

Public Safety

3. If elected, what is your plan to reform and strengthen accountability within the HPD, and with the larger community? Do you support the concept of community-based policing? If so, what steps would you take to implement it?

Unfortunately, Honolulu experiences daily assaults and all-too-frequent homicides. When a citizen calls 911, he or she will not be looking for a community-based solution but will want and need a highly trained law enforcement officer to respond. HPD must, however, become closer to island communities and I will advocate for more officers “walking the beat” in certain urban areas. I absolutely will not consider supporting any defunding of HPD but will not automatically back SHOPO on every issue concerning police accountability. A major step will be ensuring that the Police Commission is apolitical to ensure accountability. A number of island communities already have a form of community-based policing, the Neighborhood Security Watch program. As mayor, I will ensure that HPD continues its attendance at every neighborhood board meeting and assists the board in advocating for increasing security watch programs. I would like to add here that HPD reflects the racial diversity of the community where we are all in a minority and many clans—including mine—are “hapa.” This is important for ensuring law and order on the island and avoiding racial incidents involving the police.

Rail

4. In light of the shortfalls in funding rail, are you in favor of reducing the length of the rail line, or are you in favor of ending it at Ala Moana Center, as planned? If so, how would you get the funding needed to address the shortage?

State Act 1 of 2017 financially “bailed out” the rail project through legislation that will raise anticipated revenue for development to an estimated \$9.3 billion through 2030. Critics state that is still insufficient for project completion to Ala Moana. Starting at Middle Street, rail technology should be converted to American designed urban magnetic levitation (maglev). The 15+ miles of guideway to Middle Street will be modified to accommodate already acquired steel wheels trains as well as new maglev vehicles. Construction money saved with a maglev-only monorail guideway will not only make construction through the city center easier but will also cover extension to the UH-Manoa campus, three new stations, and six added four-car maglev trains, increasing rail’s fleet to 26 trains and enabling three-minute leeway during peak hours as required by the 2012 Full Funding Grant Agreement. These measures will significantly increase rail weekday passenger boardings (with ridership being a key criterion for a cost-efficient rail system). Maglev, additionally, will deliver billions of dollars in operations and maintenance costs savings vis-à-vis steel wheels over the system’s lifetime so steel wheels trains also should eventually be converted to maglev. State Act 1 also called for exploring alternatives for reaching Ala Moana. Maglev is the alternative to fully implement as well as to enhance the rail project—with NO additional funding.