

MAR 18 2009

SENATE RESOLUTION

ENCOURAGING THE ESTABLISHMENT OF A FERRY SYSTEM FROM THE
HOAKALEI RESORT AND MARINA IN EWA BEACH TO DOWNTOWN
HONOLULU.

1 WHEREAS, in the 1970s, the vision of the City and County of
2 Honolulu was the creation of a second city in Kapolei as a
3 second urban core on Oahu to relieve congestion in east Oahu by
4 distributing population growth westward; and
5

6 WHEREAS, this long-term land use decision gave rise to
7 major developments on the Ewa plains for commercial, office,
8 residential, and industrial uses for both the government and
9 private sector; and
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11 WHEREAS, Kapolei has experienced enormous population and
12 job growth, rising from approximately forty-three thousand
13 residents in 1990 to about eighty-four thousand in 2005, and the
14 population is projected to grow to roughly one hundred seventy-
15 three thousand persons by 2025; and
16

17 WHEREAS, Ewa is also a dynamically growing area, with more
18 than seven thousand housing units added to the Ewa plains area
19 in a comparable time period, and thousands more on the drawing
20 board; and
21

22 WHEREAS, the growth of Kapolei and Ewa is expected to
23 provide more than sixty-five thousand jobs by 2025, making this
24 area a regional commercial center and attracting customers from
25 all parts of Oahu; and
26

27 WHEREAS, both the Ko Olina and Hoakalei Resort and Marina
28 are projected to include over three thousand seven hundred
29 visitor units per year by 2020; and
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31 WHEREAS, in addition to the increasing number of jobs and
32 homes, other new developments will also contribute to the
33 traffic congestion experienced in the Ewa region, including the



1 new University of Hawaii at West Oahu campus, a major super
2 regional park, the Ko Olina Resort and Marina, Kalaeloa, a major
3 deep draft harbor and industrial center at Campbell Industrial
4 Park and Barber's Point, the Hoakalei Resort and Marina, the
5 Salvation Army Kroc Center, and a planned film studio and
6 supporting industrial complex; and
7

8 WHEREAS, all of these new developments are anticipated to
9 result in increased vehicular flow between the Ewa region and
10 Honolulu; and
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12 WHEREAS, the Ewa Development Plan acknowledges that,
13 despite the projected increase of Ewa residents who live and
14 work in the Ewa region, the majority of Ewa residents will
15 commute to jobs in Honolulu and recommends that transportation
16 plans should provide adequate capacity for commuting to work
17 from Ewa to the primary urban center in Honolulu; and
18

19 WHEREAS, in 1992, a consortium of developers and landowners
20 prepared an Ewa Region Highway Transportation Master Plan as
21 part of a process to assess the need for highway improvements
22 and estimate the portion of costs to be contributed by each
23 developer vis-a-vis agreements under which each agreed to pay
24 its fair share of necessary road development; and
25

26 WHEREAS, current and planned transportation improvements
27 enhance the flow of vehicles within the Ewa-Kapolei-Makakilo-
28 Kalaeloa corridor, but not the commute between the area and the
29 primary urban center in downtown Honolulu; and
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31 WHEREAS, common experience demonstrates that congested
32 conditions exist for the Ewa region because of insufficient
33 capacity on the corridors leading from the Ewa marina, up Fort
34 Weaver Road to the H-1 interchange, and from the H-1 interchange
35 to downtown Honolulu; and
36

37 WHEREAS, according to the Oahu Metropolitan Planning
38 Organization's 2020 Oahu Regional Transportation Plan, the
39 traffic congestion already experienced daily by Ewa residents
40 will be exacerbated by a projected sixty per cent increase in
41 vehicular volume on the H-1 Freeway at Waikele as well as a
42 projected ten per cent increase at Aiea by 2020; and
43



1 WHEREAS, the Ewa Development Plan recommends a reduction in
2 the reliance on private passenger vehicles through inclusion and
3 implementation of transit-oriented development and alternative
4 transportation methods, as well as strategic planning for a
5 "more mobile, less automobile-dependent community"; and
6

7 WHEREAS, a Honolulu Public Transit Authority study on bus
8 system expansion from 1994 to 2006, showed in an increase in
9 buses assigned to the Ewa service area from thirty-five to
10 eighty-eight buses, of which forty-five were high-capacity
11 buses; and
12

13 WHEREAS, to encourage and facilitate bus ridership, the
14 City and County of Honolulu's Department of Transportation
15 Services has proposed a park-and-ride facility in Ewa near the
16 future North-South Road and Kapolei Parkway intersection; and
17

18 WHEREAS, two pilot ferry programs have been funded by the
19 federal government, while TheBoat, a ferry program currently
20 operating out of Campbell Industrial Park, has been extended
21 beyond its initial one-year demonstration period; and
22

23 WHEREAS, the tremendous growth in the Ewa Beach region
24 merits an alternative means of transportation to Honolulu to
25 alleviate congestion on the H-1; now, therefore,
26

27 BE IT RESOLVED by the Senate of the Twenty-fifth
28 Legislature of the State of Hawaii, Regular Session of 2009,
29 that the Department of Transportation is encouraged to engage in
30 and facilitate discussions with the City and County of Honolulu
31 Department of Transportation Services, private developers, and
32 other stakeholders to explore the possibility of establishing a
33 ferry operation from the Hoakalei Resort and Marina to downtown
34 Honolulu; and
35

36 BE IT FURTHER RESOLVED that the respective parties are
37 encouraged to request assistance from Hawaii's congressional
38 delegation to identify possible funding sources for this ferry
39 system; and
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41 BE IT FURTHER RESOLVED that certified copies of this
42 Resolution be transmitted to the Director of Transportation, the
43 Director of the Department of Transportation Services for the



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1 City and County of Honolulu, the President of Haseko (Hawaii),
2 Inc., and to each member of Hawaii's congressional delegation.
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OFFERED BY:

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