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Honolulu Authority for Rapid Transportation
Public Hearing for the
Draft Supplemental EIS/Section 4(f) Evaluation
July 9, 2013
Neal S. Blaisdell Center

Transcribed by: Jessica R. Perry, CSR, RPR

1 MR. MORIOKA: Good evening, and thank you
2 very much for coming tonight. My name is Brennon
3 Morioka, and I'm the deputy executive director for the
4 Honolulu Authority for Rapid Transportation or HART.
5 I will be serving as the hearings officer for
6 tonight's public meeting or public hearing for the
7 Draft Supplemental Environmental Impact
8 Statement/Section 4(f) Evaluation for the Honolulu
9 Rail Transit Project. Just to make things a little
10 simpler for me, I will refer to this document as the
11 draft SEIS.

12 The purpose for this public meeting
13 tonight is to provide all of you, the public, an
14 opportunity to comment on the draft SEIS. This
15 document was completed to comply with an order of the
16 Federal District Court for the Federal Transit
17 Administration, or FTA, and the City and County of
18 Honolulu to conduct additional analysis on three
19 specific issues regarding the FTA's compliance with a
20 federal law known as Section 4(f) of the Department of
21 Transportation Act.

22 Section 4(f) applies to approvals of
23 federally funded transportation projects that use park
24 and recreation sites or that use historic sites listed
25 on or eligible for listing on the National Register of

1 Historic Places.

2 Specifically, the district court's order
3 requires FTA and the city to do three specific things:
4 One, supplement the final EIS regarding whether the
5 Beretania Street Tunnel Alternative is a prudent and
6 feasible budget alternative under Section 4(f),
7 conduct additional analysis of whether the project
8 would use Mother Waldron Neighborhood Park under
9 Section 4(f), and, three, complete the identification
10 of traditional cultural properties and complete a
11 Section 4(f) analysis for any TCPs identified as
12 eligible for inclusion on the National Register of
13 Historic Places.

14 It's important to note that the district
15 court did not invalidate the final EIS or the FTA's
16 approval of the project and that the district court
17 rejected the plaintiff's claims brought under the
18 National Environmental Policy Act, or NEPA, and the
19 National Historic Preservation Act. The draft SEIS
20 addresses the first two actions that the district
21 court required, which are the Beretania Tunnel
22 Alternative and the Mother Waldron Park. We are here
23 this evening to record your comments on the draft
24 SEIS.

25 In addition to the draft SEIS, the FTA

1 and the city are completing an identification of
2 previously unidentified above ground traditional
3 cultural properties, or TCPs. These studies were
4 distributed previously and made available to the
5 public for review and comment and held public
6 meetings. These reports are available on the project
7 website at www.honolulutransit.org for those of you
8 who are interested. The FTA and HART are coordinating
9 with the State Historic Preservation Division on the
10 final reports to document the findings. The
11 investigation identified no additional eligible TCPs
12 that would be adversely affected by the project.

13 So just to summarize the SEIS issues in
14 terms of some of the findings for the two things that
15 we were supposed to look at, evaluation of the
16 Beretania Street Tunnel Alternative, the Beretania
17 Street Tunnel Alternative would connect to the
18 Dillingham Boulevard alignment Ewa of Kaaahi Street,
19 where it would transition from an aerial alignment to
20 a 5,980-foot tunnel. The tunnel would cross under the
21 OR&L property, A`ala Park and Nu`uanu Stream before
22 continuing under Beretania Street past Punchbowl
23 Street.

24 It would then transition to an aerial
25 section in the vicinity of the Fasi Municipal Building

1 Parking structure, and the aerial structure would
2 cross Alapai Street and transition to King Street
3 through the Alapai Transit Center. It would then
4 follow King Street to University Avenue and turn
5 mauka, crossing over the H-1 to the lower campus of
6 the University of Hawaii at Manoa.

7 The draft analysis of the Beretania
8 Street Tunnel Alternative found that it's not a
9 prudent alternative because of its extraordinary cost,
10 Section 4(f) impacts, and other factors such as
11 long-term construction impacts. It is not considered
12 an avoidance alternative because it uses historic
13 sites subject to Section 4(f).

14 Mother Waldron Neighborhood Park is a
15 3.4-acre urban park bounded by Coral, Halekauwila,
16 Cooke and Pohukaina Streets. Mother Waldron
17 Playground is a remnant of a playground that was built
18 by the Works Progress Administration in 1937 and the
19 park has undergone several modifications over the
20 years, including substantial modifications to the
21 mauka portion of the park for the realignment of
22 Halekauwila Street and the expansion of the park in
23 the Ewa and Koko Head directions.

24 Mother Waldron Neighborhood Park was
25 evaluated for constructive use of the project impact

1 on park activities, features and attributes that
2 qualify the park for Section 4(f) protection. No
3 direct use of the park property is proposed, and the
4 park's activities, features and attributes that
5 qualify for protection pursuant to Section 4(f)
6 include both its recreational use and the park's
7 historic attributes that include the Art Deco
8 restrooms, remaining portions of the Ewa boundary wall
9 and benches, and the layout of the makai portion of
10 the playground. The draft analysis found that the
11 project does not substantially impair any of the
12 park's activities, features or attributes.

13 So I'm sure many of you are here to
14 provide testimony tonight and provide comment, which
15 is our purpose here, to collect your comments.
16 Today's testimony can be made in multiple ways. You
17 can give oral testimony here in the public hearing
18 room up here at the microphone. If you do not wish to
19 speak in public, you may provide your testimony
20 directly to the court reporter after the hearing.
21 Written testimony may be left today at the comment
22 table in the project information room next door. And
23 after the hearing, written comments can also be
24 provided directly to HART or the FTA at the addresses
25 provided or on the project website at

1 www.honolulutransit.org. Please remember that all
2 comments must be emailed and/or postmarked to HART or
3 FTA by July 22nd, 2013.

4 Just as a reminder for tonight's topic,
5 it is the Draft Supplemental EIS Section 4(f)
6 Evaluation. If you do have comments related to other
7 topics other than those, please feel free to talk
8 directly to one of our individuals -- one of our HART
9 staff or contact us through the website and we will
10 follow up with you directly and separately.

11 For tonight's hearing, if you wish to
12 comment verbally, please fill out a registration card
13 at the registration table just outside the table.
14 Some of you have already done so. Any individual may
15 appear and speak for him- or herself, or, if duly
16 authorized, for any local civic group or organization,
17 club or association.

18 Speakers should give their name and
19 addresses. If representing a group, this information
20 should also be provided for that group. Speakers must
21 limit their statements to three minutes and we will
22 have a timer up here so that you can see how much time
23 you have left. All statements should be directed to
24 me as the hearing officer and must be related to the
25 Draft Supplemental EIS Section 4(f) Evaluation.

1 Each testifier must speak at the floor
2 microphone and we will call the testifiers up in order
3 of registration. Please ensure that you are in this
4 public hearing room at the time your name is called.
5 A court reporter will be transcribing these
6 proceedings and the hearing is specifically to record
7 your comments. If you have questions, please feel
8 free. Our HART staff is available in the public
9 information room next door to help you with your
10 questions.

11 It is now 4:39, so at this time I'd like
12 to begin with the public testimony, and the first
13 testifier is T.K. Chun of Honolulu.

14 MR. CHUN: My name is T.K. Chun. I'm a
15 retired engineer. I live in Pacific Heights area. I
16 support the rail transit system. I vote for it.

17 Now, about this draft EIS, I have -- I
18 want to submit my writing on this, but before that, I
19 want to point this out. On this draft EIS, you have
20 this project to Ala Moana Shopping Center and you have
21 it to UH Manoa. You compare the two costs. You look
22 like you comparing apples with oranges. One is to Ala
23 Moana Shopping Center and one is to UH Manoa, which in
24 your table 9 it says that the project is 5.12 billion
25 dollars and the other one is 6.06. I think this is

1 faulty. You cannot compare the two project like that.

2 Anyway, I'm going to read my statement.

3 As you noted in your new draft report that you
4 concluded that tunneling under Beretania Street would
5 be feasible, but far too costly as an alternate. I
6 disagree. The purpose of our transit project was
7 clearly stated in the latest Draft Supplemental EIS is
8 to connect Kapolei to UH Manoa campus. Why would you
9 want to choose that route through our beautiful
10 waterfront with ugly elevated structure and much less
11 transit ridership to Ala Moana Shopping Center. This
12 defeat the original purpose.

13 I previously testified and urged that our
14 authority to adopt a transit route tunneling through
15 downtown Honolulu in 2009. You dismiss it because it
16 will cost much more. A good viable transit system
17 should not be determined on cost alone. I believe the
18 alternative tunneling under Beretania Street should be
19 chosen now, even though the better alternative is
20 tunnel through Hotel or King Street. Seattle is
21 currently using the world's biggest tunneling machine,
22 Bertha, 57-foot diameter tunneling through Seattle
23 waterfront. Their tunnel will create three traffic
24 lanes, top and bottom in the tunnel, replacing the
25 ugly waterfront's elevated structure. State --

1 (Timer sounds.)

2 MR. CHUN: That's it.

3 MR. MORIOKA: If you want to make some
4 wrap-up comments.

5 MR. CHUN: Well, okay. I'll read the
6 last statement. The rail transit is the most
7 expensive infrastructure project for our state. It is
8 imperative that we do a sustainable project for our
9 city and do it right. I strongly believe a good and
10 efficient rail system is the way to go. If we are
11 going to build a viable rail transit system, it has to
12 connect our population center, not through our
13 waterfront. Going underground through downtown will
14 minimize disruption to our street service business and
15 a contractor can work day and night. Building a good
16 mass transit system will enhance -- it will enhance
17 our quality of life here in our island state. Let's
18 build a viable transit system for Honolulu.

19 My name is T.K. Chun. I live at 2646 B
20 Haili Road, Honolulu.

21 MR. MORIOKA: Next to testify is Mike Lee
22 from Ewa Beach.

23 MR. LEE: Aloha. My name is Michael
24 Kumukauoha Lee. I'm a native Hawaiian cultural
25 practitioner. And talking specifically about this

1 project, there is HRS, Hawaii Revised Statutes,
2 Chapter 6D, 1 through 13, protecting karsts, caves and
3 underwater ground features. Also that's the Article
4 11, Section 7 of the state constitution protecting
5 groundwater. And also Article 12 of the state
6 constitution, Section 7, Hawaii cultural rights.

7 One of the things we have to put on the
8 table is our fishery. In our Hawaiian cultural
9 practice, a basic food source is the limu or algae
10 that is created by these underwater caves that bring
11 in freshwater like aqueduct. Pahukaina or Pohukaina,
12 like Pohukaina Street next to Mother Waldron, is named
13 because there is Pahukaina underneath. These features
14 subsurface need to be identified. They need to be
15 protected because of the big pylons if you choose the
16 feature of having the above-ground stations with the
17 hundred-foot pylons. Multiple levels of these
18 underground aqueduct feed the food foundation for our
19 fisheries, which is a Hawaiian cultural resource and a
20 public trust resource, all mandated and protected
21 under the law.

22 Also, the Clean Water Act is the big dog
23 running here. They have to be identified. They have
24 to be tested, whether it's freshwater, moving water.
25 We know for a fact that the Kawaihau stream -- spring

1 was actually where the Advertiser building was in
2 historical documents. We know it crossed from where
3 the Iolani Palace was the traditional burial ground at
4 Pahukaina of our iwi kupuna.

5 So in finding of fact with what the
6 historical documents say subsurface, you also have to
7 take it as a TCP as well, because that was our
8 traditional cultural practices beneath there and
9 putting iwi kupuna or shells above the water. So
10 we're going to put in testimony before the 22nd
11 highlighting the specifics areas found in documents,
12 the newspapers and also sites of Hawaii and the
13 catalogue of placements in Hawaii.

14 But we need to put that on the table,
15 whether it's the alternative site in Beretania going
16 exclusively underground 25 feet to 40 feet or using
17 the big pylons. All of those things need to be
18 tested. The geotech reports need to be made public,
19 and all the testimonies that we put in also should be
20 on your website for public access and transparency.

21 Thank you.

22 MR. MORIOKA: Thank you, Mr. Lee.

23 Next will be Mr. Glenn Omelda from Ewa
24 Beach.

25 MR. OMELDA: Aloha. Thank you,

1 Mr. Chair. I want to -- if you don't mind, my name is
2 Glenn Omelda. I'm currently the president of the Ewa
3 Beach Community Association, plus I'm a board member
4 of the Kanehili Cultural Hui in Ewa.

5 I wish to talk on two issues tonight.
6 One is what's happening in the Ewa moku, and the other
7 one is the present EIS which has been laid on the
8 table. I agree with you, the tunnel should never be
9 built. Number one, because the near shore and the
10 flora and the fauna depends on the mauka -- on the
11 mauka waters that feed into the near shore to have a
12 balanced ecosystem. If you disrupt the estuaries,
13 underground estuaries, then you block the water, the
14 nutrients that come from the mauka side, you disrupt
15 it from going into the ocean. So with that in mind, I
16 agree that the tunnel should never have been built.

17 The other one is the Mother Waldron Park.
18 That too is a recreational site, and I think that the
19 same conditions that applies to the tunnel should also
20 apply to the park. So with that, I think the
21 underground and the near -- the nearness of the
22 pillars that would disrupt the water from -- and of
23 course the karsts that are underground, so I feel that
24 that should be taken into consideration.

25 Let me talk briefly about the Ewa, the

1 first leg of the rail. Ewa is known -- you talk to
2 federal agency, you talk about state, you talk about
3 county, when Barbers Point moved out, the military
4 moved out, that Kalaeloa area, Ewa moku area was
5 considered, among others, culturally sensitive. And
6 the TCPs, the resources and the assets should be
7 protected.

8 Now, we're talking about trails, we're
9 talking about the wahi pana, you know, sacred stories
10 and sacred places. We're talking about all these
11 things. We're talking about the karsts underground.
12 We're talking about the water that flowed mauka into
13 the ocean, and the near shore, the flora and the
14 fauna. Right now Ewa Beach, the reefs are dying. Ewa
15 Beach used to be the limu capital of the world. It's
16 not anymore. We used to have 200 different species of
17 limu. Now we've got less than ten.

18 So something has got to be done, and I
19 think that the rail is in a good position where they
20 should be consulted to the people, especially to the
21 groups in the Ewa region so that we can come to an
22 agreement that all of these things, the TCPs, the
23 resources and the assets should be protected.

24 Thank you.

25 MR. MORIOKA: Thank you, Mr. Omelda.

1 Next up is Khistina Dejean, sorry if I'm
2 not pronouncing it correctly, from Honolulu. Could
3 you spell your name, please.

4 MS. DEJEAN: K-H-I-S-T-I-N-A, last name
5 D-E-J-E-A-N, Khistina Dejean.

6 MR. MORIOKA: I'm sorry.

7 MS. DEJEAN: I wish to give my testimony
8 today.

9 MR. MORIOKA: Yes.

10 MS. DEJEAN: I just finished running for
11 mayor of Honolulu, Hawaii, and then they kept it on
12 the down play that I wouldn't be heard, but I'm going
13 to be heard now, as I was heard in 2010 running for
14 mayor and governor in the special election.

15 As I approach running for governor in
16 2014, I am against the rails because you have Hawaiian
17 heritage, you have Ewa Beach testifying and there's a
18 problem. I've been here as a missionary for eight
19 years, 18 years total as a missionary, and I still
20 focus on people first.

21 There's issues that I'm still seeing
22 that's not addressed. When you say that you're doing
23 these studies to provide the energy and what you're
24 going to do once the rails are placed, that's not
25 adequate. You have to have studies placed first

1 before finishing your project, which means that when
2 I'm walking Dillingham and I'm seeing wires wrapped
3 around the poles, you're not fully doing your homework
4 and in which I am still saying no rails.

5 The Women of League Voters, my project
6 is -- let me backtrack. My project is missionaries of
7 color, and we are not going to just sit back and let
8 the Hawaiian heritage have to suffer because you want
9 a new toy. That is going to stop life. This is an
10 island which is surrounded by water and we should make
11 sure human life is addressed first. As I walked here,
12 Beretania issues, the people are still living there on
13 the street, which means you just don't bypass human
14 life. This money that's supposedly already in place
15 for the rails, as I win the race 2014, all plans can
16 come to halt.

17 Things must be addressed appropriately on
18 paper, played out for everyone, not just in certain
19 areas that you're having this committee meeting. This
20 should be a big, large meeting for everybody. Cameras
21 should have been here, just like they were for the
22 debate, to make sure everybody is a part of this
23 so-called testimony, because I will give my testimony
24 as we're doing on Olelo. You're not addressing
25 everybody. Everyone is not saying what they truly

1 feel. I didn't vote for the rails, as like I told
2 Carlisle, lied on me, when I ran for 2012 race, I
3 didn't vote for the rails. I'm against it. I'm
4 against it now, I'll be against it 2014 when I will
5 win the governor's race against Mr. Abercrombie, I'm
6 against it, and we must do something and have a bigger
7 committee meeting and not just this, quote/unquote,
8 good old boy, closed in committee meeting of one
9 section. Because I assure you, had everyone known
10 about it, the Blaisdell building should have been
11 filled up like the debate.

12 This is not going to work. I am opposed
13 to it. I am doing my part when the league of voters
14 said in 2010 -- I hear the clock.

15 MR. MORIOKA: Could you make some wrap-up
16 comments.

17 MS. DEJEAN: I will wrap up.

18 But the women league of voters placed
19 this issue in court and when the first vote came for
20 the rail, because many of us, like I said, I didn't
21 vote for it, there is supposed to be a tally. There's
22 supposed to be a recount for really who wanted the
23 rails, and surely you could have this one section, but
24 I guarantee when you I get in 2014 you won't have
25 everything that you ask for because it's not approved

1 by Khistina and it's not approved by a lot of
2 Hawaiians, Ewa Beach, and it will be something
3 different.

4 MR. MORIOKA: Thank you very much.

5 Next up is Cindy McMillan from Honolulu.

6 MS. McMILLAN: My name is Cindy McMillan.
7 I'm here representing the Pacific Resource
8 Partnership, which I'll just refer to as PRP. We're
9 located in downtown Honolulu.

10 Pacific Resource Partnership is a
11 consortium of labor and management. We have the
12 Hawaii Regional Council of Carpenters on the labor
13 side and over 200 general contractors who are
14 signatory to the union.

15 We strongly support the rail project. We
16 believe that the draft SEIS shows that the Beretania
17 Street alternative is not a prudent alternative. It
18 will be too costly. It will have additional impacts
19 to historic sites, and it will have additional impacts
20 on the neighborhood and to traffic. We believe that
21 the draft SEIS has shown that there will not be a
22 significant impact on Mother Waldron in terms of a
23 negative impact. We do believe that the planned
24 development in that area will in fact bring more
25 people to that park to enjoy it in a place of

1 recreation, as it is meant to be.

2 We are again fully in support of the
3 project and we can't wait to see it happen. I speak
4 both as a PRP representative, as a downtown resident,
5 bus rider and future transit passenger.

6 MR. MORIOKA: Thank you very much.

7 Next to testify is Dr. Jim Anthony from
8 Ka`a`awa.

9 DR. ANTHONY: You got a chair that I can
10 sit down? I feel uncomfortable standing up. I mean,
11 you're sitting down, so you don't mind if I sit down
12 and address you.

13 MR. MORIOKA: Absolutely, go ahead.

14 DR. ANTHONY: I'm -- for the record, I'm
15 Jim Anthony.

16 MR. MORIOKA: Maybe hold --

17 DR. ANTHONY: You want me to speak into
18 this?

19 MR. MORIOKA: Yes, thank you.

20 DR. ANTHONY: Oh, my God. For the
21 record, I'm Jim Anthony, and I'm kind to this project.
22 A year ago I had some very serious doubts, and I asked
23 HART's administrative staff a lot of tough questions.
24 I didn't get answers to all of them that completely
25 satisfied me, but I thought that there were good

1 grounds for coming around to the idea that this was a
2 good project. So I'm a supporter of rail and I think
3 it's important for me to disclose that.

4 We're here this afternoon not to talk
5 about whether we support rail or not. If you take
6 that position, you're a bit late. What we're here to
7 discuss this evening, this afternoon, is the
8 supplemental EIS that grew out of the decision of
9 Judge Tashima, who was from the Ninth Circuit Court to
10 hear this case because local judges at the local
11 section of the federal courts were forced to recuse
12 themselves. And so we're here to discuss what it is
13 in the supplemental EIS, it's a NEPA EIS, and I'm in
14 the fortunate position of having reviewed, in my
15 relatively active lifetime, about 30 or 40 of these
16 EISs.

17 This one, I think, on balance ought to be
18 supported by an intelligent and caring community.
19 We're here to talk about the supplemental EIS.
20 There's going to be a court hearing next month, and,
21 you know, the lawyers will get there and they'll do
22 their thing and they'll argue this before Ninth
23 Circuit and then the chips will fall where they may.

24 So the substantive point that I want to
25 emphasize is that I think on balance this is a good

1 supplemental EIS. I don't think it's perfect, but I
2 think it's a good -- it's a well-written document.
3 It's not going to be a classic in its field, but it's
4 going to be okay.

5 Lastly, but kind of importantly, I'd like
6 to commend HART. I have lots of stringent criticisms
7 about HART, but this is not the afternoon to voice
8 stringent criticisms. I want to commend them on the
9 range of languages in which this public notification
10 of this afternoon's proceedings have been announced.

11 That sounded like the train coming.

12 MR. MORIOKA: Yes. If you could make
13 some closing comments.

14 DR. ANTHONY: I'll conclude in 30
15 seconds.

16 I think it's to the credit of HART that
17 you have the announcement made in Tagalog and Ilocano
18 and Spanish and Vietnamese and Samoan and Chuukese and
19 Japanese and Chinese and in Korean. I think that's a
20 good thing. We are a multiracial community. It is
21 only the accidental colonial history that I'm talking
22 to you in English this evening. I could be talking to
23 you in Belgian or in French or in German if we had
24 been colonized by people from those countries. So
25 this is a good thing and I commend them for it.

1 The last point I want to make is that
2 throughout this enormously complex and politically
3 contentious issue that has divided people across many
4 sectors of our society, HART has been very, very
5 conscientious of its cultural sensitivity, of its
6 responsibility to respect local Hawaiian culture, and
7 I want to underscore that. I think it's a good thing,
8 and I think particular note should be made of it.

9 Thank you, Mr. Chairman, for your
10 patience.

11 MR. MORIOKA: Thank you very much,
12 Mr. Anthony.

13 DR. ANTHONY: You're not going to ask me
14 any questions?

15 MR. MORIOKA: Absolutely not.

16 So is there anyone else present to --
17 willing to or wanting to provide testimony on the
18 Draft Supplemental EIS and the Section 4(f)
19 Evaluation?

20 If you haven't registered, please state
21 your full name and address for the record.

22 MR. SLATER: Cliff Slater, chair of the
23 Honolulu Traffic.com. I just wanted to bring to
24 everyone's attention the recent filing of an amicus
25 brief, a brief on behalf of Honolulu Traffic, et al.

1 in the federal lawsuit by the National Trust for
2 Historic Preservation.

3 For those who are not familiar with it,
4 it is the organization created by Congress to further
5 historic preservation policies of the United States,
6 and one of whose board members is the, by
7 congressional requirement, is the attorney general.
8 And they say: The failure of the Federal Transit
9 Administration to comply with Section 4(f) of the
10 Transportation Act with this -- with respect to this
11 massive elevated rail project which will cut through
12 the historic core of Honolulu and will adversely
13 effect numerous historic properties and districts
14 along its 20-mile length.

15 The document itself, and it's up on
16 Honolulu Traffic.com, and you can read it, it's quite
17 a lengthy document, but it goes into all the details
18 of the environmental harm that this project will do,
19 and that, of course, will be for consideration by the
20 appellate court.

21 Thank you.

22 MR. MORIOKA: Thank you, Mr. Slater.

23 Is there anyone else present who would
24 like to provide testimony?

25 Okay. For those of you who do want to

1 share some of your thoughts but do not wish to speak
2 in public, you may provide verbal testimony for the
3 record directly to our court reporter after we close.
4 Written statements or literature related to the Draft
5 Supplemental EIS Section 4(f) Evaluation may still be
6 submitted at the table, at the comment table next door
7 or mailed and postmarked by July 22nd, 2013 to HART or
8 FTA or submitted online at our web page at
9 www.honolulustransit.org by 11:59 p.m., Hawaii Standard
10 Time, on July 22nd, 2013. These statements will be
11 made part of the official record and responded to in
12 the Final Supplemental EIS Section 4(f) Evaluation.
13 Please ensure that a legible name and address is
14 available for the record. This will enable the
15 project to provide you with a CD copy of the Final
16 Supplemental EIS.

17 So with nobody else interested in
18 providing testimony, I will conclude this hearing at
19 5:03 p.m. Thank you very much. Aloha.

20 (The proceedings adjourned at 5:03 p.m.)
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C E R T I F I C A T E

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3 I, Jessica R. Perry, Certified Shorthand Reporter
4 for the State of Hawaii, hereby certify that the
5 proceedings were taken down by me in machine shorthand
6 and was thereafter reduced to typewritten form under
7 my supervision; that the foregoing represents to the
8 best of my ability, a true and right transcript of the
9 proceedings had in the foregoing matter.

10 I further certify that I am not attorney for any of
11 the parties hereto, nor in any way concerned with the
12 cause.

13 DATED this 19th day of July, 2013, in Honolulu,
14 Hawaii.

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17 _____
18 Jessica R. Perry, RPR, CSR No. 404
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