

I am speaking as the representative of Ka'a'awa Community Association to the OMPO Citizen's Advisory Committee and as a 40 year Ka'a'awa resident. I also speak on behalf of the hundreds of commentors and petition signers to the OMPO ORTP40 I hope you have there or have seen.

1. The ORTP40 still does not include REALLY DEALING WITH KAMEHAMEHA HIGHWAY FROM KAHALU'U TO HALEIWA WITH A COMPREHENSIVE CORRIDOR STUDY THAT the CAC has made its Priority for several years.

2. This allows a bandaid approach to crisis after crisis as the shoulder and makai lane of the ONLY 2 lane thru road for 35 miles to erode into the Pacific ocean. Ka'a'awa HAS HAD A ONE LANE ROAD FOR 24 HOURS A DAY, 7 DAYS A WEEK OFFICIALLY for about months in 2015, and again two more places in 2016 ^{FEB + MARCH} so far.

3. Ka'a'awa Community Officer Andre Carrera sent OMPO a picture Comment of yet another hollowed out area under the MAKAI lane about 50 feet from where the last section was temporarily 'fixed' IN February.

4. Year after year this ONLY ROAD closes at Waikane Bridge, yet the project in the TIP to replace it was AGAIN DEFERRED – to 2020 this time.

5. Nobody gets through for hours to Kaneohe, Kailua, to H-3, the Likelike and Pali Tunnels into Honolulu...not to work, to school, to doctors, for shopping FOR 5 TIMES IN ONE WEEK SOMETIMES. IMAGINE YOUR STROKE OR HEART ATTACK SURVIVAL CHANCES WHEN EMERGENCY VEHICLES ARE STUCK. This is the only TSUNAMI EVACUATION ROUTE WE HAVE TOO. The tsunami in Japan in 2011 killed about 16,000 people. The bigger one affecting 12 countries in Indonesia etc. in 2004 killed 230,000 people. This is tsunami awareness month...

6. Take seriously the human lives at stake. And consider the State and City and County's liability for negligence awards...They could easily cost more than the MITIGATION PROJECTS A RESPONSIBLE PLANNING STUDY AND ACTIONS WOULD REMEDY.

ONE injured motorcyclist hit a mere pothole on Oahu and collected \$1.2 million in damages. WHAT IF A TOUR BUS GOES IN THE OCEAN AS THIS PROBLEM MAKAI LANE COLLAPSES...\$60+ MILLION OR WAY MORE – IF THEY SURVIVE. Will their lawyer IGNORE this negligence?

7. Reminder: over 5 million tourists per year visit Oahu's roads. More than half that number use this 2 lane ONLY ROAD and HTA predicts that to be 7.25 million by 6 years from now. The government has already ALLOWED 2 NEW HOTELS AT TURTLE BAY AND 1 AT PCC IN LAIE.

69 % of rental housing from Waiahole to Waialua is illegal transient vacation units instead of RESIDENT HOUSING per State House Representative Feki Pouha's Community Survey.

Enforce the law. Legislative Bills WOULD ONLY TAX THESE TVU'S AND have taxpayers build NEW 'AFFORDABLE' HOUSING INSTEAD OF ENFORCING THE LAW on illegal TVU's. NOT RIGHT.

This could cost us the beautiful coastal agricultural land and open space of MALAEKAHANA'S GUNSTOCK RANCH (Bill 53 2015 at City Council Zoning Committee still) that is obviously where the scenery of 'old Hawai'i' that people pay to come see and stay for vacations. It is the North Shore BRAND other places don't have.

8. THE ORTP40 and legislators must prioritize so the long term unsustainable land use cycle does not continue to repeat in Ko'olauloa and on the North Shore...the heavily increasing tourist population on this traffic saturated 2 lane road for 35 miles should NOT include more development.

9. Responsible and truly long term planning REQUIRES NO EXCUSES FOR LAWBREAKERS TVU'S. There are over 1100 known potential rentals for residents just from Laie to Waialua...Population density is a big problem for this rural road and area. Keep the Country Country; study and fix the darn road... Lives, liability, tourism, workers, students, emergency vehicles, etc. all depend on a viable road.

Andrea Anixt

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The Senate

STATE CAPITOL
HONOLULU, HAWAII 96813

March 4, 2016

To: Oahu Metropolitan Planning Organization
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From: Senator Maile Shimabukuro
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Aloha Oahu MPO,

Several ORTP projects fall within State Senate District 21 (Kalaeloa, Honokai Hale, Ko Olina, Waianae Coast):

- Road-widening from Kalaeloa to Hakimo Road (Project 54/351);
- Waianae by-pass road (Project 708);
- Multiple safety improvements (Project 51)
- Farrington Hwy. realignment at Makaha Surfing Beach (Project 50)

I want to express my support for these as well as any and all projects that further motorist and pedestrian safety, ease traffic congestion, improve commutes for residents, bring better road infrastructure, and increase transportation access for the Leeward coast in general.

As you know, Farrington Hwy. is the only access for residents of Makaha, Waianae, Maili, Nanakuli, Ko Olina, and Honokai Hale. With only two lanes in each direction, even minor issues like a stalled vehicle can create hours of traffic backlog, adding to an already brutal commute. Subsequently, with our ever worsening traffic problems, residents are pleading for fruition of an alternate route or by-pass road, highway widening, and other traffic improvements to be moved forward on the timeline of ORTP projects. I would like to urge the Board to consider this edit in their upcoming review.

Specifically, I ask that you consider the Kalaeloa to Hakimo Road widening (Project 54/351) on the draft ORTP 2040 be changed from the “*Long-Range Projects*” to the “*Short-Range Projects*” list. It is imperative that planning, design and construction work begin on this project immediately, due to resident concerns and the horrendous traffic encountered on a daily basis, at all hours. My understanding is that DOT is also urging OMPO to bump up Project 54/351 as an extension of their current turn lane project in Nanakuli.

I would also like to see Project 50 (included on the Table 3: project list for “*Short-Range Projects*” or “*Mid-Range Projects*”) adjusted in level of priority on the ORTP 2040 and NOT listed under the series 700 “*Illustrative Projects*” which have no potential for funding. As recently covered on TV news, erosion continues to pose a serious safety threat at Makaha Surfing Beach. Moving the highway further mauka could vastly improve safety. (See: http://m.hawaiinewsnow.com/hawaiinewsnow/db_349774/contentdetail.htm?contentguid=56Z77jOG)

While one geographic area should not have higher priority solely because of traffic, I would like to point out that nearly every other community on Oahu has some sort of an alternate access route. The Waianae coast is lacking that completely. (Note: Kole Kole Pass and the Waianae Coast Emergency Access Road offer only very limited emergency access).

I would like to thank OMPO for all of your hard work, and for taking the time to hear my testimony. Should you have any questions, please do not hesitate to contact me at the above phone and email.

Respectfully,

State Senator Maile S. L. Shimabukuro
District 21
Kalaeloa, Honokai Hale, Ko Olina, Waianae Coast

From: Cedric A. Gates [<mailto:cedricgates@live.com>]
Sent: Monday, March 28, 2016 10:41 PM
To: OahuMPO <Oahumpo@oahumpo.org>
Subject: Testimony OMPO ORTP 2040 Draft
Importance: High

Aloha,

My name is Cedric Gates, I am currently the Chairman of the Waianae Coast Neighborhood Board, and previous Chairman of the Transportation Committee. I am submitting my comments as an individual. I'm writing to urge the OahuMPO Policy Board to add Project 50 and from ORTP 2035 to ORTP 2040, and raise the priorities of ORTP Projects 351 and 708 to the highest level and accelerate the planning and construction of both projects.

As a lifetime resident of the Waianae Coast I personally have witnessed traffic along the leeward coast become increasingly heavy over recent years, over-burdening the finite capacity of Farrington Highway. This traffic is dramatically decreasing the quality of life for all leeward coast residents.

I humbly ask for OahuMPO Policy Board to support Project 50 from ORTP 2035 to ORTP 2040, and raise the priorities of ORTP Projects 351 and 708 to the highest level and accelerate the planning and construction of both projects to improve the quality of life for current and future generations.

If you have any questions please feel free to contact me at anytime.

Respectfully,

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With Aloha,
Cedric

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April 7, 2016

Written Testimony – Policy Board Meeting, April 13, 2016

For: Chairman and Board Members, OahuMPO Policy Committee

From: Allen Frenzel, 84-933 Alahele St. Makaha, HI 96792

Agenda Issue - VI. New Business, a. Final Draft ORTP 2040

1. I respectfully request that this agenda item be rescheduled until after the ORTP Processes and Procedures as accepted by the Policy Board on Sep 21, 2015 are thoroughly completed. I contend the following steps were not taken or were accelerated to such a degree that the intent of the Processes and Procedures were violated, specifically, but not limited to following:

a. NO CAC REVIEW/APPROVAL: A thorough review, discussion, and deliberation of the draft ORTP was not conducted by the Citizens Advisory Committee (CAC). The CAC DID NOT vote to approve the draft ORTP. The issue was posted on the CAC's agenda for March 16, 2016 "with the goal of the CAC making a formal recommendation to the Policy Board", but the HART presentation ran long and only four minutes were available to the CAC to discuss this important issue and make a recommendation. Within the four minutes, it was suggested the meeting be carried over to another session or be extended past the one-hour meeting time-limit. It was also suggested the issue be discussed in a CAC sub-committee before coming to the CAC. The point was made that the draft ORTP will be placed in front of the Policy Board in April and there was no time left for the CAC. The meeting then adjourned.

1) Significant changes were on the draft ORTP that warranted further discussion in a CAC sub-committee and the full CAC. Significant projects (including \$9.3B in illustrative rail projects) were added to the draft ORTP that needed full discussion and approval by the CAC (as well as other agencies and stake holders).

2) At least one significant long-standing project that was on previous plans was dropped off of the draft ORTP (project 50) unilaterally by the implementing agency (HDOT) with absolutely no CAC discussions or approval, no regional/community discussions, and no agreement/approval by the full Policy Board. In fact, the OahuMPO staff and HDOT had written testimony from the community neighborhood boards affected and State Senator Shimabukuro that Project 50 should be accelerated and planning/contracting begin immediately.

3) At least one significant long-standing project (project 54, now 351) received feedback from the community and State Senator Shimabukuro to upgrade its priority, but was unilaterally disapproved by the implementing agency (HDOT) also with absolutely no CAC discussions or approval, no regional/community discussions, and no agreement/approval by the full Policy Board.

NOTE: One of the purposes of recent Act 132 to correct the OahuMPO's compliance to Federal Law was to move power from the implementing agencies to the Policy Board – the Policy Board, not the implementing agencies, should decide what is added or deleted from the Oahu Regional Transportation Plan as well as prioritization of the approved projects.

April 7, 2016

b. NO REGIONAL PUBLIC MEETINGS HELD: In accordance with the five-year ORTP development plan approved by the Policy Board, at least eight regional public meetings should be held in the final year of planning to brief the draft ORTP. I recall no such meetings.

1) I highly suspect the communities of Oahu would be very interested and concerned with regards to the six recently added illustrative rail projects totaling \$9.3 Billion. These projects did not wind up on the plan by accident nor without a hidden agenda. I think the communities would be very interested in the calculation for pricing these new projects, considering HART has no idea what the current rail project is going to cost.

2) I know the leeward communities would like to have heard why project 54, now 351 has not been moved up the prioritization list by the Policy Board, even though it has been on the ORTPs since at least 2001.

3) I know the Waianae and Makaha communities would also like to know why project 50 was dropped off the ORTP and not moved up the prioritization list by the Policy Board.

c. NO SECOND ROUND OF PUBLIC INPUT: In accordance with the five-year ORTP development plan approved by the Policy Board, if changes to the draft ORTP are significant, the draft should be updated for a second round of public input. In the case of the first draft, since the original review was flawed and implementing agencies were allowed to unilaterally ignore community and stake holder recommendations and comments – a second review process is problematic and was inappropriately circumvented.

2. It appears from the loose procedures taken to review and prepare the draft ORTP for final approval that the OahuMPO process and procedures were not followed and that major participants did not heed Federal guidance received during the 2015 recertification process. It appears, implementing agencies continue to control the Oahu's Regional Transportation Plan through unilateral decisions and that the Policy Board is relinquishing its authority and responsibility to effectively manage Oahu's very critical Transportation Plan.

3. It also appears that the Policy Board, OahuMPO and particularly HDOT is violating Title VI Environmental Justice requirements by failing to properly fund and implement essential transportation improvement projects for the low-income, minority communities on the leeward coast.

4. I ask that the Policy Board not approve the current draft ORTP 2040 and that the Board comply with its own procedures for review and approval of the plan and assert its authority to approve and prioritize projects based on the needs of the people of Oahu.

Mahalo,



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