

SCR-108

Submitted on: 3/16/2019 6:05:15 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
LIBRADO COBIAN	Testifying for AAC,SCCA, University of Hawaii Race Team, & Naval Air Station Barbers Point Museum	Support	Yes

Comments:

Attached Testimony IN support of SCR 108



AAC Asbestos Analytical & Consultants
HI State Lic # 21026 DOH Reg# A-0025
808-349-7717
Mr. Li Cobian



Testimony by AAC

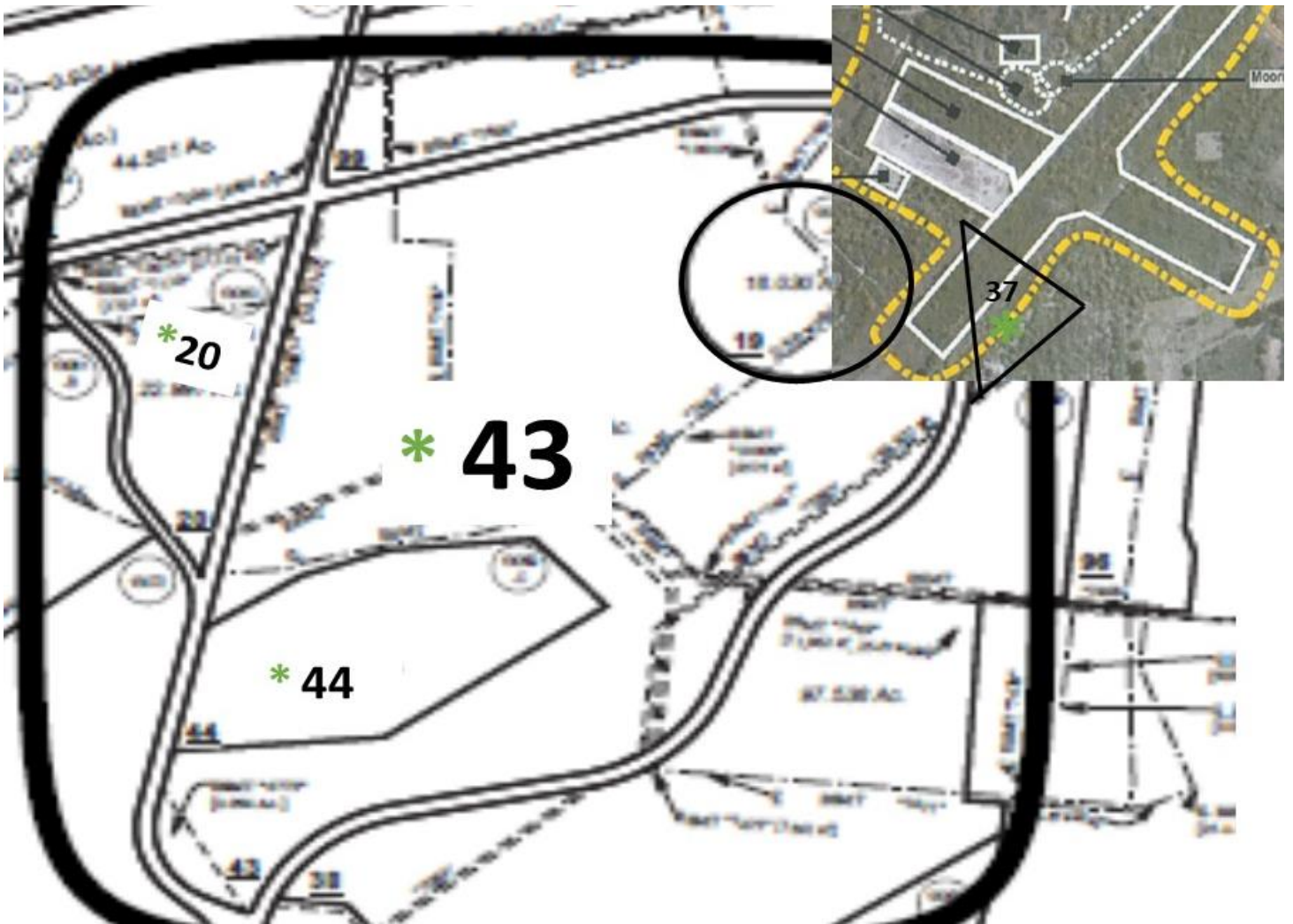
This testimonial statement **In Support** of SCR 108 is by AAC a Professional Environmental Compliance Contracting Firm voluntarily representing the following 3 Non-Profit 501(c) entities as follows who support SCR 108 ;

- 1) NASBP Naval Air Station Barbers Point Museum.
- 2) SCCA -Sports Car Club of America Hawaii region.
- 3) University of Hawaii Manoa RWR Rainbow Warriors SAE Formula 1 Car Race Team.

AAC is a Regulatory Consulting Company (established 1988) in excellent business standings HCE /Hi Pro compliant, licensed in the State of Hawaii specializing in complicated Environmental Compliance issues.

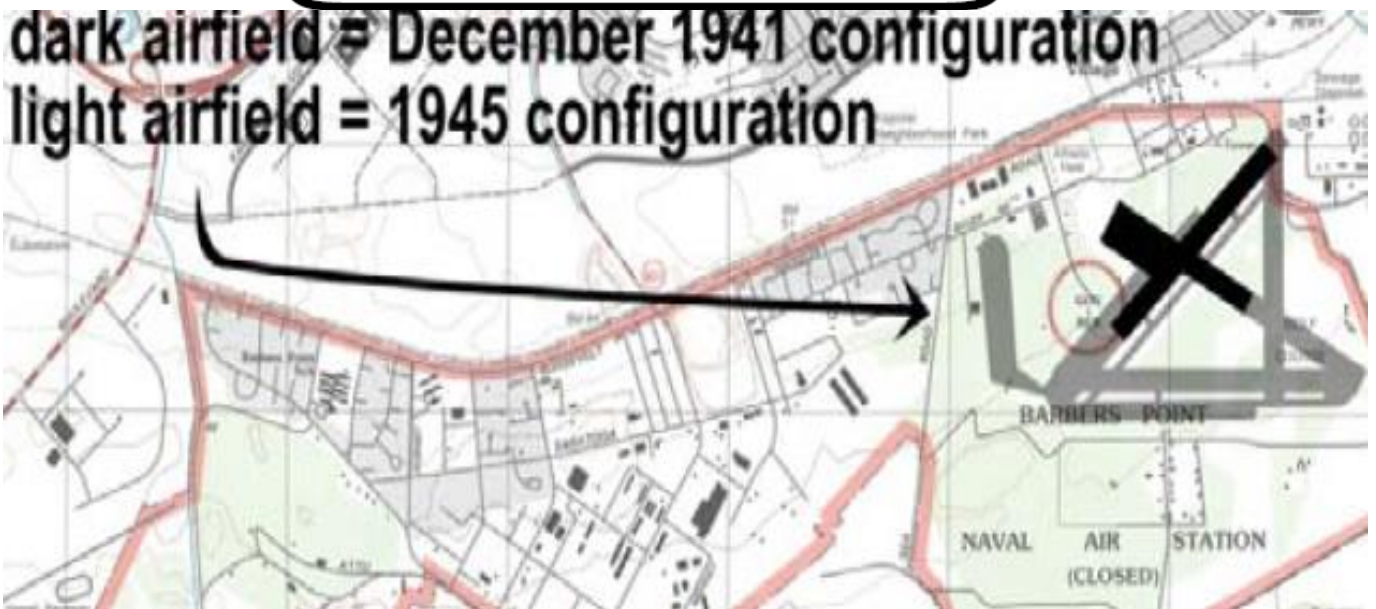
WHEREAS, In the past 30 years the City has subsidized and funded Billions for non-revenue generating Recreation Public use of Skateboard parks, Swimming-pools, Soccer fields, Basketball courts, Football Fields, Multi-purpose Gyms, Archery and Shooting ranges, Baseball fields, Tennis courts, Dog parks, Volleyball Courts, Sand Volleyball, Botanical Gardens, and Golf courses and driving ranges. It is demonstrably clear that the City of Honolulu has neglected the needs and considerations to accommodate the motorsports community of Oahu with a Motorsports Park Facility and actively discriminates against the needs of taxpaying motorsports fans on the Island of Oahu by subsidizing every other conventional sport and park. Currently city is discussing a \$70 million dollar project to restore the Natatorium for the 3rd time and possibly building a Ferris wheel at Ala Moana Beach park with taxpayers money.

On behalf of 1) NASBP, 2) SCCA -Hawaii region and 3) UH Manoa RWR, we support Res 108 for the use of the 220 Acres property involved, for the purpose of **Restoring the Post 1945 Ewa Airfield (Non-Historical Preserved -Area) West portion of the existing Ewa Airfield Battlefield Asphalt Air Strips and runways** located in the 3 City Park Pending Parcels (lots 20,44, and portion of 43).



TMK	is	9-1-013-20	22.997 Acres
		9-1-013-43	166.784 Acres
		9-1-013-44	29.960 Acres
		9-1-013-37	5.634 Acres

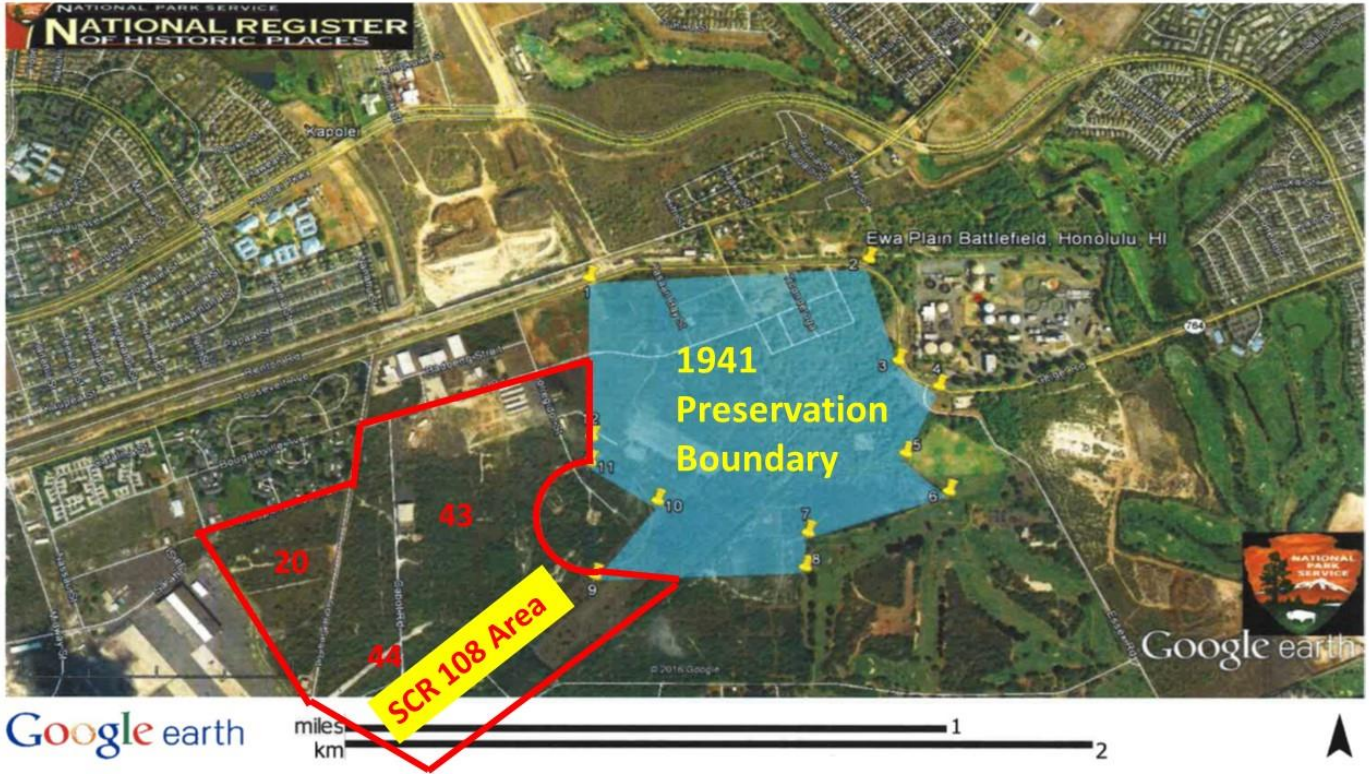
dark airfield = December 1941 configuration
 light airfield = 1945 configuration



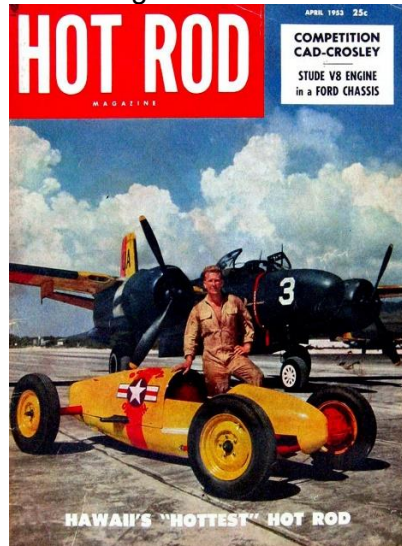
We support this resolution for the Restoration of the existing 1945 Configuration Asphalt Airstrips property, labeled SCR 108 Area to be used as;

- 1) Historical Film Park and Civil Defense Landing Zone Support use for the Barbers Point Naval Air Museum (Hawaii Flying Museum) and Kalaeloa Airport.
&
- 2) Motorsports Public Park Use of restored airstrips by SCCA Hawaii and training for the UH Rainbow Warrior Race Team

Protestors of this Motorsports Park will tell you that it is being proposed on the Sacred Historical Landmark Preservation land by the National Registry of Historical Places. This is False. The 1941 preservation boundaries from the most recent 2016 NPS Report is the Hunt Property and a very small portion of lot 43.



Protestors of this Motorsports Park will tell you that Motorsports and Car Racing is sacrilegious and inappropriate to be conducted on a Military Air field Landing Strips. This is False. SCCA (Sports Car Club America) began in the 1940's with racing events sanction on military runways and airfields.

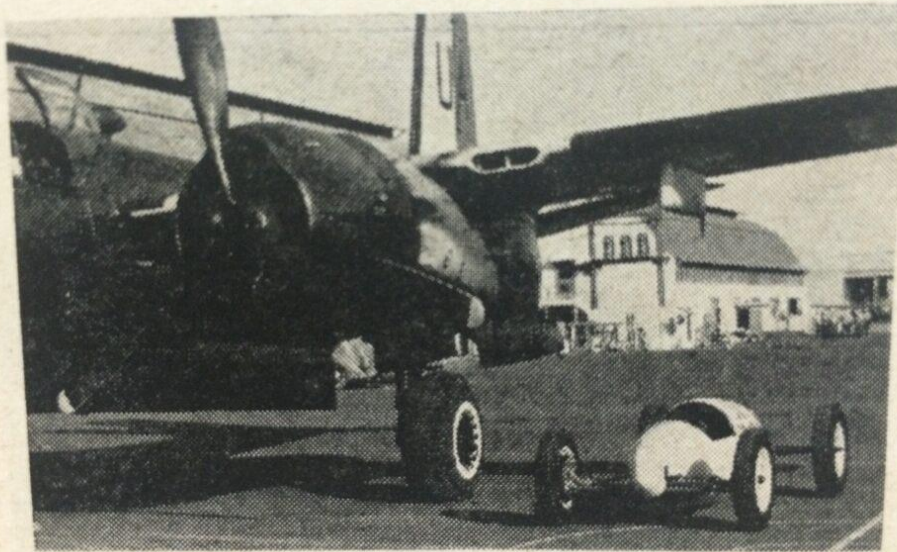


SCCA racing events were held in this locations Airfields from the 1940 up to year 2000 with SCCA Hawaii Region. The cover of Hot Rod Magazine above features Naval Aviator Harvey Haller stationed at Barbers Point on the Ewa Airfield runways with his race car.



Lieutenant And Naval Aviator Harvey Haller Built His Tank With Flathead Power While Stationed In Honolulu. Stateside He Partnered With Frank Breene To Install A 364 Inch Chrysler.

HOT ROD OF THE MONTH—



● Hawaii's first and, to date, only drop tank lakester, grazes beneath wing of Douglas JD-1.

As stated in SCR 108 , the 1999 City Application to the National Parks Service stated that SCCA events were held on this exact location.

23

24 WHEREAS, the application to the National Park Service
25 acknowledged that car racing is an acknowledged recreational
26 activity and the abandoned military infrastructure at Kalaeloa
27 is appropriate for car racing; and

28

FROM NPS application of 1999;

Area 9. Sports Training Facility and Other Recreational Activities

The total area is about 250 acres of which about 150 acres are set aside for the future sports training facility. This training site will probably not be developed during the initial 10 years but will be built based on market studies over the next 20 years. The remaining 100 acres will be used for various recreational activities not related to the training center.

The area is fairly level, sloping slightly toward the sea with elevations ranging from about 25 to 55 feet. (The Coral Pit cuts into an area along the south side of Bismarck Sea Road, just east of Coral Sea Road.) Coarse sand covers the coral outcrop here with only imported soil. Vegetation is *koa haole*, *kiawe* and nonnative grasses with the bird and mammal species typical of the NASBP.

Suitable for much-needed community gardens are about 10 acres along the south side of Independence Road and northeast of the National Guard area. It is fairly level land, sloping to the ocean with hard-packed coral rubble over the coral outcrop with some imported other soil and requiring only a few more inches of additional soil to be brought in.

A number of Ewa residents raise vegetables and flowers in the 14 acres of community gardens in Wahiawa, 10 to 12 miles away, but transportation is difficult for many. Creating a community garden in this area would benefit Ewa gardeners who do not own their own green space and cannot afford the high prices of Oahu's fruits and vegetables. The DPR's Botanical Gardens Division supervises 10 community gardens (about 30 acres) around Oahu.

Ideal for conversion into park maintenance facilities are two large buildings existing in this area and formerly used by the Navy as a small aircraft hangar and for equipment storage. Once converted, these buildings would accommodate park maintenance machinery and materials.

The asphalt runway from the abandoned airport is well suited for in-line hockey and other skating uses, providing enough space for at least two rinks. In addition, Oahu's Model Airplane Club members now use the runway area to fly model airplanes, and the Sports Car Club of America currently sponsors autocross events on the runway.

Restrictions. Portions of this site are recommended for preservation. They include a former World War II anti-aircraft battery complex, a sinkhole complex that may contain historical artifacts, and a historical site containing a cultivation wall, perhaps constructed by ancient Hawaiians. The DPR will not disturb nor develop these sites.

Protestors of this Motorsports Park will tell you that a Motorsports and Car Racing will be noisy and would be a environment noise issue and would disturb and be a concern to the residents and businesses in the vicinity. This is FALSE. The location is at the end of the Kalaeloa Airport and under the Landing Path of Honolulu Airport.

Only **30 seconds** away on the same street, a private track KRP Kalaeloa Raceway Park on DHHL land was in operation from 2010 to 2014. The State of Hawaii Dept of Health Noise enforcement issued a letter that during its operation there has **NEVER** been a Noise Complaint .

DAVID Y. IGE
GOVERNOR OF HAWAII



BRUCE S. ANDERSON, Ph.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File:

December 13, 2018

Ms. Crystal Kionia
Office Manager
Representative Sam S. Kong
Hawaii State Legislature
State Capitol, Room 313
415 S. Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Kionia:

This correspondence is in response to your inquiry concerning the old Kalaeloa Raceway Park located off Coral Sea Road.

The Noise Section has not received any noise complaints for that venue from 2010 to 2014. Should you have any further questions or concerns, please feel free to contact me at (808) 586-4700 or email me at james.toma@doh.hawaii.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "James E. Toma".

James E. Toma
Noise Section Supervisor
Indoor and Radiological Health Branch

Today SCCA of Hawaii holds car racing events at Aloha Stadium when the Aloha Stadium parking lot is available, which is very scarce and limited. This is a residential area and there has never been a Noise complaint from SCCA racing ever. Aloha Stadium Manager Mr. Scott L. Chan has provided a letter of reference of SCCA that there has never been a no noise complaints ever been made from SCCA events.

DAVID Y. IGE
GOVERNOR

CURT T. OTAGURO
COMPTROLLER



An Agency of the State of Hawaii

ROSS I. YAMASAKI
CHAIRMAN, STADIUM AUTHORITY

SCOTT L. CHAN
MANAGER

RYAN G. ANDREWS
DEPUTY MANAGER

March 5, 2019

Mr. Avery Tsui
Regional Executive
Hawaii Region, Sports Car Club of America
Honolulu, HI

Dear Mr. Tsui:

For more than 16 years, the Sports Car Club of America has been one of our valued and long-time clients conducting Driving Skills Contest events at our facility.

Our business relationship began with Mr. Curtis Lee (who unfortunately is no longer with us), and has since continued through his daughter, Jennifer Parker, Chairperson of Hawaii Region – Solo Division. Over the long history of SCCA Hawaii hosting events at Aloha Stadium, there have not been any complaints regarding noise from SCCA-related events.

We are pleased to say that Ms. Parker has been a pleasure to work with. She has also represented this industry well and we look forward to the continued success of our business partnership at Aloha Stadium.

Please feel free to call me at (808) 483-2750 if you have any further questions.

Sincerely,



Scott L. Chan
Stadium Manager

Protestors of this Motorsports Park will tell you that the State and the City Counties of Hawaii should not support and does not support Motorsports facilities at all. This is FALSE.

Neighbor island Raceway parks receive 2 to 3 Million dollars of State money for Capital improvements Support, BUT zero goes to Oahu motorsports.



Hawaii House Blog
News and commentary from the Majority of the Hawaii House of Representatives.

Home

WEDNESDAY, MAY 6, 2015

State Budget Targets \$172 Million for Maui Capital Improvements



Under the state budget passed by the Legislature this week

- School
- \$2.25 million for emergency dredging and replacement of buoys at Lahaina Small Boat Harbor
 - \$6 million for construction of a regional park for central Maui
 - \$4 million for construction of a Maui office and annex building to support various state departmental divisions and programs
 - \$500,000 for plans and designs for a Kahoolawe education center in South Maui
 - **\$2 million for improvement to Maui Raceway Park**
 - \$3.3 million for replacement of the sewage lift/pump station at Kahului Airport
 - \$7.5 million for the renovations of restrooms at Kahului Airport
 - \$8.8 million for the design and construction of various projects at Kahului Airport including a

Protestors of this Motorsports Park will tell you land on Oahu is scarce and is a high demand and a premium for open green play fields and that this property should be used for a “ Sports Complex “ and provide more conventional sport ball parks and NOTHING for Motorsports .

Governor David Ige in Sept 2018 approved the purchase of 3,000 acres in Central Oahu’s Helemano area to provide the residents of Oahu **more conventional sports and open fields** and parks space . The subject property of SCR 108 is dry arid land property located in an airport crash zone between a Airport and a Sewer Plant is more optimal and suitable for Motorsports Recreational Park Use.

The City and County of Honolulu Department of Parks and Recreation in May 31,2011 issued a letter to the National Parks Service and concluded the development of a Sports Complex/ Athletic Health Fitness Training Center on that property is **NOT ECONOMICALLY FEASIBLE** , and deleted such proposal from the original 1999 application to acquire the land .

DEPARTMENT OF PARKS & RECREATION
CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 300, Kapaolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

FETER E. CARLISLE
MAYOR



GARY B. CABA
DIRECTOR

ALBERT TUPO
DEPUTY DIRECTOR

May 31, 2011

Mr. David Siegenthaler
Federal Lands to Parks Program Coordinator
United States Department of the Interior National Park Service
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, California 94607-4817

Dear Mr. Siegenthaler:

Subject: Application Update-City and County of Honolulu Application for
Federal Surplus Property for Public Park or Recreation Purposes (1999)

The Department of Parks and Recreation is pleased to submit the following application update describing a conceptual level plan for the utilization of the parcels for public park, a time frame for development of a master plan and an estimated program of utilization.

After the City's recent withdrawal of five parcels representing approximately 82.5 acres from the 1999 application the parcels remaining to be conveyed to the City and County of Honolulu represent approximately 420.7 acres, identified as parcels 13058-B, 13059 B&C, 13060, 13064-D and 13074-C&D.

The Department of Parks and Recreation plans to utilize most of the remaining parcels essentially as described in the 1999 application. The exception being the development of Athletic Health Fitness Training facilities on parcels 13058-B, 13059-C and 13060.

Please refer to the enclosed Proposed Reuse Areas Barbers Point Naval Air Station Map for location of the following described plan of utilization for the following specific areas within the various parcels:

Area 1. Kalaeloa Beach Park-About 30 acres are considered ideal for beach park uses; swimming, surfing, picnicking and other recreation. A comfort station, picnic tables, a bathhouse and campsites, though old, already exist here and are in reasonably good condition. The area slopes south to the ocean from an elevation of about 10 feet above sea level at the road. Soil is loose sand over coral outcrop with little soil cover.

Area 10. Downtown Mini Park/Department of Parks and Recreation Baseyard and Driver Training Facility-As the original proposed park maintenance site was to be developed on one of the parcels withdrawn from our application (Area 8) we propose utilizing approximately 2 acres of this 7.5 acre site for a downtown mini park and other undeveloped areas for a department baseyard and driver training facility for Department of Parks and Recreation staff.

Area 9a, 9b and 9c. Other Recreational Activities-These areas represent approximately 250 acres of land that is fairly level, sloping slightly toward to the sea with elevations ranging from about 25 to 55 feet. This area includes the Coral Pit that cuts into an area along the south side of Bismarck Sea Road, just east of Coral Sea Road.

Approximately 100 of the 250 acres were identified for development of various recreational activities not related to the development of a Sports Training Facility on the other 150 acres that was envisioned to be built out over a 20- year period.

The department does not consider the development of a Sports Training Facility described in the 1999 application as being economically feasible.

The department proposes to utilize about 10 acres along the south side of Independence Road and northeast of the National Guard area for much needed community gardens. This is fairly level land; sloping to the ocean with hard-packed coral rubble over the coral outcrop with some imported soil requiring only a few more inches of additional soil to be brought in. In addition, we recognize two large existing buildings formally used by the Navy as a small aircraft hangar for equipment storage. Once converted, these buildings would accommodate park maintenance machinery and materials.

In addition, the asphalt runway and surrounding areas from the abandoned airfield is suited for a myriad of recreational activities such as skating, frisbee golf and model airplane flying, that can provide recreational opportunities to the public until it is timely and feasible to construct major infrastructure and facilities.

It has been over a decade since the City's master plan for the Naval Air Station Barbers Point properties were reflected in the 1999 application and we are in the process of updating that plan.

The City appropriated \$50,000 in the FY 2011 Capital Budget and a consultant has been recently selected. We anticipate the master plan to be completed by year end.

This master plan will address the alternatives available to the department in utilization of those 150 acres previously designated for a sports training facility.

The City Council 9-0 has unanimously approved **Resolution 18-73** requiring the City and County of Honolulu **to Facilitate the Development a Motorsports Raceway Park on Oahu**, and Unanimously finds that the need for an Oahu raceway park or racetrack is urgent, longstanding, and a matter of public safety; therefore,

We support SCR 108

This Testimony has been Prepared By:



Li Cobian of AAC

AAC is a Regulatory Consulting Company (established 1988) in excellent business standings HCE /Hi Pro compliant, licensed in the State of Hawaii specializing in complicated Environmental Compliance issues ranging from EPA Regulated Hazardous Materials issues, Lead, PCB, Asbestos and EPA RCRA metals contaminated soils to erosion control, Construction and Engineering BMP, EA/EIS and land use ordinances at the State and Federal Level. Current Projects and Clients of AAC include Federal Department of Defense, Pearl Harbor/ Navy, Hickam Airforce Base, US Army Schofield Barracks, US Coast Guard, and the State of Hawaii. AAC has the professional licensed capacity, with 30 years' experience, to address complex regulatory environmental or historical issues pertaining to this property on behalf of the Non-Profit entities represented.

SCR-108

Submitted on: 3/17/2019 3:40:34 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nikola Saban	Testifying for Nikola's Auto Center LLC	Support	No

Comments:

Aloha my name is Nikola Saban and I am an owner of a car repair shop. I share the same views as most repair shops on the island. We would like to built a track for the automotive ohana from all walks of life. Since closing of the race track over a decade ago, we have begged for something to be done to provide us a facility to enjoy our sport.

Closing of the race track created an enormous vacuum which caused many small business to close doors, as well as families to move off island. However most importantly it also closed the doors for legal racing and some people were left with no choice but to take it to the streets.

Motorsport racing is not just about racing. It involves pride and joy of their race cars. People build race cars as passion, some in their garage bonding with their son or daughter, some take it to specialized shops and spend their hard earned money to build something they are proud of. Motorsport is also extremely competitive so it's natural we build race cars to race and challenge other people. Without a race track a person who has build a race cars which takes 100s of hours has no way to race it unless he chooses the street which is extremely unsafe. Unfortunately the state has left us only the later option. This sport brings families together, it builds skill in our youth, sense of pride and responsibility.

On an economic level I can safely say race track would bring in more income than any other ball park. It would provide jobs in automotive industry and many shops such as mine would benefit from this. Tourism would benefit as well as there would be a race track for millions of cars enthusiasts coming to the island. UH Manoa would have a race track so they can be more competitive on a national level. During the old race track we had many national events and races that brought in 1000s of spectators from all over the world which would benefit a local industry on multiple levels. Many times we heard politicians push our race track agenda just to hit a dead end or fall short on their promise after elections.

You see a race track would certainly improve the economy of the island, family life, education and most importantly safety of everyone. It would benefit the children, man

and women of all age groups. I dont see any better use of this land than for a fun and safe playground for all car enthusiasts.

Nikola Saban 808-391-1146

SCR-108

Submitted on: 3/17/2019 7:43:50 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Avery J Tsui	Testifying for Hawaii Region Sports Car Club of America	Support	No

Comments:

Honorable Senators,

I'm Avery Tsui. I'm a Senior Administrator Quotations for a large Electrical Equipment Distribution company in their Honolulu branch. I'm also the Regional Executive for the Hawaii Region of the Sports Car Club of America.

I support SCR 108, requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265.

- The area to be used for a raceway park is on 1945 era airstrip property and is outside of the 1941 historic Ewa Airfield preservation boundaries.
- The area is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is hot and arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds.
- Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing.
- SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014.
- While noise from motorsports events can be a concern, we have a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012.
- A Raceway Park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island.
- A Raceway Park will also be a perfect location to promote safe driving skills to the

general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety.

Thanks for your support, Avery

Avery Tsui

Regional Executive

Hawaii Region Sports Car Club of America

SCR-108

Submitted on: 3/17/2019 8:22:50 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chris Harlow	Testifying for SCCA	Support	Yes

Comments:

As a nationally recognized motorsports sanctioning body, SCCA Hawaii operates following predetermined safety and noise rules in a controlled environment. However, while we have a large turnout, with an average of 100 people per event, there are still many more people on Oahu that either are not members of SCCA, or do not partake in our events.

I live in Kapolei, and every Friday and Saturday night, I hear illegal streetracing going on as they take to either H1 or the streets of Campbell Industrial to compete against one another. And of while I don't live on Tantalus/Roundtop drive, I can't help but sympathize with those folks. Every time I drive it, I do the speed limit, and have often felt like I am in the way as someone treats that road like a private race track.

While illegal motorsports activities will not stop, and are in fact a part of every car culture, I feel like it would be incredibly beneficial to the general population of Oahu if there was a venue where people could compete in a safe and controlled manner. And while I don't drag race, I think that if any type of motorsports park was established, it should at least be a drag strip, as that is representative of the most common and dangerous form of illegal motorsports.

SCR-108

Submitted on: 3/19/2019 2:21:05 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Leon Clark	Testifying for Shade Tree Motorsports	Support	No

Comments:

Small businesses located on the island of Oahu that support the automotive industry number greatly. This is especially true for the automotive related business on Oahu that sell, service or are related to the automotive racing hobby. The track would provide not only a safe, controlled and suitable environment for these enthusiasts to learn play and practice both hobby and sport; it would provide another stream of revenue for Honolulu and the dtate by which more systems, programs and infrastructure can be funded. Shade Tree Motorsports is not only supporting the track for the business sense, but also for its likely impact of the community that we all operate and live in.

SCR-108

Submitted on: 3/17/2019 3:42:52 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kenneth Whitehead	Individual	Support	No

Comments:

I am writing in support of a Motorsports complex on Oahu. Currently there is no facilities on Oahu for such activities as Drag racing, circle track racing and various other types of Motorsport activities.

We currently have a generation of young drivers who have not grown up with a controlled and safe racing environment. All they know is "Fast and the Furious" and "Street Outlaws" , which happens to promote the idea that illegal activities such as racing on public roads are acceptable. We who have grown up around organized racing know that street racing is wrong and that answering the question of who is faster should be settled at the track.

It also creates a healthy job market for the industry, which machine shops and performance parts stores getting more business. The property could also be used during the times when there is no racing for things such as Drivers education classes, cdl training classes as well as a test course for both. Farmers market, police driving classes, fire rescue training (mock vehicle simulations). The uses endless and can be utilized by more than just racers if properly executed. During summer nights when school is out, the dragstrip can used to build a relationship between the police force and the community by having events in which you can Drag race a police car. You use the time to encourage and educate safe driving habits, general road safety. You build a relationship between the public and the police.

We do need a place to race. Mahalo for your time.

In Opposition to SCR 180 and HCR 42

*Aloha Chair Senator Glenn Wakai, Chair, Senator Brian T. Taniguchi, Vice Chair
Members of the COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND
TOURISM*

*Reso SCR 180: EXPRESSING SUPPORT FOR A MOTOR VEHICLE RACETRACK OR RACE
WAY PARK ON OAHU AND REQUESTING THE DEPARTMENT OF PUBLIC SAFETY,
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT, AND TOURISM, AND THE
CITY AND COUNTY OF HONOLULU TO FACILITATE AND APPROVE ITS
DEVELOPMENT AT THE CITY PARK PROPERTY IDENTIFIED IN COUNCIL RESOLUTION
18-265.*

Comments on SCR-180. **Save Ewa Field and Kanehili Cultural Hui is opposed to** this stated resolution and find the supporting race track testimony ridiculous and inaccurate relative to the facts. Clearly this is totally misguided hucksterism of the blind leading the blind. My testimony will clearly support this in detail.

I have spent a great deal of time fully researching this entire issue and will provide information and links to documents refuting the supposed easy availability and conversion of the historic MCAS Ewa airbase into a raceway and dragstrip.

John Bond, President, Kanehili Cultural Hui –Save Ewa Field

Recognized by US Navy, HART Rail and other Kalaleloa solar PV farm projects in the area known historically as Kānehili, noted in traditions for association with the Plain of Kaupe‘a, and a place of wandering spirits. It was determined to be a major part of the “Leina a ka uhane” spirit leaping place in West Oahu as researched by cultural landscape historic Kepa Maly under a major HART Rail contract awarded to SRI. The area was determined to be National Register eligible. This means much greater legal, cultural and environmental site reviews and studies for any developer. It is also known for a place of many native and migratory birds and source of feathers for royal capes in ancient times.

The EPA, Dept of Health, US FWS, DLNR, etc. will take great interest in any development plans for this site. Kanehili is cited in the tradition of Hi‘iaka-i-ka-poli-o-Pele historical narratives (Maly, 2012). The area has major native Hawaiian

history, archeology and cultural sites, including known iwi burials, sinkholes and caves throughout the former MCAS Ewa base where promoters want a race track.

The proposed race track drag strip goes directly over the route of the British Royal Navy mapped 1825 Malden Trails and there are many burial caves underground. In October 11, 2018 the Office of the Mayor letter suggested that the use of this Kalaeloa City Park Pending property for a raceway park, **may not meet feasibility qualifications and a study is being considered for other uses for this property**, This is because the Mayor’s lawyers have read the NPS Lands to Parks deed, have seen the Navy land surveys, the Navy BRAC Tuggles archeology reports and other important environmental, cultural and historic documents that these clueless racing people don’t want to see or know about and hope that politicians will just run it all through **WITHOUT ANY CONSIDERATION of FACTS, STUDIES, LAWS, etc.**

These fanatics driven by their huckster leader(s) are totally ignorant of: Section 106 is the of the National Historic Preservation Act (NHPA) The Archaeological Resources Protection Act of 1979, also referred to as ARPA. The State of Hawaii has Chapter 6E, historic preservation laws, Native Hawaiian Burial Protection laws, etc. – Also EA, EIS, AIS and many studies required for this site that these rabidly blind racing people are totally CLUELESS ABOUT!

Table 7 presents the Leina a ka ‘uhane as a single sacred and storied place, identifying the applicable ahupua’a, theme, National Register criteria, and integrity of relationship and condition.

Table 7. Leina a ka ‘Uhane with Associated Theme and National Register Eligibility Criteria.

Wahi Pana	Ahupua’a	Theme	National Register A	National Register B	Integrity of Relationships	Integrity of Condition
Leina a ka ‘uhane	Hālawa Moanalua, Waiau, Waimano, Pu’uloa, Honouliuli	2	Associated with pattern of events – Leaping off place to the spirit world	Associated with the akua Kānehili, Leiolono, and Milu	TBD	TBD

In our opinion, each of the 26 individually identified wahi pana, as well as the Leina a ka ‘uhane, likely has integrity of relationship. Wahi pana are sacred and storied places on the land and our archival research and informant interviews suggest that these storied places are important to the retention and or transmittal of knowledge and beliefs about the land and history of the Hawaiian People on O’ahu.

Many groups have LEGAL STANDING to fight this while race promoters have ZERO

All of these and many more will make developing the site for a race track and drag strip a LEGAL NIGHTMARE for developers and drag any proposal through the courts for many years! No one could ever pick a WORSE SITE for a race track drag strip than this location!

There are major national interests in this former base from the National Trust for Historic Preservation, The Advisory Council on Historic Preservation, Hawaii State Preservation Dept., DLNR, the US Marine Corps Museum, the Navy History and Heritage Command, the International Midway Memorial Foundation, and many more national groups that **these clueless racing fanatics are totally unaware of.**

The US Navy commissioned research experts to produce reports on this area:
Ewa Field CULTURAL LANDSCAPE ASSESSMENT, FINAL | February 2016, CHAPTER 4 \ ANALYSIS AND EVALUATION, Section 4 – 3, Statement of Significance for 1940–1949 Period, National Register Criterion A, Area: World War II in the Pacific:

Ewa Field derives significance under National Register Criterion A in the area of World War II in the Pacific. Archaeological sites at Ewa Field also have the potential to yield more information regarding the two principal builders of Ewa Field, Contractors Pacific Naval Air Bases (1940-1943) and the Naval Construction Battalions (Seabees, 1943-1945). (See also Appendix E).

Clearly the frenzied racing people lead by their huckster promoter pushing for a racetrack and drag strip on this property have never seen the National Park Service Lands to Parks Deed of Transfer! This is why Mayor Caldwell stated: Site “may not meet feasibility qualifications” for a race track drag strip.

Race Track Supported by Kapolei NB for Kalaeloa Parcel # 9 ONLY -Dec 4, 2018
But NOT on the Historic Ewa Air Field- This is the ONLY location supported (Parcel # 9) - that addressed the concerns of our board leadership and community with regards to noise, dust, proximity to homes, and other historic preservation concerns. The board voted unanimously last Wed evening to SUPPORT a race track under specific terms and conditions (only on Kalaeloa Parcel # 9) and hopefully with the understanding that it would be managed - by local racing legend, Mr. Bobby George SR (who successful managed the Campbell Industrial raceway park many years ago). - Acting Chair - NB # 34, Dec 4, 2018

*The City Council voted for a political rush job land transfer for with race track, drag strip, to evade and avoid the responsible parcel area Preservation Plan under National Park Service guidelines. The City will be heading for lawsuits and the Mayor's October 11, 2018 letter is appropriately cautious and apparently supports adequate **deliberation and consultation before rushing to wildly inaccurate land development schemes and conclusions at the former MCAS Ewa.***

Remember Hearing About Climate Change?

How ironic that the Hawaii State Legislature would want to support a scheme of encouraging the general public and UH college students to burn up high carbon explosive gasoline and high octane fuels in loud rubber burning competitive duels when **all of the major national and international science is recommending immediate measures to reduce automotive carbon emissions, encouraging bicycling, public transit and non-polluting electric vehicles.**

*“Resolution urging the city administration to establish goals for 100 percent renewable energy and a carbon neutral economy to accelerate the City of Honolulu’s adoption of the 2018 climate change action summit policies.”
Reso 18-221*

The Hawaii State Legislature unanimously approved HCR-49 in 2009

This resolution states clearly what should happen with the Ewa Field MCAS Ewa area. It says nothing about encouraging destructive dragstrips and raceways.
<https://dlnr.hawaii.gov/shpd/files/2015/05/1-HCR-49-Passed-Unanamously-2009.pdf>

City Land Conveyance Requires a Preservation Plan FIRST

Currently the City of Honolulu is being conveyed Navy parcels 13059-B, C, etc. which contains a substantial area of former MCAS Ewa. The members of the City Council supporting the resolution to speed up the land transfer don't seem to be aware of this nor has any MCAS Ewa parcel area **Preservation Plan** been made known or presented to the community for consultation.

Is the City Council advocating an irresponsible rushed development scheme without an appropriate **Preservation Plan** with Treatment Measures for best

management practices because they want to be just clueless politicians? Does the Hawaii Legislature want the bad publicity of being just clueless politicians?

Testimony in Misc Com 617 is loaded with major inaccuracies, lame uninformed race track drag strip justifications and basically clueless lack of knowledge about this National Register eligible area. For the City Council to approve this resolution **shows they rushed to endorse and approve something they have absolutely no understanding of. Driven by lobbyist money for political campaigns?**

There will be likely lawsuits that will follow without a comprehensive historic and cultural **Preservation and protection Plan** of the area that is part of the land conveyance. The testimony by recognized Hawaiian cultural party Michael Kumukauoha Lee, who has won a major State lawsuit regarding protection of the iwi kupuna known to be buried in this and adjacent parcels, and has put everyone on notice about this means that any construction disturbance of iwi will not be “inadvertent” but a previously known fact subject to immediate lawsuit. Hawaiian Cultural **Preservation Plan** required.

How does this Cobian guy who’s claim to fame is motorcycle stunt riding and being an asbestos removal contractor have any competence in any of this? He obviously doesn’t and clearly has no understanding of State and Federal laws.

Cobian states that the City is in a position to *“assume immediate care and maintenance of the subject properties”* and that *“the subject arid land property located in an airport crash zone between an airport and a sewer plant is more optimal and suitable for Motorsports Recreational Park use.”*

Cobian can make up anything he and his followers want to blindly believe but they are NOT FACTS and his concept of the area’s history shows how uninformed he is. If they all want to be lemmings jumping off a cliff – go ahead!

No, this parcel area isn’t “arid” and isn’t “optimal and suitable” for a motorsports park. Clearly the person or persons who drafted this very inaccurate and very uninformed resolution has never conferred with the local community and the hundreds of nearby adjacent home owners, community associations and Ka Makana mall businesses, some of whom have homes just 100 yards away from this proposed loud explosive race track drag strip scheme. **They don’t want it.**

There is also a horse riding stable and Navy golf course close by. This area is well known for many native Hawaiian birds, native plants, iwi burials, subsurface bunkers and 1942 Battle of Midway aircraft revetment sites – as is documented in the recent Ewa Field revetments nomination, funded by the National Park Service Battlefield Protection Program. Approximately \$180,000 has been awarded by the National Park Service Battlefield Protection program to document IN DETAIL all of the site features that the clearly blind and huckster leading are clueless of.

While the 1942 revetments weren't there on December 7, 1941, the subsequent Navy and Marine responses – the Doolittle Raid on Tokyo, the Battle of Coral Sea and the major Battle of Midway have planes, pilots and documented histories that show that what the totally uninformed testimonies called 1945 areas **are in fact 1942 areas of huge NPS National Register historic significance.**

Major international awareness is coming in 2019 of the June 1942 Battle of Midway, is now being made into a major \$100 million motion picture, with \$50 million promotional budget? *These planes and pilots are documented as coming from 1942 Ewa Field.*

Racetracks and Drag strips – What are these selfish people thinking?

The fact is research shows that racetracks and dragstrips are in general decline – many for sale or even abandoned. NASCAR is in decline. Sponsors are leaving racing because the national public has moved on to other recreational and entertainment interests.

While racing overall is not dead it has hugely divergent interests with many race track and drag strip comment boards by longtime racer/dragsters saying the reasons are related to how the general public consumes their entertainment in the 21st century – through high resolution game simulations or convenient indoor electric go carts tracks. The younger generation is largely moving away from car racing “thrills” and to a wide variety of other exciting and more personally fulfilling healthy fitness sports. Riding in explosive high octane cages that can go out of control and kill drivers and spectators isn't a healthy sport. *It is basically a gladiator sport.*

There is a continual decline nationally in racing and drag strips because of the many numerous racing deaths and fiery collisions now require such extensive racer and viewing area protections, raising construction, liability and insurance costs.

Of at least 523 racing deaths since 1990, 53 percent have been at short tracks that have huge liability issues which has climbed in the past three years to about 70 percent. Short tracks are also where most U.S. racing takes place and where the racetrack drag strip schemers advocate for. Twenty-two percent of the deaths in the past 25 years were at drag strips.

Drivers at short tracks generally spend money on tires and parts to make their cars go faster, rather than safety equipment that could keep them alive. It is ironic that race track drag strip promoter/lobbyist Li Cobian has been often seen with his arm or leg in a cast after crazy daredevil mishaps. The public that likes to see these crashes (but of course don't admit it) also subjects them to runaway vehicles that kill bystanders. When that happens that also requires even more concrete barriers, fences, insurance and expensive safety devices.

That is actually what is also "killing" the racing industry – massive safety measures and costs. The era of this sport is coming to an END.

Track fences and barriers regularly fail to protect fans. But at many short tracks, the lessons of previous tragedies don't sink in until one of their own spectators dies. Many short-track owners have barriers and fences that have little chance against an out-of-control car or motorcycle. Providing adequate fences, sand pits, safety protection zones, fire trucks, EMS, concessions stands, crew pits, high octane fuel mitigation, fire hazards, on top of the concrete walls that separate the cars on the track from the fans is a costly race track drag strip expense.

What Hawaii Legislature members voting for this reso apparently want:

Get the apparently self-indulgent, bored, (with too much money on their hands) car drifters and loud noise, rubber burning explosive fuel race enthusiasts, away from their nice quiet Honolulu districts and into the surrounding nearby closely packed home developments of Ewa Villages, DHHL Kaupe'a, (Greystar) Orion Village, Haseko-Hoakalei, Ewa by Gentry, that have all come up and have

expanded close to this race track drag strip area. Just like all past development schemes – Just ***ship all the noise to Ewa and have them deal with it.***

City Parcel on a porous ancient coral reef heavily used by ancient Hawaiians

The 'Ewa Plain is an expansive limestone shelf that begins three to five miles (five to eight kilometers) south of the Waianae Mountain range to the southern coast, extending from the western coast at Ko'Olina to Pearl Harbor. Based on terrain and availability of water, the 'Ewa Plain can be separated into three main geographical regions that are described as: "lowland limestone exposure, the upland alluvial terrain, and a locale of floodplain and alluvial fans" by Tuggle and Tomonori-Tuggle (1997:9) They were Navy contracted archeology and cultural landscape experts.

"The sinkholes of 'Ewa Plain are typically bell-shaped in cross-section with openings commonly three feet (one meter) in diameter with base diameters increasing to six to 10 feet (two to three meters)" MacDonald and Abbott 1970; Stearns 1946, 1978; Stearns and Vaksvik 1935; Zeigler 2002:96-97.

"These sinkholes became important resources for avian populations prior to human settlement in Hawai'i, and later, significant resource locales for early Hawaiian populations on the 'Ewa Plain" Barrera 1975; Davis 1995; Lewis 1970; Miller 1993; Sinoto 1976, 1978a, 1978b, 1979.

"Sinkholes containing archaeological and/or paleontological remains encapsulated under alluvial soils or construction fills can be encountered anywhere within the 'Ewa Plain. The chief concern in regard to project-related ground disturbing activities is the potential for encountering subsurface sinkholes, which are prevalent in the bedrock of the entire (Ewa plain) region. These natural geological features may contain deposits of archaeological, paleofaunal, and/or human skeletal remains. In addition, significant cultural deposits related to military activity, such as underground bunkers, exceeding 50 years of age were also of concern." - Final Archaeological Monitoring Report, Kalaeloa Ke Kona Pono Program Facility, Yorktown Road, (former NAS Barbers Point) Honouliuli Ahupua'a, 'Ewa,O'ahu March 2009, Pacific Legacy, Inc.

Huge volumes of underground water flow under MCAS Ewa land parcels.

*An estimated 2.5 million gallons of groundwater flows into the Haseko Lagoon, which is replaced by more groundwater, according to the **Haseko Environmental Impact Statement published Oct. 23, 2013 and 2014 by OEQC.** The lagoon was also found to be loaded with *Chara zeylanica*, a freshwater plant clearly indicating the water comes from a mauka freshwater “spring,” underground stream origin.*
<http://www.staradvertiser.com/2018/05/20/business/state-bans-swimming-at-haseko-lagoon/?HSA=677ff4d07e693d1a3b73900ca9d8f8d6ab4a9bd4>

Save Ewa Field - Kanehili Cultural Hui has made many walking explorations to this entire parcel areas and based on many local oral histories, Archeological Impact Statements, Environmental Assessments and Environmental Impact Statements available in the State OEQC library, **the City park parcels are packed with rich highly significant Hawaiian cultural, historic and natural ecosystem, geological, and paleo environmental features in what some clueless people think is its relatively desolate empty appearance.**

Within the ancient coral limestone bedrock and under the quickly constructed wartime airfields and ramp, with thin asphalt tarmac, are hidden sinkholes which contain significant archaeological deposits, including human burials. Further, the great possibility for buried historic military remains a real concern within the City and Ewa Battlefield parcel areas. *There has to be a **Preservation Plan!***

Karst Caves and Sinkholes

During WW-II MCAS Ewa a Navy SeaBees D-8 bulldozer fell into a large karst cave, which there is a photo of. In the early 2000's a D-9 bulldozer fell into a large karst cave while doing lead pellet clean-up of the MCAS Ewa Northern skeet range.

Ewa Kanehili area Photographs by Joe Singer, Jan Becket

<http://janbecket.net/wordpress/?p=1639>

Jan Becket knows the area extremely well and photographed many of the Ewa Hawaiian cultural sites. He says a very important large Hawaiian complex site was partially destroyed on the DHHL leased racetrack site to make additional parking space. Becket also said that the Navy had some sinkholes in the area examined and found iwi in every one of them, but all this gets suppressed and not published because of NAGPRA.

Jan Becket - Out to Dry at Ewa Marina - ancient sites are being bulldozed

<https://evols.library.manoa.hawaii.edu/handle/10524/55824>

Photos Here

Some of these sites are gone, along with hundreds of others, bulldozed by Haseko Corporation in the development of the 'Ewa Marina.

<http://www.janbecket.net/piwigo/index.php?/category/26>

**There are KNOWN burials here, making a Preservation Plan a REQUIREMENT
1944 Ramp history Proposed for Drag Strip Race Track**

This 1944 ramp has very significant National Register history supporting the last two years of the Pacific war with a variety of cargo and transport aircraft and B-24 and B-25 bomber squadrons. Not enough space here to provide all of the wartime history. Hollywood movie star Tyrone Power became a Marine pilot and flew out of MCAS Ewa assigned to VMR-353, flying missions carrying C-46 cargo in and wounded Marines out during the Battles of Iwo Jima (Feb-Mar 1945) and Okinawa (Apr-Jun 1945). VMR-353 planes were parked on the 1944 ramp.

MCAS Ewa was also a key MATS (Military Air Transport Service) squadron airbase and in an emergency 1949 assignment R5D-2 (C54) Skymasters and pilots, highly trained in long distance ocean flights flew from MCAS Ewa to participate the historic Berlin Airlift missions to defeat the Soviet blockade of Berlin and save the citizens from starving. At the end of this successful historic mission the MCAS Ewa air wing shut down in 1949 and the base officially closed in 1952.

The MCAS Ewa Field area has many underground caves, Hawaiian burial sites, native plants, birds, Pueo, and other existing WW-II bunkers, likely still even undiscovered UXO (unexploded ordinance.) Numerous native Hawaiian burial sites already documented are located directly NEXT TO the proposed drag strip race track scheme. There is an FAA fenced in circle around the HNL landing beacon that guides planes into the main airport that blocks using a parts of the 1941-42 runways and taxiways.

Dragstrip resolution is clueless political posturing, TRACK WILL NOT HAPPEN

There would be a huge amount of environmental rules, regulations, insurance, community opposition, etc. to overcome and require City to settle many lawsuits.

There is not even enough usable length for an operational drag strip based upon standard designs used everywhere else. A survey of nationwide standards confirm

this. The area would have to be repaved and large areas cleared for support equipment, fire, EMS, public parking, pit areas, sand pits, etc. Go take a look at national dragstrips and also find that many are for sale or shutting down because the time of large scale support for dragstrips and raceways are declining.

The 1942 runway is in a deteriorated condition suitable for walking, biking, light recreation, flying RC planes and kites, but not dragsters and drifters. Past evidence of illegal race car drifters shows massive amounts of spewed oil, gas, metal radial and rubber fragments, some of which get imbedded in the asphalt causing injury to children and dogs feet. **It would be a MAJOR FIRE HAZARD.**

Any dragstrip creates huge environmental issues, - explosive fuel, loud noise, fire hazards. There are many new homes and developments nearby today that weren't there 10 years ago. The noise travels for miles and homeowners and families don't want the fire and explosive gasoline hazards nearby their children and pets.

Hawaii Raceway Park – What Does THAT Tell You About Race Tracks?

Hawaii Raceway Park once existed because it was far away from most homes 20 years ago. Why was this great racetrack sold off for commercial use? Why is it that DHHL keeps turning down use of parcel 9 for a dragstrip raceway? It is because time has passed for racing and drag strip activities at Ewa Field which is in an increasingly packed suburban environment?

ARE WE AGAINST CAR RACING? NO

Racing activity might work someplace up in the middle part of Oahu where there are areas far away from most homes. The opportunity for a race track drag strip at MCAS Ewa Field has long past! Car Race enthusiasts are WASTING THEIR TIME pushing MCAS Ewa Field! Their huckster leader(s) are just leading their supporters into a QUAGMIRE of lawsuits and expensive environmental, cultural, architectural studies, etc required BY LAW.

More supporting documents, photos are linked here if legislators actually want to make **informed decisions and not unformed, misinformed, badly informed dragstrip raceway resolution posturing.**

SCR-108 misrepresentation:

https://www.capitol.hawaii.gov/session2019/bills/SCR108_.HTM

WHEREAS, the application to the National Park Service acknowledged that car racing is an acknowledged recreational activity and the abandoned military infrastructure at Kalaeloa is appropriate for car racing (**NOT TRUE**); and
(NPS Deed of Transfer States Otherwise,- An outright lie and misrepresentation.)

WHEREAS, on May 31, 2011, the Department of Parks and Recreation for the City and County of Honolulu acknowledged that it is not economically feasible to repurpose the Kalaeloa land for a conventional ball and field or court sports training facility as proposed in the June 1, 1999 application and deleted it as a proposed use (**NO ONE KNOWS WHERE THIS CAME FROM- HOW DOES THIS JUSTIFY A RACE TRACK?**); and

WHEREAS, no alternative site for a racetrack or raceway park has been identified on Oahu since the closure of Hawaii Raceway Park in 2006 (**NOT TRUE**); now, therefore,
(Land was purchased by Governor Cayetano for a racetrack and NOTHING ever happened! Because of lack of use this large State parcel is being transferred to DOA. Too late racers- the best possible racetrack site sat empty for decades!)

Aloha,

A handwritten signature in black ink that reads "John M. Bond". The signature is written in a cursive, flowing style.

John Bond, President Kanehili Hui – Save Ewa Field P.O. Box 75578 Kapolei, Hi.
96707 Ewabond@gmail.com



Local homes right next to the race way drag strip! The noise travels for miles. The last race track in Ewa Kanehili was an environmental DISASTER requiring law enforcement, City and EPA-DOH fines and investigations.

Photo # 80-G-271041 USMC F2A-3 fighter in a camouflaged revetment at Ewa, April 1942



There is major 1942 Battle of Midway history associated with this site with still existing 1942 sandbag revetments. There are sinkholes and burial caves throughout this entire area where the planned race track drag strip would be.



1944 Hangar next to the overgrown 1944 ramp. This entire area would have to be bulldozed and massively changed. The existing old 1944 ramp is deteriorated with many metal tie down loops that would have to be removed and paved over.



City Parcel 1944 Ramp



RESCUING D-8 FROM CAVE IN



INSTALLING RAMP AND WALK, EWA



FINISHING CONCRETE
SMALL ARMS MAGAZINE, EWA



Ewa Field Karst Cave
(one of many still there.)



**Bulldozers and heavy vehicles will fall into karst Caves and Sinkholes
Race Track Drag Strip Promoters are totally blind and clueless
to the documented FACTS.**

Historic, Cultural and Environmental Concerns:

The area is a habitat for Pueo owls, rare native plants, Karst caves and water systems. The airfield is a December 7, 1941 attack site where US Marines died in combat. The airfield runway launched some of the most famous Marine and Naval aviators, who fought and died in the Battle of Midway in June, 1942. Early 1942 aircraft Revetments including possibly live ammunition - virtually no intensive archaeological documentation ever done. Ancient native Hawaiian trails, rare native plants, Navy SeaBee railway line ties, spikes. Hawaiian Iwi kupuna burial sites, large Wiliwili trees, agricultural sites, rare native plants, caves, bunkers. 1825 Malden Trail – native trail.

These FACTS are in the Federally mandated HART docs by Kepa Maly and the Tuggle Navy TCP reports.

There are also the NPS Ewa Battlefield reports and nominations and the Navy's Cultural Landscape Assessment.

In Opposition to SCR 180 and HCR 42

*Aloha Chair Senator Glenn Wakai, Chair, Senator Brian T. Taniguchi, Vice Chair
Members of the COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND
TOURISM*

*Reso SCR 180: EXPRESSING SUPPORT FOR A MOTOR VEHICLE RACETRACK OR RACE
WAY PARK ON OAHU AND REQUESTING THE DEPARTMENT OF PUBLIC SAFETY,
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT, AND TOURISM, AND THE
CITY AND COUNTY OF HONOLULU TO FACILITATE AND APPROVE ITS
DEVELOPMENT AT THE CITY PARK PROPERTY IDENTIFIED IN COUNCIL RESOLUTION
18-265.*

Oahu Island Burial Council (OIBC) Recognized Ewa Hawaiian Cultural Practitioner and Kanehili Cultural Hui vice president is opposed to SCR 180.

This stated resolution is totally inaccurate relative to the facts of my native
Hawaiian cultural upbringing and responsibilities to protect my family iwi.

Aloha kakou,

Comments on SCR 180. **I am opposed** to this inaccurate resolution and find the
intention to be highly disrespectful to native Hawaiian culture, customs and
especially to my family ohana iwi buried in this area. The Office of the Mayor
letter of October 11, 2018 wisely advises not to rush this, that a race track drag
strip would not be an appropriate use of this land because of major cultural and
historic issues and I would assume he believes there should be a **Preservation
Plan**, otherwise the consequences will be lawsuits filed against the City.

I am Michael Kumukauoha Lee, Vice President, Kanehili Cultural Hui, a recognized
cultural descendant recognized by the Oahu Burial Council, DLNR SHPD, Navy, Rail
and other area solar PV farm projects. The area where Ewa Field – MCAS Ewa was
located is known historically as Kānehili, is an open, kula land, noted in traditions
for its association with the Plain of Kaupe‘a, and a place of wandering spirits and
the Leina a ka uhane – the spirit leaping place back to Kahiki guided by an
aumakua such as the Pueo owl that still lives in and is a guardian of this property.

*This is what I am advocating for – respect our ohana traditions and protection of our iwi that is buried in the caves and sinkholes on and around Ewa Field – MCAS Ewa. **This requires an appropriate Preservation Plan with treatment measures for best management practices of the cultural landscape resources.***

It must be known that the Hunt Corporation of El Paso, Texas has commissioned a Preservation Plan study for the area known as Ewa Battlefield, Navy parcels 17, 18 and 19 and is consulting with members and organizations of the Ewa community with historical and cultural interests to arrive at an agreed upon **Preservation Plan** to honor this historic battlefield. The City must also come up with a compatible and synchronized plan for the adjacent parcels. Hawaiian cultural sites are not parcels and TMK's, they are throughout the Kanehili area, uplands to the shore.

Currently the City of Honolulu is being conveyed Navy real estate parcels 13059-B, C, etc. which contains a substantial area of Kanehili and the former MCAS Ewa. The members of the City Council supported a resolution to speed up the land transfer don't seem to be aware of this, nor care about any area **Preservation Plan** that has been made known or presented to the community for consultation.

Under Hawaii laws a "burial site" means any specific unmarked location where prehistoric or historic human skeletal remains and their associated burial goods if any, are interred, and its immediate surrounding archaeological context, including any associated surface and subsurface features, deemed a unique class of historic property, and not otherwise included in section 6E-41, HRS.

The Navy's Ewa Field CULTURAL LANDSCAPE ASSESSMENT, Feb 2016, states:

• **Develop an appropriate Preservation Plan with Treatment Measures** for best management practices and enhancement of the cultural landscape resources at Ewa Field/MCAS Ewa in accordance with NPS' Guide to Cultural Landscape Reports. The City is apparently not doing this and the City Council doesn't care.

<https://www.nps.gov/dscw/clr-overview.htm>

<https://www.nps.gov/tps/how-to-preserve/briefs/36-cultural-landscapes.htm>

Was the City Council pushing a rush job transfer to evade and avoid public land transfers that is going through the NPS Lands to Parks program?

Michael Kumukauoha Lee is a cultural descendent recognized by SHPD and OIBC April 14, 2010 for this area. Lee affirms that Mikahela Kekauonohi was his 4th great grand-aunt and holder of the Allodial title royal patent of 42,000 acres in the area. John Meek was his 5th great grandfather and the Campbell Estate derived the lands after his death. The Meek Estate held the leases on Pu'uloa 'Ewa with the Wilcox family and he had all the deeds. He is a recognized "Party" under State Chapter entitled to be admitted as a party in any court or agency proceeding concerning this important cultural property.

Michael Kumukauoha Lee, as per State chapter §13-300-2, is hereby stating to the Hawaii State Legislature and other State and Federal government agencies that this ancient Kanehili, Ewa Field MCAS Ewa parcel area and adjacent parcels contains previously identified" burial sites of human skeletal remains and burial goods identified during previous archaeological surveys and known through previous oral or written testimony. Any subsequence construction disturbance will be sacrilegious and in violation of State laws and Hawaiian cultural customs and subject to an immediate lawsuit by myself and other injured parties.

As per State chapter §13-300-2 "Burial site" means any specific unmarked location where prehistoric or historic human skeletal remains and their associated burial goods if any, are interred, and its immediate surrounding archaeological context, including any associated surface and subsurface features, deemed a unique class of historic property in Hawaiian law and native culture that respects iwi kupuna.

Disturbing known archeological sites is a violation of the Archaeological Resources Protection Act of 1979 (ARPA) and also disturbing caves, sinkholes and known burial areas is a violation of the Native American Graves Protection and Repatriation Act (NAGPRA.) Extensive consultations and studies must be done.

*There must be an area "**Cultural Preservation Plan**" that includes an "in situ burial agreement" recorded with the bureau of conveyances, between the State and the landowner which establishes the protection of the burial sites in place as a preservation easement in perpetuity. "Preservation plan" means the form of mitigation that sets forth appropriate treatment of historic properties, burial sites, or human skeletal remains which are to be preserved in place that are there.*

Kanehili was also known in ancient times as a place of many birds and source of feathers for royal capes. Kanehili is cited in the tradition of Hi'iaka-i-ka-poli-o-Pele historical narratives (Maly, 2012) and she traveled down the same still existing Kanehili trails on this same parcel to find the Spring of Hoakalei. This area is extremely rich in native Hawaiian culture, history, traditions and known iwi burials and should never become a disrespectful, loud disturbing racetrack drag strip. It should be a place of peace, quiet and reflection. WW-II was enough, please end all discussion and plans for disrespectful land development schemes and make it a Hawaiian cultural preserve and honor all those who have died and are interned there. There is great available native Hawaiian cultural evidence, photos and documentations that I submit here with my testimony.

The Malden identified 1825 trails from Honouliuli to Oneula and Kualaka'i are the trails of my ancestors and where they traveled to gather from the hills and fished along the shores. It is where they had habitations and used sinkholes along the trails for agricultural sites, obtaining fresh mountain water and for iwi burials. These places within what became Ewa Field – MCAS Ewa are Traditional Cultural Places (TCP) of my ohana where I learned about the gathering of medicinal plants, food stuffs, the relationship of the fresh mountain water to spawn the best limu which also attracted all of the then abundant sea creatures that made up the ocean ecosystems and our native fisheries.

Protection of iwi in place by 'ohana acting as kahu, and prevention of disinterment, relocation, disturbance, or desecration, is a traditional and customary practice of Native Hawaiians who inhabited the islands prior to 1778.

One'ula Ali'i wahine iwi discovery - One'ula is a Royal burial area and a Leina a ka 'uhane where souls ascend into the next world.

DLNR CC OA 11-02, DECLARATION OF KAI MARKELL, Kai Markell states:

63. Around 1999-2000, I was informed by a Native Hawaiian that there were underground cave complexes at One`ula which contained running water and that 'ohana could visit their ancestors who were placed on shelves within the cave system.

64. That I was particularly interested in cave interments at the time because of my involvement with cave and lava tube burial sites in South Kona during the Hokuli`a

Development and controversy regarding among other issues, the identification and treatment of underground cavities and lava tube burials.

65. That I was present in January of 2001 when the State Historic Preservation Division responded to the discovery of human skeletal remains at One`ula in the area of the proposed `Ewa Marina entrance channel.

66. That this was the same general area in which another set of human skeletal remains had washed out in 1992 during Hurricane Iniki.

69. That the individual discovered was a high status female as evidenced by her extensive burial goods and artifacts.

73. That on June 28, 2007, a set of human skeletal remains eroded out of the beach at One`ula and I responded to a site visit while working for OHA.

74. This discovery was about 100 yards East of the marina entrance channel discoveries.

76. That I was shocked at that time to see and hold her two lei niho palaoa which were "tongue" shaped in the style of Moku o Keawe, and not "opu`u" or "bud shaped" as in the style of the O`ahu chiefs.

79. Following this visit to the iwi room, on Wednesday, April 16, 2008, the very next week, an OHA staffer had a hō`ailona and aka kū on the 5th floor of OHA offices whereby Kuhina Nui Ka`ahumanu appeared, along with her retainers, and issued a command, or kauoha, to "protect" One`ula and the remains of the Ali`i wahine.

81. In April of 2010, two OHA beneficiaries, both kāula, or seers, were present in my office, including the Petitioner, Michael Kumukauoha Lee, when one kāula, was able to communicate with the remains of the Ali`i wahine.

84. She was the Chiefess of Kalanikūpule, King of O`ahu.

88. One`ula is a Royal burial area and a Leina a ka `uhane where souls ascend into the next world.

89. Other well known ali`i buried at One`ula, include, but are not limited to, Ka`eokūlani, Kalanikūpule, Kualii, Pele`ioholani, Keali`iahonui, and others associated with the O`ahu line of ruling chiefs as well as Maui and Kaua`i.

91. On April 14, 2010, the O`ahu Island Burial Council (OIBC) voted unanimously to recognize an ali`i burial complex at One`ula and recommended to the SHPD that this area be identified and protected.

94. The Native Hawaiian cultural practices of communicating with the deceased, especially ancestors, is well documented through the practices of ulaleo, hō`ailona, akaka kū, `ike papa lua, moe `uhane, and other documented practices as outlined in the Nānā I Ke Kumu series by Mary Kawena Puku`i.

I declare under penalty of perjury that the foregoing is true and correct.

**DATED: Honolulu, Hawaii, June, 2011. DECLARATION OF KAI MARKELL
Manager, Ka Pou Kāko’o, Compliance Enforcement, Kia’i Kānāwai, Advocacy
Ka Paia Kū, Office of Hawaiian Affairs.**

The Leina a ka uhane

A number of mo’olelo related to the ahupua’a of Honouliuli, including the *Leina a ka uhane*, are documented by Kepā Maly in “*He Mo’olelo ‘Āina—Traditions and Storied Places In the District of ‘Ewa and Moanalua (In The District of Kona), Island of O’ahu: A Traditional Cultural Properties Study – Technical Report*” prepared for the Honolulu rail transit project (Kumu Pono Associates, 2012). Prior to that report, the Final EIS for the Disposal and Reuse of BPNAS (Navy, 1999) and related Cultural Resource Inventory (Tuggle, 1997) documented many of the cultural and historic TCP resources of the Kanehili former NAS Barbers Point area.

Some of the traditional cultural practices and resources identified by kama’āina and kūpuna connected to this Kanehili area include:

- *Limestone sinkholes used for agriculture, water source, and for burials.
- *Gathering plant resources- Wiliwili trees and native plants for leis and healing.
- *Trails - Malden’s Map of 1825 shows trails through the airfield area
- *Marine resources - coastline was known for abundance of limu and fisheries.
- *Wahi pana - includes the story of Kaha’i who plants the first ‘ulu breadfruit tree

The famous place of Kualaka’i, an ancient village site suitable for permanent habitation. *“It is just seaward of Pu’u-o-Kapolei, home of the Kamapua’a family, and a sacred place associated with the setting sun. If gods traveled between the two places, and if a trail connected them, this link would have been through the center of the BPNAS”* (Tuggle, 1997). (The center would be Coral Sea Road.)

Explanation of Hawaiian Cultural Views

Kai Markell, Office of Hawaiian Affairs (OHA) Compliance Manager, in a legal statement said:

“In the Hawaiian culture, ancestral human skeletal remains are extremely sacred and precious and according to noted Hawaiian scholar and renowned Hawaiian cultural expert, Mary Kawena Pukui, our “most cherished possession” as a people.”

-The significance of bones, or iwi, in the Hawaiian culture is well documented throughout Hawaiian oral history and written history. Iwi is a manifestation of the person once living and contains the spiritual power, or mana, of the individual.

-Hawaiians protected the iwi of loved ones and 'ohana to prevent them from being desecrated, mistreated or destroyed. Hawaiians on the verge of passing from this life, especially those of high rank, would often give a command, or kauoha, to care for, conceal, and inter their iwi, to entrusted family members or companions.

-Disturbing or moving iwi is not tolerated except in extraordinary circumstances and at the direction and discretion of the 'ohana or kahu. It is an established traditional and customary Native Hawaiian practice to visit burial sites and engage in various religious and cultural practices such as offering ho`okupu and pule, and seeking advice from, and communicating with, deceased ancestors, through their iwi.

-Desecration or injury to iwi perceived to be 'ohana or ancestral native Hawaiian kūpuna can create and manifest real harm in living descendants and Native Hawaiians in the form of 'eha (hurt, pain, suffering), kaumaha (burdened, sorrowful), mānewanewa (grief, sorrow, mourning), uē (lamentation, crying), na`auauā (extreme visceral grief) and are injurious to the 'uhane, the spirit, of the living person who has accepted the kuleana to care for and protect the iwi of the ancestors. *This harm is irreparable because there is no possibility of monetary compensation that could justify such disturbance.*

-In the course of reviewing possible approval of a land use permit, SHPD reviewers and contract archaeologists hired by a land developer rely too often on the notorious practice of requiring simple archaeological monitoring of project construction, as a poor substitute for standard practices which would require more rigorous demands for archaeological testing and sampling at a project site early in the process.

-Based upon my training and experience, archaeological monitoring does not avoid, minimize, rectify, or reduce impacts to the Hawaiian cultural practice of protecting iwi. Rather, archaeological monitoring is a means by which a developer can avoid the oversight of the applicable burial council of "previously identified" burial sites which could have been reasonably found with the reasonable application of standard archaeological testing and sampling. By avoiding burial council review, the developer can obtain speedier approval to relocate any burials.

1. On April 14, 2010, the O'ahu Island Burial Council (OIBC) unanimously voted to accept the SHPD's recommendation to recognize Mr. Lee (Lee) as a Cultural Descendant to Unidentified Native Hawaiian burials in the ahupua'a of Honouliuli, 'Ewa District, Island of O'ahu;
2. On April 14, 2010, the OIBC unanimously voted to urge the SHPD to recognize as a previously identified burial site the wahi kapu or sacred burial area and religious complex at Oneula, Honouliuli, Oahu that comprise seven burial locations and their immediate archaeological and cultural contexts and that include the burials of Chief Kaeokulani, Chief Kalanikūpule, Chiefess Kaomileikaahumanu, and other related ali'i identified in testimony, both written and oral, by Lee and his 'ohana;

Michael Kumukauoha Lee has filled legal depositions stating:

-I must rely upon vigilant protection of my religious, traditional and customary Native Hawaiian practices, cultural and natural resources or I and the Hawaiian people will lose them forever.

-As the kahu, or keeper, of the iwi kupuna in this area, as recognized by the Oahu Island Burial Council and State of Hawaii Historic Preservation Division, it is my responsibility to ensure the protection and safety of all the ancestral bones and funerary objects within in this area of my responsibility.

-I can and have filed lawsuits and won when my cultural rights have been damaged and violated.

I am also an Hawaiian astronomer or star priest called Papakilohoku recognized by the Honolulu City Council with an Honorary Certificate and also very recently consulted by astronomy organizations on the Big Island regarding native Hawaiian astronomy. All this background gives me standing concerning the City, State and federally recognized Hawaiian Traditional Cultural Property (TCP) in Honouliuli called the Leina a ka Uhane, a very sacred spiritual leaping place for souls of the deceased returning to their ancient homeland. This major wahi pana (sacred place) was federally recognized by the HART Rail Project in a 2012 published series of documents as a Section 106 requirement to identify Ewa Plain Honouliuli TCP's. (Kepa Maly, 2012)

There are culturally significant sites within the proposed City Race Track Drag Strip development site, namely the extensive underground and interconnected “karst” or cave system, which is part of a burial complex of my Hawaiian family. Iwi kupuna are buried subsurface in the karsts by and below the proposed site. The subterranean karst topography is characterized by an extensive system of porous caverns that have been carved out by groundwater over time.

The karst system underneath the proposed site is culturally significant for two reasons. First, as stated, iwi kupuna are buried within it and such places are sacred to Native Hawaiians. As the kahu, or keeper, of the iwi kupuna in this area, it is my responsibility to ensure the safety of all the bones and objects within my family’s burial complex. Second, fresh water flows through an extensive network of underground interconnected caverns from the mountains to the sea and contains the nutrients that feed the foundation of our ocean food chain.

The fresh water nourishes the algae and limu at the sea coast, and in turn the algae and limu are the food for all the mollusks, opihi, haukiuki, invertebrates, crabs, lobsters, shrimp, and the puumoo or chiton, that Native Hawaiians use for traditional ceremonies, such as the Mawaewae ceremony for newborn babies.

The fresh water running through the cavern system exits into the sea through water holes at the shoreline at One’ula in Ewa. In ancient times, One’ula was called Haleolimu, or the house of limu, due to the abundant amount of limu that thrived there. Today there is substantially less limu due to polluted urban runoff.

Furthermore, as a kahunalapa’auokekaiolimu, or Native Hawaiian practitioner of limu medicine, any contamination by race track drag strip fuels, oils, engine metal parts and rubber shreds in the uplands Kanehili fresh water source travels underground to the Ewa seashore which will adversely affect and could kill the limu, our fisheries, and thereby disrupt my cultural practice and make such cultural practices impossible. This also of course affects everyone else too.

I visit the Ewa seashore at least twice a month to identify and/or gather limu for my limu medicine practice. I also teach others about the practice of limu medicine. I was one of the co-founders of the Ewa Limu Project, the purpose of which is to restore the limu along the Ewa Beach coastline, while making every effort to replant for future harvest and to educate the community to replant and

strengthen the various types of limu found there. The Honolulu City Council honored the co-founders for the success of the project, as evidenced by a certificate that I received on January 28, 2004, entitled “Honoring and Commending the Ewa Limu Project.” See my affidavit for more details.

The *Leina a ka Uhane* TCP is clearly within the same ancient area known as the Plain of Kanehili and Plain of Kaupe’a, connected by the important ancient Hawaiian trail system within Honouliuli-Ewa identified by the 1825 Malden Trails map. All of this was also identified in numerous Navy base closure documents and maps produced in 1979 through 2001 as well as the HART Rail report done by Kepa Maly.

The *Leina a ka Uhane* in Kanehili is a sacred burial area for iwi kupuna in the tens of thousands. There is no excuse for the Navy land transfer to completely ignore all of this federally produced *Leina a ka Uhane* TCP documentation and not consult with the most qualified and widely recognized resident Kahu in Honouliuli, Ewa – Michael Kumukauoha Lee.

The Navy lands being transferred are only minutes away from where I live and I have walked through these areas many times, which Kanehili Cultural Hui has documented in photos and videos. The presence of burial sites, ancient habitation sites and the spirits of my ancestors is very real there and these spirits of the iwi kupuna call to me for their protection to prevent their desecration.

Burials in the Plains of Kanehili and Kaupe’a areas using the native Hawaiian Trails drawn by Malden in 1825 and subsequently documented by archeologists for the Navy in detailed archeological reports as on the Barbers Point Navy Base and Ewa Marine Air Base cannot be denied. These are facts but the Navy is intentionally ignoring or hiding them in the land transfer. Why is this?

The ancient Hawaiian trails running from Honouliuli to Ewa, Palehua, Kualaka’i and One’ula are very key components for understanding the cultural history of the Honouliuli ahupua’a. Portions of these trails still exist through the Plains of Kaupe’a and Kanehili, and in the Waianae volcano foothills by Makakilo, which was a major Papakilohoku star priest observation place. This has all been documented in many Hawaiian histories and western land surveys and the Tuggles in their 1997 Navy survey reports.

The Honolulu City Council passed unanimously in 2012 the Ewa Plain Trails resolution giving my cultural practice further standing in Honouliuli and on these Navy parcels, by advocating for the protection of the 1825 Malden Trails (ancient Hawaiian trails) and Ewa Karst water system which is a subterranean limestone reef wetlands system which was also documented in the Haseko EIS of 2014, which noted the high volume of water flowing from a “spring” into the Haseko lagoon every day. *Where do they think this water comes from?*

I believe it is my duty as a native Hawaiian cultural practitioner to state that we cannot afford any more of these losses and developments and we must adhere to state and federal laws and provide a Preservation Plan that is recorded in the State Bureau of Conveyance with the land transfer. This is also a Hawaii Public Trust Interest as stated in the Hawaii State Constitution. The State of Hawaii is mandated to protect this resource- caves, karst, underground streams and rivers under Statute 6D 1-10, Article 11, Section 7 State Constitution.

Native Hawaiian TCP's (Traditional Cultural properties) do not follow any exact linear, circular or simple box format like a TMK or parcel. They can cover a large area, vary in depth and width and are often linked together by trails, caves, ponds and canoe landings. The land and the people are one. Access to and protection of native cultural sites and ecosystems is a cornerstone of recognized cultural practice in Hawai'i.

When a sacred place, native species or critical ecosystem is lost, a wahi pani or wahi kapu is erased from the landscape, the words and traditions associated with them are also lost.

Native Hawaiian rights: Article XII Section 7 of the Hawaii Constitution states, "The State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence cultural and religious purposes and possessed by ahupua'a tenants who are descendants of native Hawaiians prior to 1778."

Michael Lee



Vice President, Kanehili Cultural Hui
Native Hawaiian Cultural Practitioner
Recognized Cultural Descendant in 'Ewa
91-1200 Keauniu Drive, Unit 614,
Ewa Beach, Hawaii 96706
808-683-1954

Please look at this further provided documentations:

Funeral rites of Prince Kealiihonui and association with Ewa's shark aumokua to guide his spirit back to the ancient homeland of Hawiki.

<https://preview.tinyurl.com/y73acahw>

Pana Oahu: Sacred Stones, Sacred Land

<https://www.uhpress.hawaii.edu/title/pana-oahu-sacred-stones-sacred-land/>

Edited Photographs by Joe Singer, Jan Becket

<http://janbecket.net/wordpress/?p=1639>

Jan Becket knows the area extremely well and photographed many of the Hawaiian cultural sites. He says a very important large Hawaiian complex site was partially destroyed on the DHHL leased racetrack site to make additional parking space. Becket also said that the Navy had some sinkholes in the area examined and found iwi in every one of them, but all this gets suppressed and not published because of NAGPRA

Jan Becket - Out to Dry at Ewa Marina - ancient sites are being bulldozed

<https://evols.library.manoa.hawaii.edu/handle/10524/55824>

Photos Here

Many of these sites are gone, along with hundreds of others, bulldozed by Haseko Corporation in the development of the 'Ewa Marina.

<http://www.janbecket.net/piwigo/index.php?/category/26>

Thomas Lenchanko -

aloha no na kau A pauole ke kuamoo o na kupuna ma

National register bulletin: "Traditional" in this context refers to those beliefs, customs and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional significance of a historic property then is significance derived from the role the property plays in a community's historically rooted beliefs, customs and practices...

Therefore, Hunt Development and the City are required by this notice to accurately compile and produce a traditional cultural property - TCP analysis for the EWA moku circa 860AD birth of kapawa through 1819AD death of kamehameha ... malama mau hawaii

oia ua ike a aia la

e kukaawe i na kapu o kukaniloko no ka mea aloha no hoi kakou ia lakou i na kau a kau

During WW-II a Navy SeaBees D-8 bulldozer fell into a large karst cave, which there is a photo of. In the early 2000's a D-9 bulldozer fell into a large karst cave while doing lead pellet clean-up of the Northern skeet range just below the Ewa Field runways. There are numerous accounts and eye-witnesses.

COMMENTARY ON §711-1107

Previous Hawaii law prohibited certain types of desecration. For example, desecration of the United States flag was prohibited.[1] Section 711-1107 deals more generally with all acts of desecration; i.e., acts of physical damage to or mistreatment of venerated places and objects under circumstances which the defendant knows are likely to outrage the sensibilities of persons who observe or discover the defendant's actions. Thus, any desecration of a public monument or structure; or a place of worship or burial (public or private); or, in a public place, the national flag, or any other object (such as certain religious objects) revered by a substantial segment of the public, will constitute an offense. Damage by desecration is treated separately from other types of property damage because

the sense of outrage produced by such acts is out of proportion to the monetary value of the damage.

The promise and potential of ...



Kalaeloa

The old Barbers Point military site is on the cusp of major revamp, even as a preserve draws attention to its natural resources

By Vicki Viotti
vviotti@staradvertiser.com

There are 3,700 acres of land, formerly under the control of the Navy, that were turned over to the state as part of a national series of base closures. The transfer of land comes with a pretty spectacular stretch of shoreline in Hawaii, a place that's world-famous for its land values. It shouldn't

take long for it to be developed.

Or so one would have thought. The redevelopment of Kalaeloa, formerly known as Barbers Point Naval Air Station, seems at last to be picking up steam, with a plan to add 4,000 homes, but this is not a typical Hawaii real estate story. To the casual passerby, the area has looked for years like an unremarkable expanse of haole koa scrub, abandoned roadways and scattered

buildings that once served the base.

It still looks like that, said community activist John Bond. "There's a real separate world south of Roosevelt Avenue," said Bond, who has been primarily an advocate for the preservation of the region's environmental and historic resources. "You just see all these fences. It's like going to Kaena Point, or something." There's a lot hidden behind the

fences, though. Geological conditions and a half-century of Navy custody here have shielded some endangered species and cultural artifacts — which many now want to preserve.

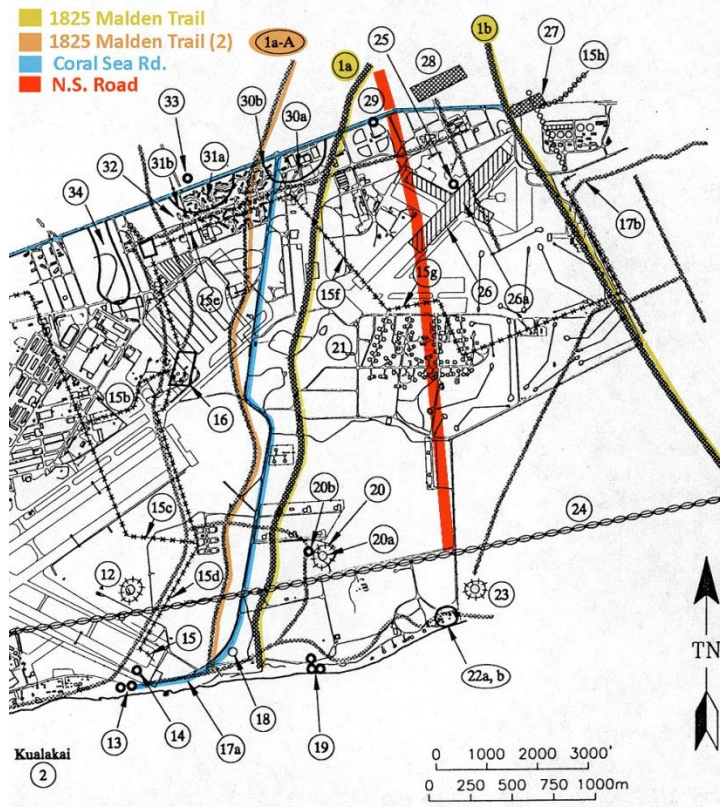
There is also the outdated infrastructure. For example: The Navy ran its own power grid, so turning Kalaeloa civilian can't happen until some

Please see KALAELOA, F4

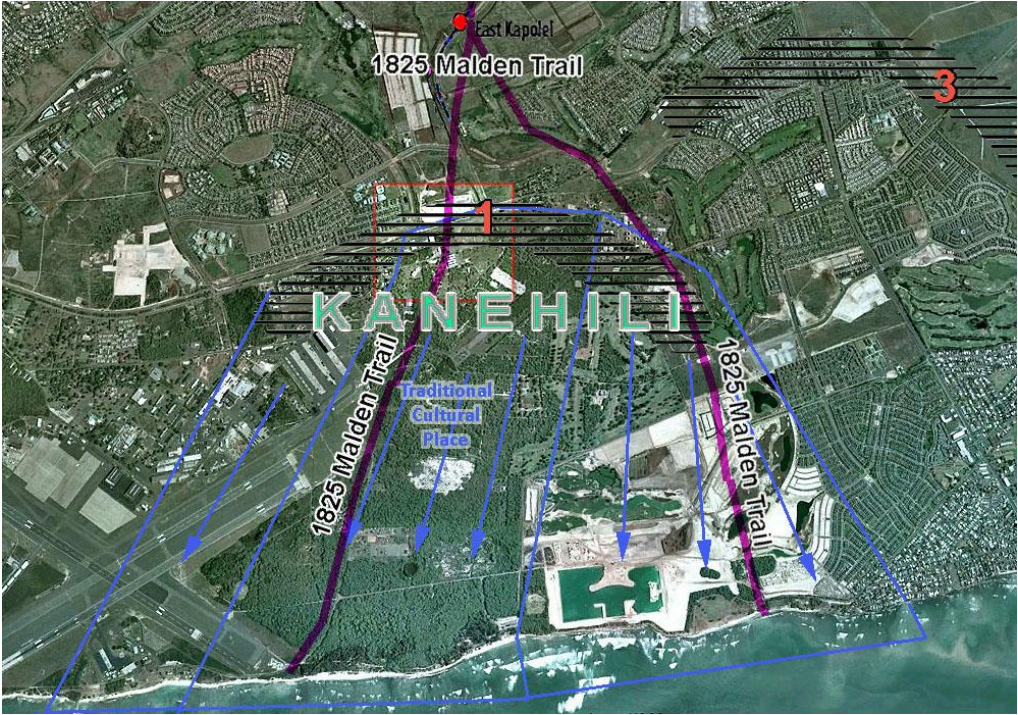
being forward-looking, the final shape of Kalaeloa should conserve a connection to natural and cultural history, Ching said.

"If you came here you'd be blown away, because you would see clear remnants of a trail, mauka and makai, and some sinkholes — you'd see the possible uses and significance of those sinkholes.

"Historically, without all these roads and impervious surfaces, you had a system of underground rivers that actually drained from the mountains to the sea," he added. "They had function as a source of water for agriculture."



1825 Malden Trail route through the MCAS Ewa – ancient Kanehili parcels not well identified in transfer. Map from 1997-99 Tuggles Navy BRAC document



SCR-108

Submitted on: 3/17/2019 4:11:01 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dean Rauenhorst	Individual	Support	No

Comments:

SCR-108

Submitted on: 3/17/2019 6:17:51 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Derrick H Wong	Individual	Support	No

Comments:

My name is Derrick Wong, raised in Kaimuki and current resident in Ewa Beach. I have been in support for and a participant in sanctioned organized racing with the Sport Car Club of America (SCCA) since 2000.

I fully support SCR 108 and emlore the State Legislature and all parties to consider the many benefits of a race way park on Oahu for sanctioned events.

Key Points:

- The area to be used for a raceway park is on 1945 era airstrip property and is outside of the 1941 historic Ewa Airfield preservation boundaries.
- The area is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is hot and arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds.
- Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing.
- SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014.
- While noise from motorsports events can be a concern, we have a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012.
- A Raceway Park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island.
- A Raceway Park will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety.

SCR-108

Submitted on: 3/17/2019 3:50:07 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bret Desmond	Individual	Support	No

Comments:

My name is Bret Desmond, I live and work here in honolulu county. I have been participating in SCCA Solo II (autocross) events here on Oahu since roughly 2001 when the old Hawaii Raceway park was operational. I also joined a few track days on motorcycle at the old raceway park. Both experiences were very possitive. Joining Motorsport events is about meeting good people and learning safe vehicle operation as much is it is about the thrill of racing. It sounds like the proposed sight in city council resolutuon 18-265 would be an ideal location for a new raceway park. I hope that the state legislature passes these bill and all subsiquent bills so that this island has facility for motorsports in the future!

Thank you,

Bret Desmond

Testimony per SCR 108:

My name is Ms. Kaila Mada, I am a mother of 2; ages 20 & 17. As a car enthusiast, it prompted me to provide a social media forum (Racing & Chillaxin InDa808 "R&C" via Facebook) for the car/bike/racing enthusiasts on the island of Oahu which comprises of an older generation to newcomers. R&C enables members to check on dates per car shows, meet & greet automotive gatherings, "bragging rights" to showcase photos of cars & bikes by owners, videos of drag strip races, etc. Although, demands for a track on the island of Oahu have become a daily topic of discussion. The newer generation have faster & more powerful cars than the Hot Rods of yesterday; although, without a legal racing venue to test out their rides. Street Racing has become their only venue which has resulted in accidents & deaths. Auto racing will never die. Furthermore, UH Engineer students are in need of a drag strip to exercise their engineered designs, to remain competitive at their advantage per career choice. I truly believe the sport of automotive racing will also curb the drug use among all ages & occupy the younger generation with an outlet against gang involvement. If we fail to provide the present & next generation with a legal racing venue, communities & families will also reap the consequences in ways of seeing another innocent bystander such as the bicyclist on Tantalus who was struck by a vehicle driven by a person who was "drifting". I am in support of SCR 108, requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265. Kalaeloa is the perfect area for a track. Kapolei is the "next Honolulu", what better than to have a racetrack vs the old Honolulu. Li Cobian & team are the only group of men who are equipped to work with the City and public, to facilitate a racetrack on the island of Oahu. Please help us with having a track, automotive racing is a sport not just a hobby. Thank you.

SCR-108

Submitted on: 3/18/2019 12:21:30 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Matthew Taufete'e	Testifying for The First L.A.P./Peacemakers	Support	No

Comments:

I am in strong support of this. Creating better and positive activities on our Island is a must do. I would like to get all of my members that I work with involved in creating a safer place for all our children to be around. Working with at risk youth, housing and mentoring men released from prison is the work I've been doing for 20+ years. Many of them had very few or no positive activities to become a part of and went with the norm as to their friends which led to alcohol/drugs and the negativity that comes with it. The men struggle with trying to be employed because of their criminal history. The youth have difficulty in their homes because most of their parents are either in prison, addicted to drugs or working several jobs which disables them from spending the quality time everyone needs for their families. Help us Hawaii.

Testimony in Support of SCR 108

I am Edward Kemper, and I have been associated with the automotive enthusiast community in Hawaii for forty plus years. I write a weekly auto review for the Friday edition of the Honolulu Star Advertiser, and I am the co-producer and host of the Island Driver TV on OC-16. I am also an officer of the Hawaii Region of the Sports Car Club of America.

I have raced at Hawaii Raceway Park, the old Barbers Point NAS airstrip and its active airstrip, and auto crossed at the Aloha Stadium parking lot.

When Hawaii Raceway Park was open on Oahu, it was used 7 days a week and would have hundreds of competitors racing drag racers, sports cars, motorcycles (on pavement and dirt), stock car racing on a small dirt track, and go karts. During the weekdays, tourists would come out to receive lessons in the driving race cars (Formula Fords) on the sports car racing course. On the weekends, there was always some event or events going on and many times with thousands of spectators.

After Hawaii Raceway Park on Oahu closed in 2008, car and race enthusiasts on Oahu have been very frustrated. It is like you were a golfer on Oahu, and the only golf course on Oahu closed. The City and County of Honolulu now has a chance with donated land from the Federal government to provide a facility for road racing, motorcycle racing, drifting, go-karting, and such.

The designated area to be donated by the Federal Government to the City was used for many years by go-karts and the Sports Car Club of America for autocross and for limited sports car racing. Furthermore, this area is a perfect spot for creating and opening up a new track on Oahu. The old Barbers Point land near the current active airfield is an ideal location. Noise is not an issue.

Besides the obvious benefit to racers of this new track, there is a secondary impact. The opening of track will have economic impact. Clearly, some work will be necessary to develop the property into a position to have multiple events. Once racing starts, car or go-kart owners will have to hire mechanics and buy parts to maintain their vehicles.

Let us not forgot also that the Neighborhood Islands have tracks, and there is no reason why the island with the largest population should not have a dedicated track.

For these reasons, I strongly urge the passage of SCR 108.

SCR-108

Submitted on: 3/19/2019 9:48:16 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Amy Hisaoka	Individual	Support	No

Comments:

Just wanted to express my concern that there is no Motorsports park on the island, despite the large number of people we have here in Honolulu. If you have noticed, the number of traffic fatalities is skyrocketing. People NEED a Motorsports park not only as a recreational outlet, but also to learn valuable driving skills. How to handle your car in a scary situation in a split second AND how not to freak out in a sticky situation!

When you do car sports, it's fun AND educational. Because people use their own cars for racing, they get to know how their car handles and know its limits.

Motorsports such as Autocross and Drifting in a safe environment gets racers off the street and on the track. Racing organizations such as SCCA, promote safe driving on public streets and competition ONLY on the track.

I'm 40 years old, a mother of 2, and I enjoy Autocrossing my Mazda Miata on the track at the Aloha Stadium. It has made me a better driver on the streets and more aware of my surroundings.

We are very grateful to the Aloha Stadium to allow us to race on their parking lot, however, it is only half the size of all other Autocross tracks nationally, and we need a bigger space to be competitive on a national level. Many of our members go on to represent Hawaii and race at the National Events on the mainland. We will also be losing the Stadium space when they start their remodel.

Having a Motorsports Park will not only benefit the younger generation, but the 40 somethings and older as well. I strongly believe the more people that try out Autocross racing, will make the streets of Honolulu a safer place to drive.

Please help push the Motorsports Park initiative through.

Thank you!
Amy Hisaoka

SCR-108

Submitted on: 3/19/2019 9:53:24 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rob Riter	Individual	Support	No

Comments:

Aloha my name is Rob Riter and I support SCR108. There is a dire need on our island to house a race way park. A raceway park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island. Most crucially, it will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. **Thus promoting public safety - which is paramount.**

While noise from motorsports events can be a concern, I have seen a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012.

Support^{SCR 108}

I would like to state my strong support for creation of a motorsport park for Oahu. The property was used for many years for motorsports and I used race there in the 90's until the military gave the property back to the State/City/OHA at this point with three agency involved the logistics of approval became imposable. Oahu needs this facility badly. Maui and the big Island have them and Oahu with the largest population has no venue. This a perfect place to locate the facility. No houses, no noise concerns, as its right next to an airport which is much louder and out of any historic preservation.

Again the project is long over due and much needed. Please support it.

Brett Pruitt
President
British Car Club of Hawaii
SCCA member

SCR-108

Submitted on: 3/19/2019 10:39:46 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Scott-Michael Waracka	Individual	Support	No

Comments:

Aloha,

Chair Wakai,

Vice Chair Taniguchi,

Members of the EET Committee,

My name is Scott-Michel Waracka and I am submitting testimony in support of SCR108. This resolution will help the auto racing community with a step in the direction of finally getting a permanent racing facility on the island of Oahu. I could go on and on about the reasons why Oahu needs a racing facility but I will attempt to keep it short. My main motivation for supporting a racing facility is my 2 sons. They are coming of age where it would be ideal to get them racing Go-Karts. I started racing Karts at age 10 and continued to race competitively till age 18 where I transferred into cars. Racing Karts has taught me many lessons in life and have provided many great memories with friends and family but especially memories with my father. I have so many great memories with my dad at the track grinding away at setting the Kart up and getting my lap times down. It really pains me that if I live on Oahu I will not be able to create these memories with my boys. This weighs so much on me that I have begin to think that there is no hope for this on Oahu and it might be time for me to move my family to the mainland in order to get my boys racing Karts wheel to wheel. With that being said I hope you find it in your heart to support SCR108 and help the racing community continue with the momentum to bring a racing facility back to Oahu. Thank you for your time. Have a great day.

Thanks,

Scott-Michael Waracka

Concerned Auto Enthusiast

808-230-4019

SCR-108

Submitted on: 3/19/2019 11:03:54 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrew Stiegmann	Individual	Support	No

Comments:

Howdy,

My name is Andrew Stiegmann and I have been a resident now on Oahu for 2+ years since moving to the islands from Madison Wisconsin. I must say I was quite saddened to learn that there were no proper area for track motorsports anywhere on the island. I have been racing cars and karts for about 10 years now and have been forced to abandon this hobby of mine because of a lack of locations on which to race. I live over in the Kapahulu neighborhood and can list at least 3 other individuals whom have cars they used to track here. I know that if given the opportunity to have a raceway park it would certainly get used as there are a fair number of gear heads on the island.

Many racecourses arise from old airfields. I have raced at one personally in Indie Arizona that actually still functions as an airport when races are not happening. It is a great use of the space that already has lots of concrete and open unobstructed space. Also old airports are great since they lack trees or other unsafe objects that can often be found on other tracks.

Considering the location of the former airfield to other facilities in the area (sewage treatment facility) it makes sense to use this facility as a race course rather than try and convert it into a green space that will likely see limited use. Who wants to go play soccer or baseball next to that when there are better options available? But for racers we would make heavy use of it since, well, it would be the only thing we have.

In summary I very much support making this track a reality and would be excited to see this measure pass. Thank you for your time.

SCR-108

Submitted on: 3/19/2019 1:58:22 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Alex Shu	Individual	Support	No

Comments:

Hello, Alex Shu here. I would like to voice my SUPPORT for a race track/motorsport type facility on Oahu. I remember as a kid, my friends and I used to skate board around my neighborhood and shopping centers. We used to get into trouble often with security guards and police for skating where it was not allowed. Well, at that time there were no skate parks around. We were forced to skate on the streets. Since then however, there's over a dozen skate parks on Oahu for skateboard enthusiasts to practice their hobby. A race track for Honolulu will give car enthusiasts a venue to enjoy their cars in a safe, controlled, and sanctioned environment. As a car enthusiast, i urge you to build a race track.

From my understanding, the parcel of land in question was gifted by the Department of the Navy to the State of Hawaii for some sort of non-commercial recreational use. The military brings a lot of car enthusiasts to the islands. Sit at any military gate and you will see a large number of sports cars, modified cars, motorcycles pass through. This would be a great way to give back to the military service members.

In addition to drag racing, autocross, and other motorsports type activities, p erhaps the race track could service dual purposes. Testing for police department cars, road testing for new licensees, training for emergency medical technicians?

We have enough skate parks, grassy parks, and basketball courts. Give us ONE race track. Hawaii county, Maui county, and Kauai county have a race track. It's time for Oahu...

Thank you very much for your consideration.

-Alex

SCR-108

Submitted on: 3/19/2019 2:42:24 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Evan Harris	Individual	Support	No

Comments:

Hi. I would like to express my support for a drag strip on Oahu. I'm from Hilo and I used to go to the drag strip often with my family and friends. I'm surprised Oahu doesn't have one. Please bring one here so we can get the racers off the street. Thank you, Evan Harris.

SCR-108

Submitted on: 3/19/2019 3:11:17 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kalani Eckart	Individual	Support	No

Comments:

I am a successful business owner, and married father of 3. I spend tens of thousands of dollars a year on motorsports. Household income of around \$400,000/year. Please dont turn me into a criminal, in order to test out my car. We need a safe place for our sport to exist. Every other sport is supported by the community. And none of them pose the kind of risk that street racing does.

Thank you

Kalani Eckart

SCR-108

Submitted on: 3/19/2019 4:09:22 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Trystan Pope	Individual	Support	No

Comments:

To whom it may concern, I am currently stationed here in Hawaii through the U.S. Navy and I have seen so much love for the automotive industry and love for performance cars here in Hawaii. I have always been a part of it as well. I fully support the idea of a regulated race track to bring both the car enthusiasts of Hawaii and the world to Hawaii, as well as professional race events to Hawaii in order to give all the people who would like to use this as a gathering place, a reason to come to Hawaii for tourism and for locals to enjoy automobiles.

Sincerely,

Trystan Pope

SCR-108

Submitted on: 3/19/2019 4:12:31 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ryan Sato	Individual	Support	No

Comments:

My name is Ryan Sato and I am in support of SCR 108. The area designated for a raceway park is on a 1945 era airstrip and is outside of the 1941 historic Ewa Airfield preservation boundaries. It is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. The area is hot, arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds. Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing. SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014. While noise from motorsports events can be a concern, we have a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012. A Raceway Park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island. A Raceway Park will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety.

SCR-108

Submitted on: 3/19/2019 4:57:01 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Morgan Bonnet	Individual	Support	No

Comments:

Dear Committee Members,

Oahu needs a racetrack. Oahu has a very big scene of car and motorcycle enthusiasts, yet they don't have a place to play and share their passion. The consequence is that the playtime happens on open roads. And obviously this is very dangerous. A racetrack would drastically decrease these kinds of activities.

A racetrack would also be an opportunity to organize all types of events. Not only races. It could be the place for car meets but also a place to teach proper driving techniques, like braking on the wet and avoiding obstacles as safely as possible. It could also be a place to train the stunt drivers of the film industry who currently have to fly to the mainland. And I am sure many other uses could be envisioned.

Mahalo for your consideration.

Morgan Bonnet

SCR-108

Submitted on: 3/19/2019 5:33:24 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
aden harper	Individual	Support	No

Comments:

SCR-108

Submitted on: 3/19/2019 5:39:24 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rita Hwang	Individual	Support	No

Comments:

Thank you for reviewing my testimony. My name is Rita Hwang and I SUPPORT A RACE TRACK on Oahu. My family was raised around cars. Fixing cars, detailing cars, building race cars, racing cars, and enjoying everything about cars. We grew up spending every weekend at Hawaii Raceway Park. We DO NOT need another baseball field, tennis court, war memorial, gymnasium, or park. We need a race track. One race track. Every other county in Hawaii has a race track. Oahu has been without a race track for over 10 years. We have been without a race track for too long and it is time for us to bring it back. Thank you for your time. Rita Hwang.

SCR-108

Submitted on: 3/19/2019 6:08:38 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Michael J Paquin	Individual	Support	No

Comments:

I Michael John Paquin of Mililani Hawaii support this measure to build a Motorsports facility on Oahu. I'm on the Board of Directors for SCCA Hawaii, a current member with SCCA and Motorsports enthusiast. I hold certifications as a Safety Steward for Solo, Jr Carts, and Road Rally. I've participated in SCCA Solo and Rallycross here on Oahu, Big Island, and Alaska. I also used the KRP site at Barbers Point before it closed. We need this raceway park to continue to provide a safe place for our residents to enjoy Motorsports and improve our driving skills. Please consider this bill for our Motorsport community, enthusiast, and business that survive on Motorsport customers.

SCR-108

Submitted on: 3/19/2019 6:08:42 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Howard Shek	Individual	Support	No

Comments:

My name is Howard and I have been a member of the Sports Car Club of America (SCCA) for about 10 years. I am currently a part of the leadership in that community, and I am writing to you to voice my support for SCR108.

Our local motosports community needs a home, and there is no better place for it than the Resolution 18-265 location. It is a hot and arid location which would be a very poor location for a "green park", but is perfect for keeping our race tires up to temperature and maintaining dry traction on the surface.

I understand that people who oppose a motorsports facility cites noise as a potential problem, but this is something that we have addressed and control in our events. In the 16 years we have been hosting our events at the Aloha Stadium lower lot, we have not received any formal noise complaints from the neighboring residents, as is stated by a letter from Aloha Stadium authorities. We have maintained a good relationship with the neighborhood by strictly enforcing limits on sound levels.

A raceway park would also benefit the economy of this island by creating a demand for tuner shops and other small motosport related businesses. Additionally, a raceway park would be the perfect location to host events which aim to promote safer driving. With the number of road fatalities rising every year, Hawaii needs a place to teach safer driving skills. Skills that are needed while going freeway speeds, and not just driving around the block at 25mph.

To summarize, it would seem a raceway park would be far more beneficial to the community than a "green park", which there are already many of. Thank you for hearing my testimony and I hope you take mine and the many others in support with serious considerations.

SCR-108

Submitted on: 3/19/2019 6:37:44 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
wade phyfer	Testifying for Sahuaro Miata Club	Support	No

Comments:

After having the pleasure of working with the Scca club of Hawaii on a recent vacation, I would like to put my " 2 cents " into this discussion. I am from Arizona where we have several autocross and rallycross tracks available. Just alone, the amount of illegal street racing has dropped. Our racing tourism has gone up. This type of Motorsports park brings people together for family fun in a safe, controlled environment. Please consider this measure for all of the auto enthusiasts on Oahu and in the entire state of Hawaii. I know I will be back to participate with this club. Thank you for your consideration, Paul Phyfer Sahuaro Miata Club of Arizona

SCR-108

Submitted on: 3/19/2019 6:59:17 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ian Endrina	Individual	Support	No

Comments:

It could lessen the number of people speeding on the highways and roads. It would also supply jobs and revenue to the people and state.

SCR-108

Submitted on: 3/19/2019 7:26:20 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Alan Do	Individual	Support	No

Comments:

Hi,

My name is Alan Do and I would like to express my support for SCR108. I am opposed to blocking the Raceway Park as I believe it will not be as beneficial to our city and county of Honolulu. We need a safe and controlled outlet for car enthusiasts. Although I believe that parks are a great community addition, we currently do not have a permanent location for car enthusiasts to experience the fun of racing. We have autocross and rallycross hosted by SCCA Hawaii at the Aloha Stadium and Kualoa Ranch. These are great for rookies and veteran drivers who want to learn how to handle their cars and enjoy the thrill of racing in a safe environment. However, these venues are temporary and not well known. There is also the possibility of holding classes for new or experienced drivers in a controlled environment. Interested people could learn how to better their driving skills or even handle their vehicles in an emergency. This would also benefit law enforcement and emergency response drivers. I believe that the maintenance for the park will exceed an asphalt race track as the area is hot and arid. I am also sure that there are many car enthusiasts, including SCCA Hawaii, that will take care of and maintain the track. Although noise is definitely a concern, I believe that there have been no noise complaints at any autocross events at the Aloha Stadium. SCCA Hawaii organizers also actively monitor noise level and will stop a driver if they are found to exceed those levels. The events are also very safe and controlled as there are many volunteers who monitor the course, gates, spectators, grid, and personnel/car safety. This would also be carried over to the Raceway Park. We also attend event safety briefs prior to driving and racing. Cars were not always my interest, but after joining the robotics program at McKinley, I was inspired by the engineering mentors. With everything that I learned at robotics and helping with the mentor's cars, I decided to enter the University of Hawaii Manoa College of Engineering. Throughout all my years studying to become an electrical engineer, I've met and made many friends who shared my interest in engineering and cars. I was then introduced to autocross at the Aloha Stadium. I am very opposed to street racing and have always believed that we need a permanent raceway park to allow people to have a safe and controlled area to enjoy their cars. 9 years after graduating with an electrical engineering degree, I am still tinkering with my car and teaching friends and coworker how to do maintenance on their own cars as well as driving techniques I've

learned at autocross. As a participant of autocross at the Aloha Stadium and have learned many skills and defensive/emergency driving techniques. These have proven invaluable in my daily life as well as driving overseas. Within the past years, the number of participants has swelled with numerous new drivers. These drivers are very interested in learning about cars and improving their ability to handle their cars. I am in support of SCR108 as I believe the creation of a Raceway Park will be very beneficial to the community and island residents. Thank you for your time!

SCR-108

Submitted on: 3/19/2019 8:14:19 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Minh Pham	Individual	Support	No

Comments:

I am a federal employee living in Hawaii's 1st congressional district and I am also a father of two young girls who I want to have all the opportunities to excel as I'm sure other parents wish. We live in such a diverse and wonderful state that it is surprising a motorsports lack of venue exists. Although my specialty is cybersecurity, I feel it's important for our keiki to go out and do recreational activities which enable them to meet new friends and experience new things.

I am also an active member of SCCA Hawaii where I participate in autocross, rallycross, and occasionally road rallies. I have met many great friends who share the same passion of working on cars, driving their creations, and competitive time trials. I recently purchased a 1976 Toyota Celica project car in which I hope to share daddy-daughter bonding time while educating her on how everything works. I dream of one day teaching her how to compete in this car though it will largely hinge on whether there is a safe venue for her.

With the passage of resolution council resolution 18-265, I fully support SCR108 which is provides great opportunities for the indigenous motorsports community by facilitating the approval in developing a safe venue. I believe development of such a venue is critical to toward reinvigoration of a dormant population of mechanical engineers, machinists, mechanics, and automotive industry which would contribute in driver education, community, and economic prosperity.

Please allow the diverse local motorsports communities an opportunity to learn, educate, and sustain safe high performance driving techniques. I believe SCR108 will be the catalyst to enhancing driver abilities and concurrently reinvigorate an industry which will add greatly to our economy.

SCR-108

Submitted on: 3/19/2019 8:20:17 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Fredrick Yost	Individual	Support	No

Comments:

As a member of SCCA, I support this bill that seeks to use the City Park described in City Resolution 18-265 for Motorsports or a Raceway Park.

A great use of this arid and neglected land is to support the SCR 108, requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265. The area to be used for a raceway park is on 1945 era airstrip property and is outside of the 1941 historic Ewa Airfield preservation boundaries. The area is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is hot and arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds.

Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing. SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014.

Due to planned changes at the Aloha Stadium, SCCA Hawaii will soon lose the only legal racing venue on Oahu. A Raceway Park on Honolulu City Park Land would also be a benefit to economic development for many businesses in the area. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island.

As a trauma surgeon, I support to develop a Raceway Park that would also be a perfect location to promote safe driving skills to the general public such as The Tire Rack Street Survival School that is offered across the United States, but has not been offered in Hawaii! It is affiliated with SCCA and provides driving program for teens designed to go beyond today's required driver's education minimums and give teens the driving tools and hands-on experience they need to become safer, smarter drivers. It will also be as

a safe training location for law enforcement and emergency response drivers, thus further promoting public safety.

Thank you for your kind consideration,

Fredrick Yost, MD, FACS

Col. USAF, FS, (R)

Assistant clinical professor of Surgery

University of Hawaii John A. Burns School of Medicine

SCR-108

Submitted on: 3/19/2019 8:53:52 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kyle Oshiro	Individual	Support	No

Comments:

We have been without a race track for too long. Racing is like any other sport and should have a place where we can safely and legally partake in this sport that so many people love. Building a track will help with making the roads safer since there will be a place to legally enjoy and test vehicles people build. It will also allow for new/younger drivers to learn more about how cars handle and react allowing them to be better drivers on the road. Building a race track will make a huge impact on the island of Oahu, in more ways than one.

SCR-108

Submitted on: 3/19/2019 9:06:16 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ryan Agustin	Individual	Support	No

Comments:

Hello,

My name is Ryan Agustin.

I am apart of a Suabru community in Hawaii named i-club.com and 808Subie. Most of the old timers tell us stories of how they use to have track days at the old Raceway Park. I've been to the old Raceway Park a hand full of time to support family and friends. Everytime I'd go it was a place where we all felt like family, even though we are competing against each other we all work together to better ourselves and other's. I remember when we had a park we had a great amount of car shops and now I only see a few and we also had special professional race car drivers coming down to Hawaii from Japan to show off there skills. It brought alot of people out and made a few of our locals become professional race car drivers. Our next generation of ohana needs a track and I to am tired of all this illegal street racing. I love to have a fast car but I also would love to have a track to show it off and to better myself as a driver.

Just because we have a few bad apples in the road doesnt mean we are all like that and should automatically be looked down on. Maybe you should come out to the Cars and Coffee meets that we have and see how special and family oriented this could be if we have a track. SCCA and Rally X just isnt enough to keep us busy. We need a quarter mile track and a real race course. If we can have The Rail then we can have a Race Track in Hawaii too. It wont cost as much as The Rail but it will bring in money to our beautiful growing state.

Sincerely,

Ryan Agustin

SCR-108

Submitted on: 3/19/2019 10:02:24 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Danny Wong	Testifying for Wicked Stangs of Oahu	Support	No

Comments: I'm the current president of Wicked Stangs of Oahu and our club fully supports SCR108. The racetrack initiative would give motorsport enthusiasts a safe venue to enjoy not only the fruits of their labor, but also the fellowship of other car enthusiasts. Ive personally spoken with folks both young and old and know that this addition to our island would make the people of Oahu very happy. SCR108 provides a unique opportunity for the state of Hawaii to finally bridge the gap between today's motorsports needs and yesterday's golden days of Campbell Racetrack.

SCR-108

Submitted on: 3/19/2019 10:34:12 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mark Galdiano	Individual	Support	No

Comments:

Growing up with a racetrack on Oahu positively influenced my life by allowing a venue where better relationships can be developed between family and friends. It not only kept me off the streets, it also kept me away from the negative influences such as drugs. I feel it also provides an opportunity to teach responsibility. Further, a racetrack produces jobs, revenue, and a benefit to grow the motorsport trade and industry.

SCR-108

Submitted on: 3/20/2019 7:27:21 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
William Dearmore	Individual	Support	No

Comments:

We need a place to enjoy our hobby safely. We need to get the racing off the streets, especially the young kids that hold up traffic in the mid day times. The street racing and speed can not go away if there is no place to go. Just keeping it illegal with no outlet doesnt work. If we can get more racers off the street, cops will have more time to look for real criminals instead of just patrolling the freeways looking for recon violations and speeders.

SCR-108

Submitted on: 3/20/2019 7:43:18 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Fujita	Individual	Support	No

Comments:

Hi, my name is Kevin Fujita, a registered voting resident on Oahu. I am submitting my SUPPORT for SCR108, which is requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265. The following are some reasons showing that the area proposed for a Raceway Park as stated in SCR108 is a perfect location and would be very beneficial to the Oahu community.

- The area to be used for a raceway park is on 1945 era airstrip property and is outside of the 1941 historic Ewa Airfield preservation boundaries.
- The area is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is hot and arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds.
- Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing.
- SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014.
- While noise from motorsports events can be a concern, we have a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012.
- A Raceway Park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island.
- A Raceway Park will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety.

Mahalo for taking my testimony

-Kevin Fujita

SCR-108

Submitted on: 3/20/2019 8:47:33 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Aaron Eskaran	Individual	Support	No

Comments:

Hi, my name is Aaron Eskaran, a registered voting resident on Oahu. I am submitting my SUPPORT for SCR108, which is requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265. The following are some reasons showing that the area proposed for a Raceway Park as stated in SCR108 is a perfect location and would be beneficial to the Oahu community. - The area to be used for a raceway park is on 1945 era airstrip property and is outside of the 1941 historic Ewa Airfield preservation boundaries. - The area is between Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is hot and arid and not well suited to "green park" uses like soccer fields and baseball/softball diamonds. - Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing. - SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014. - While noise from motorsports events can be a concern, we have a letter from the State Dept of Health stating there have been no noise complaints regarding Kalaeloa Raceway Park from 2010-2014, a letter from Aloha Stadium stating there are no noise complaints in 16 years for SCCA related events there, and an email from Kualoa Ranch stating no noise complaints related to SCCA events which started at the Ranch in 2012. - A Raceway Park on Honolulu City Park Land would be a benefit to economic development for many businesses. It would be modeled after similar Raceway Parks on the Islands of Maui and the Big Island. - A Raceway Park will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety. Mahalo for taking my testimony - Aaron Eskaran

SCR-108

Submitted on: 3/20/2019 8:48:20 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ryan Richardson	Individual	Support	No

Comments:

I support this measure to establish a raceway park on City Park Property identified in City Council Resolution 18-265.

Historically, across the nation, the Sports Car Club of America (SCCA) has hosted events on military airfields since the 1940's, when General Lemay allowed SCCA use of military airfields for SCCA Road Racing. SCCA Hawaii Region has hosted events at the Resolution 18-265 location in the late 1990's and other locations in the Barber's Point area all the way up to 2014. A Raceway Park will also be a perfect location to promote safe driving skills to the general public as well as a safe training location for law enforcement and emergency response drivers. Thus promoting public safety.

Thank you for your time.

SCR-108

Submitted on: 3/20/2019 12:50:43 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Leon Sims	Individual	Support	Yes

Comments:

Aloha, My name is Leon Sims and I am submitting this testimony in support of SCR108. What the city needs is a legal place for car enthusiasts to practice and improve their driving skills that will keep them from doing so on the streets and highways of Oahu. I grew up on the mainland, but have lived here for over 40 years. I've witnessed a lot of changes, some good, some bad. I firmly believe one of the worst decisions made by the city was to tear down the Hawaii Raceway Park. When I was younger, I remember going to there on Friday and Saturday nights to watch others race and also participate in what was then known as "grudge races". Each contestant would pay \$5.00 per race in order to cover costs experienced by the track and would then be allowed to race their cars against the clock and another car one lane over. It was also a great way of improving an individuals driving skills, not on the roads and freeways around the island.

It also helped keep people out of the bars and off the streets when they were drinking. If you look back at statistics, there is no comparison.

Part of the requirements was that the individuals wore safety helmets, hard soled shoes and provided valid proof of insurance on their vehicles. There was also NO alcohol allowed to be consumed. When the night was over, people would go on their way. There weren't people screeching their tires or lining up for races on the roads and freeways. HPD officers were allowed to do their jobs and not have to double their efforts of patrols and also constantly watching for people racing on the streets like they do now. There are always going to be accidents, but I'm sure many could be prevented if this type of venue was in place and people were taught to drive properly. Not by entering the freeways at 35 mph and proceeding straight to the far left lane, still maintaining the slower speed, where they will bog down traffic and refuse to yield to faster traffic for some unknown reason. This has been a problem for many years here on Oahu and it hasn't gotten any better.

It's also a shame that other islands like Hawaii Island, Kauai and Maui all have their own motorsport venues, but yet we as the most populated island, do not.

Please consider this testimony supporting SCR108.

Thank you

Leon Sims

SCR-108

Submitted on: 3/20/2019 4:37:48 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bob Reynolds	Individual	Support	No

Comments:

My name is Bob Reynolds,

i have lived in Makakilo for over 30 years.

my family used to regularly visit the racetracks at/near Campbell Industrial Park.

since they closed down we have sorely missed this opportunity and strongly believe that another racetrack would be great for morale of all that participate...

thank you very much

SCR-108

Submitted on: 3/21/2019 9:42:55 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Lisa Miller	Individual	Support	No

Comments:

Aloha,

Please, please, please help us build a motorsports facility on Oahu by supporting SCR 108! We are the only county in the State without one, despite having the largest population by far.

I am a long-time auto enthusiast and supporter of motorsports. I have never raced myself, but have attended many, many motorsports events as a fan and have participated in many shows, swap meets and cruises. It saddens me to see businesses close and talented racing professionals move away because there is no longer a venue on the island. Nowadays I must import the vast majority of parts for my cars from the mainland because many suppliers have closed up or reduced their inventory.

Additionally, by not having a motorsports facility on the island, young motorsports enthusiasts are left in a no-win situation. A passion for motorsports can be a pathway to skilled employment in the automotive industry or other mechanical and technical trades. I teach computer science in the UH Community College system and I believe that many of my students would be interested in honing their skills in the now highly computerized world of motorsports. But instead, a love of motorsports on Oahu leads to either a dead-end with no venue or to criminal behavior in the form of street racing. Granted, street racing is something that might always happen despite the presence of a facility, but most enthusiasts would much rather have a safe, legal, and family-friendly place to pursue their hobby.

Not having such a venue is a really sad state of affairs for our Island.

Thank you for your consideration,

Lisa J. Miller, M.S.

ICS Instructor, Kapi'olani Community College.
PhD student in Machine Learning, University of Hawaii at Manoa.
Member, VW Club of Hawaii.

SCR-108

Submitted on: 3/21/2019 7:52:32 AM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rick Ferris	Individual	Oppose	No

Comments:

My name is Alvin Goya. I am submitting testimony in support of bill # SCR 108.

I have been a race car fan and enthusiast for many years, ever since Hawaii Raceway Park opened in 1964. At first I used to attend, specifically drag races, as a spectator, and later began to participate as a race car driver. I would modify a car, I owned, to gain performance and participate in a controlled race environment. Modifying the car's engine gave me a lot of "hands on" experience in working with the basics of automotive repair, maintenance, and non basic modifications. Many of my racing friends had the same hands on experience with their cars. Some of them even opened up automotive repair shops to take care of other peoples' cars because they learn a lot just by "fiddling" around with their own cars to gain performance.

Many other businesses, also, opened based on the retail sales of high performance equipment and machine work. As the business environment and state's economy changed, many of these repair and performance oriented businesses closed due to lack of clientele. Since we still had a race track, only the "strongest" companies survived. When Hawaii Raceway Park closed, even some of the "strong" businesses were forced to close their doors as the years have gone by. Now, only a handful of performance oriented businesses exist.

It's been 13 years since we last had a proper racing facility and when speaking to people that have automotive repair businesses, today, their main concern is that there is a lack of qualified personnel that they can hire to work. Many of the younger generation of workers lack the hands on experience working with cars, that come from participation in a motor sport. Even the some of the community colleges no longer offer classes in automotive repair because of the lack of interest from the incoming Freshman. Without a race track, interest in working with automobiles is waning because there is no outlet to test their progress when it comes to trying to obtain more performance. With a proper race track, there's the possibility of having High school "challenges" is drag racing that could spark more interest in the automotive world that should lead to more qualified personel in the repair industry.

There are those who "work around" the lack of not having a race track by going onto public streets and doing illegal drag racing. A proper racetrack facility will definitely quell such activity, or at least most of it. There will always be individuals who will still race on public streets just for the thrill of doing something illegal and not being caught.

A multi use race facility can also be self sustaining, since there would be admission fees for both spectators and participants and the money collected can be used to upkeep and maintain the facility. With the demand for high performance machining and parts, businesses can start up, again, to service new customers.

SCR-108

Submitted on: 3/21/2019 1:16:02 PM

Testimony for EET on 3/22/2019 2:45:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
C. Kauai Lucas	Individual	Oppose	No

Comments:

Dear Legislators

Fossil fuel based fun is not something morally or fiscally defensible. This area is of historic importance to more than one group. Encouraging leisure activities that depletes natural resources while fostering dangerous behavior, creating noise and toxic wastes, all with a high carbon footprint is not wat the Ewa plain needs.

Mahalo,

Kauai

LATE

SCR-108

Submitted on: 3/21/2019 1:55:43 PM

Testimony for EET on 3/22/2019 2:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Friedrich Sala	Individual	Support	No

Comments:

Testimony in support of Council resolution 18-265

Speaking as one of the founding members of a race track (Kartzone, Cebu Philippines) the benefits of having a track are manifold. It introduces safe motor racing to the youth, providing them life skills that will serve them as they take on new challenges. It provides employment to track stewards and mechanics. It is a springboard for grassroots racers to their skills before they compete in national, or international events.

Sincerely,

Friedrich M. Sala,

Homeowner, Tax payer, Mililani

SCR-108

Submitted on: 3/21/2019 7:20:22 PM

Testimony for EET on 3/22/2019 2:45:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Dale Wilson, PhD	Testifying for Military Order of the Purple Heart Department of Hawaii	Oppose	No

Comments:

Auwe! Who can possibly be in favor of dropping a racetrack/dragstrip in the center of the Ewa Kapolei neighborhoods? Not only will this expose residents to grossly offensive noise pollution, but it will also bring people onto their streets who will want to emulate the driving techniques they watched on the track! This promises to be a terrible blight on that community. Shame on those who would force this upon those residents!

Moreover, this will destroy land that veterans organizations, Hawaiian cultural protectors and those interested in preserving and memorializing important World War II historic sites are trying to have turned into a memorial to those who fought at Marine Air Station Ewa on December 7, 1941, as well as those who trained there before moving to other battlefields in the Pacific Theater of Operations in World War II.

I cannot adequately express how angry and sad this makes me and other Hawaii veterans. Auwe!