu drivers spent 10 million hours stuck in traffic in 2007, according to a new study of urban traffic congestion.

The "Urban Mobility Report" is from the Texas Transportation Institute, a unit of the [Texas A&M University](#) system. The year 2007 is the most recent for which data are available.

But drivers in 53 other cities had worse traffic problems, as Honolulu ranked No. 54 on the list for travel delays.

Honolulu drivers also used up 7 million more gallons of fuel in 2007 than they would have if it were not for traffic delays, the report estimates. Honolulu ranked No. 53 for excess fuel consumption.

Overall, traffic congestion in Honolulu cost an estimated \$199 million in 2007, the study estimates. Honolulu ranked No. 55 for congestion costs.

Drivers had it the worst in Los Angeles-Long Beach-Santa Ana, Calif., where motorists spent 485 million hours idling in 2007, the TTI study says.

L.A. is followed by New York, Chicago, Atlanta and Miami.

The average for 90 large urban areas studied by TTI is 39.9 million hours of travel delays.

**[Click here for the full report.](#)**

And **[click here for a comparison of cities.](#)**

*Denver Business Journal*

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# Carlisle to run for mayor

By B.J. Reyes

POSTED: 12:40 p.m. HST, Jul 08, 2009

Honolulu Prosecutor Peter Carlisle says he will be running for mayor, but exactly when depends on incumbent Mayor Mufi Hannemann.

At a news conference today, Carlisle announced his intention to run for mayor when the office becomes vacant, either in 2010 or 2012.

Hannemann's second, and last, term ends in 2012, but he already has announced he has formed an exploratory committee to run for governor next year.

Carlisle says he already has changed the name of his campaign committee to enable him to raise funds for a mayoral race.

He says the timing is right to leave because crime rates are low and the prosecutor's office is in good hands.

Carlisle claimed his fourth term as prosecutor last year, with no opposition for the seat. His last campaign was in 2004, when he beat former prosecutor Keith Kaneshiro.

Although the prosecutor's office is a non-partisan post, Carlisle has been known as a Republican since at least 2006, when he was chairman of the party's state convention. He served as chairman in 2007 and has been listed among the party's candidates on the state GOP Web site.

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## Find this article at:

<http://www.starbulletin.com/news/breaking/50274712.html>

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## Race is on for Council vacancy

By [B.J. Reyes](#)

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

The rising cost of living and the needs of Oahu's growing elderly population were two main issues addressed as 14 candidates seeking to fill the vacancy on the City Council began airing their views in various community forums.

At least six community forums have been scheduled over the next month as the candidates present themselves to voters in a short campaign in which observers say name recognition will be a big key to victory.

The winner of the special election would fill the term of Duke Bainum, who died June 9, just seven months into his four-year term.

Today marks the voter-registration deadline to participate in the special mail-in election. Voters who were registered for the most recent election should be receiving a ballot, but those who have moved since then are urged to register again.

Acting City Clerk Bernice Mau says the city expects to mail about 47,000 ballots by the end of next week. Voters have until Aug. 7 to return ballots. Walk-in absentee voting will be held July 23 to Aug. 5.

The first forum was a live broadcast on Hawaii Public Radio yesterday morning, featuring all 14 candidates at the organization's Atherton Studio at Kaheka Street.

Newcomers urged voters to buck the trend of business as usual and elect a fresh face, while past politicians touted their experience and ability to "hit the ground running."

"One thing that I've gotten from walking the district is that people feel frustrated with government," said Nathaniel Kinney, a first-time candidate. "They feel disenfranchised, and most of all they feel ignored right now. They're aching for a new perspective."

The field includes two past officeholders: Ann Kobayashi, Bainum's predecessor, who ran unsuccessfully for mayor last year, and Matt Matsunaga, who served 10 years in the state Senate.

"Experience plays a big role, especially when you have to go midterm into the City Council," Kobayashi said.

All spoke of a need to address the rising cost of living while also preserving core city services, particularly in the area of public safety.

Taking care of Hawaii's growing senior population also emerged as a top issue.

"We need to explore all possible options and see what's best for them," said Phillip Rockwell, another newcomer. "No one wants to think of their parents -- their mom, their dad -- living in bad conditions or not being taken care of."

## IN THE RUNNING

The 14 candidates running to succeed Duke Bainum on the City Council:

- » Heidi L. Bornhorst
- » Michael Cain
- » Wendell S.L. Ching
- » Gladys Gerlich Hayes
- » Nathaniel Kinney
- » Ann Kobayashi
- » Philmund "Phil" Lee
- » Matt Matsunaga
- » James Quimby
- » Keolu Jacob Peralto
- » Phillip "Rocky" Rockwell
- » Butch Sims
- » George "G.W." Waialeale
- » Earl Winfree

### Find this article at:

[http://www.starbulletin.com/news/20090708\\_Race\\_is\\_on\\_for\\_Council\\_vacancy.html](http://www.starbulletin.com/news/20090708_Race_is_on_for_Council_vacancy.html)

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



July 9, 2009

## Carlisle plans mayoral run

City prosecutor says he'll resign post to enter race in 2010 or 2012

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

City Prosecutor Peter Carlisle yesterday said he intends to run for mayor the next time there's a vacancy, be it 2010 or 2012.

So if Mayor Mufi Hannemann resigns to run for governor as is widely speculated, Carlisle will resign as prosecutor to run for mayor. But if Hannemann chooses to finish out his four-year term, Carlisle will run in 2012.

"It is my intention to run for mayor when it is vacated by Mayor Hannemann," Carlisle told reporters yesterday at a news conference just outside the lobby of Alii Plaza, home of the prosecutor's office.

Hannemann has announced that he has formed a committee to explore a run for the open governor's seat next year and it's anticipated that he will make the run. Carlisle's current term as prosecutor runs through January 2013 so he would have to resign to run for mayor.

Carlisle would have to be considered at least one of the early favorites. Elected four times by O'ahu voters to Honolulu prosecutor and now in his 13th year, he has considerable name recognition to go with an established and battle-tested islandwide campaign team.

By announcing his intentions early, Carlisle also places himself in a good position to be ahead of the pack in terms of campaigning, fundraising and drawing endorsements and supporters.

Carlisle, 56, touted his "elective executive experience" as a reason O'ahu voters should consider him.

He said he never considered running for mayor "until it suddenly dawned on me ... really, there are only two elected executive officials in the city, one is the prosecutor and one is the mayor. And a lot of the issues are the same."

Carlisle said he also feels comfortable leaving the prosecutor's office with crime rates, he said, at the lowest they've ever been.

"The time has come," he said. "Since the office has good people right now and is running well, it's time for me to let the next generation step over."

Asked about the city's controversial multibillion-dollar mass-transit project, Carlisle said he supports moving forward with a "steel wheel on steel rail system" as approved by O'ahu voters in a recent city Charter vote. Carlisle said he also supports starting the rail line in West O'ahu as "a matter of equity" since both East Honolulu and Windward O'ahu residents have seen substantial drive-time improvements in recent years. The traffic is also worse there, he said.

Carlisle has previously been associated with the Republican Party. All elected city seats are nonpartisan and Carlisle yesterday said he has been nonpartisan as prosecutor and would continue to be so as mayor.

A deputy prosecutor for 10 years, Carlisle was first elected in 1996. He ran unopposed last year for a term that ends in January 2013. He last faced an opponent in 2004, when former Prosecutor Keith Kaneshiro challenged him. Carlisle won with almost 108,000 votes, or nearly 64 percent of those cast, to Kaneshiro's almost 64,000 votes, or 36 percent. In 2008, Carlisle received nearly 125,000 votes.

Other people who have said they would consider a run for mayor should Hannemann resign are City Council Chairman Todd Apo and city Managing Director Kirk Caldwell, who serves as the mayor's second-in-command. Apo has said he is still discussing the issue with his family and exploring his possibilities. Caldwell has said it's premature to discuss the point although he feels he's getting the experience that would be necessary to become a mayor.

University of Hawai'i professor Panos Prevedouros, who finished third against Hannemann last year, may also decide to run.

Former Councilwoman Ann Kobayashi, the second-place finisher to Hannemann last year, is a candidate for the City Council 5th District seat vacated by the death of Councilman Duke Bainum, a seat she held before Bainum. Kobayashi has been emphatic that she has no plans to run for mayor.

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# Oahu's Transit Plan Reflects Research in Japan



Written by Lisa Kubota - lkubota@kgmb9.com

July 09, 2009 04:37 PM



The city plans to break ground for Oahu's elevated rail line at the end of this year. Officials looked at several systems for inspiration, including a few in Japan. To figure out which rail technology would move Hawaii into the future, city leaders looked at what had been done in other places in the past. Mayor Mufi Hannemann and some city councilmembers inspected three rail lines in Japan in 2005.

"Japan had almost everything that was different technology at that time. One was brand new," explained Toru Hamayasu, chief of Honolulu's Rapid Transit Division.

The group rode an elevated train on the Yurikamome line in eastern Tokyo. The next stop was the Tama monorail in Tokyo's western suburbs. Finally, they checked out Linimo, a magnetically levitated train system in Nagoya.

Japan's transit success is recognized around the world. The country developed the shinkansen (bullet train) which zips around at speeds of nearly 200 miles an hour. The true transportation test, however, is rush hour. Many stations in Tokyo are packed with people who rely on the trains to keep their lives on track.

"Shinjuku Station -- it's carrying four million passengers daily," said Hamayasu. "That's the greatest volume in the world."

One problem authorities have had to deal with is women being groped on crowded trains. Many railway companies now offer a special service for their female passengers. During peak times or late at night, certain cars are reserved for females. Another important feature is that Japanese trains are known for being on time. The average delay for a local train in the East Japan Railway Company is less than a minute per train. Occasionally, there is a mechanical problem or other types of trouble.

"We have wind, rain, typhoon. That would be the main reasons for the delay. Also, there is a delay caused by passengers trying to run into the train that is just about to leave," explained Toshiyuki Watanabe, manager of East Japan Railway Company's Transport Division.

A delay is an inconvenience and riders are offered more than just an apology. When a train falls more than five minutes behind schedule, passengers can pick up a certificate to prove why they're late.

"The staff at the train station will hand out a certificate to prove that the train is delayed. There's also another way through the internet where you can print out the certificate," Watanabe said.

So if our state is looking for inspiration from Japan, will our train system run on Hawaiian time?

"We want to strike the balance on that one. Of course, we want to keep the frequency as close as possible as on our schedule," said Hamayasu. "But a train is coming every three minutes so you don't need to know the schedule."



Last Updated ( July 09, 2009 06:47 PM )



# Carlisle to run for mayor when Hannemann leaves

The city's longtime prosecutor makes his political plans clear

[By B.J. Reyes](#)

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

Honolulu Prosecutor Peter Carlisle ended speculation on his political ambitions yesterday, announcing plans to pursue a run at the mayor's office.

When he does will depend on the incumbent.

Mayor Mufi Hannemann's second — and final — term ends in 2012, but he has formed an exploratory committee to decide on whether to run for governor next year.

Carlisle said the mayor's job seemed like a "natural progression" for him, noting that the only elected executive positions at the county level are mayor and prosecutor.

"Many people have described themselves as being comfortable with me in this particular position," Carlisle said at a news conference yesterday. "That's not going to last forever. That can't last forever."

He said he feels the time to leave is right because crime rates are at historical lows and the prosecutor's office has capable deputies and supervisors who would be able to "carry the banner" once he leaves.

"Basically, since the office has good people right now and it's running well, it's time for me to let the next generation step over," he said.

He becomes the first declared candidate for the mayor's race, should Hannemann leave early.

Speculation on Hannemann's successor also has focused on city Managing Director Kirk Caldwell, the former House majority leader who joined the mayor's staff in January.

 Honolulu prosecutor Peter Carlisle running for mayor



Carlisle says he will jump in the race next year if Mayor Hannemann steps down to run for governor, or in three years when Hannemann's mayoral term ends.

[ [Watch](#) ]



As managing director, Caldwell is next in succession to the mayor and would be appointed acting mayor if Hannemann steps down. A special election would be needed to select a permanent successor, but Caldwell could be a formidable opponent as acting mayor.

"I think what I'm learning — the skill sets I'm developing — puts me in a very good position should the mayor's position open up," Caldwell said yesterday. "So I would seriously consider doing so, should that happen.

"I think it would be an easy transition from the job I have today, to being the mayor."

He applauded Carlisle's decision to run, saying, "Whenever there's an election, giving people choice is very important for our democracy."

Carlisle claimed his fourth term as prosecutor last year, with no opposition for the seat. His last campaign was in 2004, when he beat Keith Kaneshiro, another former prosecutor.

Although the office is a nonpartisan post, Carlisle has been known as a Republican since at least 2006, when he was chairman of the party's state convention. He served as chairman in 2007 and has been listed among the party's candidates on the state GOP Web site.

## PROFILE

### Peter Carlisle

» **Age:** 56

» **Job:** Honolulu prosecutor; first elected in 1996; re-elected in 2000, 2004, 2008

» **Previous experience:** partner at Shim Tam Kirimitsu Kitamura and Chang, 1989-96; deputy prosecutor, director of career criminal unit, trials division chief, 1978-1988

July 10, 2009

## Transit tax behind schedule

### Year's revenue for rail falls \$27M short of expectations in continuing weak economy

*By Sean Hao  
Advertiser Staff Writer*

Honolulu transit tax collections fell about 5 percent to an estimated \$160.9 million in the past 12 months as the local economy weakened. Collections had been expected to rise 11 percent to \$188 million but wound up \$27.1 million lower than forecast.

The shortfall in transit tax collections are minimal when compared with the project's overall cost of \$5.4 billion. However, the city expected transit tax collections to rise every year for 15 years. Economists believe Hawai'i's economy will struggle for at least the next year or two.

"I just think it's going to get worse," said Lowell Kalapa, director of the Tax Foundation of Hawai'i. "We're seeing the slide get steeper as people tighten up their spending, so I think it will have a substantial impact (on tax collections) moving forward."

The city needs to collect an inflation-adjusted \$4.1 billion by Dec. 31, 2022, according to financial plans. Those tax collections, which began 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.

So far, the tax has raised about \$378 million during the first 30 months, based on figures provided by the state Department of Taxation. 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, a half-percent surcharge on top of the 4 percent state excise tax.

The shortfall in revenues shouldn't prevent construction from beginning in December, City Council Chairman Todd Apo said.

"I don't think that anyone could have expected that the year by year, month by month (tax collection) estimates were exactly going to match up," he said. "But we realize it's behind the current expectations. We obviously need to keep a very careful eye on it, but I don't think it's reached the point of being an emergency that would cause us to say this project no longer works financially."

The city wants to begin construction in December, contingent on federal approval, and launch service in phases between late 2013 and 2019.

City transportation director Wayne Yoshioka said the economic downturn could benefit the project by reducing construction costs.

"Because of the current depressed economy, a lot of the bids that are coming in on a lot of our other projects are about 20 to 30 percent lower than in the recent past," Yoshioka said. "So it works two ways.

"If tax collections are down, then so are the costs to us — they're down as well."

The city expects any near-term revenue shortfall to be offset by higher collections in the future. Additionally, the project's price tag includes \$1 billion to cover contingencies, which could cover all or

part of any revenue shortfall.

Just how accurate the city's transit tax forecasts are remains to be seen. During the 2009-2010 fiscal year, which began July 1, the city anticipates transit tax revenue growing to an inflation-adjusted \$198 million, an average of \$16.5 million a month. However, during the past 12 months transit tax collections averaged just \$13.4 million a month. In June, transit tax collections were \$14.2 million, down 15 percent from June 2008.

Local economists don't expect any meaningful rebound in the economy until 2011. That could make it difficult for the city to make up lost transit tax collections.

"There's going to be some lost revenues during this time period and maybe they're not reflecting that in their estimates," University of Hawai'i economist Byron Gangnes said. "Of course, there's the possibility that you're going to get somewhat stronger growth in revenues as the economy recovers, but that assumes that we're going to get a significant recovery and, right now, we're not expecting a strong recovery.

"This is a particularly deep downturn and we're not expecting a strong recovery, so it's going to be hard to make up lost ground."

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Pacific Business News (Honolulu) - July 13, 2009  
</pacific/stories/2009/07/13/story1.html?b=1247457600%5E1859021>

## PACIFIC BUSINESS NEWS

Friday, July 10, 2009 | Modified: Tuesday, July 14, 2009, 12:00am HAST

### B&B bills stall as officials feel the heat

Pacific Business News (Honolulu) - by [Chad Blair](#) Pacific Business News

There is no end in sight for the lengthy, contentious battle over the regulation of bed and breakfasts on Oahu.

The Honolulu City Council's zoning committee could hold public hearings beginning later this month to decide whether to lift a 20-year prohibition on B&Bs and to regulate their use.

But the issue may eclipse even rail transit for the passions it stirs and for the fear it strikes in members of the City Council, who have mostly been trying to find a middle ground that would legitimize B&Bs without alienating their neighbors.

The only municipal issue that even comes close to generating as much heated argument is the 20-year battle over a commuter rail system.

"The whole issue is so emotional," said Councilman Rod Tam, chairman of the zoning committee.

But Tam and some other Council members believe a compromise may emerge.

"I think it will happen this year," Tam said. "I think we have the votes and that people are starting to recognize what all the complaints are."

But Ikaika Anderson, a member of the zoning committee who represents Kailua, the center of the B&B conflict, warned that some legislation is "fatally flawed" because it lacks clear language on enforcement.

"I have not spoken with other council members about this, but I am not sure, very honestly, whether the Council can push through anything," said Anderson. "We may ultimately be able to reach consensus on enforcement, but it will all have to go through the committee process."

#### Complicated by vacation rentals

That process has already taken dozens of hours, in meetings that have lasted into the night.

Tam agrees enforcement is the sticking point for many, including the Hannemann administration. Despite his optimism, he admits the proposals could just as easily die.

"This has been a pretty hot potato," he said.

More like a cauldron of fire. Like rail, there seems little room for middle ground on B&Bs.

The City Council and Planning Commission began wrestling with the issue in 2005, when the idea of ending a 1989 prohibition on new B&Bs surfaced.

The issue is complicated by so-called TVUs, or transient vacation units. While lumped in with B&Bs when it comes to complaints about noise and parking, they differ from B&Bs in at least one significant way: Their owners don't live in them.

The Council's revisiting of the B&B ban was inspired by the frank recognition that illegal B&Bs and TVUs were cropping up everywhere from Laniakea to Aina Haina. And with tourism booming at the time, there was interest in getting illegals to pay their share of the transient accommodations tax.

Other counties have struggled with the issue, most recently on Maui, where Mayor Charmaine Tavares has led the crackdown on illegal operations.

(B&Bs and TVUs can be rented for less than 30 days; anything over that time falls under state jurisdiction.)

#### Vacationers submit testimony

There are currently four bills before the City Council:

n Bill 6, introduced by the Hannemann administration and currently in its seventh draft, lifts the Land Use Ordinance prohibition on new B&Bs and establishes them for conditional use in residential districts subject to rules such as including a minimum separation distance and requiring a city permit.

n Bill 7, the Council's version of Bill 6, has received little action and was deferred in committee in March.

n Bill 8, introduced by the Hannemann administration and currently on its fifth draft, requires that advertisements for TVUs include information to help the city locate illegal TVUs.

n Bill 9, the Council's version of Bill 8, also received little action and was deferred in committee.

The bills immediately drew hundreds of supporters and opponents who spoke in Council meetings and submitted enough testimony, petitions and communications to fill Waimanalo Gulch.

"Most of the people supporting [TVUs] and B&Bs are not financially insecure yet they would have all of us believe that they are just living hand to mouth," wrote Waialua resident Kathleen M. Pahinui, who initially opposed all four bills and would refine her testimony as drafts changed. "Hardly, considering how much they charge to stay at their places."

A lot of testimony has come from out of state, much of it in support of Bill 6.

"Our family does not like big chain hotels — our situation ... is we have a family member who has to follow a very strict diet and staying in a private rental allows us to accommodate him," wrote Carol Drummond of Alberta. "If the rental ban is approved I would have to say we would not be returning to Hawaii."

Besides galvanizing the community into separate factions, complicating the bills' passage has been the deaths this year of Council Chairwoman Barbara Marshall and Councilman Duke Bainum.

The bills were introduced by Marshall, whose District 3 Council seat (Kaneohe-Kailua-Waimanalo) is home to many B&Bs and passionate residents.

Anderson, who worked for Marshall, won her seat in a special election this spring, while a special election to replace Bainum (who sat on the zoning committee) will be held in early August.

Tam said another problem is that many who have testified either do not understand the bills' intent or have failed to read the latest version.

"It's very complicated," said Tam, who is exploring whether the issues can be boiled down to just one bill.

But Tam represents District 6, Maikiki-Downtown-Nuuanu-Kalihi Valley, where B&Bs and TVUs are scarce.

By contrast, Anderson, who attributes his landslide election in part to sharing the same views as his constituents, thinks the Council may have to start all over, especially with the most contentious measure.

"Bill 6 has had so many incarnations, so many attempts to fix it that the waters are completely muddy and beyond clearing, that I don't think we can go with it," he said. "We need to look at a new B&B bill and not include TVUs."

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July 12, 2009

## Matsunaga offers fresh start for District 5

The Honolulu City Council will confront unprecedented challenges in the coming year.

Overseeing the planning and construction of Honolulu's largest public works project ever. Funding the ongoing needs of a city with public safety concerns, diminishing landfill space and aging sewers and roads.

Above all, the city anticipates a crushing shortfall in property tax revenue. Closing the gap will take a council of nine people who can work together toward this goal and offer new ideas to enable the preservation of core services.

Vote-by-mail ballots will be sent out this week for the District 5 vacancy that opened with the death of Councilman Duke Bainum. Fourteen candidates want to serve the 3 1/2 years remaining in his term.

From that wide field, The Advertiser endorses Matt Matsunaga, the former state senator representing some of the same communities, as the candidate best equipped to step into the job and bring a fresh perspective to the problems.

Matsunaga's most powerful rival for the job representing this central Honolulu district is Ann Kobayashi, who held the seat until her decision to run against Mayor Mufi Hannemann in his re-election bid last fall. Kobayashi's decision, made in the 11th hour before the filing deadline, had the effect of limiting the field of contenders for the council seat she was leaving. Kobayashi denies that this was her intent, but the maneuver angered many in her district.

A veteran of City Hall and the state Capitol with a long history of public service in the district, Kobayashi has maintained strong community ties throughout, so many believe any lingering bruises will heal.

Even so, Kobayashi also has a history of being at the center of the council's chronic factionalism and in-fighting, something the city cannot afford in the months ahead.

Matsunaga, 50, has been out of office since giving up his seat to run for lieutenant governor in 2002, pursuing a private-sector career in business law. Many observers were surprised to see him seeking a seat in municipal government, after 10 years in the state Senate and bids for statewide and congressional posts. As the son of the late U.S. Sen. Spark Matsunaga, he has shown an abiding interest in national issues.

However, Matsunaga said, his Capitol years taught him that nuts-and-bolts municipal concerns were often at the heart of petitions for help from constituents, and that there can be great satisfaction in grappling with such problems.

In addition to applying his acumen as a certified public accountant to the upcoming budget review, Matsunaga hopes to ramp up the city's existing energy-saving initiatives, such as air-conditioning buildings using cold seawater, as a cost-cutting strategy.

Among his other platform planks is kupuna care, and he rightly argues that a regulatory system ought to strike a balance between the need for care homes and their effect on neighborhoods, a potent issue in Manoa.

While in the Senate, Matsunaga was best known for his work as co-chairman of the Senate Judiciary Committee, a powerful post but one that is not for the faint-hearted. He was among those who weathered the political storm over the reappointment of Attorney General Margery Bronster, whom Matsunaga supported.

Among his credits, Matsunaga claims passage of 70 bills, including Hawai'i's version of "Megan's Law" for the registration of sex offenders, and legislation closing a loophole in the prosecution of auto thefts and directing first-time drug offenders to treatment, among many others.

Former associates and observers point to Matsunaga's collegial spirit, as well as his independent voice, as chief among his assets. Those qualities will be needed.

The political and economic landscape ahead looks perilous, requiring experienced leaders adept at consensus-building. Matt Matsunaga can bring such skills to the job.

Voters in District 5, a diverse, mature district in the urban core that is poised for renewal and redevelopment, should give him the opportunity to take on Honolulu's challenges.

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## Letters to the editor

For Sunday, July 12, 2009

### Rail system plan touts benefits

I would like to correct the misinformation about rail in Lawson Teshima's letter to the editor ("[Pricey rail will take toll on taxpayers](#)," Star-Bulletin, July 7).

One of the fundamental reasons for doing the proposed rail system is because it is cheaper to operate and maintain than a bus-only system that provides an equal level of service.

The Honolulu Rail Transit Project is affordable with our funding sources. No additional tax increases will be necessary.

The Federal Transit Administration has vetted and agreed with the financial plan in the Draft Environmental Impact Statement, which clearly spells out that the funds will come from the general excise tax surcharge and expected federal funding.

A great benefit of the rail system will be its ability to reduce traffic congestion between West Oahu and town by taking thousands of cars and trucks off the road each day.

The rail transit system will be environmentally sound by running on clean energy, encouraging people to get out of their cars and reducing the amount of emissions released into the air.

Wayne Y. Yoshioka  
Director, city Department of Transportation Services



July 13, 2009

## Water main repairs slow Leeward traffic

*By Suzanne Roig  
Advertiser Staff Writer*

Honolulu Board of Water Supply crews were working into the night to repair a broken 24-inch water main in Nanakuli that brought traffic on Farrington Highway to a crawl yesterday.

The agency was hoping to complete repairs before this morning's rush-hour commute period.

"The traffic coming into the area is really bad because there's only one road coming in," said Mokihana Abaro, a Sack N Save office clerk. "We've been really slow, and they turned the water off at the store."

The water main break was reported at 11:30 p.m. Saturday at 87-2070 Farrington Highway between Lualualei Naval Road and Nanaikeola Street.

Board of Water Supply crews excavated part of Farrington Highway to repair the pipe, closing both lanes between Lualualei Naval Road and Nanaikeola Street. Police routed Makaha-bound traffic onto Helelua Street to Lualualei Naval Road. Honolulu-bound traffic was diverted to a dirt road on the makai side of the highway.

The Board of Water Supply asked Leeward Coast residents from Honokai Hale to Makaha to use water sparingly as crews worked to repair the main and restore the water system.

No homes were without water, the agency said. The agency asked residents to use water only for cooking, drinking and personal hygiene.

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## Letters to the editor

For Monday, July 13, 2009

### **Honolulu residents are lucky to get rail**

The hostile attitude of Honolulu people toward Oahu's rail system baffles me. Commuter trains with a stop at the airport would be a godsend in Kona, where our rush-hour traffic is as agonizingly slow as Honolulu's. Oahu is getting a wonderful piece of transportation infrastructure that the Big Island can only dream about.

Embrace your train, Honolulu. Not every island in our state is so lucky.

Stacy Kamanamana  
Kona



## Patrol saving the day on freeways

A free service helps drivers who run into trouble on the road

By [Kaylee Noborikawa](#)

POSTED: 01:30 a.m. HST, Jul 13, 2009

Michelle Ferrara just picked up a new double bed in Ewa on Wednesday and was driving her truck east on the H-1 freeway when she noticed the mattress was missing.

"One minute it was there, the next minute it was gone," said Ferrara.

"I was terrified," she said. "I didn't know what to do till he showed up."

The "he" was Freeway Service Patrol driver Kevin Kaawa, who pulled over to help Ferrara two minutes after the mattress went missing.

Kaawa and his co-worker helped Ferrara retrieve the mattress from the side of the freeway, hauled it into the truck and made sure it was secure.

"It's wonderful that they do this. I couldn't have done it myself," said the three-months-pregnant Ferrara.

She hugged the worker before driving away.

This was a typical job for Kaawa as one of the drivers with the patrol, a free program created by the Department of Transportation that assists motorists on the H-1 and Moanalua freeways. Patrol workers tow vehicles to designated drop points, change flat tires, jump-start batteries, offer gas refills and remove debris from the roads. Drivers are also trained in CPR and first aid.

In its first 14 working days of operation, June 17 to last Wednesday, the program has averaged 61 assists a day, helping a total 853 drivers.

"Their first reaction is, 'Is this free?'" Kaawa said. "They're so glad cause they don't have to do anything."

On average, Kaawa said he helps five people a day with each assist taking five to 20 minutes. "I like to go out to help people. It's very rewarding on that part."

People are often so grateful they try to pay him, but drivers are not allowed to accept tips. "A lot of times people slip money in my hand and I just leave my hand open. They say, 'Come on brah, nobody gonna know,' but I tell them, 'God knows.' Then they shake my hand and walk away," Kaawa said.

## NOTES OF THANKS

2:24

The Department of Transportation has received 34 survey cards from drivers helped by the Freeway Service Patrol. Some comments from completed surveys:

call

» Thank you! I did not have to call my roadside assistance provider and did not create a traffic back about a

Handi-Van  
» The Freeway Service Patrol was able to respond before AAA, which I had called earlier."

Van stalled  
» Great job. Glad that this service was created."

the middle lane  
» "Very quick response time, speedy service & friendly service man -- very great program."

on the Tripler off-ramp  
» "Moe was extremely helpful & friendly. This could have been a very distressful situation without Moe's assistance & I truly appreciate his help as well as the Freeway Service Patrol."

pulling behind

the Handi-Van, Kaawa assessed the situation and set up cones to divert traffic to the shoulder of the road.

Handi-Van driver Thomas Castro said the van stalled on the way to Tripler Army Medical Center, shutting down for 15 minutes. Castro said he had never heard of the program, but thinks that it is a great service.

"It's marvelous. We can use all the help we can get, especially on this island with all the cars. Faster than the HPD," said Castro.

Patrol workers give drivers a survey card to fill in and return. Of 34 completed surveys, 97 percent rated the service excellent, and 50 percent said they received service within five to 10 minutes.

"All expectations of the program has been far exceeded, and I think what's more important is that the expectations of the public has been exceeded as well," said Transportation Director Brennon Morioka.

The project is scheduled to operate for two years with an option to continue and expand.

"It's a brand-new program for us, so we need to make sure that we iron out all the wrinkles, which is why we're giving it some time," said Morioka. "But (expansion) may be sooner than expected."

# Kobayashi to Run in Special Election

Written by KGMB9 News - news@kgmb9.com

July 14, 2009 04:26 PM



Former Council woman Ann Kobayashi opened a new campaign headquarters on Tuesday in her bid to be re-elected.

The former budget chairperson served seven years on the council before she resigned last year to run for mayor. She says she has no intention to run for any other office. She's facing 13 other candidates in a special election to fill her previous spot now left vacant by the death of Duke Bainum.

"This a great district and I feel that this is where I belong, and the economy is such a challenge now that we need someone who can hit the ground running, who can start asking the tough questions and that's why I'm in this race," said Ann Kobayashi.

Kobayashi says that even after she left the council, she kept going to neighborhood board meetings in her district and she's been deliverin

"Meals on Wheels" in the area every Wednesday.



Last Updated ( July 14, 2009 06:58 PM )

[Close Window](#)

# MidWeek

## Carlisle's Run, Lingle's Failures

July 15, 2009

By Bob Jones



Gov. Linda Lingle greets 'the best president we've ever had' upon arrival in Hawaii

What is it that prompts those with zero legislative experience to run for mayor? We had the professor Panos Prevedouros last time. Now the city prosecutor, Peter Carlisle. I guess they figure they can learn while they work.

Every mayor we've had, from Neal Blaisdell in 1954-68 through the current Mufi Hannemann, has served either in our Legislature or on the City Council (formerly the Board of Supervisors) or, in the case of Jeremy Harris, as a Kauai county councilman, city managing director and acting mayor.

Carlisle can say he's run a city *office* for a long period,

but that's a far cry from making the calls on everything from sewers to long-term budgets for capital improvements.

And if we'd elected Prevedouros, we'd have gotten a mayor who'd no doubt have killed the train project but would have been a babe in the woods when dealing with a prickly City Council or a batch of egotistic state politicians.

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We might consider requiring at least a couple of years in the Legislature or on a county council as a minimum qualification for mayor or governor.

Of course that's no guarantee. Witness the Eileen Anderson floperoo of 1981-1985.

★ ★ ★

I stayed out of the furlough-layoffs-taxes fray because I'm no expert on which is the best road to balancing the state budget. It is, as they say, way over my pay grade.

But I feel qualified to make some observations about a way-out-of-line judge and a badly faltering governor.

Circuit Judge Karl Sakamoto made the call that the governor can't order furloughs while there's collective bargaining in progress. No problem there. He's paid to interpret the law as he reads it.

But then Sakamoto added this:

"The nature of a 13 to 15 percent cut in wages [by furloughs] sets in motion changes of jobs, failure of workers to make rents, mortgages, affecting their families ability to pay tuitions, to pay their loans, creating bad credit ratings, and cascading effects from these events."

That's not reading law. That's making policy judgment and definitely *not* what Sakamoto's paid to do. This judge remaining on the bench should worry us all, regardless of how we feel about the furlough matter.

Now, about Linda Lingle, this kerfuffle and her loss of governance headway.

Montana's U.S. Sen. Max Baucus says he's seen two kinds of politicians, the "be-ers" and the "doers." The former mainly enjoy holding office and the latter use their position to get big things done.

I've closely watched the two-term career of Gov. Lingle and with no partisan malice (I voted for her twice) I classify her as a beer rather than a doer.

Lingle came to Washington Place with a public mandate, votes from many Democrats as well as her GOP constituency, and a lot of political capital. And within a couple of years she'd blown the latter and lost a lot of party support as well.

A popular lady, she'd worked for the Teamsters on Molokai and was a Democrat until the Molokai seat on the Maui County Council was occupied by a Democrat and she decided to run as a Republican, and won. Then it was Maui mayor, beat once for governor and won twice.

But where's the beef as that old fast-food commercial used to ask?

Most people aside from lawmakers, lobbyists and journalists would be lucky to name two cabinet officers in the Lingle administration. They're invisible and not allowed to be policy innovators. And Lingle's not been a policy innovator.

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Maybe the latter problem is a fault of having installed the conservative Linda Smith (husband is the rump GOPer Paul Smith) as chief policy adviser. Lenny Klompus failed her as chief communications adviser. Lingle came to the job with remarkable speaking and persuasion skills. But by her TV speech on the budget problem, she looked really old, really tired and really discouraged. She read from an off-camera prompter, which made it look at home as though she were talking to somebody in a corner of her office.

A doer would have made an offer to the unions before going on TV to announce furloughs. She did not. She was jawboning while the deficits piled up. Turns out the Legislature was right when it said, hey, we have to balance the budget by law and you haven't done squat to offer *your* budget.

Forget about running next year against Dan Inouye. She *could* resign early to give Lt. Gov. Aiona a leg up as acting governor and run for either seat in Congress. I don't see that happening. She's washed up.

Whatever happened to her gubernatorial years four, five, six and now seven? Why absolutely nothing to remember except her plugging for the erratic Sarah Palin, her trip to Iraq, her picture in a flak jacket and her incredibly dumb statement that George Bush was the best president we've ever had?



I've decided to lead one more trip through Vietnam, Laos and Cambodia (with a one-day Bangkok stop) before I call it quits with the Indochina that played such a big part in my life. You can e-mail me for the details if it interests you.

Pacific Business News (Honolulu) - July 16, 2009  
[/pacific/stories/2009/07/13/daily43.html](#)

## PACIFIC BUSINESS NEWS

Thursday, July 16, 2009, 1:57pm HAST

### Hawaii gas prices decline, finally

Pacific Business News (Honolulu)

For the first time in 17 weeks the average weekly price of gasoline in Hawaii has dropped.

The statewide average as of Thursday was \$3.24 for a gallon of regular unleaded, 6 cents less than one week ago.

“Pricing may finally be starting to reflect reality,” said Richard Velazquez, **AAA Hawaii**’s regional manager. “Nationwide and in Hawaii, demand has been flat while supplies have been more than sufficient. In a few more days, we’ll know if this is the beginning of a downward trend similar to what most other states have been experiencing.”

The average price of a gallon of regular for key metro areas in Hawaii are as follows:

- Honolulu: \$3.236 (down 3 cents);
- Hilo, Big Island: \$2.15 (down 6 cents); and
- Wailuku, Maui: \$3.57 (down 3 cents)

The national average for a gallon of unleaded is \$2.49, 9 cents cheaper than a week ago.

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July 18, 2009

## Gas prices in Hawaii down 6.6¢

Decline of 6.6 cents a gallon offers Isle drivers some relief

*BY GREG WILES and MICHAEL TSAI*  
*Advertiser Staff Writers*

Hawaii's statewide weekly gasoline price has dropped for the first time in four months, providing a bit of relief for local motorists.

AAA Hawaii's Daily Fuel Gauge Report shows the average price for a gallon of regular dropped by 6.6 cents statewide in the week ended Thursday to \$3.226.

"Pricing may finally be starting to reflect reality," said Richard Velazquez, AAA Hawaii regional manager, noting the price decline was the first in 17 weeks.

"Nationwide and in Hawai'i, demand has been flat while supplies have been more than sufficient."

Velazquez said it's unknown if the drop is the beginning of a longer decline, but the next few days should tell.

"We'll know if this is the beginning of a downward trend similar to what most other states have been experiencing."

Prices dropped during the week in Honolulu, Hilo and to a lesser extent in Wailuku.

Honolulu's average price fell to \$3.131, or 7 cents lower than a week earlier.

Hilo experienced the biggest drop of any market measured by AAA Hawaii. It was down 12.6 cents a gallon to \$3.233.

Wailuku's gasoline prices fell 1.6 cents to \$3.582.

Hawai'i's prices remained the highest in the nation by far, even with the price decline. The only other state with prices averaging over \$3 a gallon was Alaska, where regular was \$3.065.

The average price nationally was \$2.481.

That was down 8.4 cents from a week earlier.

Prices reported by AAA are derived from credit card data taken from fleet vehicle purchases at 85,000 stations nationwide. The organization does not have transaction data for Kaua'i.

This week's drop was a welcome reprieve from what has been a "terrible" summer for taxi driver Song Chang.

"All summer, the prices kept going up by 10 cents," he said. "Every time it went up, I lost money."

Song said he fills up his tank at least twice a day. During the worst of the summer price increases, he said he lost at least \$10 a day.

"Business has been slow because the swine flu kept the Japanese tourists away," he said. "Plus, it's summer so I have to keep the air conditioning on all the time for the passengers. All of it costs money."

Chang, 49, found savings at the Aloha gas station on Vineyard, where prices dipped to \$3.02 for regular unleaded.

The prices were even better at the Chevron on King and Pi'ikoi Streets, where regular unleaded sold for \$2.98 per gallon.

"It's great for us because prices have been going up all summer, especially in town," said Anthony Lee, 56, of Kuli'ou'ou. "This is the first time it's been under \$3."

Francine Weber, 45, of Waimanalo, pulled into the station after spotting the sub-\$3 rate during a rare drive into town. Weber said she and her husband, who commutes to and from Halawa each day for work, have been curtailing their driving as much as possible since she's been unemployed.

"I'm hoping it will last," Weber said of the price decrease. "It's been a tough economic year. Even electricity is up."

Cliff Troy, 52, found the prices at the 76 station on Ke'eaumoku and Beretania (\$3.05 per gallon of regular unleaded) surprisingly close to those in his native Oxnard, Calif.

"It's cheaper than I thought," said Troy, who visits Hawai'i once or twice a year. "The gap is usually bigger. I'm afraid it's just an anomaly, though. I think prices are going to continue to be a problem."

At the Shell station on North King Street, prices dropped three cents from last week, down to \$3.18 per gallon for regular unleaded. That was enough to elicit a "hell, yeah!" from Ala Cummings of Kalihi, who stopped at the station with her husband, Jonah, and their son en route to a weekend camp-out in Nanakuli.

"Every little bit helps right now," Cummings said. "I can fill up my Honda for a twenty. That's not bad."

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July 19, 2009

## Transit debut Seattle's light-rail trains roll out

*Associated Press*

SEATTLE — Thousands of people enjoyed free rides yesterday on the first day of service for Seattle's new light-rail line.

After more than four decades of political wrangling and financial struggles that ran transit rail plans for Seattle off the tracks, trains are finally running.

Transit officials estimated more than 30,500 riders had used the 14-mile, \$2.3 billion starter light-rail line as of yesterday afternoon.

The agency offered free rides yesterday, and will do so again today.

Sound Transit said riders had to wait in lines for 15 to 30 minutes, but there were no major hitches.

A dozen two-car trains ran at 7 1/2-minute intervals. Two more trains were in reserve, along with seven other rail cars that also could be used.

Passengers were upbeat.

Daniel Gonzalez cheered when a train arrived at a station. "It's about time we had one of these," Gonzalez told The Seattle Times. "It's quiet and efficient — the wave of the future."

Fares on the Seattle lines will range from 75 cents to \$4.75, depending on the length of the ride. Children under 6 ride free with a fare-paying passenger.

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## Short deadline looms for City Council race

The special election is the second one this year after the death of two council members

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jul 19, 2009

Fourteen candidates have three weeks to get their message out to the voters of City Council District 5.

Ballots for the special mail-in vote went out Friday, with a deadline of Aug. 7 to return ballots to the City Clerk's Office.

Candidates and their supporters have been canvassing the district -- which runs from Manoa Valley to the Ala Wai Canal and includes Manoa, Palolo, Moiliili and Kapahulu -- crowding street corners with sign wavers and showing up in force at various community forums.

Ads have started to pop up in recent days, too.

The short time frame of the special election -- the second for the City Council in the past five months -- leaves little time to raise money, and even less time to spend it.

But that is one of the factors that makes the race attractive to so many contenders, said veteran political scientist Neal Milner.

"You don't need as much money, at least on the surface, because it's a short period of time," he said. "As usual, more money is better than less money, but there is a little bit more of reliance on grassroots.

"Still, I'm guessing that you're talking about a six-figure campaign if you're serious here."

The first spending report for candidates is due July 28.

Meanwhile, there still are a handful of community forums scheduled between now and the voting deadline for candidates to get their names and positions out to the public.

Newcomers, so far, have urged voters to buck the trend of business as usual and elect a fresh face, while past politicians have touted experience and an ability to step in immediately on the City Council.

Although the Council already has passed the budget, members still face decisions on spending projects, bed and breakfast/transient vacation unit legislation and solid



**Duke Bainum:**  
*The councilman died June 9*

waste shipping issues in the coming months.

Candidates are vying to replace Duke Bainum, who died June 9 of an aneurysm just months after returning to the Council.

The winner of the special election would serve out the remainder of Bainum's term, which ends in 2010, and be eligible to run for two more terms.

About 47,000 ballots have been mailed to voters in the district.

Bainum's death came four months after that of Barbara Marshall, who died Feb. 22 of colon cancer. Councilman J. Ikaika Anderson, Marshall's longtime aide, won a special mail-in election to fill her vacancy.

## Heidi L. Bornhorst

**Age:** 51

**Profession or current employment:** Landscape Consultant

**Other pertinent experience:** Landscape Director, Hale Koa Hotel; Director of Honolulu Botanical Gardens; Owner of HawaiiScapes Landscape Consultant firm; Xeriscape planner/ Skills trainer Board of Water Supply; Horticulturist for Honolulu Zoo; Numerous community groups



**Q:** What qualifies you to be a City Council member?

**A:** Lifelong resident, working person and community advocate with a practical maintenance background. I've worked my way up in the city, mainly in parks, the zoo, Board of Water Supply and Honolulu Botanical Gardens. I know how to work with all kinds of people, administrate and come in under budget for routine and capital projects. Strong planning and preventative maintenance skills.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** Cost of living, and traffic. Ensure city tax dollars are spent wisely. Good planning and preventative maintenance. As a maintenance professional, always plan and budget for long term preventative maintenance. It always takes longer and costs more than you think. Roads for example should be built well using the best technology for our conditions. Build it right the first time and it will save us TIME and money in the long term. Fixing things, keeping parks and public facilities free, clean and in good repair is good for business and for quality of life on Oahu.

**Q:** What is your stance on regulation of residential care homes?

**A:** We tend to live long lives here in Hawaii, and we love our families and lovely old neighborhoods. We care for our kupuna. My father is 87 and my father-in-law is 90. Proximity equals good care for all. Carefully regulated, well-designed care homes with adequate parking and landscaping to blend into neighborhoods. No one street or neighborhood should be full of huge, wall-to-wall, concreted treeless industrial "homes" of any kind.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** Property tax is the city's main income. There has been talk about changing the way we assess and classify property. We need to be very careful here. We can give relief to homeowners by increasing the homeowner exemption and we can give tax credits. We also need to protect the rights of renters.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Recycling of restaurant food wastes and used oil, support those businesses and give them the zoned space to do so. True recycling, backyard composting and neighborhood mulch distribution sites, HPOWER works pretty well. The city is adding a third boiler. More separation and re-use of valuable items like soil, construction debris, repairable furniture and appliances should be done and create some jobs. Stores who sell the items should redeem the plastics, bottles etc. Make it simple and easy and most people will do the right thing.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** Carefully. With good planning, following environmental regulations, ensuring federal funding, and budgeting with a plan for long term maintenance. The route is very important and so far it's just on paper, so building out from the city center makes more sense. The UH-Manoa and LCC should be included. Proper maintenance is vital for transit, and all city endeavors. Development has always followed transit. Make sure landowners who profit from higher use of their land contribute to a livable environment for us. It should be cool and green around the stations

## Michael Cain

**Age:** 43

**Profession or current employment:** Environmental Planner, Department of Land and Natural Resources

**Other pertinent experience:** Representative for St. Louis Heights, Neighborhood Board No. 5 2007-present; Researcher, Community Based Environmental Management, Samoa and Guam (through UH-Manoa) 2002-2004; Program Development, Crisis Response Systems Project (Suicide and Crisis Center) 1996-2001; Public Health Work, Chuuk, Micronesia (Peace Corps) 1991-1993



**Q:** What qualifies you to be a City Council member?

**A:** We need Council Members who are out and visible members of the community. I have 20 years experience doing front-line community work, both as a social services worker and as an urban planner. This provides me direct insight into the needs of our citizens, an awareness of which programs work and an ability to translate policy into action.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** We need to protect our neighborhoods from development pressures, and ensure that the needs of our residents come first when making policy and planning decisions. We still have beautiful residential neighborhoods; we need to make sure they are not sacrificed to the needs of the tourist industry. We still have intact, affordable and working-class neighborhoods; we need to make sure that they are not razed to make room for luxury high-end condos. We have homeless residents sleeping in our parks; we need to increase the range of affordable options for them so that they can lift themselves off the streets.

**Q:** What is your stance on regulation of residential care homes?

**A:** We have a pressing social need for more care homes, and if they are designed right they can and should be an integral part of the fabric of our community. I would prefer to see our elderly live in healthy and vibrant neighborhoods, rather than in large institutions. Care homes should be closely regulated, but not restricted.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

A I would support this measure, with reservations. We need to protect homeowners. We also need to be wary of creating a "don't tax us, tax them" mentality.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** We need to start treating excessive waste as a socially unacceptable vice. Recycling is important, and increasing the capacity of HPOWER is important, but both approaches will only have minimal impact as long as our per capita production of solid waste continues to skyrocket.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** We need to start aggressively involving the neighborhoods along the route in the planning and design stages. We will see billions of dollars spent on direct development of rail, which will in turn spur outside investors and landowners to invest further. We need to ensure that this money is spent improving the conditions of our neighborhoods, and demand that the redevelopment includes complete streets, bike lanes, and more open space and parks.

## Wendell S. L. Ching

**Age:** 67

**Profession or current employment:** Retired/consultant

**Other pertinent experience:** [wendellsching.com](http://wendellsching.com)



**Q:** What qualifies you to be a City Council member?

**A:** U.S. citizen, resident of District 5, registered voter in the district, brings a fresh approach to problems of safety, crime, high property taxes and concerns that face District 5 constituents.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** In these hard economic times the high property taxes and valuations are out of control and putting an unreasonable burden on homeowners who have no intention of ever selling their homes. Homeowner tax credits must be given to homeowners who do not speculate and are willing to promise long term ownership.

**Q:** What is your stance on regulation of residential care homes?

**A:** Residential care homes must be regulated and OK'd by neighborhood boards. Surrounding neighbors should be given the chance to voice their concerns. The number of beds and homes should be regulated.

**Q:** What is your stance on establishing a separate homeowners class for property tax rates?

**A:** As the current chairman for Board of Review II, I am totally in favor of establishing a separate homeowner's class for property owners. Credit should be given to seniors, medically handicapped, and should be on a sliding scale based on the number of years the property has been in the family's name.

**Q:** What solid waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Soil and engineering studies should be conducted to find areas suitable for ocean landfills like Kakaako Park. There are many coastal shorelines where landfill can be implemented.

**Q:** How should the city proceed on the development of the rail system?

**A:** The city should proceed only if federal government moneys are given as promised. Construction should start from the city (Ala Moana Center) and proceed outward to Kapolei. Land condemnation in the city is going to get costly by the time (15 years to complete) we finish the project. People will use the rail as we go outward ... not so if we start from Kapolei.

## Gladys Gerlich Hayes

**Age:** 77

**Profession or current employment:** Retired

**Other pertinent experience:** Ran for state Senate, 6th district, twice; Raised four children.



**Q:** What qualifies you to be a City Council member?

**A:** Serving on Neighborhood Board 6 (Palolo). Ran for state Senate (District 6) twice. Active community leader serving on several boards. Care about my community. Experience.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** Keeping our sewers, streets, parks in better condition. Coordinate improvements with departments.

**Q:** What is your stance on regulation of residential care homes?

**A:** Residential care homes are going to be even more necessary in the future, but parking noise and neighbors must be considered.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** Senior citizens should get a tax break, should not be forced to sell their homes.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Burning for power, barged to mainland, grind to smaller waste to take less space. Continue three-can system (for recycling).

**Q:** How should the city proceed on the development of the rail transit system?

**A:** Slowly and take in the cost of which system works best. Elevated seems more sensible.

## Nathaniel Kinney

**Age:** 29

**Profession or current employment:** Lawyer (currently on unpaid leave of absence)

**Other pertinent experience:** In-house counsel for District Council 50, Financial-Secretary of the Painter's Union, Trustee of a health & retirement fund, and I serve as a fire commissioner.



**Q:** What qualifies you to be a City Council member?

**A:** My formal education, work experience and service to the community have prepared me to be a City

Council member. I am a lawyer that helps Oahu residents with their workers compensation claims, benefits and retirement issues. I have experience in finance through my position as the Financial-Secretary of the Painter's Union and as a trustee of a health and retirement fund. As a Honolulu Fire Commissioner, I am quite familiar with our emergency municipal services. Being new to the City Council, I also do not belong to any factions that only divide our community.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** The overall economy is the biggest problem facing District 5. The people are the heart of our community and the economy makes up the veins and arteries. Our veins and arteries are clogged. We need to fix that while protecting jobs and creating more job opportunities. We need to get Hawaii working. We need to get new blood and new ideas to solve the problems we face today. I will work to save city dollars without cutting jobs or services.

**Q:** What is your stance on regulation of residential care homes?

**A:** I have a three-step approach to the regulation of residential care homes. Although it is not talked about much, I think we should 1) start with ensuring the safety and well-being of the elderly who reside in these care homes. After we address that, then let's look at 2) the concerns of frustrated neighbors and how we can 3) balance those concerns with the need for residential care homes. If handled correctly, we can allow for job opportunity while also protecting the character of our neighborhoods.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** I support protecting our fixed-income kupuna from increasing property taxes. Hawaii's elderly are unique. Instead of flying off to some other place like Florida to live out their remaining days surrounded by other retirees, Hawaii's kupuna commit themselves to their families. Our elderly help take care of their grandchildren in a state with a high cost of living. We need to provide them with support and take care of them.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** We have to combine short- and long-term solutions to alleviate the need for a landfill on Oahu. I consider shipping away garbage to be a short-term solution that may be necessary, but in the long term, each of us individually needs to commit to reducing our own waste. Reducing our own waste is the best way to reduce the need for a landfill. The city government also needs to reduce its waste and serve as an example to our residents.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** The vote for rail was close and Oahu's people voted in favor of steel-on-steel technology. We cannot go against the will of the voters. As we proceed, we need to get Hawaii working. We can accomplish this by ensuring that Hawaii people are working on the rail development. We also must develop other projects that will 1) complement our need to reduce traffic congestion on our freeways and streets and 2) protect our environment and natural resources.

## **Ann H. Kobayashi**

**Age:** 72

**Profession or current employment:** Vice President of AP Kobayashi Family Limited Partnership

**Other pertinent experience:** Board of Directors Past and Present: Moiliili Community Center, Hawaii Lupus Foundation, Palolo Chinese Home, Hawaiian



Lifeguard Association, March of Dimes, Aloha United Way, American Red Cross, Boys and Girls Club of Honolulu, and Catholic Charities Domestic Violence Clearinghouse & Legal Hotline (among others)

**Q:** What qualifies you to be a City Council member?

**A:** I am running for City Council because the work ahead is challenging and requires the right skills and knowledge to serve. I know what the needs are of the community. I have worked on projects that have improved the quality of life for our community such as addressing flooding issues in Manoa, Palolo, McCully and Makiki and pedestrian safety throughout the district. I have introduced legislation to improve our community and have a record of fiscal responsibility. I will continue to ensure that the city lives within its means and protect your pocketbooks from unnecessary increases in fees and taxes.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** The biggest problem facing District 5 is infrastructure, including an aging sewer system, roads that require resurfacing and filling of potholes and aging park facilities. As Council member, I will propose amendments to the city's budget moneys to resurface our streets which will help with pedestrian and bicycle safety. The resurfacing of Lowery Avenue in Manoa and Palolo Avenue are great examples of my efforts to address aging streets in our community. I will also propose additional funding for park improvements at McCully Recreation Center.

**Q:** What is your stance on regulation of residential care homes?

**A:** Residential care homes for our senior citizens and disabled residents are needed. However, they should not be allowed to "cluster" on one block. If elected, I will continue to meet with residents of lower Manoa to try and find a balance for this very critical and complex problem. I will partner with city and state officials to evaluate the current city zoning and state laws to see how best to address this problem. Federal officials will also need to be included as residential care homes are also regulated by federal laws and rules.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** In 2007, I introduced Bill 7, which would add a "homeowner" classification for property tax rates because it would help long-time homeowners. Unfortunately, the creation of a "homeowner" classification could have an unintended consequence of hurting renters, because any increases in property taxes could be passed on to the tenant.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** The city has not done enough to encourage the use of new technology to convert solid waste into energy. The city can work collaboratively to develop public/private partnerships with organizations and business that will use new and progressive technology to reduce the amount of waste going into our landfill. For example, the city should also partner with the University of Hawaii's Hawaii Natural Energy Institute biocarbons program to reduce the amount of agricultural residues and green waste that goes into our landfill and produce commercial-grade charcoal and materials for use in fuel cells.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** Oahu voters approved the future development of rail mass-transit system, giving a clear message that it's time to move forward on its cost-efficient development, operation and maintenance. I will execute their mandate on transit without delay, but will also continue to advocate for transparency and accountability for all expenses related to mass transit, and advocate for the protection of our view plane.



## Philmund "Phil" Lee

**Age:** 55

**Profession or current employment:** Public Policy Attorney, Veteran Legislative Staffer

**Other pertinent experience:** Former Deputy Corporation Counsel for the C&C of Honolulu, International Human Rights and Humanitarian Law Advocate, International Red Cross

**Q:** What qualifies you to be a City Council member?

**A:** Twenty years of public policymaking and public advocacy experience; Deputy Corporation Counsel for C&C of Honolulu representing the police department and police and liquor commissions, and the Department of Land Utilization, Building, Parks and Recreation and Transportation Services. Veteran Hawaii Public Policy Attorney Legislative staffer, inactive real estate license, mortgage solicitors license and life and health insurance license.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** Education and training to develop and maintain a highly skilled value-added workforce to promote Economic and Business Development that generates greater taxes and revenues to support the core functions of government.

**Q:** What is your stance on regulation of residential care homes?

**A:** Residential care homes and other community-based care for our kupuna and disabled serves a valuable function in our society and saves our government millions of dollars. However, I am opposed to clustering of care homes so a whole block is like a hospital zone. They should be regulated to ensure the finest elderly care is provided and to minimize any impacts on the surrounding neighborhoods.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** Real property owners, elderly and limited fixed incomes pensioners deserve relief in the form of real property tax exemptions or credits. Furthermore, the city needs to actively seek out a more diversified and progressive form of taxing and assessing user fees to finance major city projects and infrastructure. We must do more with less by eliminating waste and eliminating government duplication and inefficiency. I am a fiscal conservative that will scrutinize the budget thoroughly and spend your money wisely.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** We need to expand curbside recycling programs countywide and provide incentives for the collection of recyclables and reuse of reusable items. We need to develop a public input system like Craigslist where we can go to find takers of reusable bulk items. We must utilize the most advanced technology like plasma arc to convert our garbage into energy with the least amount of residue. We need to incorporate a strategic master plan to manage our solid-waste sites and eventually reduce our dependence and a throw-away culture.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** I really would like to have had more input in the selection of transit and transportation infrastructure and developed a more fair way of financing it for the sake of the residents of District 5. Since we are somewhat locked into the system, the city should proceed in a way that is transparent, in the best interests of the tax-paying and commuting public. We should continue to press forward for more federal funds.

**Matt Matsunaga**

**Age:** 50

**Profession or current employment:** Business Attorney/CPA

**Other pertinent experience:** Hawaii State Senator, 1992 -2002

**Q:** What qualifies you to be a City Council member?

**A:** I am committed to strengthening our neighborhoods and our city to meet the current challenges of this difficult economy. I have 10 years of legislative experience, 26 years in the private sector as a business attorney, CPA and small-business owner, and have been an active member of this community for my entire adult life. As a senator, 68 bills I authored became law as a result of my ability to collaborate with my colleagues to achieve goals.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** The biggest problem is the rising cost of living. Recent increases in city services and property taxes place greater strains on working families and small businesses that need our support. Many of these increases stem from the city having to play catch-up to improve its aging infrastructure. We must ensure that city services are planned, operated and managed with long-term sustainability in mind to avoid the sorts of costly overhauls being done today.

**Q:** What is your stance on regulation of residential care homes?

**A:** Residential care homes provide a needed, community-based alternative to costly private-care homes. Not all families can afford traditional retirement homes and nursing facilities, but they deserve options to care for their aging family members. I support the regulation of residential care homes because residents of these homes deserve high quality care, in a high quality environment. The system of regulation should be sensitive to neighboring residents' concerns.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** I support tax policy that provides relief to owner-occupants, and homeowners who rent their home at affordable rates. If a separate homeowners' class for property tax rates was created for this purpose, I would support it. Speculators and investment property owners may be able to afford higher tax rates, but we must protect our renters from having to pay for that increase.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** While there is no one solution for dealing with Honolulu's waste problem, there are ways to alleviate the amount of waste that must go into the landfill. I support the city's island-wide recycling program and would like to see it expand to include all neighborhoods as well as apartment buildings and condominiums. I support the expanded use of waste-to-energy technology, the expansion of the current HPOWER facility and the serious exploration of other waste reduction strategies and technologies.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** The development of the rail transit system must be done efficiently and transparently. The people of the City and County of Honolulu voted to build this system and we must make certain it is delivered to them on time, within budget and is sustainable for generations to come.

**Keolu Jacob Peralto**

**Age:** 32

**Profession or current employment:** Flight attendant, Delta Airlines; Community supporter/volunteer, The Life Foundation, Gregory House Programs, Aloha United Way; Member of Young Democrats of Hawaii Caucus, Association of Flight Attendants union

**Q:** What qualifies you to be a City Council member?

**A:** Having served the airline industry for the past 10 years, I have seen a changing economic landscape and its vulnerability. Enduring layoffs and a reduction in pay, I know exactly what many in our city are experiencing today. I intend to bring stability, decisiveness and a true perspective on progress to Honolulu Hale. As a city that needs to adapt to adverse economic conditions, we'll need to diversify our way of life. I intend to set that example at Honolulu Hale.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** The single most important issue facing not only District 5, but the city itself, is money. How to make it, how to keep it, and how to spend it. In order for Honolulu to secure a viable and economically sustainable future, we'll need to diversify the way we do things. I firmly support ways to increase our economic viability by expanding our taxable income and creating new sources. Relying on property-tax increases is not a stand-alone solution.

**Q:** What is your stance on regulation of residential care homes?

**A:** I believe that a measure of oversight is necessary in order to ensure the health and well-being of our kupuna and elderly residents that rely on care home services. While it may prove to be an economic necessity for many Oahu families, I feel that each community deserves to maintain a sense of harmony and peace of mind in regards to the possibility of traffic congestion and safety.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** Distinguishing between Oahu homeowners and those that primarily create investment property through tax specific ordinance is a proposal that I support. It's important to create a provision that alleviates the burden on those that may not rely on investment property to carry them through these economic times. I support ways that create a user-friendly and manageable property tax-base that adapts to any current and future economic situation.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** As HPOWER already generates a measure of energy through solid waste incineration, I believe that the city cannot ignore the possibility of increasing energy output through clean-burning technology. Landfill redevelopment and deployment of city waste materials is an important long-term concern, as the city has an obligation to ensure a safe and healthy environment for its citizens. Shipping our opala out of state is not an ideal solution, as it creates a concern elsewhere. But the city is left with very few immediate options. We need to continue to focus on recycling efforts, reducing waste and redeveloping existing landfill areas.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** In moving forward with the development of rail transit, I support methods that incorporate the best elements of each community while preserving its overall identity. Creating a user-friendly atmosphere whereby residents and businesses will have a stake in the project and ultimately benefit in the development of rail into our everyday lives. I firmly believe having an elevated rail system will be far less disruptive to our homes and surrounding environment.



## James O. Quimby

**Age:** 62

**Profession or current employment:** Case Manager for large nonprofit

**Other pertinent experience:** Former board member of Mental Health Hawaii; Former Board Member of Hui O Makiki, Veteran (U.S. Army Officer), Youth Sports Official

**Q:** What qualifies you to be City Council Member?

**A:** I am not a professional politician but I am a problem solver. For the past 10 years I have been working with some of the most difficult populations on our island to help them with services. Everything from employment, meals, shelter, doctors, medication and a myriad of other problems. Helping constituents is something I would relish. The major difference is that I would be linking citizens with city services and working with my fellow Council members.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** As with any district, there is probably not one biggest problem but a number of large problems. For example, one is traffic congestion, another is road repair, another is bulk pick up of trash. However, the biggest problem with most people is rising taxes and fees. Someone needs to speak up at some point and say government can only spend what its people can easily afford. I would only be for a tax increase if it is targeted for something like public safety. Government's first obligation is public safety.

**Q:** What is your stance on regulation of residential care homes?

**A:** Care homes are a necessity and must be regulated so that it is fair to the care home operators, to the occupants, and to the neighborhood. I am not aware of there being a big problem with residential care homes. As of now their regulation has been more of a state issue. I would urge constituents to come to me discuss any problems. I am actually more concerned about B&Bs and transient vacation rentals.

**Q:** What is your stance on establishing a separate homeowners' class for property taxes?

**A:** I would be for in favor of this.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** I believe HPOWER is doing an adequate job. However, it is not the latest technology. There are some more modern technologies I heard about while on a recent trip to Japan. However, with an austere budget we cannot afford to put in another plant at this time.

**Q:** How should the City proceed on the development of the rail system?

**A:** I like rail and it is a good thing. However, I would not have voted for this particular system. Why? Because there is not a city in the U.S. or indeed the entire world that has a \$5.2 billion rail system supported by fewer than a million people population base. A true light rail system, shorter, more compact and more cost efficient could possibly still be worked out.

## Phillip "Rocky" Rockwell

**Age:** 33

**Profession or current employment:** Information Technology Field

**Other pertinent experience:** Vice President, Kiwanis Club of Hawaii Loa; Hospice Hawaii Volunteer; Chief Petty Officer, USNR



**Q:** What qualifies you to be a City Council member?

**A:** The City Council has lost its way. Too many have aspirations of higher office and agendas to back that up. I bring new forward-thinking ideas and a new face to a tired council in a time of great need. A large portion of the population is underrepresented in the council, I represent that group. I am a 30-something homeowner with real concerns about city that I plan to start a family in.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** District 5 has several unique communities and each has its own concerns. One that I believe crosses all boundaries is roads. When I say roads I mean condition as well as the issues of a lack of sidewalks and bike lanes. Our roads are in disrepair and it seems like every time it rains I see the same potholes being filled again and again. One of the primary concerns with an aging population is the infrastructure to support pedestrians. Our kupuna walk to the market and bus stops, our keiki to school and the park, safe sidewalks and crosswalks are not a luxury but a necessity.

**Q:** What is your stance on regulation of residential care homes?

**A:** A certain amount of oversight may be required to ensure the safety of our kupuna and preservation of our residential neighborhoods and communities. I would push to have these homes dispersed so not to create traffic and parking problems for neighbors. At the same time I am hesitant to overregulate the right of the homeowner and what he or she does with their private residence, so balance is the key.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** I support providing a credit to help relieve the tax burden of homeowners who reside in their homes. We need to encourage home ownership and discourage off island investment purchases that end up controlling our rental and real estate markets. The dream of home ownership should be in reach of all local residents not just the wealthy.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Solid waste can be reduced by public education and increased recycling. HPOWER, while not perfect, should continue while options like Plasma Arc Technology and shipping off island are worth investigating. The HI-5 program has been successful in reducing the amount of waste but we now need to take it to the next level and start curbside recycling our paper products, other plastics, and metals.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** Smartly, enough tax dollars have been expended already. We can ill-afford mismanagement during the next phase. We need to be decisive and resist the calls to further delay the process. We need to set goals and deadlines and ensure we achieve them. A transparent budget and high accountability for those who manage it are required.

## **Butch Sims**

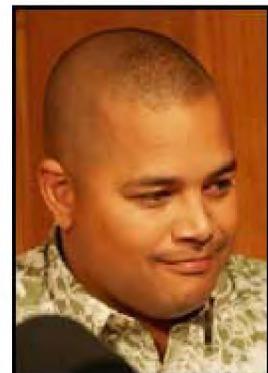
**Age:** 36

**Profession or current employment:** Consultant

**Other pertinent experience:** 15 years of international relations experience

**Q:** What qualifies you to be a City Council member?

**A:** I am a lifetime resident of District 5, without a felony record



**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** Like the rest of our state and nation, the economy is our most pressing issue. Projects like our planned rail system must be approved as rapidly as safety allows, so that we can provide desperately needed jobs for so many of our residents. There is a direct and positive correlation between employment and crime reduction, home retention, environmental protection and every other issue facing our community. A strong economy will facilitate the quality of life our neighbors deserve.

**Q:** What is your stance on regulation of residential care homes?

**A:** Like any other business, residential care homes must be regulated. Without regulation the safety of the occupants in said homes is in jeopardy. Furthermore, there have been cases where we have seen a reduction in quality of life in communities where residential care homes are operating. Friction between conventional homeowners and care home operators can be mitigated with minimal cost to the county.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** A separate homeowner's class and even kamaaina class is long overdue.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Over 40 percent of our waste ends up in landfill! This is totally unacceptable. We have come a long way, but the idea that we "just can't" do more to recycle is ludicrous. Combustion reduces the volume of material by about 90 percent and its weight by 75 percent. The primary advantage of waste-to-energy plants is that they consume wastes from highly populated urban areas that otherwise would be put in landfills. With oversight we can determine the balance which best suits the protection of our ahupuaa.

**Q:** How should the city proceed on the development of the rail transit system?

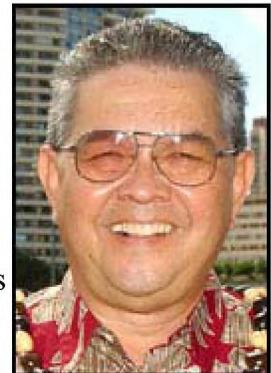
**A:** I do support the planned elevated fixed guideway system. I would like to see a lighter rail program, but I feel that this is a step in the right direction. Finally our residents will be completely separated from surface traffic conditions. Those who travel across town by train will avoid traffic interruptions on streets and highways. Grade-separated transit is a reliable way to guarantee a time of arrival, because when transit is above or below ground, it's completely unaffected by surface congestion that can add many minutes or even hours to your trip.

## George "G.W." Waialeale

**Age:** 62

**Profession or current employment:** Executive director, Hawaii Injured Workers Alliance

**Other pertinent experience:** Board of Directors Go For Broke Association, Former Chairman State of Hawaii Consumer Advisory Council, Member St. Louis Heights., Kapahulu and Diamond Head Neighborhood Board #5.



**Q:** What qualifies you to be a City Council member?

**A:** I have run a multimillion dollar union for nine years. When I took over the union it was worth about \$365,000 in cash and assets. When I left nine years later it was worth \$1.2 million. I understand the basics of running a business. You have to be innovative and have good people working with you.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** Property taxes. We have not taken into consideration those people who are on fixed income and how will they be able to pay for this enormous increase. We need a better way of taxing our people when it comes to property tax. We cannot have a "one size fits all" property tax. We must look for better ideas.

**Q:** What is your stance on regulation of residential care homes?

**A:** I believe residential care homes are changing the face of the district and should be highly regulated. I would ask for 1,000 feet distance between each residential care home. I would ask the Board of Health to strictly enforce rules regarding these homes. We need to preserve our district from being too commercialized.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** If it will help seniors on fixed income I will support it.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** I believe that we need to turn to modern technology such as Plasma Arc to reduce or almost eliminate garbage waste.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** The rail system should be built with the most expedient method possible. As I said to Mayor Hannemann, "The rail will be on time and on budget or you will hear from me."

## Earl Winfree

**Age:** 67

**Profession or current employment:** Commercial pilot

**Other pertinent experience:** Pilot for 57 years; Ph.D.; Former police officer; Insurance executive; Ordained minister; Received appointment to U.S. Air Force and Naval academies



**Q:** What qualifies you to be a City Council member?

**A:** The internal knowledge of how the city should work and the inefficiency that is present now. The best interests of the citizens are not being served by the self interests of the individual council members. The non-decisions and delays of making decisions indicate self-interest - not what is best for the public.

**Q:** What do you feel is the biggest problem facing District 5 and what would you do about it?

**A:** The cost increases - taxes, etc. - are driving the state into a bottomless pit. Budgets cannot be balanced with deficits increasing daily. Businesses are failing and will continue to do so without an influx of new, outside money. In a year from now, Hawaii will be completely changed due to the lack of new money. That is the key to the economic future.

**Q:** What is your stance on regulation of residential care homes?

**A:** We are all becoming older and at some point will be dependent on help from someone outside our individual self - be it persons or government. We cannot let ourselves evolve to being non-supportive in any manner.

**Q:** What is your stance on establishing a separate homeowners' class for property tax rates?

**A:** It must be done by intelligent study into what are the best interests of everyone. With continuing influx of new moneys being generated in Hawaii, the continuing increases on taxes, etc., will not exist. I know how to protect what is now a continuing decline in the quality of our life. If there are not changes now, the future will not be pleasant.

**Q:** What solid-waste solutions should be pursued to alleviate the need for a landfill on Oahu?

**A:** Simple: Waste should be burned, creating mulch, thereby eliminating landfill. The result: Green growth.

**Q:** How should the city proceed on the development of the rail transit system?

**A:** Extending the system and having moving pods containing a few people. Example: Four-person capacity instead of a large size (a container designed for 40) only being occupied by 10 or so at each stop. Small pods move very fast between stops, thereby moving more people faster to individual stops.

**Find this article at:**

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July 20, 2009

## 14 vying for Bainum's seat on City Council

Voters in District 5 will receive ballots in mail this week

*Advertiser Staff*

For the second time in four months, the city is holding a special election to fill a City Council vacancy.

City Councilman Duke Bainum died June 9 of complications from an aortic aneurysm. Bainum, 56, a former city and state lawmaker, had gained the District 5 seat in the 2008 election.

Here are answers to some common questions:

Q. What area is covered by District 5?

A. District 5 includes a portion of Kapahulu and Kaimuki; Palolo Valley, St. Louis Heights, Manoa, Mo-'ili'i, McCully, Kaka'ako and a portion of Ala Moana and Makiki.

Q. Who is running?

A. Fourteen people are running. Information on the candidates appears below.

Q. Who is allowed to vote?

A. Registered voters in District 5 will receive ballots in the mail this week.

Q. When are ballots due?

A. The city must receive mail-in ballots by 6 p.m. Aug. 7. The city will announce the winner that evening.

Q. Can I vote in person?

A. One walk-in voting site will be in operation at Honolulu Hale from Thursday through Aug. 5, excluding Sundays and holidays, from 8 a.m. to 4 p.m.

Q. Where can I learn more?

A. Go to [www.honoluluelections.us](http://www.honoluluelections.us).

July 20, 2009

## **Letters to the Editor**

### **Ann Kobayashi**

#### **Quoted opinion was taken out of context**

In reference to Al Harrington's July 16 letter, which quotes my opinion of Ann Kobayashi, I believe some context is in order. I made that statement in response to the question asking what it was like working with Ann when we were colleagues in the state Senate.

My comments were not an endorsement of her candidacy for mayor last year, but simply my opinion of the Ann I knew in the Senate. Those memories have not changed. However, the situation has, because of the tragic loss of another friend of mine, Duke Bainum.

Today, Ann and I are competing with 12 other candidates for the City Council. The winner of this race must be able to collaborate with other council members and the mayor to get things done.

I am disappointed that Ann's campaign continues to use my quote out of context on her Web site, even after we requested its removal. Further, Mr. Harrington's letter implies that I endorse the policies and political activities she has adopted after she left the Senate.

I hope that in the future, my former colleague and longtime friend will exercise the kind of judgment in her campaign that she exhibited in the Senate.

Matt Matsunaga | Candidate, District 5, City Council



July 20, 2009

## Most Honolulu City Council candidates opposed to tax hike

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

Nearly all 14 candidates for the Honolulu City Council's 5th District seat say they're unhappy with the council's decision to raise property tax rates this year and would have taken steps to avoid it.

Mail voting has begun in the special election to fill the seat left vacant by the death of Duke Bainum on June 9. The nearly 50,000 voters in the district have until Aug. 7 to select a new council member.

The candidates are hoping to capitalize on voter frustration over recent increases in city taxes and fees. The tax rate for residential property owners went from \$3.29 per \$1,000 of assessed value to \$3.42 while fees, from bus fares to zoo admissions, also were raised.

City officials are to blame for the tax and fee increases and should resign, said candidate Jacques "Butch" Sims, a self-employed consultant. "Greed, corruption, ego and the fiscal irresponsibility of Honolulu's elected officials caused our current quandary," Sims said in a written response to an Advertiser questionnaire.

Other candidates said they would have tried harder to eliminate inefficiencies in the city or find other ways of raising revenues.

Phillip Rockwell, an information systems specialist, suggested "four-day workweeks, greener buildings and eliminating redundancies in services are possible ways to reduce spending without cutting programs or jobs."

Michael Cain proposed relaxing "vice laws" as one way of increasing revenues, by allowing more restaurants to obtain liquor licenses and by decriminalizing marijuana.

James Quimby, a case manager for a nonprofit, suggested scaling back the city's multibillion-dollar transit system.

Only one candidate suggested increased taxes should be part of the solution, and even then it was only in passing. Former union official George Waialeale said "city property tax will increase," but then added that seniors should be given tax breaks and that the city should look for more alternative revenue sources.

## 2nd election this year

Council leaders said they can appreciate the candidates' frustrations with the tax rate hikes, but the council did take steps to keep spending down.

Council Budget Committee Chairman Nestor Garcia and Council Chairman Todd Apo said the council cut nonessential expenditures and eliminated vacant positions. Garcia and Apo also said there needs to be a major re-evaluation of how the city spends money.

The 5th District special elections comes on the heels of the council 3rd District special election held in April after the death of Councilwoman Barbara Marshall in February.

Like the 3rd District race, the 5th District election is primarily through mail-in ballots, although the city is setting up a polling place at City Hall from July 23 to Aug. 5 for those requiring an accessible voting machine.

If the 5th District voters follow the trend of their counterparts in Windward O'ahu, the turnout will be heavy and most votes will be returned early.

About 45 percent of Windward voters took part in their council election, selecting Ikaika Anderson, Marshall's former aide, for the job. A study by council staff showed that 50.6 percent of total votes cast were received by the city clerk's office during the first three days of eligible voting.

The field of 14 candidates in the 5th District race features a wide variety of candidates ranging from veteran politicians to first-time campaigners.

Political experts typically say that a short election season favors better-known candidates. But in the 3rd District race in April, voters selected Anderson over two former council members.

The better-known candidates in this race include:

- Ann Kobayashi, who represented the district from 2003 to 2008 before she made an unsuccessful bid to unseat Mayor Mufi Hannemann. Kobayashi also is a former state senator.
- Matt Matsunaga served in the state Senate from 1992 to 2002, representing an area that includes much of the 5th District. He is the son of the late U.S. Sen. Spark Matsunaga.

Two other candidates are the offspring of community leaders.

Heidi Bornhorst is 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.

Nathaniel Kinney's father is Lynn Kinney, who heads the International Union of Painters and Allied Trades, District Council 50.

Several other candidates have made unsuccessful bids for elective office. Gladys Hayes ran for the state Senate in 2002 and 2006. Waialeale ran for the state House in 1976 and 1978. Philmund Lee has run for the state House and Board of Education.

Cain, Hayes and Waialeale are members of their respective neighborhood boards, while Ching and Lee previously served.

Ching serves as chairman of one of the city's two property tax review boards. Kinney is on the city Fire Commission.

## Additional Facts

See the City Council District 5 candidates address the issues at a live forum Wednesday, 6:30-8:30 p.m., on 'Olelo Channel 49 and live-streamed on [www.honoluluadvertiser.com](http://www.honoluluadvertiser.com).

# Do the Red Line right the first time

July 20, 1:33 PM · Adam Meister - Baltimore Politics Examiner

The [Sun came out with an article](#) about how the MTA is thinking about putting in a single track for part of the Red Line. This is a terrible idea. The Red Line should not be a light rail line. If the MTA wants to do things the right way then they need to make the Red Line a heavy rail subway system with a transfer point that connects to the existing Owings Mills to Johns Hopkins subway line. A partial single track light rail line is the equivalent of a school system purchasing computers from 2001 just because they are cheaper. Those 2001 model computers are out of date and will need to be replaced almost immediately. In the long run it will cost the school system a lot more money because they did not do the right thing from the start.

A heavy rail subway system is fast and actually gets people to places they want to go. This weekend my friend commented on how great it was to take the subway from Owings Mills to Artscape. By taking the subway my friend did not have to worry about finding parking and driving in in Baltimore's obnoxious traffic.

There is no point in saving money now when the project you are building will need twice that amount of money in the future to correct the problem you are creating by saving the money now. We need to allocate the hundreds of millions of dollars that the supporters of the Charles Street Trolley want to the Red Line.

I have been told that the city of Honolulu will get a substantial amount of federal money for [their public transportation project](#). If secluded Honolulu can figure out a way to fund their project then Baltimore can come up with a way to fund a heavy rail project that is not done on the cheap.

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## Author



Adam Meister is an Examiner from Baltimore. You can see Adam's articles at:

["http://www.Examiner.com/x-284-Baltimore-Politics-Examiner"](http://www.Examiner.com/x-284-Baltimore-Politics-Examiner)

July 21, 2009

## Waipahu rail station designs a partnership with the community

*Honolulu Rail Transit Project  
Reader Submitted*

Ideas from the Waipahu community were essential in developing designs for the area's two planned rail stations as part of the Honolulu Rail Transit route.

The designs were unveiled at the third and final rail station workshop for the community on July 8 at Waipahu Intermediate School.

Based on residents' input from workshops in April and June, the entry building to the Waipahu Transit Center station at the corner of Farrington Highway and Mokuola Street will take on many of the images and shapes of the old Waipahu Sugar Mill, located just a few blocks away.

The architects' rendition of the West Loch station at the intersection of Farrington Highway and Leoku Street took on a different style: inspired by the ripples created by the Hawaiian fish ponds that were once part of the Waipahu area.

All of the elevated rail stations along the transit route will have an open air design to take advantage of Honolulu's year-round pleasant weather. Cooler industrial fabrics such as the station's canopy roofline will be used instead of plastics or metals that can absorb more heat.

The community workshops continue with the final workshop for the West Oahu area on August 5 at Kapolei High School and for the Leeward Community College campus on August 18.

To view more drawings of the Waipahu train stations, check out our website at [www.honolulutransit.org](http://www.honolulutransit.org). For more information on future workshops, please contact the project at 566-2299 or at [info@honolulutransit.org](mailto:info@honolulutransit.org).

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Pacific Business News (Honolulu) - July 21, 2009  
[/pacific/stories/2009/07/20/daily27.html](#)

# PACIFIC BUSINESS NEWS

Tuesday, July 21, 2009, 2:33pm HAST

## Honolulu rail project enters new phase

Pacific Business News (Honolulu)

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MomsTeethStory.com

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Honolulu's rail transit project is set to enter its preliminary engineering phase.

City officials said the approval came Tuesday in an oversight report by the **Federal Transit Administration**.

In a statement, the city said that the preliminary-engineering approval on the 20-mile project is "a major milestone for the project and a significant step toward obtaining more than \$1 billion in federal funding."

The report evaluated the project from August 2008 to June 2009. Among its findings:

- The current cost estimate is "reasonable and acceptable at this stage" for the rail project. The report concludes that the project's budget is "appropriate at this phase" with the oversight consultant's estimate less than a few percent different from the city's total estimated cost, including contingencies.

- The project has a "strong likelihood" of beginning full service on the 20-mile East Kapolei to **Ala Moana Center** route in 2019.

"The report independently confirms that our costs and project schedule are sound," said Honolulu Mayor Mufi Hannemann. "It validates that the city has been open and transparent; all of the information we have provided to the public is being confirmed and found to be accurate in this latest federal report."

Ground-breaking on the \$5 billion rail project, which will be paid for in part through an increase in Oahu's general excise tax, could begin later this year.

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July 22, 2009

## Federal agency finds rail plan sound, city officials say

City officials yesterday said a report from the Federal Transit Administration independently confirms that the rail project's costs and project schedule are sound.

However, the report, which is still in draft form, isn't available to the public, city officials said.

Honolulu plans to start construction on the \$5.4 billion, 20-mile elevated commuter train in December. Full service between East Kapolei and Ala Moana is expected to begin by 2019.

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July 22, 2009

## H-1 Kapolei exit closed through '10

*By Will Hoover  
Advertiser Staff Writer*

People traveling from Ko Olina and the Wai'anae Coast will be directed to an alternate route into Kapolei, beginning this morning at 8:30, as the state is closing the regular freeway off-ramp to conduct work on the Kapolei Interchange Complex.

The H-1 Freeway's Exit 1B will be closed until the end of 2010, the state said.

Residents, shoppers, merchants and workers heading to the heart of Kapolei will be directed to Exit 1A — the Campbell Industrial Park, Barbers Point Harbor off-ramp. They will take Kalaeloa Boulevard, Kapolei Parkway and Kamokila Boulevard to reach the main business district of Kapolei.

Exit 1B will be barricaded until the end of 2010 during the \$16.6 million first phase of the Kapolei Interchange Complex, hailed at a recent groundbreaking ceremony as the long-awaited promise of easier motoring and an end to gridlock frustration in the Second City.

The project includes an H-1 Freeway on- and off-ramp at Kamokila Boulevard and Wakea Street. It will also include a west-bound freeway off-ramp near the Wet 'n' Wild Hawaii water park and a west-bound on-ramp that will give motorists coming down Makakilo Drive access for the first time to a way toward Ko Olina and Wai'anae without driving through Kapolei.

How folks will react to the inconvenience of fewer options and additional congestion remains to be seen, said Tammy Mori, spokeswoman for the state Department of Transportation.

"We will really know once the closure actually happens," she said. "There will be an inconvenience while this work is continuing until 2010. But I guess the big picture is that there will be a new entire freeway interchange, which will improve traffic flow in the Kapolei region in the future."

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July 22, 2009

## **Letter to the Editor**

### **Traffic safety**

#### **'Accident' causers should get fined**

One of the worst hazards we have on O'ahu's roads is not the deplorable condition of the roadways, but the unacceptable driving habits of so many citizens.

Not a day goes by that, on my way home from work, I hear on the radio that such-and-such a road is blocked, or that there are delays on various freeways due to an accident. Frequently one side of a tunnel is closed because someone caused an accident. How on earth can an accident happen in a straight lane in a tunnel ?

Accidents do not happen, they are caused. Whether by inattention, or by deliberately cutting off another vehicle, those causing these "accidents" should be held responsible and heavily fined.

Perhaps a good starting point would be \$1,000 for an incident causing traffic tie-ups, to \$5,000 for causing serious bodily harm.

Bryan Geoffrey | Kane'ohe

July 22, 2009

## **Letter to the Editor**

### Tax changes

## **Lingle giving mixed message on gasoline**

Does Gov. Linda Lingle speak with forked tongue?

She says no to bumping the per-barrel tax on oil up a dollar because that would add 3 cents to the cost of a gallon of gas, which would hurt working folks because they spend a larger portion of their income than the well-off filling their tanks.

But she has already said yes to reimposing the double-taxation GET on the sale of gasoline, which now costs us about a dime more a gallon. Same tongue, two forks?

Victor Meyers | Kailua



California/Local

# Firm's track record may decide fate of its MTA contract

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**In other cities, AnsaldoBreda has been accused of missing deadlines and specifications on rail cars -- but so have its competitors. A \$300-million contract in Los Angeles is at stake.**

By Maeve Reston  
8:57 PM PDT, July 22, 2009

Pressured by intensive lobbying from groups that include Los Angeles County's most powerful labor unions, transportation officials are slated today to decide whether to give Italian rail-car maker AnsaldoBreda a second chance at a \$300-million contract.

For months, Los Angeles County Metropolitan Transportation Authority officials have been locked in debate with the company over the quality of the 50 rail cars it has built under an existing contract that is three years behind schedule. When MTA executives said they planned to seek competitive offers rather than extend the contract for another 100 cars, the company pledged to build a \$70-million rail-car manufacturing facility in downtown Los Angeles if the contract is renewed.

At a time when city unemployment is at 12.5%, that caught the attention of city officials who argued the factory could be the centerpiece of a clean technology corridor proposed by Los Angeles Mayor and MTA board member Antonio Villaraigosa.

But federal regulations bar Villaraigosa and other MTA board members from considering that offer, leaving them to focus on the company's performance. Some board members have been scrutinizing AnsaldoBreda's record in five other North American cities, as well as several recent contracts abroad.

### Mixed reviews

Interviews and records reviewed by The Times show that AnsaldoBreda has faced similar public criticism in the past, but that several competitors also have checkered records.

"Anywhere in the world . . . you can find every rail manufacturer having problems," said MTA board member Richard Katz. "I don't know if it's because public agencies don't know how to order cars or they keep changing them, or if the private sector doesn't know how to deliver cars."

Top MTA staffers say AnsaldoBreda has not met its contract terms. Because the cars weigh on average 109,557 pounds -- about 6,000 pounds more than specified -- the MTA has had to reinforce five bridges along the Expo Line, according to the CEO overseeing its construction. Staff also initially complained that the cars were incompatible with others in the fleet, a requirement waived by a former mid-level MTA official.

The firm's officials have disputed the weight calculations, blamed delays on MTA-ordered changes and highlighted inconsistencies in MTA statements -- including a glossy brochure on the Gold Line Eastside Extension in which former MTA Chief Executive Roger Snoble says the AnsaldoBreda vehicles perform "like a 21st century rail car."

This week, the firm's union allies accused a competitor, Siemens Transportation Systems Inc., of lobbying to scuttle the potential contract extension. Officials at Siemens -- one of six companies interested in competing for the work -- denied that charge.

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**Global portfolio**

AnsaldoBreda officials say the contract options are critical to expanding their North America operation. The company's only other active manufacture or overhaul contract in the U.S. is refurbishing 27 cars for Buffalo, New York. But the firm is bidding on a driverless system in Honolulu and plans to compete for projects in Miami, Washington, D.C., and San Francisco.

In the 1980s, Breda Costruzioni Ferroviarie, which merged with Ansaldo Trasporti in 2001 to form AnsaldoBreda, built 48 light-rail cars for Cleveland. A spokesman for the transit agency there said the cars arrived six months late, but "customers were very happy with them."

Breda manufactured 364 cars in the 1980s for the Washington Metropolitan Area Transit Authority. Asked about the cars earlier this year, vice chairman Peter Benjamin said the agency has "had a perfectly reasonable experience" with them.

In the early 1990s, Breda manufactured cars for MTA's Red Line, which opened eight months ahead of schedule. And the firm's officials have touted comments of a former MTA executive who called Breda's system support "outstanding." But in a January memo to board members, MTA staff said the reliability and availability of the 30 original vehicles ordered from Breda "is by far the lowest" of its rail fleet.

Breda also built 151 light-rail cars in the 1990s for the San Francisco Municipal Railway; a spokesman would say only that they "carry more than 140,000 people a day successfully on our system."

Both AnsaldoBreda and Siemens have faced past criticism from officials at the Massachusetts Bay Transportation Authority.

When the Massachusetts agency temporarily halted a Breda contract for trolley cars in December 2004 following a series of derailments, a top executive told The Boston Globe: "We bought a lemon." Both sides filed claims against one another, but later worked to complete the contract. Agency spokeswoman Lydia Rivera said "the reliability and performance of the vehicle has improved dramatically."

In 2007, a state auditor faulted the Boston-area transit agency for failing to "provide detailed track standards and conditions data necessary . . . to properly design" the cars.

Subsequently the agency complained publicly about its order for 94 subway cars from Siemens, which ran three years behind schedule. Oliver Hauck, president of Siemens' transportation division, said the delays stemmed from ownership changes at its third-party car assembler and a bankrupt supplier.

AnsaldoBreda SpA, the Italy-based parent company of AnsaldoBreda Inc., has recently won deals in Brazil, Saudi Arabia and Taiwan.

**Contract dispute**

AnsaldoBreda's recent troubles with DSB, Denmark's state railway system, caught the attention of MTA board member Mike Antonovich, a county supervisor who favors seeking other bids rather than extending the firm's Los Angeles contract. Last year, DSB threatened to cancel AnsaldoBreda's contract for 83 diesel trains that were ordered in 2000 and scheduled for service six years later. The dispute was resolved in May when AnsaldoBreda agreed to pay a \$411-million settlement.

Despite improvements over the last year, DSB said in a statement that the process had been "unacceptable."

AnsaldoBreda's lobbyist, Chris Lehane, said delays stemmed from complications after the company's 2001 merger. But he said parent company Finmeccanica has done everything it can to address the problems.

Antonovich argued in a letter that DSB's criticism illustrates the company's "inability to fulfill its contractual obligations."

While there have been past problems with Los Angeles County's contracts with Siemens and another rail contractor, Sumitomo, the MTA's new chief executive, Art Leahy, said they did not rise to the level of the recent disputes with AnsaldoBreda. He said his focus has been on the Italian firm's work in Los Angeles and "what way they might find to persuade us that they've resolved their quality control issues."

[maeve.reston@latimes.com](mailto:maeve.reston@latimes.com)

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## LETTERS

# Bottleneck hell

JUL 22, 2009

Grand Prize for Bottleneck Hell on Oahu for 2009 goes to the Waianae Coast. Who out Leeward does the Mayor imagine he's fooling when he brags about how his administration has instituted an emergency access through Nanakuli (gateway to the Waianae Coast) as if this is somehow a viable answer to our abysmal traffic nightmare?

The Mayor's winding, patchwork detour only gets used when all lanes on Farrington Highway are totally blocked, as for example they were during a water main break on Sunday July 12th. Even with that emergency access opened, traffic was still backed up for miles and moving at a snail's pace.

For many months, Farrington through and south of Nanakuli has been reduced to single lanes, due to various, seemingly endless, roadwork projects. But even without those repairs choking traffic flow, the increase in population on the Waianae Coast in recent years has turned traffic congestion into an issue of crisis proportions.

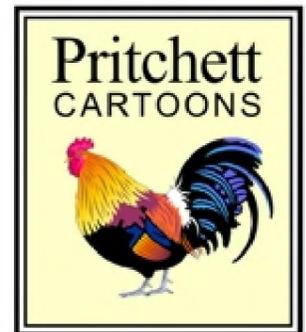
This dilemma absolutely demands to be addressed in creative, intelligent ways by city and state governments. What's desperately needed is a solution similar to Haleiwa's bypass road.

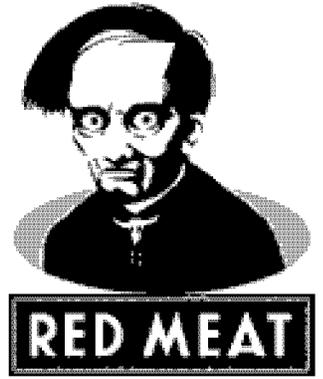
Talk to practically anyone who lives Waianae-side and owns a vehicle; you'll hear most of us are starting to feel like prisoners, in exile, trapped at

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home and afraid to subject ourselves to the punishing task of slogging through the Nanakuli traffic jungle in order to get to Honolulu or anywhere else on this island.

*Alan Mitchell Makaha*

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July 23, 2009

## Council candidates square off in forum

14 participants discuss taxes, fixed rail, homelessness

*By Curtis Lum  
Advertiser Staff Writer*

With a crowded field of candidates and little time to campaign, the 14 hopefuls for the vacant District 5 City Council seat used a live televised forum last night to try to distinguish themselves from the rest of the pack.

All 14 candidates took part in the forum, which was sponsored by The Honolulu Advertiser and televised live on 'Olelo television. The event was moderated by Gerald Kato, University of Hawaii Communications Department professor.

Ballots for the special election were mailed out recently for the seat left vacant by the death of Duke Bainum on June 9. The district includes parts of Kapahulu and Kaimuki, Palolo Valley, St. Louis Heights, Manoa, Mo'ili'ili, McCully, Kaka'ako and part of Ala Moana and Makiki.

The forum's format allowed each candidate one minute to answer questions or offer concerns and solutions to various issues. The issues varied, from real property taxes and sewers to homelessness and the proposed fixed-rail system.

The better-known candidates, former Councilwoman Ann Kobayashi and former state Sen. Matt Matsunaga, highlighted their public service experience, while many of the political newcomers discussed the need for new blood and fresh ideas.

Each candidate opposed raising property taxes and fees to balance the city budget. If given a choice between furloughs or layoffs, most said they would prefer furloughs.

Phillip Rockwell suggested reducing spending by eliminating redundancies in government, while Michael Cain said he would push for more private-public partnerships to provide services to the city. Wendell Ching was the only candidate to propose that the city create a lottery to generate revenue.

The candidates also offered suggestions on how to deal with the homeless problem, but it was Jacques "Butch" Sims who spoke from experience. Sims, 36, said he was homeless for most of his high school and college life and said many people want to be homeless.

"Housing is not the answer," Sims said. "When the city provides training for the people who are willing to be trained or get a trade, that's when you'll see a difference."

The other candidates in the race are Heidi Bornhorst, Gladys Hayes, Nathaniel Kinney, Philmund Lee, Keolu Peralto, James Quimby, George Waialeale and Earl Winfree.

## Additional Facts

Vote by mail

Voters in City Council District 5 are receiving ballots in the mail this week. The deadline to return them is 6 p.m. on Aug. 7. The city will announce the winner that evening.

In addition, one walk-in voting site will be in operation at Honolulu Hale from today through Aug. 5, excluding Sundays and holidays, from 8 a.m. to 4 p.m.

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July 23, 2009

## 'It's bad, bad, bad' in Hawaii for sellers of new cars, trucks

*By Rick Daysog  
Advertiser Staff Writer*

Reeling from the struggling local economy, new car and truck sales in Hawai'i are expected to drop this year to their lowest level in at least two decades, according to a new report.

In its second-quarter forecast, the Hawai'i Automobile Dealers Association said that retail sales of new vehicles will drop by 22.4 percent to 33,227 this year, down from 42,804 last year.

The latest projection is a slight downward revision from the group's first-quarter outlook, which anticipated sales of 34,308 autos this year.

"It's bad, bad, bad," said Joe Nicolai, president of JN Group Inc. "The bottom line is that people aren't coming into the dealership and buying. And when they do come in, it's difficult to get them financing."

Much of the Hawai'i Automobile Dealers Association's forecast is based on sales during the first six months this year, which fell by almost one-third.

If the forecast holds true, it would be the lowest annual sales total since at least 1989.

"It's the worst I've seen in the 30 years I've been in this business," said Nick Cutter, president of Cutter Family Auto Centers. "It's a reflection of the overall economy."

There were 16,327 new cars and light trucks registered in the state between January and June, or about 31.5 percent fewer than the 23,839 sold during the same period in 2008.

Vehicle sales fell the most on Maui, where the count was down about 46.2 percent to 1,490.

On other islands:

- Big Island sales were off 40.9 percent to 1,799.
- Kaua'i's new registrations totaled 721, or 35.1 percent down from the first six months of 2008.
- O'ahu's car business fared the best of all the counties with only a 27.2 percent decline. Dealers in Honolulu sold 12,317 vehicles compared with 16,917 a year earlier.

The Hawai'i Automobile Dealers Association said the breadth of the economic downturn has been unprecedented. The group noted that turmoil in the credit markets has hurt wholesale financing and that fuel prices "have been all over the place."

With state unemployment at 7.4 percent, consumer confidence is weak and isn't expected to rebound until next year, Cutter said.

But there are encouraging signs for a rebound next year and a projected increase in sales, according to the Hawai'i Automobile Dealers Association. Household savings rates are improving while new car purchases have been postponed in record numbers in recent years. As cars on the road age, new car

sales will rebound, although at a more gradual pace.

The association is forecasting 2010 sales at 37,500, a 12.9 percent increase.

"Pent-up demand will be reaching unprecedented levels as new vehicle sales remain well below trend for perhaps as long as five years," the trade group said.

"We think this will lead the market to record-high new vehicle sales totals within the next five to 10 years."

More immediate aid will come from the Obama administration's Car Allowance Rebate System, Cutter said.

The so-called "cash for clunkers" program provides consumers with vouchers of up to \$4,500 when they trade in older cars that get 18 miles per gallon or less.

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July 23, 2009

## Honolulu rail-transit project could cost \$117M more than forecast, report says

*Advertiser Staff*

Honolulu's planned elevated commuter rail project could cost \$117 million more than the city expects, according to a report by project oversight consultant Jacobs Engineering.

The higher costs were pegged to an increase in the number of vehicles needed and higher-than-anticipated inflation. The increase raises total estimate project costs by 2.3 percent to an inflation-adjusted \$5.29 billion.

Overall, the third-party report commissioned by the Federal Transit Administration found that the current project cost estimate is reasonable and acceptable for this stage of the project. The consultant also found that the project was ready to enter the preliminary engineering phase, according to a copy of the report obtained by The Advertiser today.

Earlier this week Honolulu Mayor Mufi Hannemann said the report gave the project "a clean bill of health." However, the city would not release the report because it hasn't been finalized.

"The report independently confirms that our costs and project schedule are sound," Hannemann said in a news release. "It validates that the city has been open and transparent; all of the information we have provided to the public is being confirmed and found to be accurate in this latest federal report." City officials today said they would release the report this afternoon.

According to the July dated final version of the report there is an 85 percent probability that the system will be completed by Aug. 13, 2019, which is five months later than the city's plan. The city plans to begin construction of the 20-mile East Kapolei-to-Ala Moana train in December.

The FTA report is being conducted as part of the city's application with the FTA to enter the preliminary engineering phase of the project. That would be a major step toward securing an estimated \$1.2 billion in federal funding. During preliminary engineering, the city will finalize management plans; refine the route's alignment and project costs; and identify benefits and impacts. After preliminary engineering is done, which usually takes 15 to 30 months, transit projects enter the final design phase, according to the FTA. If the project passes that phase, the FTA provides a full-funding grant agreement. The city expects to be awarded full federal funds in spring 2011.

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July 23, 2009

## **Letter to the Editor**

### **City council**

### **Kinney will bring fresh vision, change**

I urge the voters of the District 5 area of Honolulu to vote for Nathaniel Kinney for City Council. Nathaniel Kinney is committed to our community and will be a responsive City Council member.

I support Mr. Kinney because he will bring a fresh perspective to the Honolulu City Council. In addition, he is also a part of a new generation of public servants that we must begin to transition into positions of leadership.

Mr. Kinney has a vision for a more efficient, responsive and transparent city government that does not involve job cuts. He has both the fresh perspective and know-how to bring much-needed change to the council.

He knows how the city government can reduce its own expenses that would result in measured financial savings to Honolulu, without reducing jobs during these tough economic times.

Alyssa Murphy | McKinney campaign volunteer, Mo'ili'ili

July 23, 2009

## **Letter to the Editor**

### **Rail transit**

#### **Let voters speak on every critical issue**

"The voters have spoken." I've heard this repeated by City Council members, the mayor and others to justify why the proposed rail system should be supported.

That being the case, why don't we vote and ask the citizens of Honolulu if they would like to spend billions on a rail system that won't alleviate congestion instead of fixing our sewage system and roads? Or perhaps we should vote on whether taxpayers should line the pockets of special interests.

Let's vote on whether we should block our beautiful view of Honolulu with an elevated heavy rail. I say we vote on whether we should start the rail project without federal funds.

We can vote on whether we should raise property taxes as people are being laid off and out of work. Then we can really say the voters have spoken.

I'm disturbed by the callous disregard of our current mayor and certain members of our City Council and those who would want to be on the City Council to quickly dismiss the individual and real voices from their communities for the nebulous "the voters have spoken."

I say it is not too late to stop the train wreck.

Gerry Nagamine | Kailua

July 23, 2009

## U.S. House approves funding for Native Hawaiian housing, rail transit

WASHINGTON — The U.S. House today gave final approval to a bill that benefits Native Hawaiians and Honolulu's rail transit project.

The 2010 Transportation and Housing & Urban Development appropriations bill approved today funds the U.S. Departments of Transportation and Housing and Urban Development.

The funding includes \$12 million for Native Hawaiian housing block grants, administered by the Department of Hawaiian Home Lands to increase affordable housing on Hawaiian homelands available to low-income Native Hawaiian families. The legislation also contains \$1 million for a Native Hawaiian Housing Loan Guarantee Fund. That \$1 million leverages more than \$41 million in actual home loans by low-income borrowers. The Native Hawaiian Housing funds were requested by U.S. Reps. Neil Abercrombie and Mazie Hirono.

The transportation funding in the bill also includes \$4 million for Honolulu's rail transit project. Abercrombie requested the funds for preliminary engineering, the final environmental impact statement and final project design. Federal funds are expected to cover as much as 40 percent of the project's total cost.

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# Transit Plan Passes Test; Next Phase to Begin

Written by KGMB9 News - news@kgmb9.com

July 23, 2009 06:05 PM



Honolulu's rail transit project got another green light Thursday.

A consultant hired by the Federal Transit Administration is recommending the project move on to the next phase, preliminary engineering.

The federal government is expected to spend \$1.2 billion on the rail system, so it is keeping close tabs on how the project develops.

Jacobs Engineering Group, which was hired by the Transit Administration, issued a report saying the project's schedule and budget are developed enough for preliminary engineering to begin.

"There are some who will continue to write about and will continue to report that this project may bankrupt the city. Nothing could be further from the truth," said Honolulu Mayor Mufi Hannemann Thursday.

Here is how the project's cost estimates have varied in the past year.

When the city released its Draft Environmental Impact Statement in November, 2008, it projected rail would cost \$5.43 billion.

When the city passed its budget in June, 2009 the price tag was lowered to \$5.17 billion. By then the bad economy had lowered construction costs and that is why the city lowered its estimate.

Now Jacobs Engineering, estimates rail will cost \$5.28 billion.

"There will still be some give and take on the numbers. It may shift here and there. But the big picture is ... there is no way this project is way over budget. No way," Hannemann insisted.

"This thing has been scrutinized several times over," said City Council Transportation Chairman Gary Okino. "And when the federal government can come in and say we have a good financial plan, I mean what better reassurance can you have?"

Jacobs Engineering projects all 20 miles of rail can be up and running in August, 2019. That is five months later than the city projection.

Hannemann still expects construction to begin by the end of this year.



Last Updated ( July 23, 2009 06:12 PM )

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# Transit Project Gets the Go Ahead in Federal Report



Written by KGMB9 News - news@kgmb9.com

July 23, 2009 03:27 PM

Honolulu's Mayor says the federal government has given the green light, for the rail project to move forward.

The Jacobs Oversight Report concludes preparations are in place now for the city to move on to the engineering and design phase. The conclusion will also help secure more than \$1 Billion in federal funding.

The report says transit will only got about two percent higher than first expected, and should be completed by 2019.

Mayor Mufi Hannemann made the announcement this afternoon.

Hear more from him on KGMB9 News at 5 & 6.



Last Updated ( July 23, 2009 03:27 PM )

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## Hannemann: Mass Transit may Cost Less than Expected

Last Update: 7/23 5:48 pm

Honolulu mayor Mufi Hannemann says the city's mass transit system may cost less than originally expected.

A new report submitted to the Federal Transit Administration shows the recommended cost to build the rail system is \$145 million less than previously indicated in the draft EIS.

Groundbreaking is slated to begin in December.

The mayor says, "Ten years later we should be able to have the full twenty mile from east Kapolei to Ala Moana shopping center completed and once again showing that it would be very realistic."

The rail system target end date was scheduled for March 2019, the report says they expect the date of completion to be about five months after that.



## KITV.com

### Fed's Study Say Oahu Transit Project Reasonable

## Study Projects System To Cost \$100 Million More

POSTED: 5:10 pm HST July 23, 2009

UPDATED: 8:10 pm HST July 23, 2009



**HONOLULU** -- City officials on Thursday said a federal study found that Honolulu's rail transit project has a realistic and price tag.

The federal government is giving the city \$1.2 billion for rail transit, so it hired a third-party firm from Texas to analyze the city's rail plan.

The consultant found the city's rail transit project is ready to enter the preliminary engineering phase.

"Another very strong indication that we are on track, we are on schedule to break ground for this project late this year," Mayor Mufi Hannemann said.

The consultants found rail transit will probably cost a little more than \$100 million higher than the city's current estimate. The city predicted \$5.17 billion. The report recommends the total cost will be closer to \$5.29 billion because of inflation.

That is still significantly less than the city's previous estimate of \$5.43 billion in its draft environmental impact statement.

"There's no way this project is way over budget. No way," Hannemann said.

"This thing has been scrutinized several times over and when the federal government can come in and say we have a good financial plan. I mean, what better reassurance can you have?" Councilman Gary Okino said.

Hannemann said \$1.2 billion of rail's cost, nearly 23 percent, is set aside for unforeseen contingencies.

"So, we have built in there a very smart, a very businesslike approach to account for change orders, cost overruns, or cyclical nature of the economy," Hannemann said.

Related To Story



**Video: Report Finds Rail Transit \$100 Million Higher**

The study also predicts the project will take five months longer than the city estimates finishing in August 2019, instead of March that year, which supporters said is not much in the life of a 10-year project.

"It just verifies everything that we've been saying," Okino said.

The report was required as part of the oversight from the federal government, before it gives Honolulu any money for rail transit. The city expects to receive more than \$1 billion in federal funds from the Federal Transit Administration in the spring of 2011.

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- November 5, 2008: [City Moves Forward With Rail Transit After Vote](#)
- November 5, 2008: [Oahu Voters Approve Rail Transit](#)

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## 2009 isle car sales will be worse than first forecast, analyst says

By [Erika Engle](#)

POSTED: 01:30 a.m. HST, Jul 23, 2009

A new study predicts even lower new-car sales for the year than projected earlier this year -- down 22.4 percent, versus the 19.8 percent decline predicted after the first quarter.

However, the decrease may have stabilized, according to Hawaii Auto Outlook, prepared quarterly by Pennsylvania-based Auto Outlook Inc. for the Hawaii Automobile Dealers Association. An increase of 12.9 percent is forecast for 2010.

The study measures sales by the number of new-vehicle registrations in the state and breaks them out by county, vehicle type and manufacturer.

Its newest projection for 2009 predicts total registrations of 33,227 versus the 34,308 projected earlier this year -- and against the 42,804 total registrations in 2008.

The hard numbers and projections reflect a precipitous drop from the record 70,268 registrations in 2005.

Year-to-year sales have since declined steadily -- by 4.3 percent in 2006, 14.4 percent in 2007 and 25.6 percent in 2008.

"If car sales are a proxy, really, for what's happening with the economy, that's as graphic a picture of the economy as you can find," said Dave Rolf, HADA executive director.

### Local Cash for Clunkers



A new government plan to help car sales is set to begin and will be available for three months.

[ [Watch](#) ]



New-car sales are "such a precise indicator when triangulated with construction workers employed and now, with hotel rooms occupied," that Rolf uses the data to get an idea of what state revenues will look like.

The low point of new-vehicle sales may have occurred in December, study author Jeff Foltz said in the report.

"After falling to about 2,600 units in December of 2009, the (three-month) moving average remained at about 2,700 units during the first six months of the year."

While part of the stabilization might be due to typically higher sales in the spring, "it is an encouraging sign that the market is regaining some stability," Foltz said.

Rolf does not believe sales of 33,000 units is sustainable.

Some 55,000 cars each year are shredded, "and if you're only selling around 33,000 cars a year on average, there is a pent-up demand building that will soon probably express itself in increased new-car sales."

**Hawaii Automobile Dealers Association**

[www.hawaiiautodealer.com](http://www.hawaiiautodealer.com)

**Car Allowance Rebate System**

[www.cars.gov](http://www.cars.gov)

Both Foltz and HADA believe the federal CARS program, commonly called Cash for Clunkers, will spur those sales, though their estimates differ slightly.

Foltz predicts 1,100 vehicles will be sold to buyers who trade in older vehicles for new, fuel-efficient models and receive a \$3,500 or \$4,500 credit toward the deal.

The program is projected to stimulate sales of 250,000 vehicles nationwide and HADA believes 800 to 1,000 of those purchases will be in Hawaii.

There are "a plethora of credits for fuel-efficient vehicles" that consumers can receive atop the CARS credit, in addition to other federal tax incentives, Rolf said.

In addition, Chrysler Group LLC announced yesterday it would match the CARS program with \$4,500 cash or zero-percent financing for six years on most of its 2009 Chrysler, Dodge or Jeep models.

## **REGISTERED VEHICLES**

New light-vehicle registrations in Hawaii last year compared with this year's forecast that includes market share estimates:

### **The Numbers**

	<b>2008</b>	<b>2009</b>	<b>PCT. CHANGE</b>	<b>MARKET SHARE</b>
Cars	20,180	15,384	-23.8%	46.3%
Light trucks	22,624	17,843	-21.1%	53.7%
<b>Total</b>	<b>42,804</b>	<b>33,227</b>	<b>-22.4%</b>	

**The makers**

Detroit Three*	9,320	6,884	-26.1%	20.7%
Japan	27,742	21,244	-23.4%	63.9%
Europe	4,260	3,700	-13.1%	11.1%
Korea	1,482	1,399	-5.6%	4.2%

\* Consists of vehicles sold by GM, Ford and Chrysler

*Source: AutoCount*

**Find this article at:**

[http://www.starbulletin.com/business/businessnews/20090723\\_2009\\_isle\\_car\\_sales\\_will\\_be\\_worse\\_than\\_first\\_forecast\\_analyst\\_says.html](http://www.starbulletin.com/business/businessnews/20090723_2009_isle_car_sales_will_be_worse_than_first_forecast_analyst_says.html)

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# Oahu rail project declared financially sound

By Star-Bulletin staff

POSTED: 02:52 p.m. HST, Jul 23, 2009

A new federal report on the feasibility of the city's \$5.4 billion rail transit project indicates that the project is financially sound and can proceed toward the preliminary engineering phase, Honolulu Mayor Mufi Hannemann said.

Hannemann announced details of the Federal Transit Administration report at a news conference today.

Hannemann says the new report indicates that the 20-mile project is likely to be completed by August 2019 at a cost that is \$145 million less than what the city estimated in a preliminary environmental impact statement.

The cost projection in the new report is \$5.29 billion.

"Big picture is there's no way this project is over budget," Hannemann said.

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July 24, 2009

## Cost estimate revised for Honolulu rail

Project may cost an extra \$117M, but still close to budget, report says

*By Sean Hao  
Advertiser Staff Writer*

Honolulu's planned elevated commuter rail project likely will come in at close to the budgeted price and within five months of the anticipated completion date, according to a report by project oversight consultant Jacobs Engineering.

Honolulu Mayor Mufi Hannemann said the report provides independent verification that the city's financial plan is sound.

"There will still be some give and take on the numbers. It may shift here and there," he said during a news conference yesterday. "But the big picture is there's no way this project is way over budget. No way."

The report found that the city's most recent cost estimate of \$5.17 billion for the project was about \$117 million too low.

The higher cost, which was pegged mainly to higher than anticipated inflation, raises the total estimated project price by 2.3 percent to an inflation-adjusted \$5.29 billion.

Hannemann pointed out that the \$5.29 billion is still lower than an earlier estimate of \$5.4 billion, which was the number presented to voters when they narrowly approved the rail project in November.

Overall, the third-party report commissioned by the Federal Transit Administration found that the current project cost estimate is reasonable and acceptable for this stage of the project.

The report concluded there is an 85 percent probability the system will be completed by Aug. 13, 2019, which is five months later than the city's plan. The city plans to begin construction of the 20-mile East Kapolei to Ala Moana train in December.

The FTA report was conducted as part of the process needed for the city to secure an estimated \$1.2 billion in federal funding.

The next step is for the city to begin what is known as the preliminary engineering phase of the project, which includes finalizing management plans; refining the route's alignment and project costs; and identifying benefits and impacts.

After preliminary engineering is done, which usually takes 15 to 30 months, transit projects enter the final design phase, according to the FTA. If the project passes that phase, the FTA provides a full-funding grant agreement. The city expects to be awarded full federal funds in spring 2011.

The findings in the July-dated report contrast with the findings of an earlier May draft obtained by The Advertiser this week under the federal Freedom of Information law. That report stated the city's financial plan may underestimate the effects of excise taxes and inflation as well as higher utility relocation costs and right-of-way acquisitions. Those items could add \$440 million to the estimated cost, according to the draft report. Among other things the May version of the report found that the

city's timetable was "aggressive and not likely tenable."

## questions answered

City officials said the budget and timing questions raised in the draft have since been resolved and were a result of misunderstandings with Jacobs Engineering.

The final report released yesterday is likely to be a key part of any future City Council debate on whether to issue bonds to finance the project. The council still needs to authorize the issuance of nearly \$1 billion in bonds to cover pending solicitations for rail vehicles and construction of a train guideway and base yard.

According to a cost analysis conducted by Jacobs Engineering, the final cost of the project could be as much as 160 percent higher to 60 percent less than the current estimate.

Recently built rail systems, on average, cost 40 percent more than projected during preliminary engineering, according to an April 2008 report by FTA.

Rail project critic Cliff Slater yesterday said the report understates that financial risk.

"There are still a lot of risks here, and the risks are the ones that are never mentioned, (such as) the fact that the average has been a 40 percent cost overrun," Slater said. "You take 40 percent of 5 billion (dollars) — it's 2 billion."

City Council member Gary Okino said the FTA report rebuts concerns raised by project critics that the project costs will spiral higher.

"This thing confirms that we're on a firm financial basis for this project," Okino said. "It verifies everything that we've been saying.

"The project could not have been confirmed in a stronger way by the federal government."

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## Letters to the Editor

For Friday, July 24, 2009

POSTED: 01:30 a.m. HST, Jul 24, 2009

### Seattle rail system illustrates benefits

I was pleased to read the news article about the enthusiastic response of Seattle residents to train service.

I got the chance to talk to Joni Earl, the CEO of Seattle's public transportation agency Sound Transit, when she was in Honolulu a few weeks ago. I was impressed with the clarity of her vision for Seattle's new rail line and how it will improve the quality of life for residents.

Ms. Earl stressed to me how important it was for the silent majority of rail supporters to speak up. I normally don't write letters to the editor, but I feel that rail transit is absolutely essential to the future quality of life on our island.

Janna Arakaki  
Waipahu

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#### Find this article at:

[http://www.starbulletin.com/editorials/20090724\\_Letters\\_to\\_the\\_Editor.html](http://www.starbulletin.com/editorials/20090724_Letters_to_the_Editor.html)

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## KOKUA LINE

# 'Massive' lighting project disrupts Hawaii Kai road

[By June Watanabe](#)

POSTED: 01:30 a.m. HST, Jul 24, 2009

**Question:** Lunalilo Home Road has been torn up for months with an unknown project on both sides of the road. Recently, one could surmise that it is a lighting project as pedestals have been installed. Can you confirm what is being done? If it is new street lighting, what was wrong with our existing lights? Also, when may we expect completion?

**Answer:** A lot of Hawaii Kai residents are wondering the same thing.

The Hawaii Kai Neighborhood Board approved a motion last month asking the city to halt work until the board gets more information about "the massive replacement project," said Chairman Greg Knudsen.

It hasn't heard back yet from city officials.

The project calls for installing about three times as many street lamps as there are now, Knudsen said.

Mayor Mufi Hannemann issued a brief news release earlier this year saying the city was upgrading the street lights on Lunalilo, from Kalaniana'ole Highway to Hawaii Kai Drive.

He said the nearly \$2.5 million project was another "important aspect" of the city administration's efforts to upgrade the public infrastructure, "from fixing sewers to repaving roads."

The first phase entails installing 144 street lights from Kalaniana'ole to Koamano Street at a cost of \$1.96 million. The second phase, involving 32 lights from Koamano to Hawaii Kai Drive, will cost nearly \$570,000.

The entire project is targeted for completion in March.

Knudsen said the community was not consulted nor informed about the project until after it had started.

It apparently started out as one to repair underground wiring that became corroded and failed. Currently, above-ground wiring connects several of the light posts, Knudsen said.

"But we have no explanation nor understanding as to why" that means three times more lights are needed, he said. "We've never had any complaints in the neighborhood about a lack of light."

Because it appears there will be many more street lights than before, "we've questioned (the project) on a number of different levels -- expense, necessity, light pollution, roadside obstacles. It does have a number of people baffled."

The first phase of the project calls for replacing the existing 48 light fixtures with 144, while the second phase would install 32 posts where there now are 11, Knudsen said.

The result would be "an ultralight corridor, which isn't consistent with the residential nature of the area," he said.

The topic is on the agenda of Tuesday's neighborhood board meeting -- 7 p.m. in the Hahaione Elementary School cafeteria.

**Question:** Can you please provide information on what will happen to vehicle access to Kona Street once the guideway of the rail transit is built?

**Answer:** It's way too soon to say how each street will be affected by a rail system.

You can find information about the proposed 20-mile Honolulu Rail Transit project online at [honolulustransit.org](http://honolulustransit.org).

The project, to connect West Oahu with downtown Honolulu and Ala Moana Center, calls for elevated rails. The justification for elevated guideways is that they "require a smaller construction and operational footprint, minimizing impact to property owners and the community than rail lines built at ground level."

Write to "**Kokua Line**" at Honolulu Star-Bulletin, 7 Waterfront Plaza, Suite 210, 500 Ala Moana Blvd., Honolulu 96813; call 529-4773; fax 529-4750; or e-mail [kokualine@starbulletin.com](mailto:kokualine@starbulletin.com).

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## Report has rail cost up \$117M

By [B.J. Reyes](#)

POSTED: 01:30 a.m. HST, Jul 24, 2009

The city's more than \$5 billion rail transit project is sufficiently developed in scope, schedule and budget and should proceed to the next step, according to a federal report Mayor Mufi Hannemann released yesterday.

Hannemann said the report proves the project is fiscally sound and on track to break ground by the end of this year.

The report by Jacobs Engineering Group, a Dallas-based consulting firm, puts the cost of the 20-mile rail route from East Kapolei to Ala Moana Center at \$5.29 billion.

That figure is about \$117 million more than the administration's most recent cost estimate of \$5.17 billion derived in the past year. But Hannemann notes the figure is less than the administration's original estimate of \$5.43 billion.

"We're still within the range of what we're trying to aim for," Hannemann said. "It's still a lot less than what we initially predicted.

"There will still be some give and take on the numbers -- it may still shift here and there -- but the big picture is there is no way this project is way over budget."

 Mayor Rail Transit Project Forecast



An independent report says the actual cost of the city's rail transit project will be about 100-million dollars higher than the city's current estimate.

[ [Watch](#) ]



Jacobs was hired by the Federal Transit Administration to review the project as the city seeks \$1 billion in federal money for the development.

The next phase for the project would be preliminary engineering.

The report estimates the 20-mile route will be fully operational by August 2019, about five months later than Hannemann projected.

A longtime rail critic, however, was unconvinced that the project would move along as planned.

"It's the risk they're not discussing," said rail opponent Cliff Slater.

Slater said other rail systems have started out with similar projections but wound up with cost overruns between 40 percent and 110 percent.

Slater also noted that the Jacobs report defined the project as a "heavy rail" system as opposed to a "light rail" touted by the city.

Hannemann said he recognizes the risks of potential lawsuits and other factors that could delay the project, but argued the Jacobs report confirms that the city's project is sound.

"There's so many 'what ifs' out there," he said. "For us to sort of sort through all of that and have a Plan B, C, D, E, to me, would be futile.

"I think what we're showing here today is that based on what they (FTA) have before them, based on transportation experts they have hired, they're saying, 'Go for it.'"



**Mayor Mufi Hannemann:**  
*The Federal Transit Administration's report on the city's rail project says, "Go for it"*

**Find this article at:**

[http://www.starbulletin.com/news/20090724\\_report\\_has\\_rail\\_cost\\_up\\_117m.html](http://www.starbulletin.com/news/20090724_report_has_rail_cost_up_117m.html)

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## Letters to the editor

For Saturday, July 25, 2009

POSTED: 01:30 a.m. HST, Jul 25, 2009

### **L-word dismays rail supporter**

The last thing I want to hear about the rail project is the L-word: lawsuit. We have come so far with the rail in the past few years with the environmental review, the pro-rail vote and now the news that the rail budget has actually come down a few hundred million from last year.

I do not want to see some foolish lawsuit tie the project up in court. I want to see our island move forward and join the 21st century with a modern rail transportation system. Keep the L-word far away from rail.

Terry Ann Yamamoto  
Kapolei

July 26, 2009

## **Letter to the Editor**

### **Rail transit**

#### **People voted, and foes' arguments tired**

Albert Einstein once said that the definition of insanity is doing the same thing over and over again and expecting different results. This applies to rail foes like Gerry Nagamine (Letters, July 23). The anti-rail squad made its case against rail very loudly in 2008. We all heard its arguments about cost and traffic and how badly it wanted a vote on rail. In the end, we voted on rail. And guess what? We voted for rail, effectively rejecting those arguments.

But the anti-rail troops keep repeating the same things over and over about cost and traffic, as if we haven't heard all of that before. When will they learn to either say something new or keep quiet?

JOHN NAKAGAWA | Kailua

## Letters to the editor

For Sunday, July 26, 2009

### **Rail potential high for Oahu residents**

I am really glad to see that the Jacob's Report and the Federal Transit Association have given the blessing to proceed with the plan to build Oahu's much-needed rail transit system. In 2008, the majority of Oahu voters had spoken loud and clear to go ahead with the plan.

The potential that rail transit presents is too good for Oahu residents to pass on: thousands of jobs, new federal money that will stimulate the local economy, transit-oriented development that will bring new lift to old communities, and a new transportation system that will help alleviate Oahu's traffic jams. Come on, let's all get with it.

Lei Matsuura  
Honolulu

## Letters to the editor

For Sunday, July 26, 2009

### Time to give up anti-rail fight

Albert Einstein once said that the definition of insanity is doing the same thing over and over again and expecting different results. This applies to rail foes. The anti-rail squad made their case against rail very loudly in 2008. We all heard their arguments about cost and traffic and how badly they wanted a vote on rail. And guess what? We voted for rail, effectively rejecting those arguments.

But the anti-rail troops keep repeating the same things over and over about cost and traffic, as if we haven't heard all of that before. When will they learn to either say something new or keep quiet?

John Nakagawa  
Kailua



July 29, 2009

## 25% of council ballots in so far

### Union organizer leads in fundraising for special election

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

Newcomer Nathaniel Kinney leads all candidates in the City Council 5th District special election in terms of how much he's raised and spent.

Not too far behind is former Councilwoman Ann Kobayashi. Third in receipts and disbursements is former state Sen. Matt Matsunaga.

Meanwhile, nearly 25 percent of eligible voters in the district have turned in their mail-in ballots even though people have until Aug. 7 to turn them in, city elections officer Glen Takahashi said yesterday.

The special election is to determine who will serve the remaining three-plus years of the term of Councilman Duke Bainum, who died unexpectedly on June 9. There are 14 candidates. A winner will be announced the evening of Aug. 7.

The district includes Manoa, Makiki, Ala Moana, McCully-Mo'ili'ili, Kapahulu, St. Louis Heights and Palolo.

Kinney, until recently a lawyer for the International Union of Painters and Allied Trades, reported receiving \$109,910 through July 23, according to a report filed with the Campaign Spending Commission.

Yesterday was the deadline to file such reports.

Kinney also reported spending \$99,969 and loans of \$30,000.

Kobayashi, who held the 5th District seat from 2003 to last year, when she decided to forgo re-election to run for mayor, reported receiving \$96,616 and spending \$82,406.

Matsunaga, a former state senator, reported receiving \$60,790 and spending \$54,396. Matsunaga also reported loans of \$38,400.

Kinney, Kobayashi and Matsunaga have been the only candidates so far who have run substantial advertising campaigns in print, radio and television.

The only other candidate to report a five-digit campaign war chest is former union official George Waialeale, who had not filed his report as of press time yesterday but said he had raised about \$10,000 and spent about \$8,200.

Horticulturalist Heidi Bornhorst reported receiving \$3,505 and spending \$2,589.

James Quimby, a case manager for a nonprofit, reported receiving \$2,915 and spending \$2,446.

Four of the 14 candidates — Gladys Hayes, Philmund Lee, Butch Sims and Earl Winfree — were not

required to file campaign finance reports by yesterday's deadline because they agreed to spend less than \$1,000 during the campaign.

Takahashi said that 12,600 ballots had been received at Honolulu Hale by 4 p.m. yesterday, out of 49,851 ballots mailed out July 17, for a return rate so far of 25.3 percent.

Takahashi said the returns mirror that of the recent 3rd District special election, which saw a turnout of about 45 percent.

A study by council staff showed that 50.6 percent of the total votes cast in that race were received by the city clerk's office during the first three days of voting.

So far, the 5th District ballot return rate appears to be mirroring that of the 3rd District race, where a large number of votes were received early, followed by a lull, and then a rush of ballots in the last few days.

"People tend to hold on to things until the end," Takahashi said.

## Additional Facts

Full reports online

For a detailed look at the candidates' campaign finance reports, go to [www.hawaii.gov/campaign](http://www.hawaii.gov/campaign).

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July 29, 2009

## Letter to the Editor

### Rail Transit

#### Report gives project major push forward

The Hannemann administration is pleased that Jacobs Engineering Group Inc.'s oversight report for the Honolulu Rail Transit project shows that the project's budget is sound and ready to take a huge step forward into the next phase of planning.

The report is a clear indication of how closely we are working with our partners at the Federal Transit Administration to ensure a successful project.

According to the report, the rail project is qualified to enter preliminary engineering — a key milestone.

The report concluded that the project's timetable and \$5.2 billion budget are realistic and acceptable at this stage. Jacobs verifies the overall accuracy of our current cost estimates, which maintain a \$1.2 billion contingency reserve.

Jacobs is not the only third party reviewing our work. The FTA has also engaged Booz Allen Hamilton to prepare another report. Preliminary findings are also supportive of the project.

Mayor Hannemann has always insisted that we work closely with the FTA. The agency has been our partner since Day One and continues to exercise rigorous oversight.

We welcome this ongoing scrutiny to ensure that this world-class project is completed on time and on budget, and we'll continue to share such information with the public.

Toru Hamayasu | Deputy director, Department of Transportation Services



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## COVER STORY

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# Malaekahanaville

*BYUH and its partners want  
to build a new town outside  
Lā'ie*

BY RAGNAR CARLSON  
JUL 29, 2009

**Thu  
Jul  
30** Thirty-two years ago, after three decades of runaway development, Oahu adopted the General Plan for the City and County of Honolulu. The document set out, for the first time, an overall strategy for directing future economic and population growth while preserving open space and agricultural lands. That plan, while not inviolate, represents the government's best effort to manage—and constrain—the growth of commerce, population and industry on this island.

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Today, the General Plan calls for the overwhelming majority of new development to take place on the 'Ewa plain—plans for rail transit are part and parcel of the effort to direct growth toward Kapolei and Central Oahu. The other way to look at it: Growth is being directed, by design, away from East and Windward Oahu, Koolauloa and the North Shore.

That wasn't always the case. In the go-go 1950s and '60s, developers and politicians dreamed up all kinds of schemes for the Windward side, most of them along the lines of sprawling subdivisions. But residents

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fought back, and the country stayed country. For the most part, anyway. The possibility of five resorts near Kawela Bay has loomed for decades, and every few years it seems some new proposal emerges that would allow a little bit more development here, just a touch more there.

That's the thing about "Keep the country country." On one hand, it's perhaps the guiding principle that governs development on this island, written into just about every planning document we have. On the other, it's a constant, exhausting struggle.

[View the proposed changes to the [Koolau Loa Sustainable Communities Plan](#) (pdf)]

This week, that struggle finds itself at what may be a defining moment. There is a proposal in the hands of the Department of Planning and Permitting to build what amounts to a brand-new town in Malaekahana, mauka of Kamehameha Highway, on what is now undeveloped agricultural land. The idea is driven, supporters say, by a need for housing nearby residents can afford, and for Brigham Young University Hawaii to expand. Opponents are dismayed, arguing that the essential character that defines Koolau Loa is under threat. In two meetings over the next several days, the Koolau Loa community—residents of the area bounded by Kaa'awa to the south and Kahuku to the North—will have the opportunity to make their voices heard.

### **"A whole new town."**

In a June 30 letter to Director of Planning and Permitting David Tanoue,

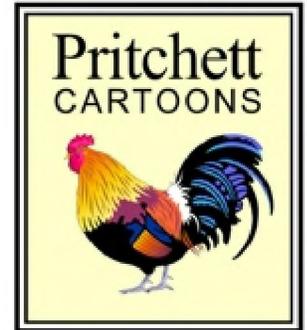
### **THURSDAY, JULY 30**

The Koolau Loa Neighborhood Board will hold a special meeting on Thu 7/30, 7–9pm at Laie Elementary. The Envision Laie team will make a presentation, followed by public comment. The Board will vote on the plan following the comment session.

### **WEDNESDAY, AUGUST 5**

The Planning Advisory Committee meets Wed 8/5, 7–9pm at the Queen Liliuokalani Children's Center, Punaluu. The committee and representatives of the Department of Planning and Permitting will discuss proposed changes to the Koolau Loa Sustainable Communities plan, including the addition of 1,260 housing units in Malaekahana.

**Weekly Cartoons  
brought to you  
by:**



nine members of the Koolau Loa Planning Advisory Committee proposed changes to the city's planning guidelines for the area. Among the changes:

- **1,260 housing units in Malaekahana.** According to the proposal, "the planned Malaekahana expansion of Laie would be situated on approximately 300 acres mauka of Kamehameha Highway," and would include a range of housing forms, including low density apartment development.
- **Malaekahana Neighborhood Market.** The proposal describes this area as a "small-scale grocery, retail, and some local service space."
- **Expansion of Laie commercial center into Laie Village Center.** "The La'ie [sic] Village Center may over time expand and evolve into more of a pedestrian-oriented, mixed-use area, with an organized collection of mixed-use retail, office, residential, recreation, entertainment, and hospitality uses...and may also serve as a transit center for local bus services."

Most of the development proposals, all of which involve land owned by the Church of Jesus Christ of Latter-Day Saints, involve major new development in Malaekahana, an area familiar to most island residents for its oceanfront state park, Gunstock Ranch and rolling green hills mauka. Malaekahana is currently home to a population of fewer than 300 people. If the new proposals are enacted, and current area household sizes stay roughly the same, the overall population of what the proposal alternately calls Laie, Malaekahana and Laie-Malaekahana would more than double, from 4,863 to well over 10,000.

Creighton Mattoon, a long time Koolau Loa Neighborhood Board member active in the community, puts it plainly. "They're calling this an expansion," Mattoon says, "but what they're doing is building a whole new town." Most of the proposed development would fall outside the existing Laie rural community boundary.

Either way, at least one consequence is clear: if enacted in their entirety, the proposed amendments to existing development plans would change

the shape and character of the stretch of Koolau Loa coastline between Hauula and Kahuku. The proposals amount to the creation of a community larger than present-day Waimanalo, to be built along the two-lane highway that is the area's only link to the rest of the island—and vice versa.

The planning process is complex, and the ultimate fate of the new proposals for Koolau Loa rests in the hands of the City Council and the mayor. This week's meetings, however, are key, and will provide DPP, the Planning Commission and ultimately Honolulu Hale leadership with a window into community sentiments. The proposals appear to have substantial support in many quarters of Laie itself, where residents complain about high housing prices and a lack of jobs. It remains to be seen whether residents of neighboring Hauula and Kahuku will approve. And of course, the larger question, of the impact of Laie-Malaekahana on the growth of Oahu generally, remains open.

## **Envisioning Laie**

Similar proposals have emerged from Laie before, some as recently as last year. The Mormon church, with its religious, institutional and economic influence, exerts considerable—some say “dominant”—influence over affairs in Laie. The Church has long argued that its properties in the area need room to grow. The Polynesian Cultural Center and BYUH, the community's two primary economic engines, claim they are “unsustainable” in their current states. Both church and community leaders—the distinction is sometimes unclear—also say that the construction of new affordable housing is critical for Laie, pointing to high property values (median sale price of \$895,000) and a relatively high number of residents per household (4.7) in the area.

Earlier this decade, LDS-owned property development company Hawaii Reserves, Inc., advanced a proposal for workforce housing development similar to the one now making its way through the planning department. In March 2008, however, HRI president Eric Beaver announced that the company would abandon its plans. He cited market conditions and the cost of the entitlement process, but also pointed to political factors,

including “moderate community support.”

Or, as Koolau Loa Neighborhood Board member Dee Dee Letts, who is also an officer with Keep the Country Country, Inc., put it: “They didn’t have the votes.”

Letts is referring to the proposal’s reception by the Neighborhood Board. Under the city’s Neighborhood Board system, the boards do not have legally binding powers, but are a critical resource for community voice in government and a window into the community for officials, particularly in land use, permitting and planning decisions. Koolau Loa’s board, which represents residents from Kaa’awa to Kahuku, was for many years dominated by experienced community leaders and activists, the majority of whom held a tough line against large-scale development in the area.

“We’ve been trying to keep it country, plain and simple,” says Mattoon, whose wife Cathy has also been active in the community for decades and helped to write the petition that established the neighborhood board in 1975. “There is the need for some development, but it’s mainly rural and we want to keep it that way.”

In last November’s election, however, the balance of the board shifted. Letts, who had served as president, lost that post. The new majority struck a more receptive tone to large development plans.

That was fortuitous timing for the church-owned entities, which had in August launched a project called “Envision Laie.” The project, which is ongoing, involved a series of workshops held this spring in which community members were invited to help shape a vision for the future.

*Honolulu Weekly* made repeated attempts to contact Beaver about Envision Laie and the proposed development generally. A representative from Hawaii Reserves, Inc., referred questions to BYUH President Steven Wheelwright, saying, “Envision Laie is really a BYUH initiative.”

But Wheelwright stressed that Envision Laie is actually a community effort—the project’s Web site calls it a partnership between BYUH, HRI and the community—and he says the community is frustrated with the lack

of available housing. “The area is not growing,” says Wheelwright. “It hasn’t grown in years, and people are becoming increasingly frustrated. So one chunk of this is about housing. This is a very family oriented place. People don’t want to keep seeing their families move away because they can’t afford to live here.”

“Last year, more than half the houses [that sold in] Laie were sold to nonresidents. The vast majority of the population out here would like to see improvement in housing. Not just more affordable housing, but housing that’s affordable. The [existing development] plan does not set that as a goal at all.”

### **Sustainability = growth.**

The Sustainable Communities Plan is the mechanism used by the city to direct growth within the guidelines of the General Plan. Every region of Oahu has one, and they are the product of extensive research and community involvement from a range of stakeholders. Each plan is updated, following a review process, every five years.

The Koolau Loa SCP, which is currently nearing the final stages of its five-year review, is the document that the June 30th proposal, and the Envision Laie project from which it emerges, seeks to amend. Under the existing plan, for example, Koolau Loa is “projected to maintain its country character and to experience very little growth over the plan’s 20-year planning horizon.” The Envision Laie amendment would change the words “very little” to the less restrictive “modest.” Similarly, to the existing plan’s support for “policies to limit the growth of the region’s housing and commercial development,” Envision Laie leaders have added the phrase “while accommodating the strong need for new housing, services, and employment in order to promote sustainability of the community.”

That’s a definition of sustainability not often encountered these days, and it is found repeatedly in both the proposed amendments to the Sustainable Communities Plan and on the Envision Laie Web site. In the FAQ section there, it reads, “we believe the most important measure [of sustainability] is whether through growth more families can afford to stay

in the country.” Another reference puts it more bluntly: “A possible solution for sustainability might be reached through growth.”

Wheelwright is frank in discussing the proposed changes. “I think you’re seeing a group of people who live out in this area, who would like to see a sustainable communities plan that involves some growth in housing so they can address their families not being able to live with them.”

The BYUH president says that the viability of the university is at stake.

“We’ve got a 50-year-old physical plant, much of which needs to be rebuilt. And we need housing too, for faculty and staff. You can’t afford to renew to the physical plant at 2,500 students. We need more students in order to make the economics sustainable.”

Wheelwright says the university needs to grow at about 5 percent per year in order to be able to afford the upgrades necessary to compete for students. Those new students, in turn, would need housing. And while the existing Sustainable Communities Plan already provides for additional housing in undeveloped area behind the university, Wheelwright says Malaekahana is the more appropriate location.

“We want to save university land for university growth,” he says.

“Obviously you can do some infill in Laie. But most people out here would much rather have, instead of sprawl, a separate community just like Laie, down the road in Malaekahana.”

Wheelwright points to surveys conducted by the Envision Laie project. “In addition, the vast majority of people out here would like to work out here, rather than to commute to other places. In order to have that happen, the entities—the PCC, BYUH—out here need to grow, too. The university needs to grow. It’s a different vision than zero-growth, absolutely.”

## **What kind of future?**

Kirk Peterson, who lives in Laie, said he was inspired to attend Envision Laie planning meetings in April after seeing a flier for the event. “I got a notice in the mail about the workshops. One of the first words I saw on there was ‘sustainable.’ And I thought, ‘oh, hey, they’re trying to do

something, that's cool.' And I go the meeting and there are these maps [which attendees used to build their ideal future footprint of area development] and all I see is all these stickers representing townhomes, condos and apartments and I'm like, what?"

Peterson and others question what they see as a rush toward growth. "I'm for developing what's needed," he says. "But maybe first let's look at what's already provided for."

Letts says that's exactly what BYUH and its partners should be doing. "If they stuck to their original plan, I think they'd be fine." She points to the SCP as it was amended in the 1980s, when the area behind BYUH was set aside, along with other sites for commercial development.

"This is the second time we've been through this," Letts says. "We sat down with Laie in the '80s. We sat with them around the table, and it was all the same arguments. They needed more affordable housing, commercial space for jobs, light industrial park for jobs and expansions for PCC and BYU. Well, they expanded PCC, they expanded BYU, but they never built the affordable housing."

Peterson just wants to keep the country country. "I think it's one of the special places that hasn't been built up," he says of the Gunstock Ranch area where most of the new housing is planned. "Might as well try to save the last area. I want to raise awareness for other people who feel the same way to speak up. We need to show the community that it's not just a few people."

Peterson doesn't think of himself as an activist, but he's taking action.

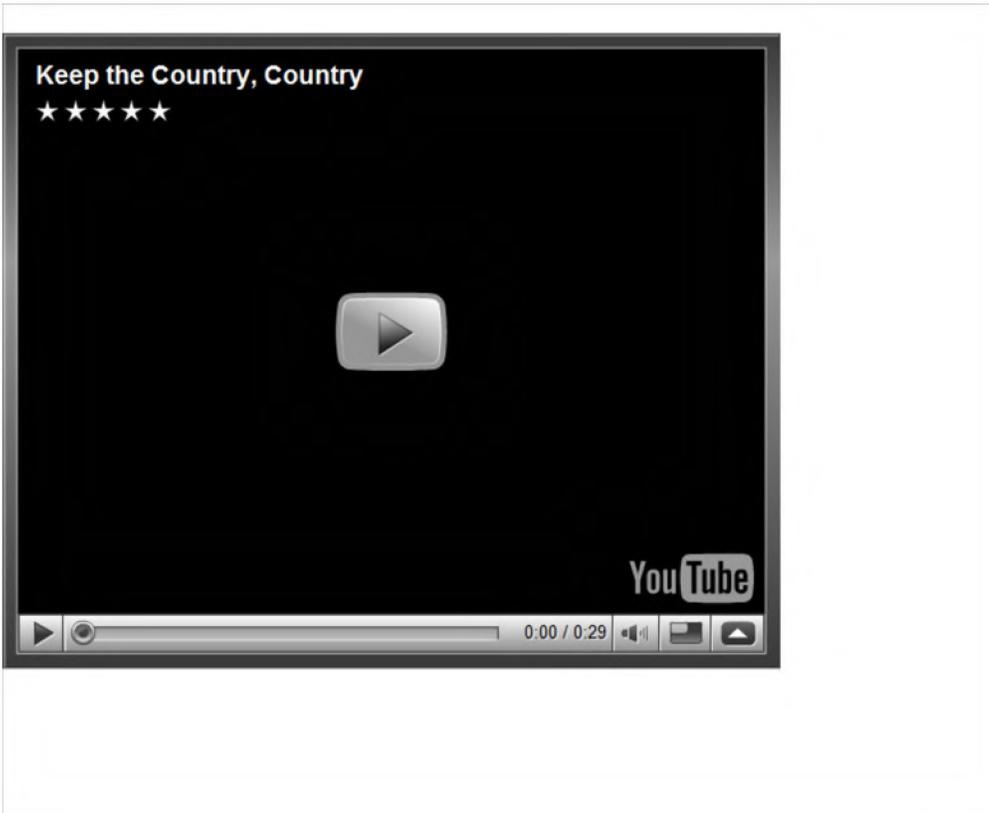
"I want to put out a petition. I've never written a petition before. I want to do it so that all the people who want their voice heard, can be heard."

Kirk Peterson did put out a petition. [ [petition](#) ].

For more information on Envision Laie, visit [ [www.envisionlaie.net](http://www.envisionlaie.net) ].

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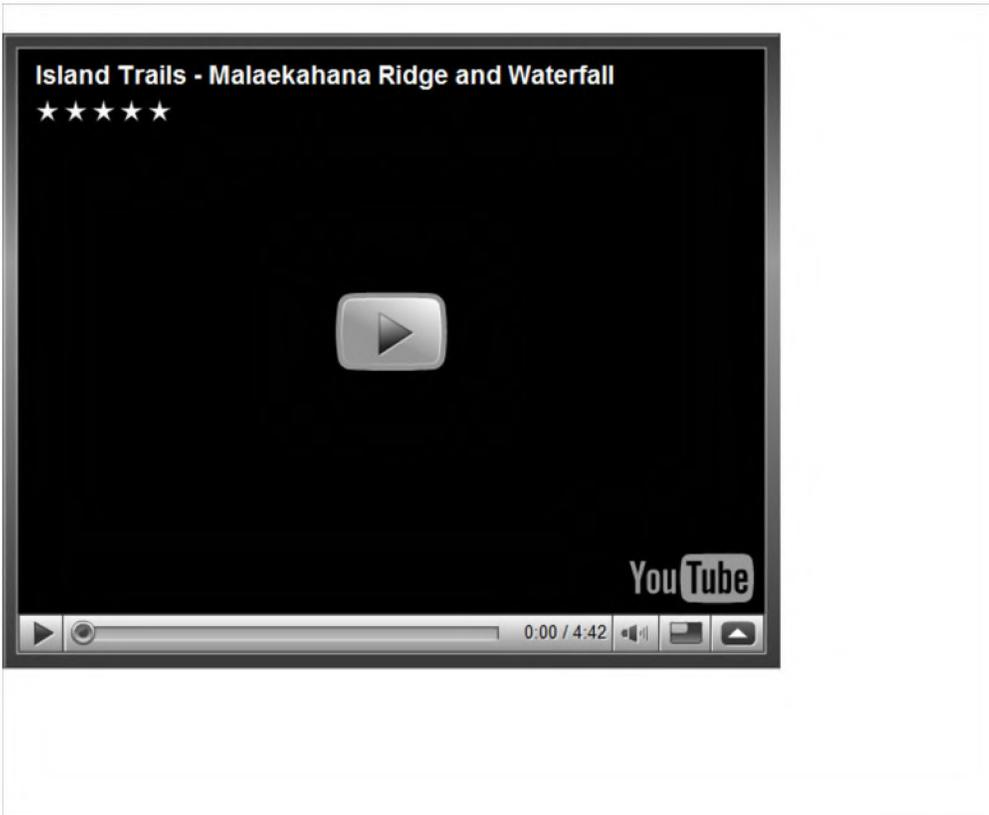
## **Keep the Country, Country**



### **Malaekahana Dance Off Battle**



### **Island Trails - Malaekahana Ridge and Waterfall**



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## LETTERS

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# Rail-ality check

JUL 29, 2009

“The voters have spoken.” I’ve heard this repeated by Honolulu City Council members, the mayor and others to justify why the proposed rail system should be supported.

That being the case, why don’t we vote and ask the citizens of Honolulu if they would like to spend billions on a rail system that won’t alleviate congestion instead of fixing our sewage system and roads? Or perhaps we should just vote on whether taxpayers should line the pockets of special interests.

Let’s vote on whether we should block our beautiful view of Honolulu with an elevated heavy rail. I say we vote on whether we should start the rail project without federal funds. We can vote on whether we should raise property taxes as people are being laid off and out of work. Then we can really say the voters have spoken.

I’m disturbed by the callous disregard displayed by our current mayor and certain members of our City Council, as well as those who aim to be on the City Council, to quickly dismiss the individual and real voices from their communities for the nebulous “the voters have spoken.”

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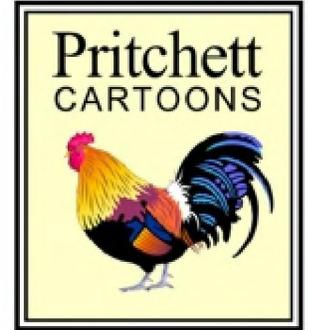


So off we go to follow the yellow brick road using this as a catch-all for what our politicians do. If the voters have spoken then let us speak on every important issue.

As a graduate of the Hawaii public school system, I say it's not too late to stop the train wreck.

*Gerry Nagamine Kailua*

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brought to you  
by:**



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## Kinney has the cash advantage

Unions and family are the biggest donors to the lawyer's bid to win a City Council seat

By [Richard Borreca](#)

POSTED: 01:30 a.m. HST, Jul 29, 2009

Political newcomer Nathaniel Kinney is leading the race for campaign dollars in the special election for the City Council, with \$105,910.

The race is being held to fill the vacancy for the seat representing Manoa, Moiliili, Palolo and Kapahulu, created when Councilman Dr. Duke Bainum died.

Kinney, an attorney, is the son of Lynn Kinney, head of the International Union of Painters and Allied Trades, District Council 50. He got \$23,800 from unions, loans of \$30,000 from his father and an additional \$8,000 in contributions from his parents.

Second in fundraising is Ann Kobayashi, veteran Manoa legislator and former councilwoman, who raised \$96,834 and has spent \$82,406.

Kobayashi gave her campaign \$17,400 and got \$4,000 from U.S. Rep. Neil Abercrombie's congressional campaign.

Kobayashi also got \$4,000 in donations from three unions, including the International Longshore and Warehouse Union.

The third major candidate in the race to fill out the remaining two years of Bainum's term is former state Sen. Matt Matsunaga, who has raised \$54,396 and spent \$60,790. Included in that is a \$38,400 loan Matsunaga took out to help his campaign.

"In such a short campaign you never have all the money you would like, but if you really believe in your own candidacy, you have to put your money where your mouth is," Matsunaga said yesterday.

Kobayashi also said she is still raising money, and is vowing not to go into a deficit.

"We will not be in debt in this campaign, so mostly we are going door to door and going to neighborhood board meetings and parks," she said.

Kinney said he has been using the union money to help get out a message that he will help with job creation.

"The unions are really interested in jobs, and they are most interested in getting the economy back on track," he said.

**Find this article at:**

[http://www.starbulletin.com/news/20090729\\_Kinney\\_has\\_the\\_cash\\_advantage.html](http://www.starbulletin.com/news/20090729_Kinney_has_the_cash_advantage.html)

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



July 30, 2009

## Bike plan identifies new routes

Proposal reviews current pathways; feedback sought

*Advertiser Staff*

The 2009 O'ahu Bike Plan has been released by the city and is available for public review and comment, according to a news release issued by the city yesterday.

As of last night, however, details of the plan were not available on the project Web site, [www.oahubikeplan.org](http://www.oahubikeplan.org).

The new plan, an update of the 1999 plan, covers all of O'ahu and guides future planning to better integrate bicycling into the island's transportation system.

The updated plan inventories and assesses current conditions as well as identifies new routes and priorities.

Ensuring bike-accessible transit stations is a new component of the 2009 plan.

Included are bikeway projects deemed essential for a fully integrated bikeway network, as well as other programs and policies that would help promote bicycling as a transportation mode.

Comments may be submitted through Aug. 31 to [info@oahubikeplan.org](mailto:info@oahubikeplan.org). People may also submit comments by mail to O'ahu Bike Plan, c/o Helber Hastert & Fee, 733 Bishop St. Suite 2590, Honolulu, HI 96813.

A timeline calls for the plan to be completed by October.

For more information, reach city Bicycle Coordinator Chris Sayers at 768-8335 or [csayers@honolulu.gov](mailto:csayers@honolulu.gov).

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July 30, 2009

## **Letters to the Editor**

### **Rail transit**

#### **Independent audits of costs welcome**

I am glad that, at long last, a third party has checked the city's math on the rail project. If we are going to spend \$5 billion on a transportation system, then we, the taxpayers, deserve regular updates on how the costs are being managed. If an independent auditor like Jacobs Engineering says the city's numbers are legitimate, then I am satisfied for the moment.

I hope these updates continue by the federal government's consultants after groundbreaking.

DAWN KAWAMOTO | Honolulu

July 30, 2009

## **Letters to the Editor**

### **Highway pavement**

#### **Maryland's 'worn' roads still beat ours**

Recently I drove through a re-paving project in western Maryland on Interstate 68 at approximately 70 mph. One of the two west-bound lanes had been completed and was as smooth as any highway I've ever driven. To pass a slower vehicle, I carefully switched into the lane that hadn't yet been repaved. I expected it to be worn and bumpy. Instead I found it remarkably smooth — smoother than H-1 has been in 20 years.

What gives with local highway maintenance planning and our congressional delegation if Maryland is re-paving supposedly worn highways that we in Hawai'i would be thrilled to have?

MICHAEL P. RETHMAN | Kane'ohe

July 30, 2009

## 2009 Oahu Bike Plan available online for viewing, comment

*Advertiser Staff*

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A timeline calls for the plan to be completed by October.

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[csayers@honolulu.gov](mailto:csayers@honolulu.gov).

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July 30, 2009

## Senate panel approves funds for Oahu rail, Native Hawaiian housing

WASHINGTON — Oahu's rail transit project is on track to receive \$30 million in federal funds and Native Hawaiian housing assistance programs another \$13 million in fiscal year 2010, Sen. Daniel K. Inouye said today.

The Transportation, Housing and Urban Development Projects Appropriations Bill approved by the Senate Appropriations panel would provide the Honolulu High Capacity Transit Corridor Project with \$30 million in funding to continue preliminary engineering phases of initial facility and transit system design, in addition to the refinement of capital costs estimates, as required by the Federal Transit Administration.

"Without federal funds they cannot complete the rail transit project that the voters approved. Obviously I am going to do whatever I can," Inouye said. "For the economy of Hawaii, for the transportation of our citizens, this is important."

The spending measure also provides \$13 million for the Native Hawaiian Block grant program to provide housing assistance to Native Hawaiian families.

"According to a recent study, more Native Hawaiian families live in poverty than any other ethnic group in the state. This money will go a long way to helping ensure that they have access to proper housing, and that their families are provided for," Inouye said.

The rural bus program would receive \$3.5 million for Hawaii, Maui and Kauai counties. The funding would help purchase additional buses and provide bus shelters, transit benches, and upgrades needed to comply with the requirements of the American with Disabilities Act.

The Housing Urban Development Department also provides grant support for the Native Hawaiian Serving Institution, which would receive \$3 million to increase their role and effectiveness in addressing local community development needs, including neighborhood revitalization, housing and economic development.

The Senate Appropriations committee approved national programs that benefit Hawaii, but did not break out a specific dollar amount for the state.

The programs include Essential Air Service, Community Development Block Grant, Housing Assistance Council, Alaska Native and Native Hawaiian Housing Loan, Guarantee Fund Program, Maritime Security Program, Fed-Aid Highway Program Obligation Limitation, McKinney Vento Homeless Assistance Program, Small Shipyards Grant Program and the U.S. Merchant Marine Academy. The legislation advances to the full Senate committee to be considered at a later date.

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## Letters to the Editor

For Thursday, July 30, 2009

### **Auditor keeping tabs on rail bill**

I am glad that, at long last, a third party has checked the city's math on the rail project. If we are going to spend \$5 billion on a transportation system, then we, the taxpayers, deserve regular updates on how the costs are being managed. If an independent auditor like Jacobs Engineering says the city's numbers are legitimate, then I am satisfied for the moment.

I hope these updates continue by the federal government's consultants after groundbreaking.

Dawn Kawamoto  
Honolulu

July 31, 2009

## Time to quicken pace on District 5 voting

Election to the Honolulu City Council means becoming one of only nine people who hold quite a bit of power over this city. And in the next several years, its members will influence tax policy in a time of economic malaise and recovery, as well as oversee much of the initial development of the city's rail system, the largest public-works project in state history.

So filling an open seat at that table of nine is important — far more important than the current voter turnout tally in the District 5 special election would suggest.

Ballots must be received at Honolulu Hale one week from today. So far, only about 13,000 ballots had been returned in the first two weeks of the mailout. That's about 26 percent of the registered voter tally: 49,851.

That count's running at about the same pace as the previous vote-by-mail balloting. Earlier this year, the special election to fill a Windward council vacancy drew about half its ballots in the early days, a voting pattern that the District 5 is, so far, repeating.

But just as good is not good enough. Even with a final rush in the Windward race, the ultimate voter turnout was 45 percent, a distressingly low figure.

Hawai'i's recent voter-turnout record has been abysmal, and it's time to change that. The excitement over the election of a Hawai'i-born president last fall wasn't enough to reverse the downward trend. It drew only 63.1 percent of registered voters, down almost four points from the previous election.

This may be a relatively small election, but in very real terms it should be even more important to District 5 voters.

It is a district that needs continued upgrades to its sewer and storm drainage systems to prevent repeats of past floods and sewage disasters. Striking a balance between the need for residential elder care and the concerns of neighbors also will demand a leader with a grasp of district issues.

The only way to ensure that government truly reflects the public is to have an electorate that speaks with a loud voice.

Voters should want to choose a leader on the council who will advocate for their interests. There's no time like the present to do just that.

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# Star Bulletin

## **Hawaii must reduce dependence on tourism**

Can we please stop wishing for a quick rebound for tourism? It's obviously not going to happen until the global economy turns around, which will probably take years despite the rosy predictions of economists.

Instead of wishing on a star, we need to take immediate steps to shore up the economic factors we can control. Like putting some marketing dollars into our long-suffering agriculture industry and encouraging residents to buy more local fruits and vegetables. Or throwing more support behind the University of Hawaii; we need a high quality university system to produce an educated and motivated work force.

Finally, keep pushing hard for infrastructure projects, like school repairs, roadwork and new transportation projects like the city's rail project. In the short term, infrastructure projects help the construction industry and put people back to work. In the long term, infrastructure projects are essential to improving our quality of life.

Let's think outside of the tourism box. It's the only way to kick start our economy.

Sam Stone  
Honolulu



# Honolulu On The Move

THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT NEWSLETTER

## Expert Says Elevated Rail Best for O'ahu

Dan Doyle, who played a key role in developing Vancouver's world-class SkyTrain rail system, said Honolulu is making the right choice with its elevated trains.



Dan Doyle

Speaking at the Rail Transit Symposium 2009, Doyle said that the SkyTrain has been a major reason Vancouver is one of the most livable cities in North America. "You don't want people's lives

governed by the fact that they spend 2 to 4 hours a day sitting in traffic. You want them to have the shortest time possible between home and work or school," he said.

SkyTrain is a primarily elevated rail system that attracts up to 14,000 riders an hour on some routes. "If the train had been built on the ground, I'm not sure we could have built up our ridership to what it is today," he said.

Because the trains travel above traffic congestion, the system is remarkably efficient, he said, averaging a 95% on-time rate since first opening for revenue service in 1986.

The elevated system also makes the trains much safer to operate, he said, again, because trains mainly travel above traffic. "In more than 20 years of service, we've had not one train accident or collision with a car or truck."

## Hundreds Attend Symposium to Learn About Benefits of Rail



**Aloha!** It was a standing-room-only crowd at the opening of the 3rd Honolulu Rail Transit Symposium, as residents filled the Neal Blaisdell Exhibition hall to learn from a slate of international rail experts.



The free all-day event showcased the lessons that other cities have learned from their rail systems. In Vancouver, the rider capacity of its elevated rail system has been key to transforming the city into a world-class destination capable of hosting the 2010 Winter Olympics (see sidebar for more).

Phoenix, the nation's newest rail system, is exceeding ridership expectations by 40 percent. As the Rick Simonetta, CEO of the Valley Metro rail line, said, "Our critics said it would never work. Now residents are saying they love it and want to know when it's coming to their neighborhood."

Seattle's Joni Earl, leader of Sound Transit, spoke about building rail in a down economy. "The only good thing about building rail in a recession is it helps your ability to keep costs

down. We have had three different construction contracts in the last 6 months; all have come back with lower bids than we expected, and more bidders. There is competition much more out there now."

Bill Millar, president of the American Public Transportation Association, echoed that sentiment. "Our members are reporting their bids are coming in 18 to 26% lower than expected on construction jobs," he said, referring to the association's more than 3,000 members. Millar also emphasized how rail transit can make it easier to travel through congested cities.

The symposium also featured exhibits of trains used around the world, and a detailed scale model of the canopy for Honolulu's rail stations.

**Watch this month's Honolulu on the Move show for more about the lessons learned from the Transit Symposium. Aired on 'Ōlelo Channel 54, Mondays from 6:30 to 7 p.m.**

JULY 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.honolulutransit.org](http://www.honolulutransit.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.

## Waipahu Rail Station Designs a Partnership with the Community



Photo: Architects renderings of the planned Waipahu train stations near Mokuola Street (above) and Leoku Street (below right) were unveiled at a community workshop last month.

Ideas from the Waipahu community were essential in developing designs for the area's rail stations at the Waipahu Transit Center and in West Loch. The designs were unveiled earlier this month at the third and final rail station community workshop.

Based on residents' input from workshops in April and June, the entry building to the Waipahu Transit Center station will take on many of the images and shapes of the old Waipahu

Sugar Mill, located a few blocks away. Images of sugar cane were also used for the train station's interior plaza to recognize Waipahu's plantation history, and the plaza's design symbolizes rows of crops.

The architects' rendition of the West Loch station took on a different style, inspired by the ripples created by the fish ponds that were once part of the Waipahu area.

All of the elevated rail stations along the transit route will have an open air design to take advantage of Honolulu's year-round pleasant weather. Cooler industrial fabrics such as the station's canopy roofline will be used instead of plastics or metals that can absorb more heat.

The community workshops continue with the final workshop for the West O'ahu area on Aug. 5 at Kapolei High School and for the Leeward Community College campus on Aug. 18.

To view more drawings of the Waipahu train stations, check out our website at [www.honolulutransit.org](http://www.honolulutransit.org). For more information on future workshops, please contact the project office at 566-2299 or at [info@honolulutransit.org](mailto:info@honolulutransit.org).



# Honolulu Rail Transit Project



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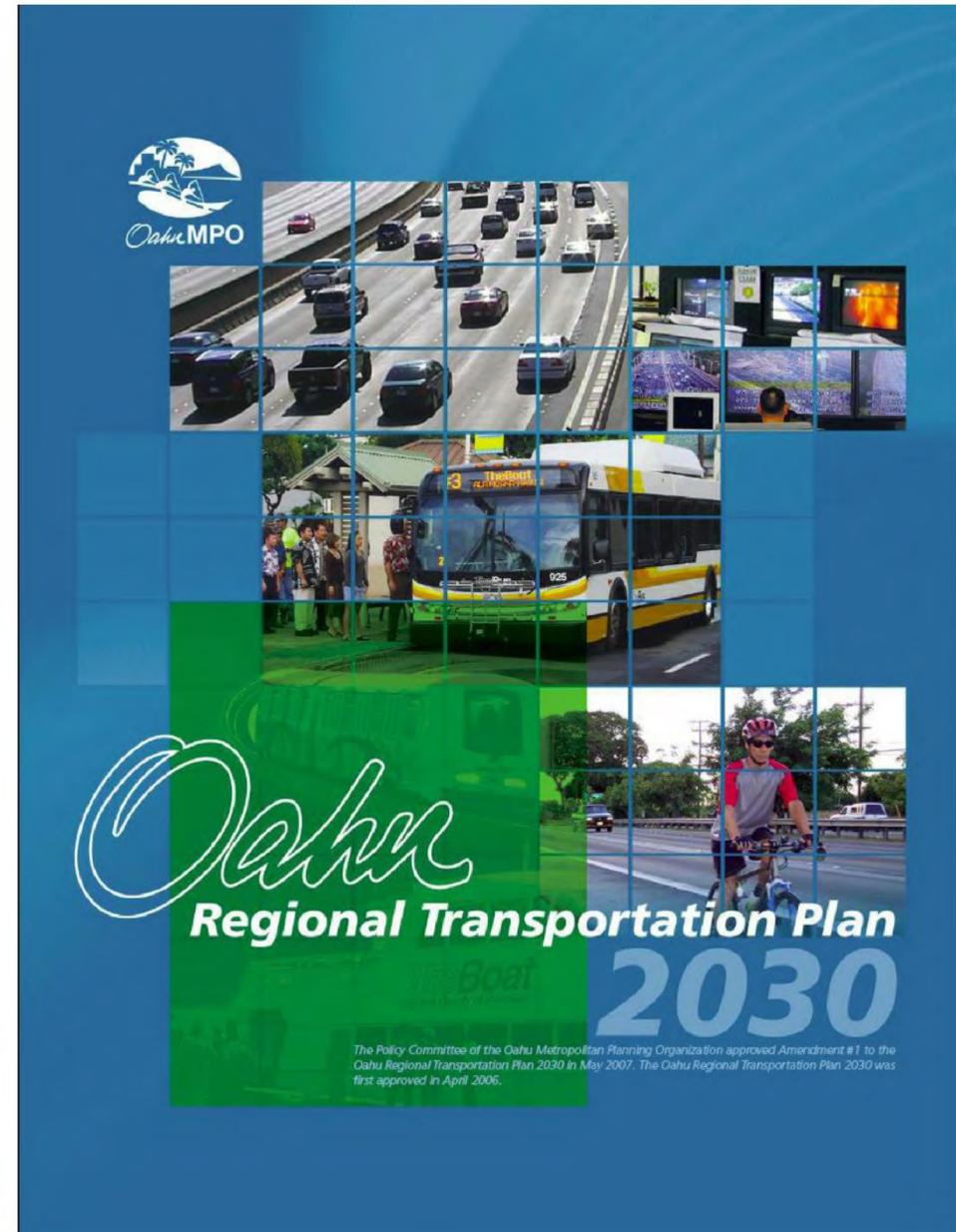
# Planning for the Future

## 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)

# 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”

# Why Exclusive Right-of-Way?

- **Faster – no conflicts with traffic**
- **More reliable**
- **Safer**
- **Lower operating cost per passenger mile**
- **Won't take traffic lanes**
- **Less property acquisition**



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AR00081476

# Elevated Guideway



# What could it look like?



# What could it look like?



# Kamehameha Highway at Ka'ahumanu Street



# Crossing Nuʻuanu Stream

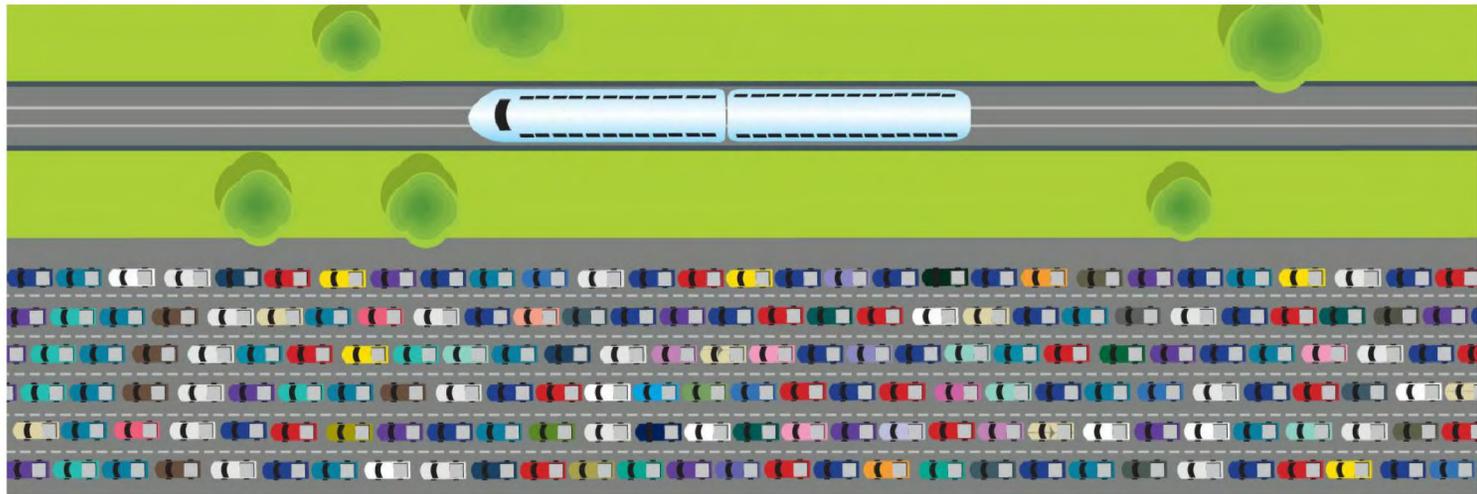


# HONOLULU RAIL TRANSIT



# Traffic Benefits

- Rail will reduce future traffic delay around 20%
- Rail will remove more than 30,000 cars and trucks from our roads each day
- One 300-passenger train can carry more than 200 single occupant vehicles

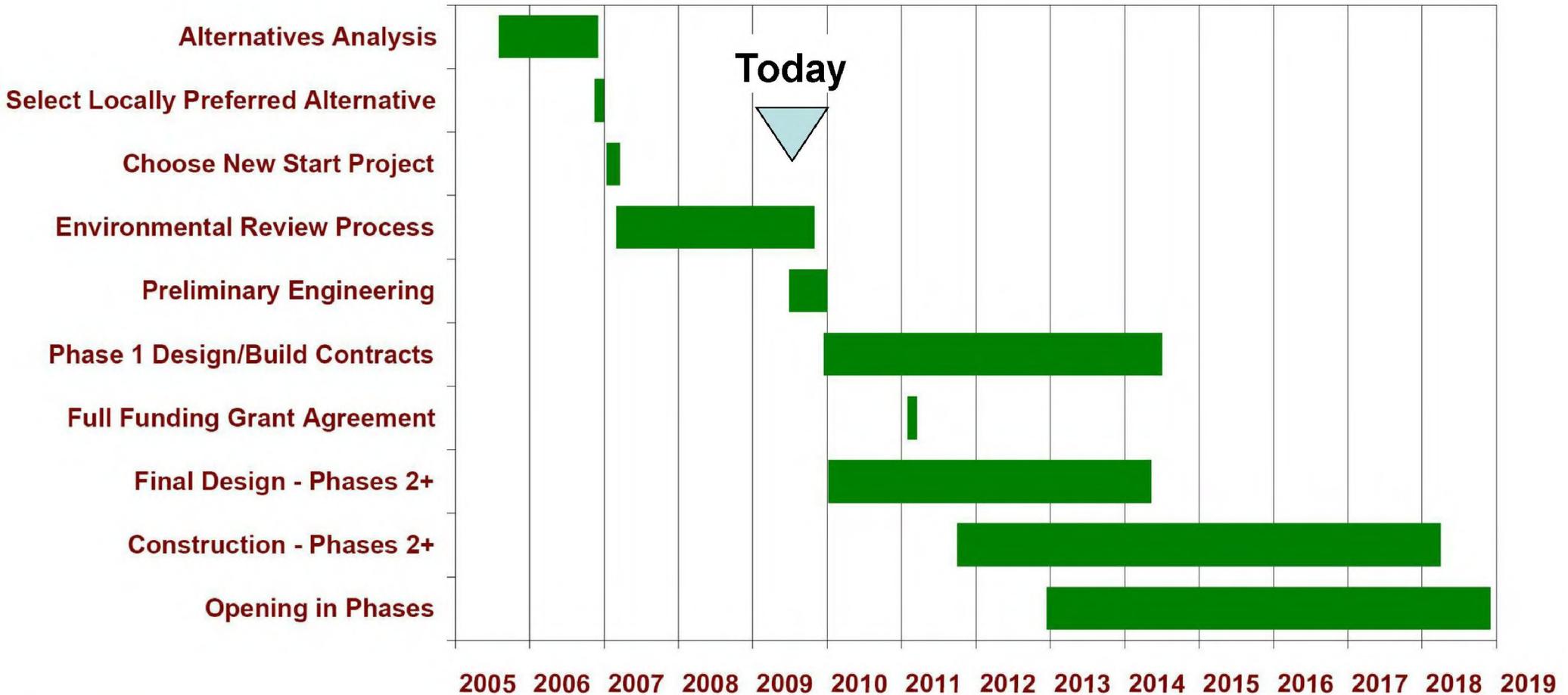


# Projected Economic Benefits

- Building rail can fight the recession
- Creating 10,000 jobs a year
- Generating jobs in construction, services, retail, and other industries

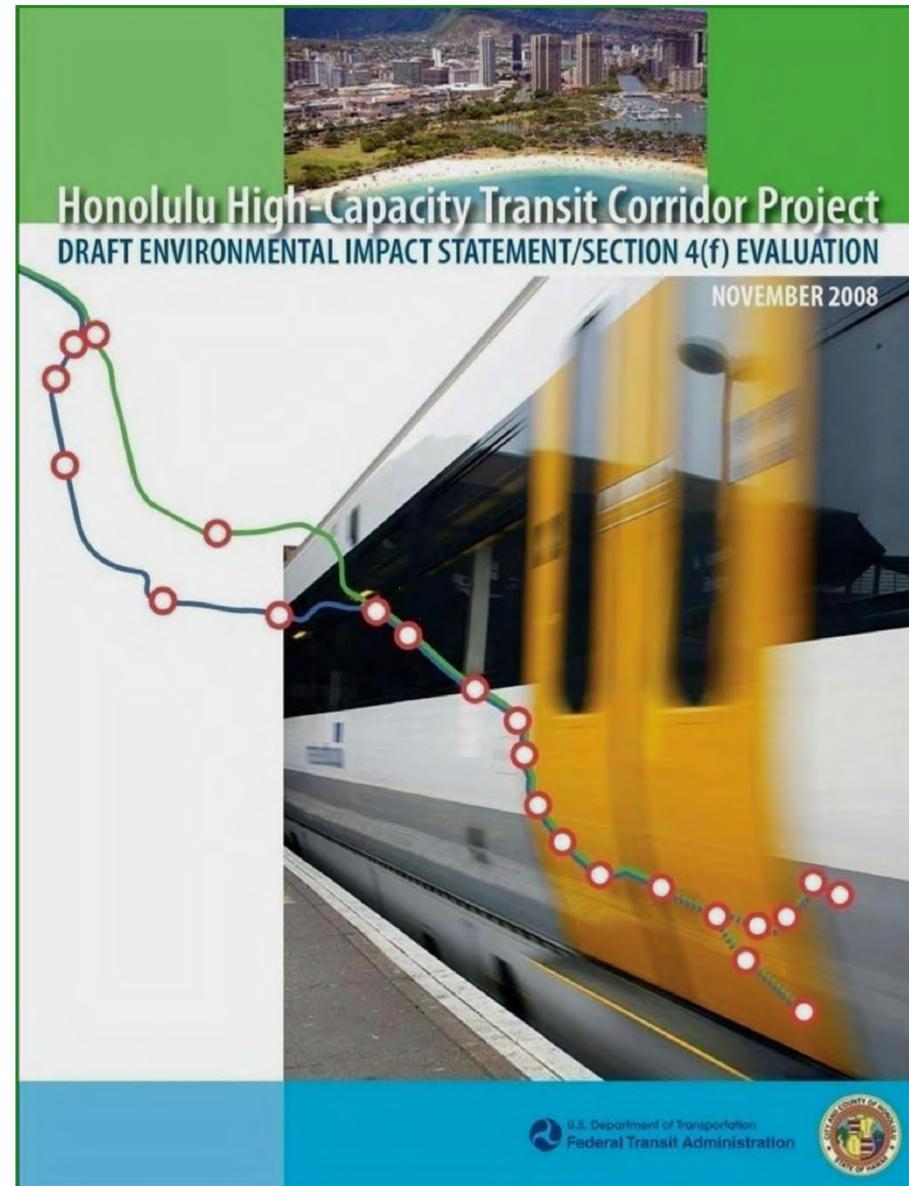


# Project Schedule



# Environmental Impact Statement

- **Draft EIS Comment Review Period**  
Nov. 24 – Feb. 6
- **>600 comment submittals;**  
**>3,200 individual comments**
- **Comments will be addressed in**  
**Final EIS**



# Activities Later This Year

- **Late Summer 2009:** Anticipated release of Final EIS
- **Fall 2009:** FTA issues Record of Decision; Governor accepts EIS based on OEQC recommendation
- **Fall 2009:** Award design/build contract for first guideway construction

# Future Project Milestones

- **Spring 2011:** Full funding grant approval from federal government
- **Late 2012:** Initial service in Waipahu
- **Late 2018:** Start full service between East Kapolei and Ala Moana

# How much will it cost to build?

	Millions of 2008 Dollars	Millions of Inflated Dollars
<b>Estimated Construction Cost</b>	<b>2,100</b>	<b>2,490</b>
<b>Design/Construction Contingency</b>	<b>555</b>	<b>660</b>
<b>Construction Subtotal</b>	<b>2,655</b>	<b>3,150</b>
<b>Right-of-Way</b>	<b>150</b>	<b>175</b>
<b>Vehicles</b>	<b>295</b>	<b>355</b>
<b>Professional Services</b>	<b>795</b>	<b>970</b>
<b>Project Reserve</b>	<b>230</b>	<b>280</b>
<b>Capital Cost</b>	<b>4,125</b>	<b>4,930</b>
<b>Finance Charges</b>	<b>380</b>	<b>505</b>
<b>TOTAL COST</b>	<b>4,500</b>	<b>5,435</b>

# Sources and Uses of Funds

	Millions of Inflated Dollars
GET Surcharge Revenues	4,050
FTA New Starts Funds	1,385
<b>TOTAL REVENUE</b>	<b>5,435</b>
Capital Cost	4,930
Finance Charges	505
<b>TOTAL COST</b>	<b>5,435</b>

# Contract Packaging

## **Guideway Contracts**

**Design-Build**

**Design-Bid-Build**

## **Station Contracts**

**Design-Bid-Build**

## **Utility Relocation Contracts**

**Design-Bid-Build**

## **Maintenance and Storage Facility Contract**

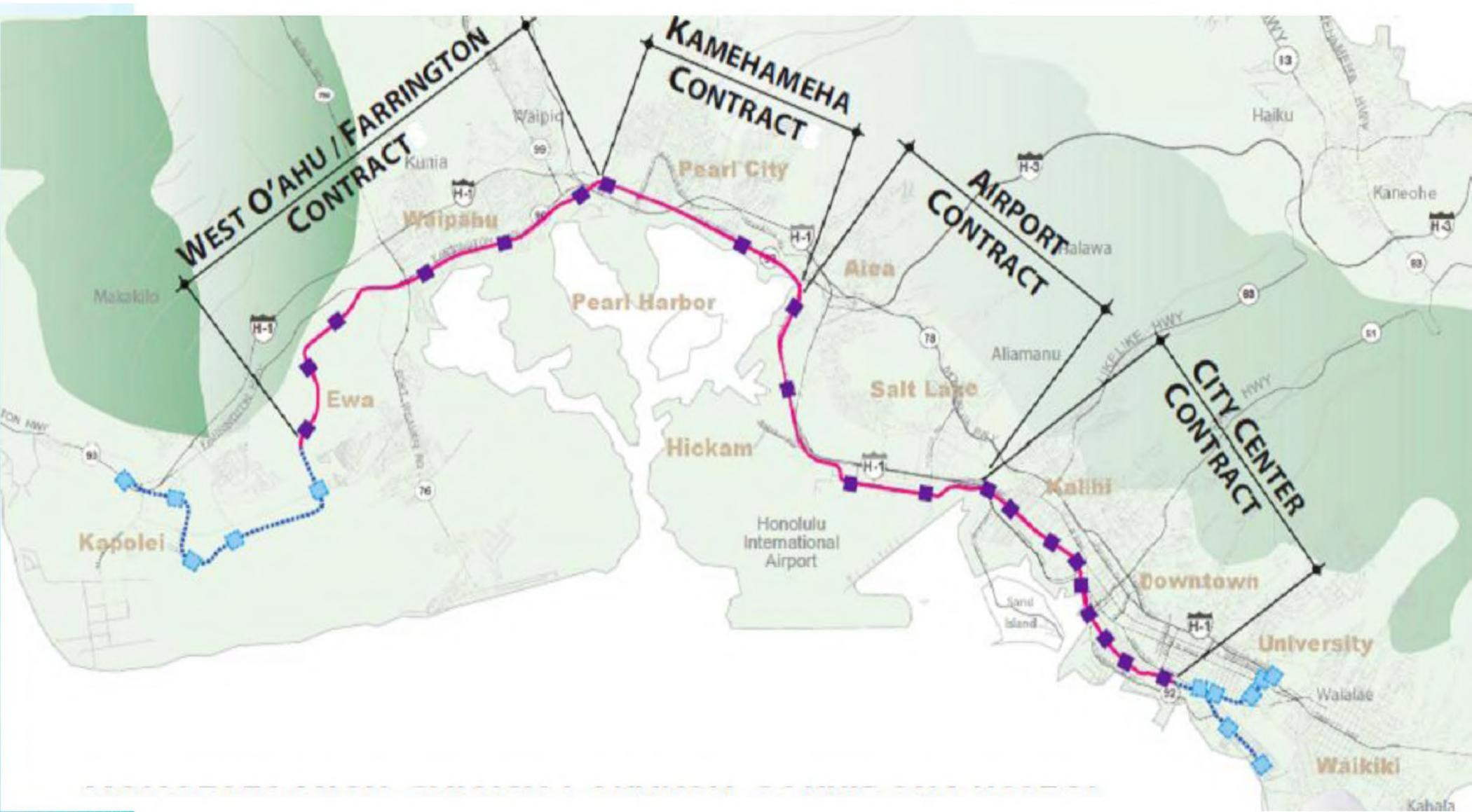
**Design-Build**

## **Vehicles and Core Systems Contract**

**Design, Manufacture, Install, Operate & Maintain**

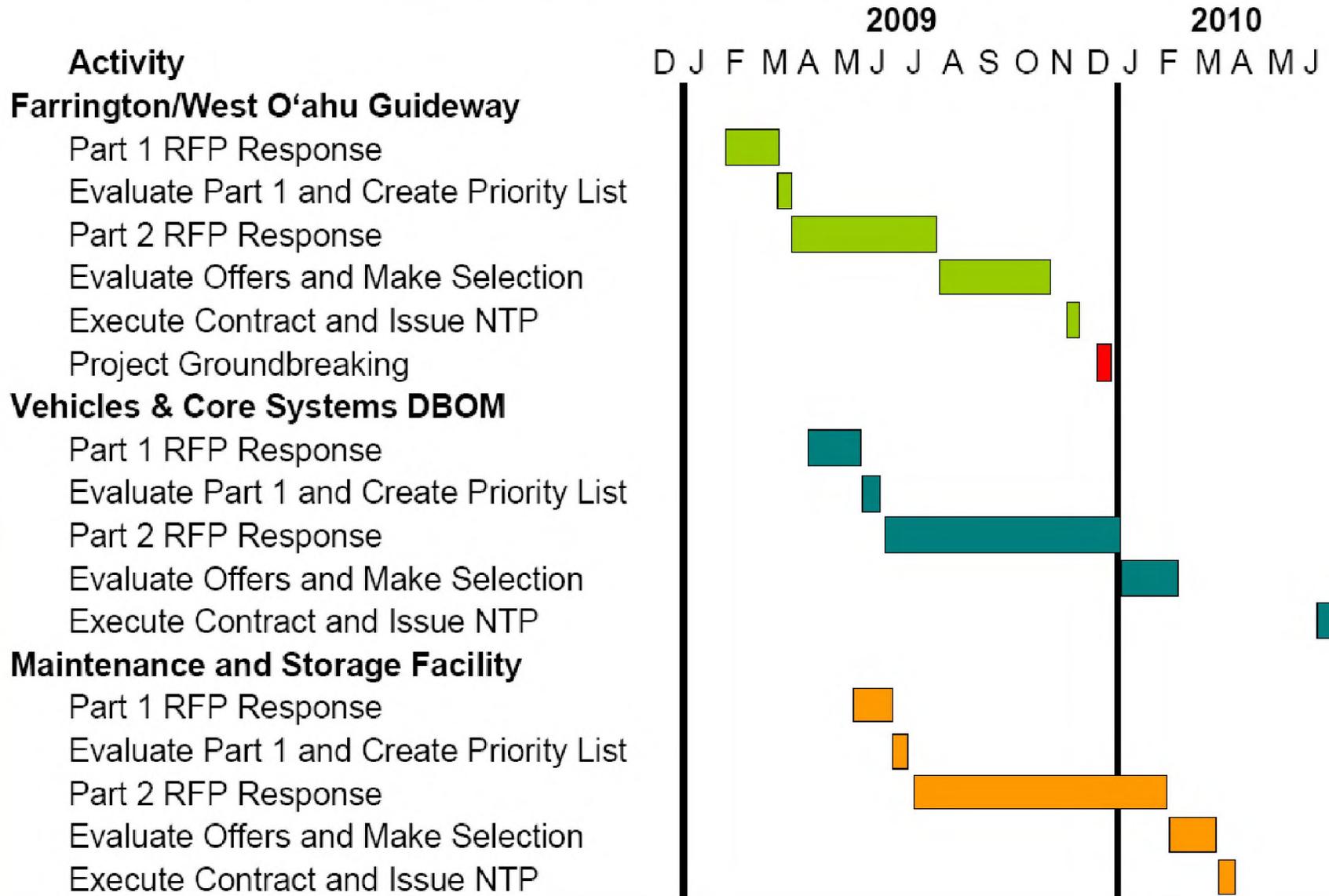
As of 6/12/08 subject to change.

# Guideway Contracts



# Procurement Schedule

## Design-Build Contracts



# Stay Informed

- Sign up for the newsletter
- Watch Channel 54, Mondays at 6:30pm
- Visit [www.honolulustransit.org](http://www.honolulustransit.org)
- Call the project hotline: 566-2299
- Stay informed with *accurate* information

*Mahalo!*



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

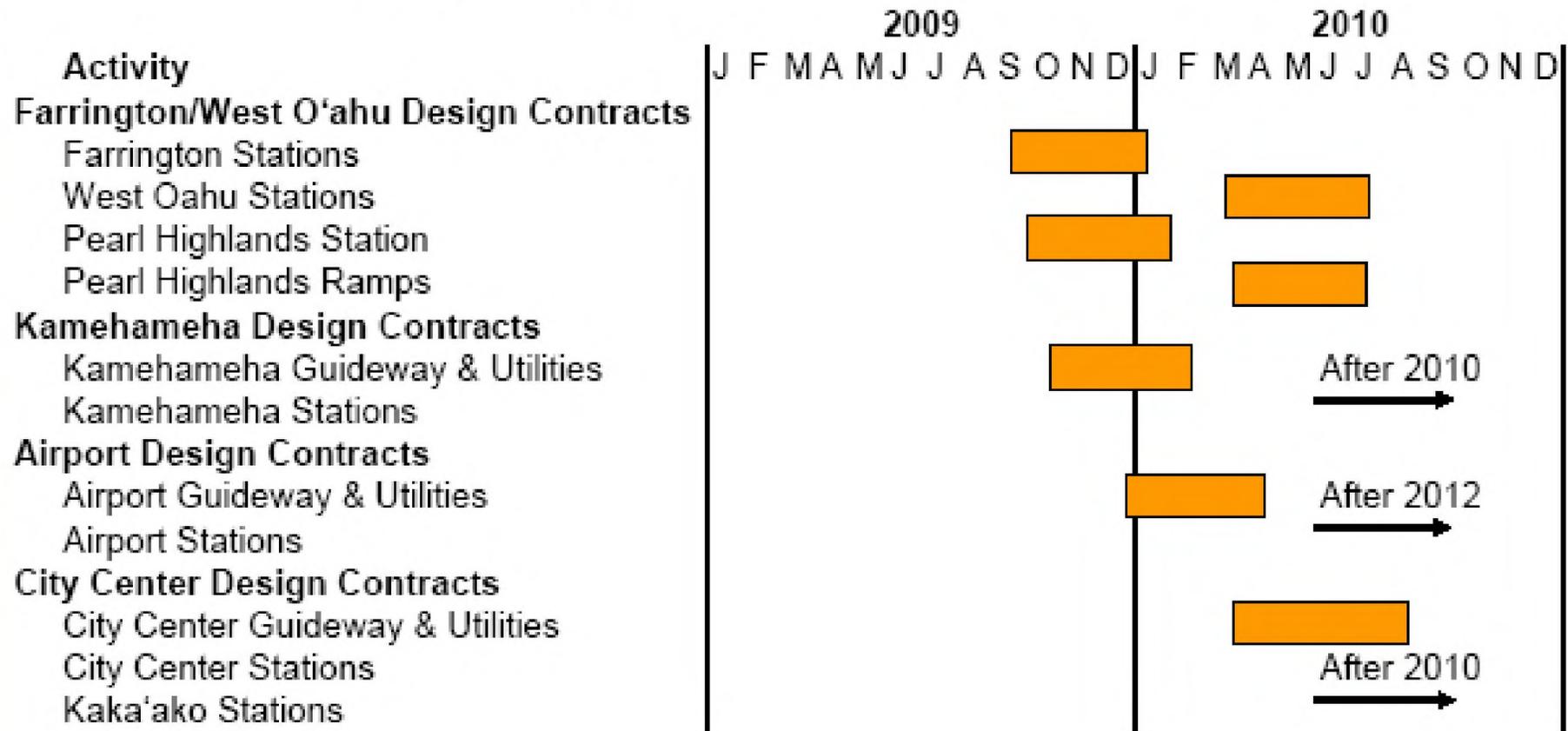
566-2299

[www.honolulustransit.org](http://www.honolulustransit.org)

# Procurement Schedule

## Design-Bid-Build Contracts

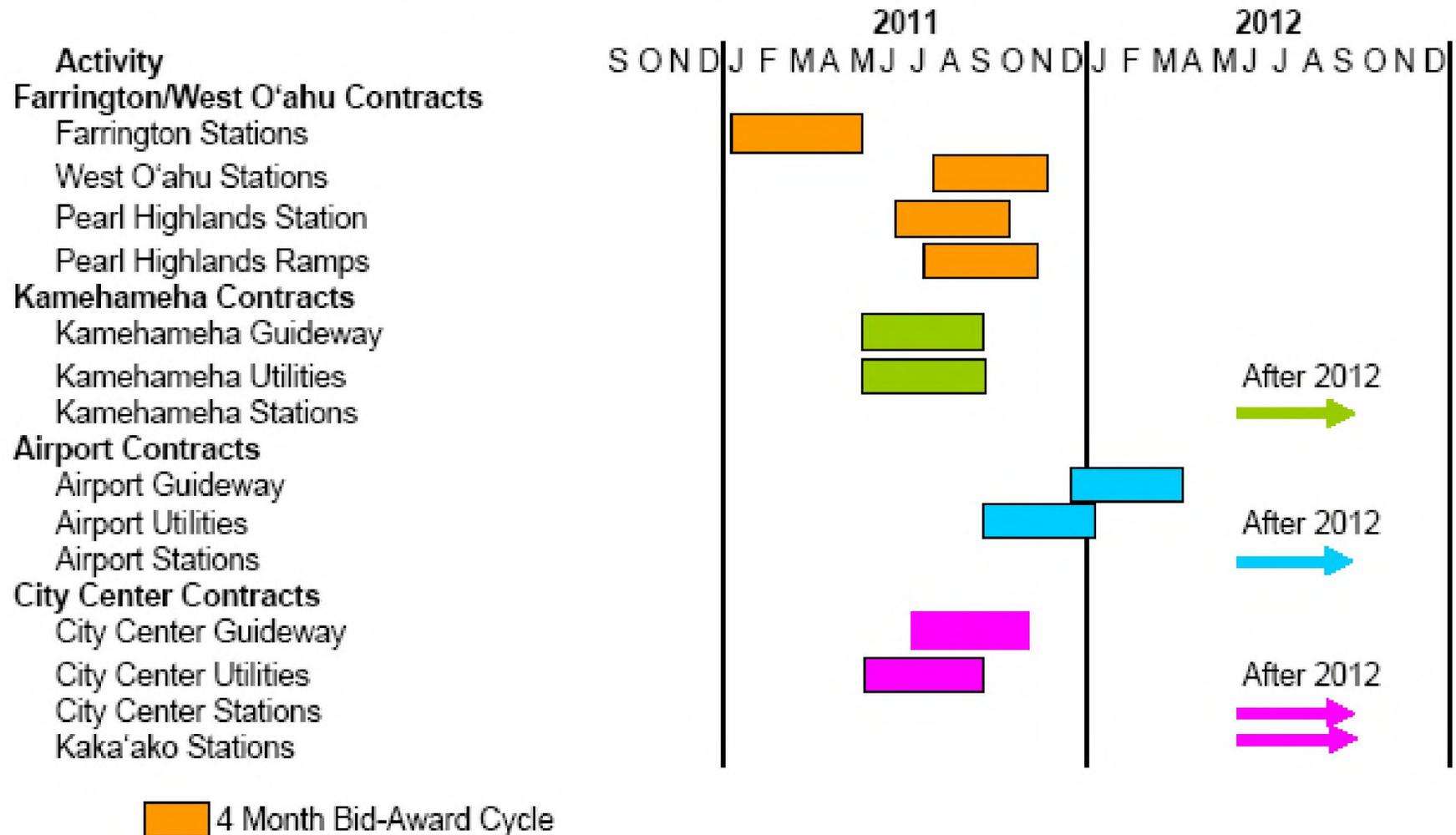
### Design Contract Procurement Schedule



# Procurement Schedule

## Design-Bid-Build Contracts

### Construction Bid Schedule



# Waipahu

## Final Rail Station Community Workshop

July 8, 2009

Waipahu Intermediate School



RAIL STATIONS COMMUNITY WORKSHOPS

# Agenda

- Project overview & schedule
- Station locations
- Elevated guideway
- Designs
  - Waipahu Transit Center Station
  - West Loch Station
- Talk story with the architects



# 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

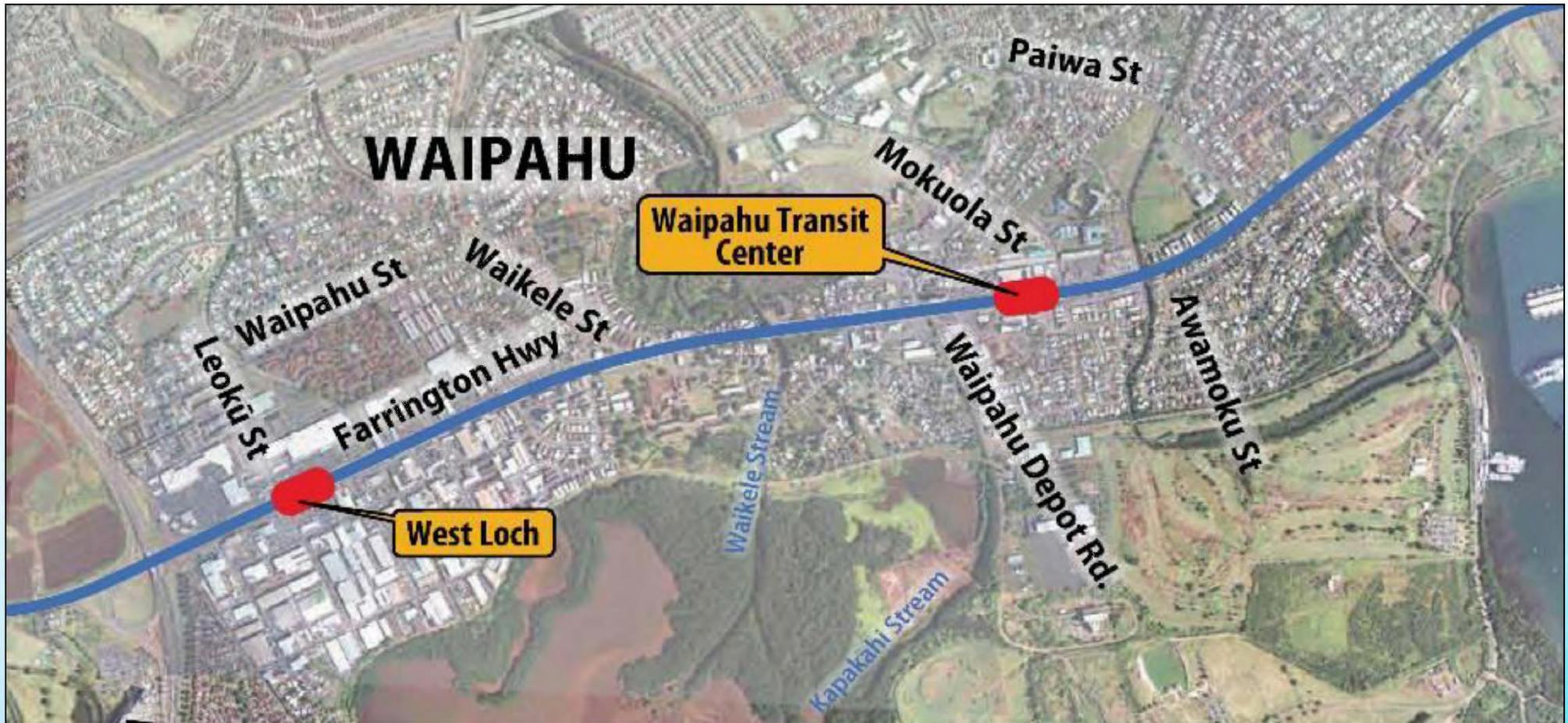


# Project Schedule

- Summer 2011: Start construction of Waipahu Transit Center Station
- Fall 2011: Start construction of West Loch Station
- Late 2012: Initial service begins in Waipahu
- Spring 2019: 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

# Waipahu Transit Center Station

## Mokuola Street on Farrington Highway



RAIL STATIONS COMMUNITY WORKSHOPS

# Waipahu Transit Center Station Site Plan



RAIL STATIONS COMMUNITY WORKSHOPS

# Travel Times from Waipahu Transit Center

Destination	Travel Time
LCC	2 minutes
UH West O'ahu	9 minutes
Airport	15 minutes
Downtown	28 minutes
Ala Moana Center	31 minutes



# West Loch Station

## Leoku Street on Farrington Highway



RAIL STATIONS COMMUNITY WORKSHOPS

# West Loch Station Site Plan



RAIL STATIONS COMMUNITY WORKSHOPS

# Travel Times from West Loch

Destination	Travel Time
LCC	5 minutes
UH West O'ahu	6 minutes
Airport	18 minutes
Downtown	30 minutes
Ala Moana Center	34 minutes



# Elevated Guideway Simulation



**Kamehameha Highway near Acacia Street, looking 'ewa**



# Elevated Guideway Simulation



Kamehameha Highway at Kaonohi Street, looking makai



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

# Station Designs

- Community Ideas
- Waipahu Transit Center Station
- West Loch Station



# Summary of Community Ideas

## Workshops 1 & 2

- 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



# Summary of Community Ideas

## Workshops 1 & 2

- Earth tones
- Artwork representing Waipahu history in plaza and stations
- Stations must be secure
- Easily accessible for the disabled community



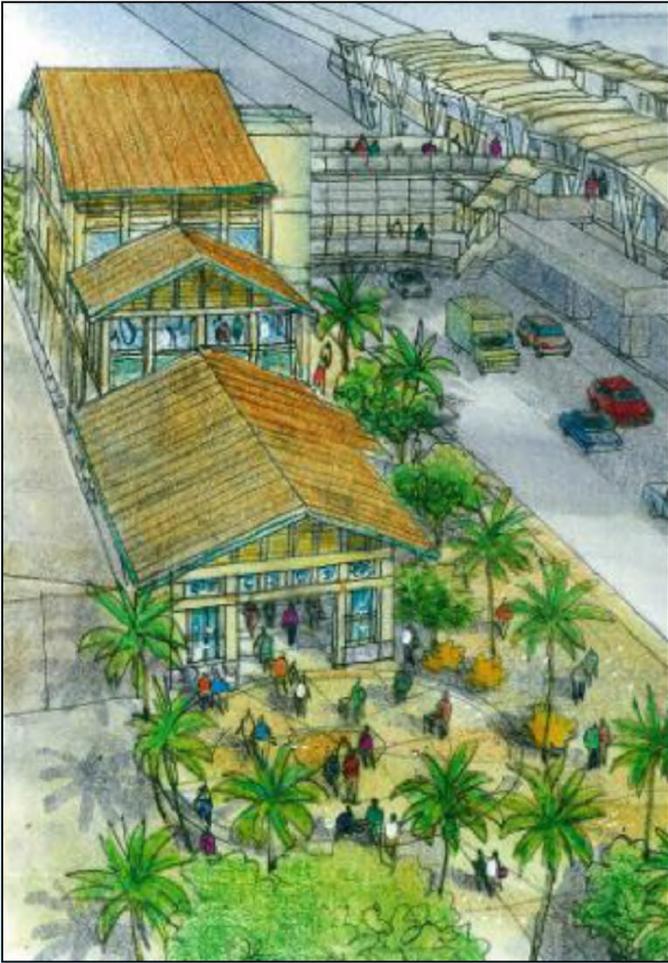
# Summary of Community Ideas

## Workshops 1 & 2

- Energy-efficient, green design
- Cost effective to maintain
- Hurricane proof
- Anti-graffiti measures
- Accessible by bike, bus and walking



# Waipahu Transit Center Station: Preliminary Designs



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



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

## closer 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

# Waipahu Transit Center Station



RAIL STATIONS COMMUNITY WORKSHOPS

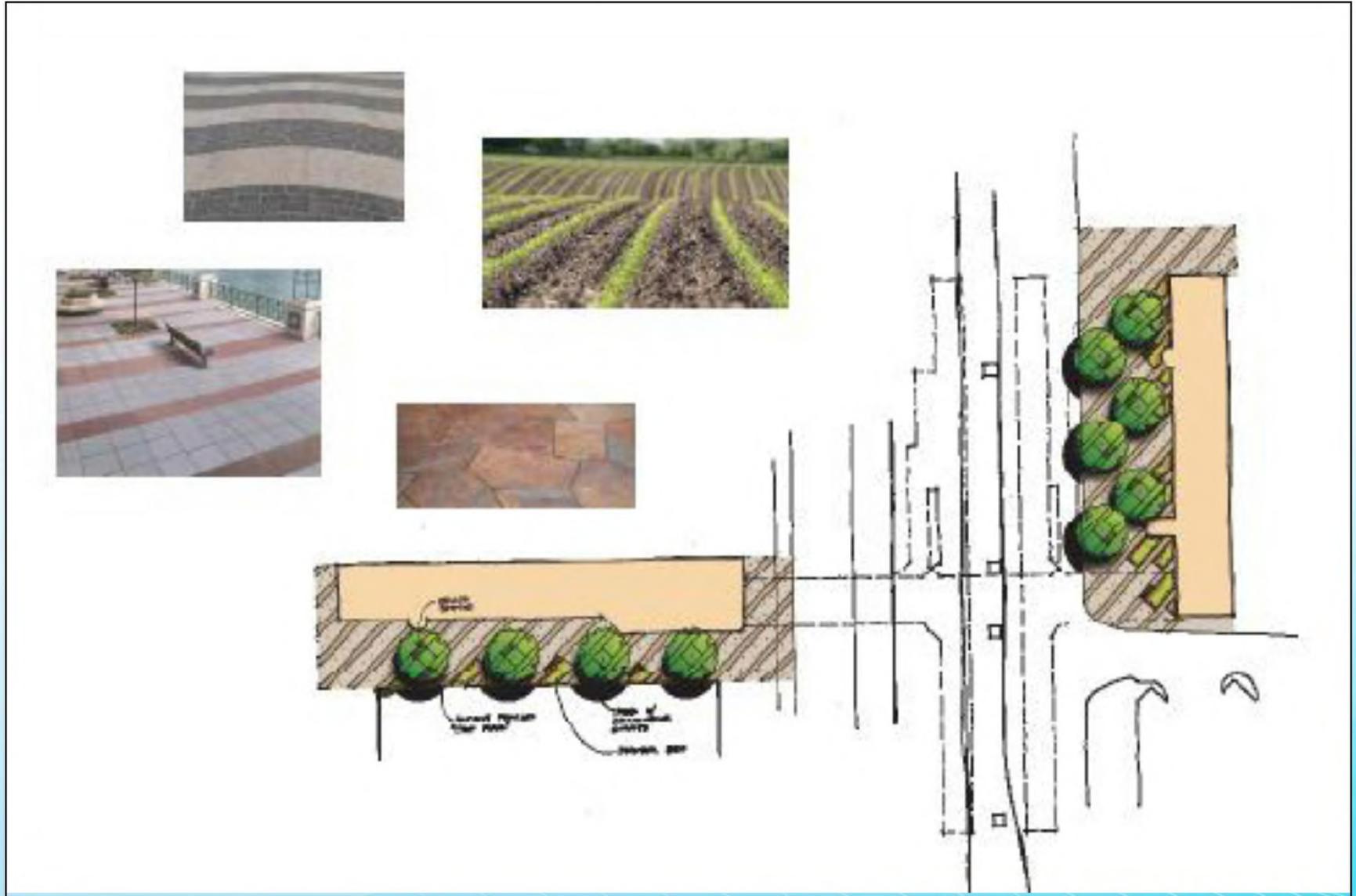
# Waipahu Transit Center Station

## closer view



RAIL STATIONS COMMUNITY WORKSHOPS

# Waipahu Transit Center Station Landscape 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

# West Loch Station: Preliminary Designs



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# 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

# West Loch Station

## closer 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

# West Loch Station



RAIL STATIONS COMMUNITY WORKSHOPS

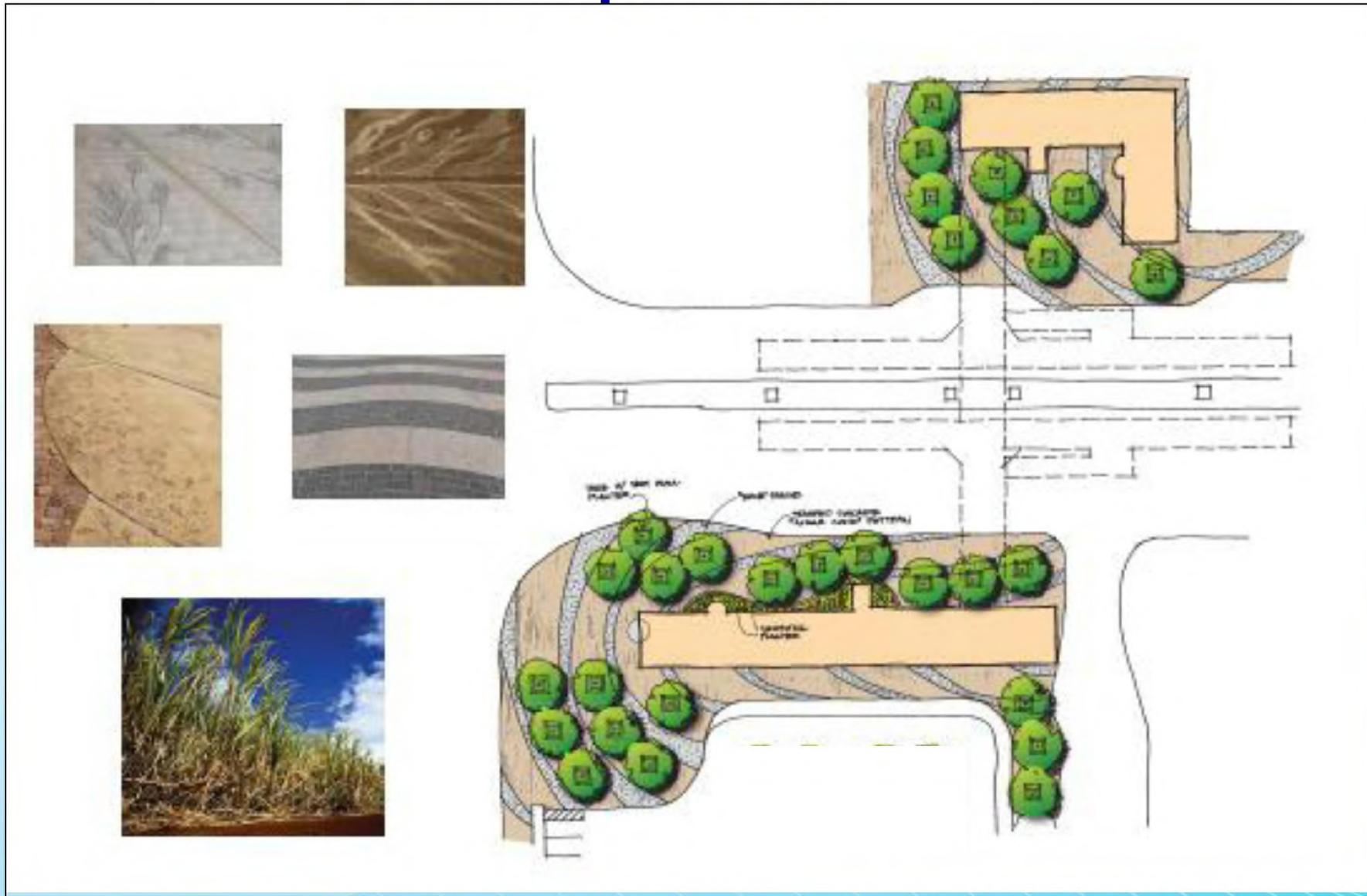
# West Loch Station

## closer view



RAIL STATIONS COMMUNITY WORKSHOPS

# West Loch Station Landscape Plan



RAIL STATIONS COMMUNITY WORKSHOPS

# Canopy Design for Stations: Inspiration



Credit: Painted by Herb Kawainui Kane



RAIL STATIONS COMMUNITY WORKSHOPS

# Canopy Design for Stations



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

# 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



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

# Next Steps

- Talk story with design team
- Ask questions, give them your impressions of the designs



# Contact Us

566-2299

[www.honolulustransit.org](http://www.honolulustransit.org)

[info@honolulustransit.org](mailto:info@honolulustransit.org)



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