

Chee, Howard (Puni)

From: ljab3@aol.com
Sent: Thursday, February 20, 2020 7:51 PM
To: Chee, Howard (Puni)
Subject: Bus and Rail Increase

Why would the bus fare increase? It's already increased and I haven't seen a new bus in years. I'm a daily rider from the east side and the buses are not thoroughly cleaned or maintained.

I vote for a low-income category.

Chee, Howard (Puni)

From: Al Noj <alnoj@hotmail.com>
Sent: Thursday, February 20, 2020 8:24 PM
To: Chee, Howard (Puni)
Subject: Rail fare

It better not cost more than the existing bus fare or no one will ride it. Also transfers should be issued so the rider can continue onto their destination where the rail will not go.

Sent from Mail for Windows 10

Chee, Howard (Puni)

From: Jeffery Lorange <jwlhel@icloud.com>
Sent: Thursday, February 20, 2020 8:46 PM
To: Chee, Howard (Puni)
Subject: Cost to. Ride the rail? How much will the State of Hawaii subsidies...? I am guessing...
\$500.00 per rider....like Seattle, Washington..

Aloha

Sent from my iPad

Chee, Howard (Puni)

From: Edmund Rickard <edmundrickard@gmail.com>
Sent: Thursday, February 20, 2020 9:09 PM
To: Chee, Howard (Puni)
Subject: I heard your article on the news about the rail transit

I guess anybody can RIDE THE RAIL TRANSIT I believe the cost is 3.00 same as the bus but I don't understand people that have adult passes, bus passes, or Handivan passes, are eliminated explain to me why had that article was broadcast over the news about the passes I already listed it on the top of the the beginning of my email just let me know why adult passes, bus passes, Handivan Passes, Are eliminated that is discrimination whoever said that in the meeting that In the meeting it is unprofessional that our tax dollars pays for this rail system and we can't ride the rail system how come why has that been mentioned over the news please get back to me and let me know what are you meaning

Chee, Howard (Puni)

From: Edmund Rickard <edmundrickard@gmail.com>
Sent: Thursday, February 20, 2020 9:20 PM
To: Chee, Howard (Puni)
Subject: Oh yeah I forgot to say that

So people that have a wheelchair, a power wheelchair scooter, or Rollator, or walker, CANE, are eliminated Please answer or explain to me about that to me for the news the broadcast that over though the over the air that is discrimination regarding to adult passes, bus passes, Handivan passes, I think that was unprofessional thinking to be discriminated for us handicapped people and the regular people that has adult passes, bus passes, or Handivan passes, Or even Medicare card, Are eliminated on the rail transit system that's what the news explained up tonight and I was shocked to hear that in the first place why did you folks build a rail system for and then cut out but the news had mentioned please explain that to me and get back to me So I would have a better understanding WHY wasn't mentioned over the news I believe that was discrimination so if you could explain all what I am writing in here to you then I would have a better more understanding right now that was unprofessional to be broadcast over the news either correct your watch you mentioned in your meeting and correct your so he doesn't get Miss broadcast Or WORNG era of broadcasting

Chee, Howard (Puni)

From: Giovanni Sclarandis <sclarandg001@gmail.com>
Sent: Thursday, February 20, 2020 11:52 PM
To: Chee, Howard (Puni)
Subject: Rail rates

I think that the people who ride the new rail should pay the full cost of what it takes to maintain it. The rest of us, not living between Ewa and Alamoana, who will probably never use it, are stuck paying the \$10 billion it will cost to build it! You can say that the feds are paying for a large percentage of that, but where is the federal government getting it's money from? I pay both Hawaii and Federal taxes.

Chee, Howard (Puni)

From: Richard Puu <oval1956@yahoo.com>
Sent: Friday, February 21, 2020 7:36 AM
To: Chee, Howard (Puni)
Subject: Rail rates

You should figure out the cost to operate and maintain this thing then divide that up by ridership numbers and that's your rate. You folks are so sure a lot of people will ride this honestly it should be self sufficient. Then maybe you guys will stop asking the senate to keep raising taxes Sent from my iPhone

Chee, Howard (Puni)

From: Peter Webb <pwebb001@gmail.com>
Sent: Friday, February 21, 2020 8:00 AM
To: Chee, Howard (Puni)
Subject: rail fares

Aloha!

On the issue of fares for the rail system, we need to recognize that the rail will never be even close to self-supporting based on fare receipts. High fares will simply discourage ridership, rendering this whole insanely costly project even less useful.

1 way fare, full length of rail, \$4.50
RT fare, purchased as 1 ticket, \$7.50
Monthly pass: \$80
Hop on, hop off 1 day pass, \$12

Mahalo!

Chee, Howard (Puni)

From: benster <benster@gmail.com>
Sent: Friday, February 21, 2020 9:28 AM
To: Chee, Howard (Puni)
Subject: written testimony on transit rates

How much should a ride on the rail line cost? It should be free. We are in a transportation crisis, with overwhelmed, dilapidated roads and insufficient public transit options. The best way to ensure ridership is to make it free. The infrastructure will be there...let's let people make use of it and take them off the roads. Provide universal access to public transportation.

<https://www.nytimes.com/2020/01/14/us/free-public-transit.html>

<https://nextcity.org/daily/entry/whos-afraid-of-fare-free-public-transit>

<https://www.forbes.com/sites/enriquedans/2019/09/15/is-free-public-transport-in-cities-the-wayforward/#6466bdc9a00e>

<https://www.nbcnews.com/news/us-news/do-we-care-about-public-cities-weigh-free-public-transit-n1137561>

<https://www.curbed.com/2019/12/20/21031126/free-transit-universal-transportation-access>

<https://nextcity.org/daily/entry/whos-afraid-of-fare-free-public-transit>

Ben Bartos
1189 Waimanu St, Honolulu, HI 96814
benster@gmail.com

Chee, Howard (Puni)

From: peonylane@yahoo.com
Sent: Friday, February 21, 2020 3:12 PM
To: Chee, Howard (Puni)
Subject: Bus Transit Fees

I am submitting my input regarding transit fees to commuters, specifically TheBus fares. As a senior citizen, I purchase a 2-year bus pass and feel very lucky that this allows me to take care of my basic transportation needs. However, since becoming a senior in 2016, there has already been a hefty increase in fares.

The City and County claims to care for Honolulu's seniors. You must keep the bus fares affordable for seniors. Without them, would there be enough ridership to sustain the service?

If there is another fare increase, more must be done to keep the bus stops safe and the vehicles themselves sanitary.

1. **BUS STOPS ARE GETTING MORE DANGEROUS.** They are often frequented by homeless. I don't feel that anything is being done to keep bus riders safe at bus stops.

On 2/19 at Stop #416, I was approached by a very sketchy male person. I believe that he regularly hangs out in the Kinko's parking lot near the trash bin.

Many purse snatchings occur at bus stops. Stops are frequently "homes" for the homeless, but nothing is being done.

I have disembarked at the bus stop at Kaheka and King where a dog and its homeless owner have made their home. It looked like a pit bull and I have heard that the owner is mentally unstable.

2. **OUR BUSES DO NOT FEEL CLEAN.** Since homeless were given free passes, the urine odor is sometimes unbearable. They also take up more than one seat which means others have to stand during rush hours. How is this fair for those struggling to pay for the annual bus pass fees?

The rail is another issue. Many believe that it will need to rely on other funds to maintain itself. Without even operating, the rail is mismanaged. Overall, my confidence in the City and County is very low.

Jill Thalmann

Sent from my iPad

Chee, Howard (Puni)

From: Doug White <doug.wh7e@gmail.com>
Sent: Saturday, February 22, 2020 2:03 AM
To: Chee, Howard (Puni)
Subject: testimony

Hello, my name is Douglas White and I am submitting testimony about the revised transit fares. I currently use the annual pass, and I would like to see that option continue with a similar price structure (i.e. 11 times the cost of the monthly pass). I like the fact that with my annual pass I do not have to keep track of what day of the month it is and only worry about buying a pass on time once per year. I also like that the annual pass is replaceable if I should misplace it, because there is a record at the pass office that shows I paid and when it expires. The fact that the annual pass has a photo reduces the chance of fraud caused by people sharing a pass. Please keep the option of getting an annual pass!

If it is deemed impossible to keep the annual pass, then I would like to see the Holo card have (nearly) the same functionality as the annual pass. This could be done as follows:
Whenever a rider credits a Holo card with an amount equal to 11 times the monthly maximum rate, then the system will, at the rider's request/option, transfer the entire annual pass amount in one transaction and then the fare reader system would allow unlimited rides for that particular Holo card for one calendar year.

The biggest downside of the Holo system is it is the same as carrying around a lot of cash. The card can be lost or stolen and the rider is responsible for the loss until they make a claim to cancel the card/transfer the balance to a replacement.

Thank you for the opportunity to testify.

Sincerely,
Douglas White
94-302 Paiwa Street, #906
Waipahu, HI

Chee, Howard (Puni)

From: kc <cricketbearbear@hawaiiantel.net>
Sent: Saturday, February 22, 2020 12:30 PM
To: Chee, Howard (Puni)

Please let me know that this went through.
Thank you for taking the time to read this.

I read recently, that the price of the bus fare may go up because of Rail costs. Sure hope not!
I am one of the MANY who did NOT want Rail in the first place. For me to have to pay for the mistakes of others, doing something I knew wasn't a wise decision, would truly be unacceptable.
I love The Bus. Have ridden it with my mom since I was small. I continued riding it as an adult, on my own. Still ride it on my own, and with my sister now. I know several people would have a difficult time trying to afford to ride if the price goes up that much. 😞

Please rethink that plan. It shouldn't even be an option. Perhaps taxing people who approved Rail in the first place, and people with higher incomes, who CAN afford more, would be the sensible thing to do.

Thank you for allowing people to give input.
Sent from [Mail](#) for Windows 10

Chee, Howard (Puni)

From: Fabian Kaulukukui-Heloca <fkaulukukui@gmail.com>
Sent: Sunday, February 23, 2020 7:21 PM
To: Chee, Howard (Puni)
Subject: 233% bus fare hike

I do not support an increase hike for the bus.

sincerely
Fabian Kaulukukui-Heloca

Chee, Howard (Puni)

From: Christopher Tipton <catipton@gmail.com>
Sent: Monday, February 24, 2020 10:37 AM
To: Chee, Howard (Puni)
Subject: Attention: Rate Commission

Aloha,

I agree with the proposed rate changes for TheBus and Rail. I particularly am in favor of replacing the Passes with the Caps.

Regards,

Chris Tipton

Chee, Howard (Puni)

From: Michelle K <michellek303@yahoo.com>
Sent: Monday, February 24, 2020 10:51 AM
To: Chee, Howard (Puni)
Subject: Reject proposed bus fares increase...

Aloha Honolulu Rate Commission,

I am **STRONGLY OPPOSED** to the recent proposed increase bus fares. If implemented, Honolulu will see a decrease in bus ridership while adding traffic congestion on our roads as people switch to driving. With more cars on the roads, both air pollution levels and crashes go up which negatively impact the lives of residents. Honolulu should get people out of their cars and depend on the bus for commute, and the best solution is to lower bus fares instead.

Meanwhile, the proposed increased bus fares primarily impact those who are unable to drive due to age (youth/seniors without reliable income), disability, etc. This is extremely unfair especially since commuting is a necessity whether for getting to work/school, a healthcare appointment, or running other errands. Why would the city add to the financial burdens of folks who are already at a disadvantage to begin with? When increased bus fares occur, folks are forced to reduce costs on their other needs or rely on family/friends able to give them a ride, a time-consuming hassle if going in opposite directions. As a result, the fares increase present a lose-lose situation for those depending on the bus as well as car drivers associated with those dependent on the bus.

Lastly, the current bus service does not justify increasing fares due to minimal improvements to the system. For example, there is still no bus stop in front of JABSOM and folks are still stuck transferring multiple times to get to their final destination via bus. Even though the holo card is advertised to the public, it is still unavailable for purchase at many local places. Residents should not be expected to pay extra for poor service in a city already known for having a high cost of living. My recommendation is to lower bus fares in order to relieve traffic congestion and ensure those unable to drive are not priced out of their commute.

I urge the Honolulu Rate Commission to reject the increased bus fares at the upcoming March 3, March 5, and March 10 hearings and work out a solution with the city Department of Transportation Services asap to reduce public transit costs for all residents on Oahu. Mahalo for your consideration!

Sincerely,
Michelle

Chee, Howard (Puni)

From: Jesse Souki <jesse808@gmail.com>
Sent: Monday, February 24, 2020 11:05 AM
To: Chee, Howard (Puni)
Subject: Comments re Rate Proposal

Aloha Commissioners,

Thank you for the important work you do.

I don't know what your policy goals or objectives are with the proposed rates, but if there is information on that, I would appreciate being pointed in that direction.

Without the above information, I'll assume that your objectives include increasing ridership, reducing VMTs for SOVs, and equitable access to public transit. With this in mind, I have the following general comments which apply to bus and rail within one integrated multi-modal low-carbon transportation system:

- Has the commission considered Free Ride Zones? Will this new policy affect that decision in any way?
- The under 30% Area Median Income pricing is a great idea. But, you are, I assume, asking taxpayers to foot the bill for this new subsidy. I fully support subsidizing public transportation for those who cannot afford it, but can you provide more information on your overall strategy for how this policy will meet your policy objectives; e.g., reducing SOVs on the road?
- Do the proposed rates encourage working families to use public transit; i.e., is it cheaper for a family--two adults, one or two children--to all use transit or continue to use the family car?

Thank you for your consideration.

Mahalo,
Jesse K. Souki

Chee, Howard (Puni)

From: Michael Rice <michaelirice@outlook.com>
Sent: Monday, February 24, 2020 11:34 AM
To: Chee, Howard (Puni)
Subject: Regarding Rate changes

Hello. I'm writing in response to the proposed rate changes. I stand in opposition to the raise in rates and removal of passes, but I do support the proposed idea of 'caps' as they're called for Holocard users as I think it will encourage usership of Holocards and the Bus system as a whole. I would prefer that the current system of 2 rides earning a day pass/cap rather than the proposed 3 rides, however.

Chee, Howard (Puni)

From: Kenny Smith <get2it88@yahoo.com>
Sent: Monday, February 24, 2020 11:31 AM
To: Chee, Howard (Puni)
Subject: I can't come to your meeting, I do have a question for your staff

I want you to answer this question for the person who is going to ride the bus and rail?, Why do you want to jump the price up \$0.25?.

When and how do you think that you will not be able to ride both the bus or the KT RAIL

Why can't they just come right out and tell everyone the full truth about the new cost.

Don't you think that the cost is \$ 2.50 per person?, Don't you think that is a better deal, for person who is 15 to 69 yr old, for every day care and your monthly pass should be at \$55.00 for all ages. I do think that you should just think it out before you start adding more money to the bus and the rail fare.

How much money do you make at work and how much do you want to spend for the bus and the LT rail?.

[Sent from Yahoo Mail on Android](#)

Chee, Howard (Puni)

From: Larry Alfrey <fredwgarfield@hotmail.com>
Sent: Monday, February 24, 2020 3:48 PM
To: Chee, Howard (Puni)
Subject: Confusing proposal for fares for a senior/handicapped

CATEGORY	CURRENT FARE	PROPO
ADULTS (ages 18-64)	Single Ride \$2.75 Monthly Pass \$70.00 Annual Pass \$770.00	Single Ride \$ 3.00 Daily Cap of \$ 7.50 Monthly Cap of \$ 8 Eliminates Annual
YOUTH (ages 5-17 plus 18 & 19 if still in high school)	Single Ride \$1.25 Monthly Pass \$35.00 Annual Pass \$385.00	Single Ride \$ 1.50 Daily Cap of \$ 3.75 Monthly Cap of \$ 4 Eliminates Annual
SENIOR (65+) AND DISABLED OR HOLDING MEDICARE CARD	Single Ride \$ 1.00 Monthly Pass \$6.00 Annual Pass \$35.00	Single Ride \$1.25 Daily Cap \$ 3.00 Monthly Cap \$ 20.0 Annual Cap \$ 60.00
LOW INCOME (30% Area Median Income, or AMI) Pilot program limit of 2,000	This category does not currently exist	Single Ride \$1.00 Daily Cap \$2.50 Monthly Cap \$20.0 Annual Cap \$ 60.00

You say that Annual passes WILL Continue for Seniors/disabled peoples... But the proposal does NOT say that. What is annual CAP of \$60 mean?

Sincerely,
Larry Alfrey
Honolulu

Chee, Howard (Puni)

From: Micah Palakiko <micah.palakiko@yahoo.com>
Sent: Monday, February 24, 2020 9:07 PM
To: Chee, Howard (Puni)
Subject: Increase fees for rail and bus

Dear Rate Commission,

I oppose any increase to bus and rail fares, Because currently we pay \$2.75 for a 1 way bus ride and \$70 a month for adult bus pass these will be discontinued under new holo holo card program and the only payment will be cash no more monthly fares so we believe that this is a more expensive way to get more money to help pay for their rail that is already overpriced the politicians who made these decisions should be the ones finding a solution instead of increasing our fares as well as adding new taxes like the storm water run off tax.

Thank you,

Micah Palakiko

[Sent from Yahoo Mail on Android](#)

Chee, Howard (Puni)

From: Alexander Tanji <alextanji@gmail.com>
Sent: Tuesday, February 25, 2020 11:30 AM
To: Chee, Howard (Puni)
Subject: holo cards

will there be a method of identifying stolen holo cards as a rider scans it boarding a bus/train? can there be a 2 step method to verify if the person using the card is the person who owns the card? i am thinking like we give our fingerprints at the DMV when we get our drivers license, but it does not appear on the license. if the holo card had the finger print and reader could read the finger print it could show if the user is the rightful owner of the card. just curios, as and geezer.

Chee, Howard (Puni)

From: Calvin Pham <cfpham@yahoo.com>
Sent: Tuesday, February 25, 2020 8:34 PM
To: Chee, Howard (Puni)
Subject: Honolulu Rate Commission Testimony

Aloha Howard "Puni" Chee,

Please consider this e-mail my written testimony regarding the proposed changes for Honolulu public transportation services. I'll be provided my comments based on the questions summarized by Honolulu Civil Beat since I can't seem to find your direct notice to the public.

1. Should single ride fares increase by 25 cents? These rates would apply to both TheBus and Rail.
If this is necessary for fare recovery in compliance with Federal Transit Administration rules, then I am in favor. If there is alternative to a fare increase to sustain operations, then I would likely favor that alternative.
2. Should a daily cap of \$7.50 be set for adult riders (ages 18-64), with a monthly cap of \$80, eliminating annual passes for this category?
Yes, please set daily and monthly caps. I also hope you will have a means of registering users and increasing access to free Holo cards who need assistance, especially during the transition period. We all know change can be difficult, so please examine what happened with similar electronic fare card roll outs and proactively ensure people are easily accessing the great transit policy that is the fare cap. Much mahalo for the fare capping proposal.
3. Should a daily cap of \$3.75 be set for youth riders (ages 5-17, plus 18-19 if still in high school), with a monthly cap of \$40, eliminating annual passes for this category?
Yes.
4. Should a new category be created as a pilot program for qualified low-income riders? Those under 30% area median income may apply for this category.
Yes. Please set this fare at a rate that is affordable to individuals/households under 30% AMI that helps to free up their budgets to afford other necessities such as groceries and housing.

Thank you for taking making comments.

Calvin Foo Pham
5210 Likini St 1009

Chee, Howard (Puni)

From: Cynthia Ching <ccantere003@yahoo.com>
Sent: Wednesday, February 26, 2020 7:48 AM
To: Chee, Howard (Puni)
Subject: Proposed Bus Fare Hikes

Dear Sir,

I am very, very concerned about the proposed bus fare hike for seniors. Like all seniors, I live on a fixed income. The small increase in Social Security income doesn't come anywhere close to come covering all the other increases we seniors face in terms of rent, food, medication, etc. I feel that we fall farther and farther behind each year. No wonder we have such a huge homeless problem. Now, The Bus wants to add insult to injury... my basic means of getting around. I don't want to be dependent upon others to take me to dr appts and getting out and about. This hike would definitely have an impact on my life and know that it will impact hundreds of others as well. I can understand a small increase but Please, please, do not allow this BIG hike.

Regards, Mrs C. Ching

Sent from my iPad

Chee, Howard (Puni)

From: kekk2k@hawaiiantel.net
Sent: Wednesday, February 26, 2020 9:46 PM
To: Chee, Howard (Puni)
Subject: Written testimony for bus fare increase by Honolulu Rate Commission

WRITTEN TESTIMONY

To: Howard (Puni) Chee

From: Ellen Koppenheffer, 1621 Ala Mahina Place, Honolulu, HI 96819

Re: Rate commission meetings March 3-10

I strongly oppose the proposed increases to bus fares, especially the 71% increase for seniors and disabled people. These are two groups of people who often have no other transportation option, would benefit the most by getting out of their homes, and also have the least amount of money.

The rate commissioner, James Burke's statement that "going from \$35 to \$60 is not that big of a step" is simply untrue and shows how out of touch with reality he is. It is a 71% increase that can be completely unaffordable for people living on fixed incomes who can have trouble getting even \$35 all at once for a bus pass. These people will not be able to vote themselves pay raises so it is essential for their physical and mental health that they continue to be able to access transportation at a cost that is affordable to them.

For many years I was a bus rider, using the bus daily to get to and from work and college. I watched the bus pass increase from \$40-\$70 over the years. I stopped riding the bus when I got a job at the University of Hawaii. It was simply not sensible or cost effective to take a 11 mile, 1.5 hour journey by bus which required either two transfers or a 1 mile walk plus one transfer. By car, it can take 20 minutes and costs me less than \$50/month for gas. With the proposed increase to \$80 for this adult under 65 bus pass, I would expect that any person who had or could get a driver's license would stop riding the bus and take a car. The traffic is already bad so having all these additional cars on the road will only make it worse. Bus riders should be rewarded, not punished.

The government should encourage as many people as possible to take the bus by keeping the costs of the bus pass low. Some cities have free transportation within the city limits and something like that might also increase bus ridership but raising the prices, and by such huge amounts, will certainly not. Anyone who is proposing an increase like this should take the bus daily to and from work, school, shopping, etc. for a month and then see if they still feel that bus riders are getting a good deal.

Thank you for considering this testimony.

Chee, Howard (Puni)

From: The House of the rising sun and solar power <halekalea@gmail.com>
Sent: Thursday, February 27, 2020 11:51 PM
Subject: Bus fare increase.

I am opposed to any rate increase for people on fixed income, retired and the disabled.

Free bus rides beyond any reasonable doubt would be better than financing the rail;

We could have enjoyed faster commutes all these years and saved a few billion dollars to boot.

There is a HUGE problem with the homeless that's out of control and one needs for its own safety to find a BUS STOP not occupied by the homeless. Bus Stops should be a safe haven for riders of the Bus, is not.

Since POLITICIANS with the ego of Mufi Hanneman pushed for RAIL construction they should bear all the costs of building rail, not taxpayers.

The average monthly Social Security payment for retirees was \$1,471 in June 2019.

Average that mean those with the highest payments and those with the lowest.

Social Security Supplemental income for poor is \$ 740 dollars.
Those people are becoming against their will HOMELESS!

Cost of living in Hawaii is 30% higher than on mainland as the stores are gauging poor people who have no other choice.

There is NO doubt that increase could have severe intolerable impact on an elderly or disabled person on a fixed income.

Social Security Checks

The maximum possible Social Security benefit in 2020 depends on the age you begin to collect payments and is:

minimum Social Security Supplemental income benefit \$ 740.00
maximum possible Social Security benefit \$2,209.00 at age 62.
maximum possible Social Security benefit \$2,861 at age 66.

From the SSA checks the cost of Medicare of \$ 135.50 is being deducted.

Handy van transportation,

Average Electric bill is about \$ 160.00 a monthly granting NO electricity USAGE for Air Conditioning.

HEI with the most expensive electricity in the country is gauging people on electric bills, and on monthly meters reading charges!

The toilet paper, laundry, toiletries, drinking water,

Many people need to pay for medical insurance (\$ 40.00 for Advantage program), co-payment for the doctors bills, dental services, co-payment for medication such as high blood pressure, diabetic, asthma, and some for the ambulance.

Many people live on fast food, frozen food, canned food, food bank, food stamps.

There fore I would propose the following fees for transportation:

Children, students below 18 should have free bus fare.

Pregnant woman free bus fare.

Firemen free bus service.

Uniform service men daily pass \$ 4.00.

Blind and disabled free bus fare.

Retiree 62 years or older free bus pass.

On the day of election all bus communication shall be free.

Tickets with the ONE bus transfer shall be available for \$ 3.00.

While daily bus passes available 24 hours from the time of purchase should be for \$ 5.00.

People with a valid car registration shall be able to use a bus for discounted \$ 2.00 per day.

The rules for passenger with luggage shall be changed.

No luggage except "carry on" on buses during high traffic: 6:30 am to 9:00 am and 16:00 (4:00 pm) to 18:00 (6:00 pm) unless OK with the bus driver.

People with bad odor such as cigarettes odor, or homeless (urine smell) should be denied bus ride.

All government employees should have a monthly bus pas for \$ 200.00, an NO parking privileges.

State employees should be allowed to buy 3 bus passes for spouses and for unmarried children less than 21 years old, or while in school at discounted \$ 100 per month with the purchase of first buss pass.

All bus passes shall be valid for 24 hours from the time of purchase.

Blood donors shall get free bus pass for a week.

One of the big problems are the buses returning to base with "No in Service".

All buses returning to base should carry the passengers.

The bus company shall guarantee that NO one would wait for bus longer than 15 minutes.

We have situation that passengers are waiting for the bus longer than 45 minutes, and then two or three same number buses are tailgating each other!

The difference between the maximum Social Security (maximum possible Social Security benefit \$2,209.00) benefit and the average (average monthly Social Security payment for retirees is \$1,471) .

With Hawaii's high cost of living the retirees and disabled with the Social Security Benefits below \$ 30,000 per year shall get the supplemental income from the State responsible for high cost of living, to assure that they have a minimum living standard. they do have shall get

However many people actual Social Security payment is way below \$1,200, while some are getting no more than \$ 750.00 a month!

I would like to ask how someone who is on fixed income such as Social Security Disability or retirement can afford such pay increase?

The fact that the City and County needs more money due to the purely moronic decision to built way overpriced Rail doesn't mean that people needs to suffer and pay more for each and every service.

The yearly cost to maintain and to operate the RAIL, is about \$ 20,000,000 !

That translate for about \$ 20 per year for every citizen in Honolulu (1,000,000 residents).

I am proposing to reduce 40 % across number of employees and 25 % pay cut for all City and County employees.

1. There are too many people working for City and County, they have not enough work to be done, they are unqualified, unfriendly and not willing to do their work.

2. I am proposing to cut the pay of POLICE OFFICERS 50%, and reduce the amount of Police officers as we have too many of them.

In each vehicle should always be two officers.

Now when there is a Police intervention at least 8 vehicles show up on the site, and frequently over a dozen.

For security reasons NO single police officer shall be in the car.

I will issue ban on City and County employees OVERTIME.

We do not need UNIFORM Police officers working behind desk.
That work shall be performed by civilians.

Hawaii has highest gap between wages, rent required for a 2-bedroom No. 1 in the nation in hourly wage required by a full-time worker (40 hours a week, 52 weeks a year) to afford the fair-market rent for a two-bedroom rental home, without paying more than 30% of their income.

People are squeezed in to small apartments such as for one bedroom below 650 sq feet. and for two bedroom less than 850 sq feet.

The law shall require that one bedroom is at least 900 square feet,
and 2 bedroom at least 1,200 sq. feet with adequate storage!

It's no surprise that rent in Hawaii is higher than in most other states in the nation.

Hawaii's rent is so high, though, it is inaccessible to the majority of residents working in the state's largest occupations, according to the 2019 "Out of Reach" report by the National Low Income Housing Coalition, a Washington, D.C.-based advocacy group for affordable housing.

Hawaii is not only the most expensive state for two-bedroom renters to live in, according to the recently released report, but holds the distinction of having the greatest gap between what the average renter makes and what a tenant needs to occupy a two-bedroom unit at fair-market rent.

A renter in Hawaii needs to make at least \$36.82 per hour, or \$76,577 annually, to afford a two-bedroom residence at \$1,914 a month, according to the report. The average renter in the state, however, only makes \$16.68 per hour — a gap of \$20 an hour.

The prospects are no better for a more modest one-bedroom rental.

To rent a one-bedroom unit in the state for \$1,458 a month, a renter would need to make at least \$28.04 per hour, or \$58,316 annually.

At the state's minimum wage of \$10.10 per hour, a Hawaii renter would have to work 111 hours per week, or work 2.8 jobs, in order to afford a one-bedroom residence, according to the coalition's analysis of Hawaii. To afford rent for a two-bedroom unit at minimum wage, a renter would need to work 146 hours per week, or work 3.6 jobs.

The median wages for some of the largest occupations in the state, including fast-food prep workers, cooks, cashiers, home health aides, retail salespersons and teacher assistants, hover between about \$11.50 and \$15 per hour — far below what is needed to rent a one-bedroom place.

The organization Young Progressives Demanding Action argues that the proposed minimums are "far less than the more than \$17 per hour that's needed for a single adult to afford their basic needs."

The United Public Workers union urged lawmakers peg the minimum at \$15 per hour by 2024, while the ILWU Local 142 and the Hawaii State Teachers Association suggested the Legislature mandate a minimum wage of \$17 by 2025.

When asked about the criticisms that minimum wage increase is too small, House Finance Committee Chairwoman Sylvia Luke noted that a number of business groups strongly opposed the minimum wage increase entirely. Labor Committee Chairman Aaron Ling Johanson said lawmakers are "trying to find the right price point."

That package includes "talk, talk, talk," as measures to provide more affordable housing, affordable child care and other benefits, lawmakers said.

Approximately 42% of Hawaii's residents are renters.

Nicole Woo, senior policy analyst for the Hawai'i Appleseed Center for Law & Economic Justice, said Hawaii has been at the top of the Out of Reach Report for many years, with a higher percentage of renters than the national average.

"We have very high housing costs," said Woo.

"We have the most overcrowded housing according to U.S. Census data, the highest homeless rate in the nation. That's all connected to (the fact) that our housing is so expensive."

She noted the Hawaii Legislature's failure to raise the minimum wage to \$15 an hour in this year's session, as several other states have done, which exacerbated the problem.

The most expensive areas to live in Hawaii are urban Honolulu, followed by Maui County and Kauai County.

In urban Honolulu, a renter needs to make \$39.75 per hour to afford a two-bedroom unit.

In Maui County, a renter needs to make \$32.21 per hour and

in Kauai County, \$29.44 an hour.

In Hawaii County, the figure is \$25.88 an hour.

Hawaii, however, is not alone in this gap between wages and rent, according to the coalition.

Every county, metropolitan area and state across the country has the same gap between what a worker can earn based on the prevailing state or federal minimum wage during a standard, 40-hour work week, and fair market rent for a two-bedroom.

Nationally, a full-time worker needs to earn an hourly wage of \$22.96, on average, to afford a two-bedroom rental in the U.S., \$15.71 higher than the federal minimum wage of \$7.25.

Hawaii was the most expensive state to rent a two-bedroom, followed by California, Massachusetts, New York and New Jersey.

By metropolitan area, however, San Francisco was the most expensive, requiring housing wages of \$60.96 per hour for two-bedroom rent.

Some areas of Kentucky have the lowest housing wages, at \$11.88 per hour, for a two-bedroom rental.

For the report, the housing wages and fair market rental rates were based on numbers from U.S. Department of Housing and Urban Development.

The housing wages were calculated as the estimated full-time, hourly wage a household must earn to afford a rental home at fair market rent, while spending no more than 30% of it on housing costs.

HAWAII AT A GLANCE

>> Minimum wage: \$10.10 per hour

- >> Average renter wage: \$16.68 per hour
- >> Required 2-bedroom wage: \$36.82 per hour
- >> Number of renter households: 190,880
- >> Percent of renters: 42%
- >> Fair market rent, one-bedroom: \$1,458 per month
- >> Fair market rent, two-bedroom: \$1,914 per month Most expensive areas to rent in Hawaii
 - >> Urban Honolulu MSA housing wage: \$39.75 an hour
 - >> Maui County (Kalawao County, Molokai) housing wage: \$32.21 an hour
 - >> Kauai County housing wage: \$29.44 an hour
 - >> Hawaii County housing wage: \$25.88 an hour

Source: Out of Reach 2019

Ansaldo Honolulu JV was awarded the \$1.4-billion core systems contract in March.

That contract includes \$574 million for the design, construction and delivery of 80 train vehicles and train control systems, and \$830 million in operations and maintenance over a 14-year period. The contract calls for the delivery of the first 16 vehicles in 2014 and for the remainder in 2018.

The core system's contract is the latest milestone for the rail project, with 50 percent of its design and construction contracts already awarded. The project officially broke ground earlier this year and utility relocation work is now in full swing in preparation for the construction of the transit guideway in February 2012.

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The first section of the transit system from East Kapolei to Aloha Stadium is expected to open in 2015; the second section from East Kapolei to Kalihi in 2017; and the entire system from East Kapolei to Ala Moana in 2019.'

<http://hartdocs.honolulu.gov/docushare/dsweb/Get/Document-17142/20111128-news-release-hart-signs-core-systems-contract-with-ansaldo.pdf>

So WHO supposed to pay for it?

Uses?

NO!

Only those who promoted that idiotic project!

I firmly believe that Hawai'i Government Employee retirement plan shall pay for it!

Make the LABOR UNION to pay for it!

Chee, Howard (Puni)

From: Diane Terada <diane.terada@catholiccharitieshawaii.org>
Sent: Friday, February 28, 2020 8:06 AM
To: Chee, Howard (Puni)
Subject: Attention: Rate Commission

Requesting clarification on the "Important Message from the Honolulu Rate Commission":

- 1) It indicates under "changes" that the "Senior and Low Income Annual Passes will continue." However, the table says the Senior (and Low Income) Proposed Fare categories have an Annual Cap of \$60. Do you mean an Annual Pass?
 - a. If you do mean an Annual Cap, that would seem to indicate that the use of a Holo card is required. Pls confirm.
 - b. For seniors/disabled/low income who may not be able to afford \$60 at one time, can they pay for 3 months of \$20 on a Holo card (3 x \$20 = \$60) to receive the annual rate?
- 2) What is the documentation that riders would be required to show in order to be eligible for the Low Income Fare category? Will riders be required to go to specific locations to be deemed eligible?
 - a. Since the pilot has a limit of 2,000, are you preparing to allot quantities by geographic areas?

Thank you.

Diane M. Terada
CATHOLIC CHARITIES HAWAII'I
Clarence T. C. Ching Campus
Community & Senior Services Division
Division Administrator

1822 Ke`eaumoku Street
Honolulu, Hawai`i 96822
Phone (808) 527-4702
Fax (808) 527-4709
diane.terada@catholiccharitieshawaii.org
www.CatholicCharitiesHawaii.org

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Chee, Howard (Puni)

From: Rico Leffanta <leffanta@gmail.com>
Sent: Thursday, February 27, 2020 12:30 PM
To: Chee, Howard (Puni)
Cc: Fukunaga, Carol A
Subject: The Bus fare increases

Before there is any discussion about increasing The Bus fares, there should be effort expended to insist Oahu Transit perform according to contracts!

As one example, on Sunday, 23.II.20, I took the C Express Bus to Makaha for the Buffalo Big Board Classic, but waves and participation was not as anticipated, so I tried to catch a C Express back to Honolulu.

The first two C Express buses returned "Not in Service". Seeing the third C Express was also returning "Not in Service", we stood in the street until she stopped and informed us she was unaware the other buses were not picking up passengers, but she could not pick us up because, "I'm not going anywhere!"

The 4th C Express Bus took an extended break and did not return before the fifth C Express picked us up (as the sixth C Express arrived in Makaha). The fifth driver told us he was an extra, so it is appear that rather than accept fare-paying passengers by regular drivers, Oahu Transit is paying overtime rates for drivers to pick up the passengers abandoned by regular drivers.

This is basically the same situation as on the North Shore, where The Bus drivers take extended breaks and then return as "Not in Service" until they catch up to their schedule, abandoning passengers trying to get to work/doctor/hospital, etc.

Consider that if a poor family member was injured during the Makaha event and tried to catch a C Express Bus to an Honolulu doctor or hospital, the victim would need to walk to the 2nd Makaha bus stop because The C Express Bus drivers refuse to pick up passengers at the first stop because, even though the sign says the C Express stops there, the drivers say that stop is not in their contract.

In other words, it is not just RAIL that is corrupt, but Oahu Transit is also ripping of taxpayers for services not rendered by any stretch of the imagination!

Please assure taxpayers they are getting their money's worth before you go increasing rates!

Aloha!

Rico