

From: Alan Gano [gerneaux@hawaii.rr.com]
Sent: Wednesday, June 10, 2009 7:57 AM
To:
Cc: Apo, Todd K; Garcia, Nestor; Tam, Rod; Okino, Gary; Anderson, Ikaika; Djou, Charles; Bainum, Duke; Cachola, Romy; Dela Cruz, Donovan M
Subject: City Council Meeting Testimony

SUBJECT: CITY COUNCIL MEETING TESTIMONY ON BILL 16, CD2, FD1 - EXECUTIVE CAPITAL BUDGET

DATE: WEDNESDAY, JUNE 10, 2009, 10:00 AM

TO: CHAIR TODD APO, AND MEMBERS OF THE CITY COUNCIL

I am encouraging you to vote for version "A" of Bill 16, CD2, FD1. We cannot afford to float a \$1 Billion issuance of general obligation bonds in support of the steel wheel/steel rail (SWSR) fixed guideway mass transit system. As most of you are well aware, from my previous written and oral testimony, I have been a supporter of the need for a fixed guideway mass transit system, with a preference for the newer, cheaper, faster and more reliable HSST Maglev remaining in the competition, but it was excluded through illegal manipulation of the selection procedure, utilizing a phony expert panel.

I have now come to the conclusion that we must delay any new funding, any bid proposals, or award of contracts for property acquisition or construction of the guideway for at least two years.

I am now convinced that this project, as currently proposed, will completely fail and leave the taxpayers holding the bag. The result will be huge increases in real property taxes, and all other current and future tax or fee revenue sources available to the City and County of Honolulu

The original proposal from West Kapolei to UH Manoa was estimated to cost \$3.7 billion dollars in (2007 dollars), then it was shortened to the 20 mile MOS, from East Kapolei to Ala Moana Center, still at the \$3.7 billion cost. Now the cost is projected at \$5.4 billion and can be expected to increase to at least between \$7 and \$8 billion before construction is even completed.

With no service to UH Manoa, no concurrent spurs to Waikiki and the Central Plain, no express service, the system will be under utilized and suffer huge operating deficits. With no retail space planned in the stations to provide additional lease revenue to offset the shortfall in passenger fare revenue, the system will be the most costly economic failure that Honolulu has ever incurred.

I strongly encourage all members of the Honolulu City Council, regardless of your previous positions and votes on the mass transit issue, to support a delay in funding, step back and take a critical look (from a non-political perspective if that is possible) at where we are going and what it is going cost us, our children and grand children; and then cast your vote.

Aloha and Mahalo,
Alan R. Gano, Makakilo resident

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