

**From:** [Frank Genadio](#)  
**To:** [OahuMPO](#)  
**Subject:** Testimony for OMPO Policy Board Meeting on February 27, 2024  
**Date:** Sunday, February 25, 2024 6:05:30 PM  
**Attachments:** [Written Testimony on TIP Rev. 17 for OMPO Policy Board.docx](#)

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Please accept the attached written testimony (in MS Word) for the Policy Board meeting on February 27, 2024. Mahalo.  
Frank Genadio  
(808) 672-9170

**Chair Kila, Vice Chair Okimoto, and Members of the Policy Board:**

Please accept this written testimony opposing approval of Revision 17 to the Federal Fiscal Years (FFYs) 2022-2025 Transportation Improvement Program (TIP). My opposition is due to exclusion from the TIP of a project to complete the 4,000 linear feet extension of Makakilo Drive from its current terminus to the H-1 Interchange at Kualakai Parkway. As the representative to OMPO’s Citizen Advisory Committee (CAC) for the Makakilo/Kapolei/Honokai Hale Neighborhood Board #34 Transportation Committee, I have voted against every TIP and revision in recent years for the same reason.

A separate correspondence to Representative Kila and Councilmember Okimoto will include a considerable amount of detailed information on the project’s history and points made to Mayor Rick Blangiardi relative to his visit to Makakilo last year, where he left local residents with the impression that something would be done to complete the extension. A few of the items from that correspondence follow (between the lines) to illuminate the general frustration “on the hill” for the lack of any progress on a project that has been expected for decades:

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Campbell Estate booklet showing an extended Makakilo Drive 1993  
(Some years later, a lady at one of the Neighborhood Board meetings said that extension of the road has been discussed since 1978.)

Extension of Makakilo Drive listed on TOP 2025 as Project E-14 March 2001  
(Cost estimated at \$8.5 million.) NOTE: The Transportation for O’ahu Plan (TOP) 2025 does not mention the East-West Road, Kapolei Parkway Extension through West Kapolei, Kamokila Boulevard, a Roosevelt Road Connection, or Kama’aha Avenue; all of these projects materialized before the Makakilo Drive Extension is even started.

CAC proposes Drive extension as its #1 project for the FFYs 2006-2008 TIP February 2005  
(Citizen Advisory Committee recommendations to OMPO’s Policy Committee were made in three categories. Extension of the Drive was listed as **Project #1 in Category #1.**)

**Project Listing in the FFYs 2008-2011 TIP**

Project: Makakilo Drive Extension—Plan, design, and construct the extension of Makakilo Drive from the Palehua subdivision to the H-1 freeway.

<u>Fiscal Year</u>	<u>Work Phase</u>	<u>Total (\$000)</u>	<u>Federal (\$000)</u>	<u>Local (\$000)</u>
FY2008	DES	3,000	0	3,000
FY2009	(No planned expenditure.)			
FY2010	CON	15,000	12,000	3,000
	INSP	2,250	1,800	450
	Total	17,250	13,800	3,450
FY2011	CON	15,000	12,000	3,000
	INSP	2,250	1,800	450
	Total	17,250	13,800	3,450

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It has now been **fourteen (14)** years since the Hawaii Department of Transportation (HDOT) completed the H-1 Kualakai Interchange. During that time, the Department of Transportation Services (DTS) seems to have come up with a new reason for not funding completion every time the project resurfaces for inclusion in the TIP. This has led to an effort in the State Legislature to transfer its responsibility from DTS to HDOT. The number of extra gallons of gasoline burned (and polluting the atmosphere), dollars spent, and time wasted by perhaps 6,000 to 8,000 daily town-bound commuters from Upper Makakilo for 14 years may be incalculable. The lack of a second access for Makakilo's 20,000 residents is a safety concern that combines with the congestion management issue to make the Makakilo Drive Extension (MDE) a project eligible for federal funding support (as was planned in the TIP figures shown above).

The initiation of Skyline operations is also now a factor. Aside from the safety, congestion management, gasoline savings, convenience, and environmental benefits of having the MDE, it would be a major enhancement to OMPO's multimodal transportation plans. At the recent CAC meeting, a DTS services briefing pointed out that rail moves many more people per space used than other modes of transportation, stating a priority for rail station access. With a paltry ridership of about 3,000 boardings per day, Skyline currently contributes little to reducing congestion on a major artery like H-1 while expending operations and maintenance funds far in excess of collected fares (that are nowhere near the 27-33 percent expected for rail).

The boardings will increase when the alignment reaches Middle Street in 2025—and ridership could be further increased by completion of the MDE. The rail station near the West O'ahu campus of the University of Hawaii is less than two miles from the existing end of Makakilo Drive. The MDE would enable easy access by bus feeders and drivers from Upper Makakilo to the Keone'ae (UHWO) rail station, which also will have a parking facility.

I am requesting that the Policy Board reject TIP Revision 17 and direct OMPO to draft a new revision that includes the steps and funding needed to include completion of the Drive. You can be assured that the percentage of Makakilo residents supporting the MDE is much higher than that of Ala Wai residents, for example, wanting the "bloated" plan for the pedestrian and bicycle bridge over the canal—a project that was not even "on the radar" just a few years ago. Mahalo and Aloha.

Frank Genadio  
Lt. Col., USAF (Ret.)  
92-1370 Kikaha Street  
Kapolei, HI 96707  
(808) 672-9170

**From:** [John Shockley](#)  
**To:** [OahuMPO](#); [repkila@capitol.hawaii.gov](mailto:repkila@capitol.hawaii.gov)  
**Cc:** [Rita Shockley](#)  
**Subject:** LIVE NOTE: Testimony for OMPO Policy Board Meeting set for Feb. 27, 2024  
**Date:** Sunday, February 25, 2024 10:07:30 PM

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**Aloha OMPO Board and Rep. Kila!**

**The Free Access Coalition is requesting you add the Makakilo Drive Extension project to the “Transportation Improvement Program”(TIP) revision.**

**The project is way over-due for the free access to the H-! Freeway by the residents and visitors of Makakilo. We understand that Federal money is even available. Please, just get the MDE project completed.**

**Mahalo for your time and hopefully, your Kokua!**

**John & Rita Shockley [www.freeaccesscoalition.weebly.com](http://www.freeaccesscoalition.weebly.com)**