



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



March 29, 2019

Testimony by AAC

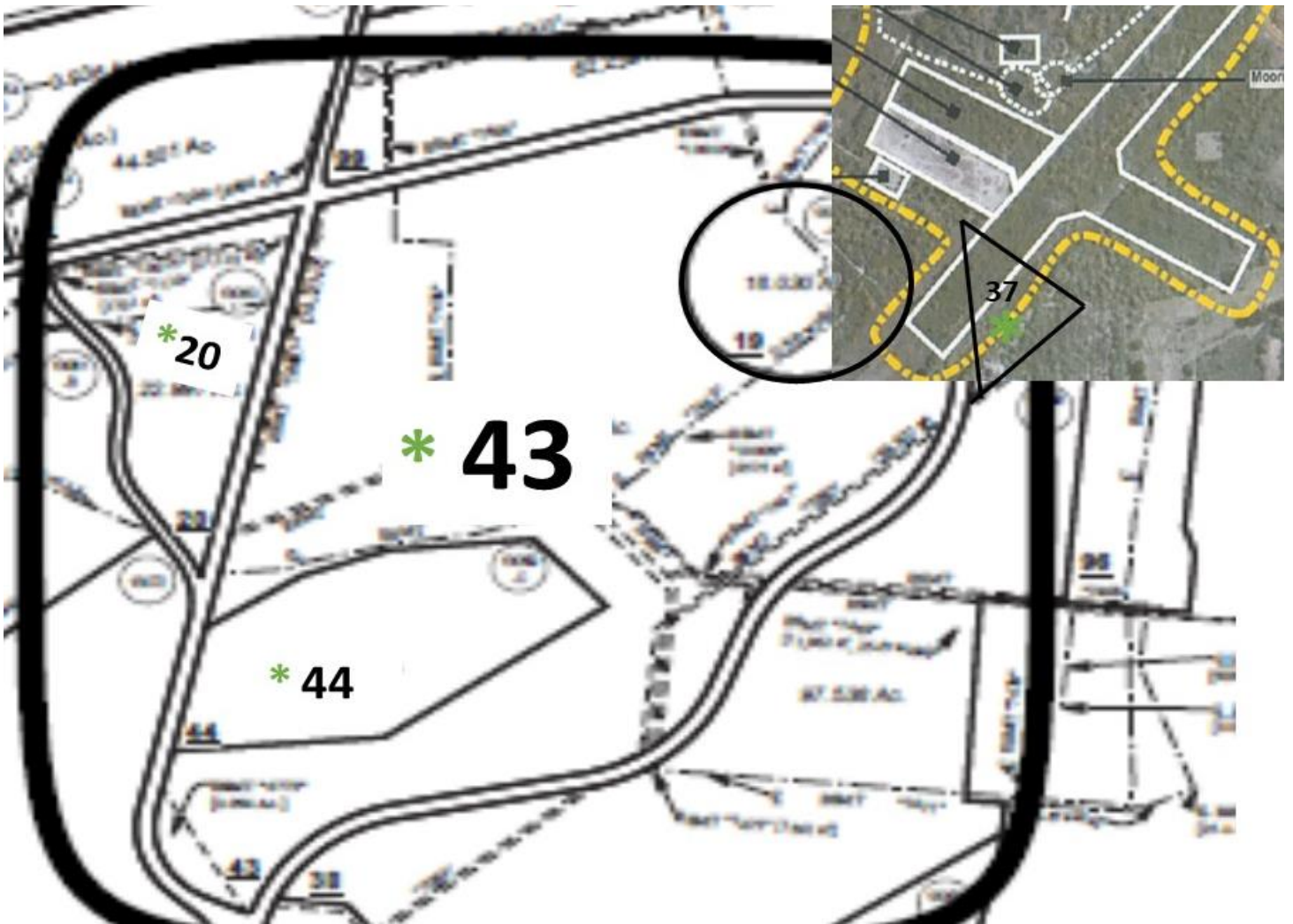
This testimonial statement **In Support** of SCR 108 is by AAC a Professional Environmental Compliance Contracting Firm voluntarily representing the following 3 Non-Profit 501(c) entities as follows who support SCR 108 ;

- 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 Environmental Compliance issues.

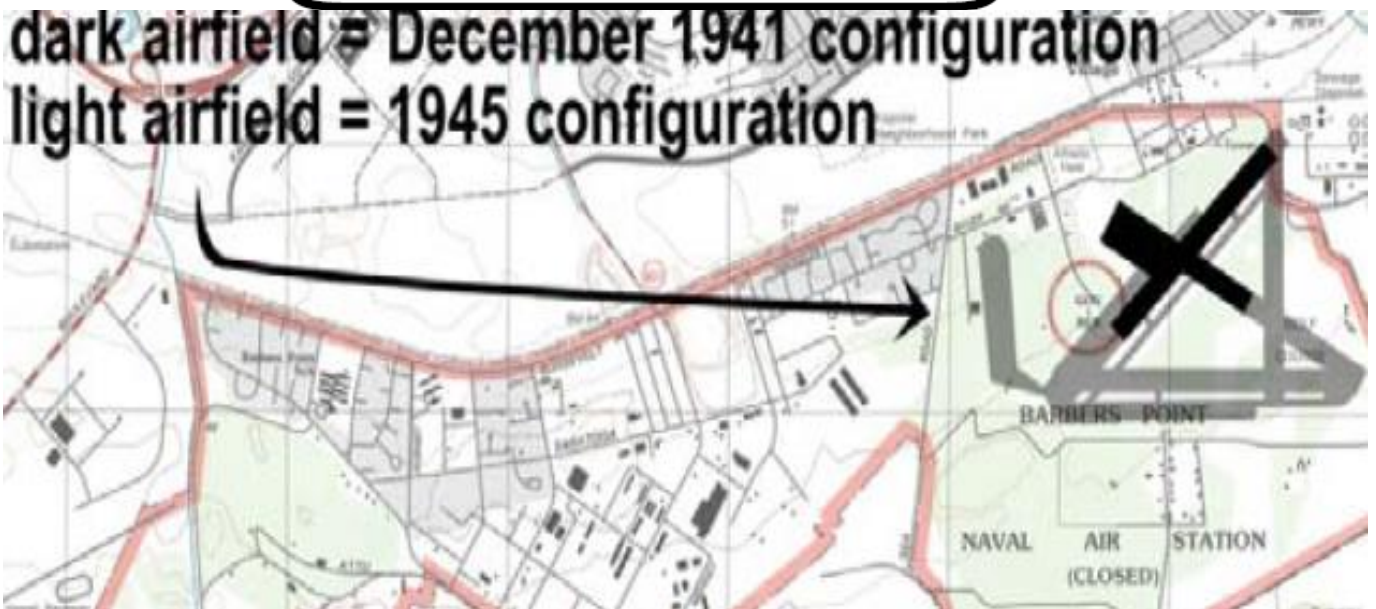
WHEREAS, In the past 30 years the City has subsidized and funded Billions for non-revenue generating Recreation Public use of Skateboard parks, Swimming-pools, Soccer fields, Basketball courts, Football Fields, Multi-purpose Gyms, Archery and Shooting ranges, Baseball fields, Tennis courts, Dog parks, 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 3<sup>rd</sup> 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 existing Asphalt of the Post 1945 Ewa Airfield Runways and Tarmac (Non-Historical Preserved -Area)** West portion of the **1941 Ewa Battle field area** 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

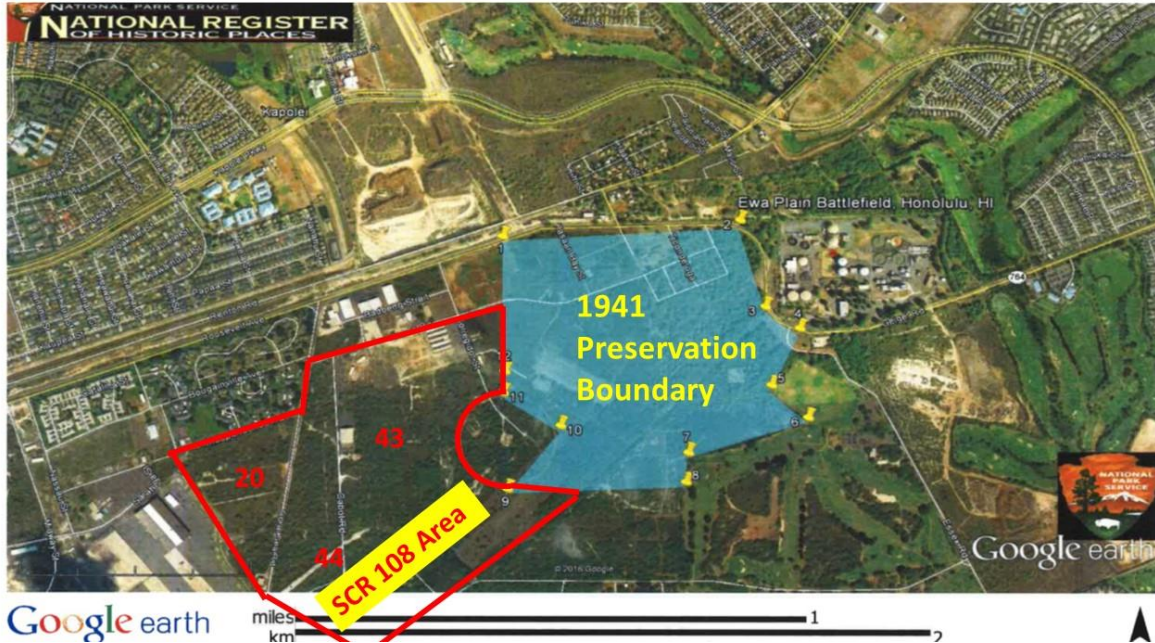
dark airfield = December 1941 configuration  
 light airfield = 1945 configuration



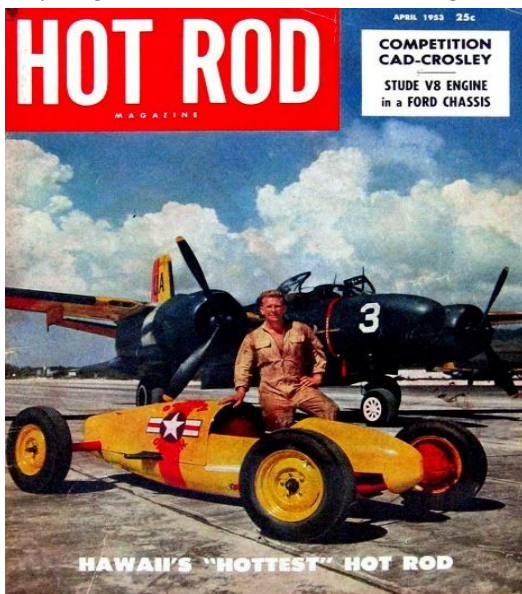
We support this resolution for the Restoration of the existing 1945 Configuration Asphalt Airstrips property, labeled SCR 108 Area to be used as;

- 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

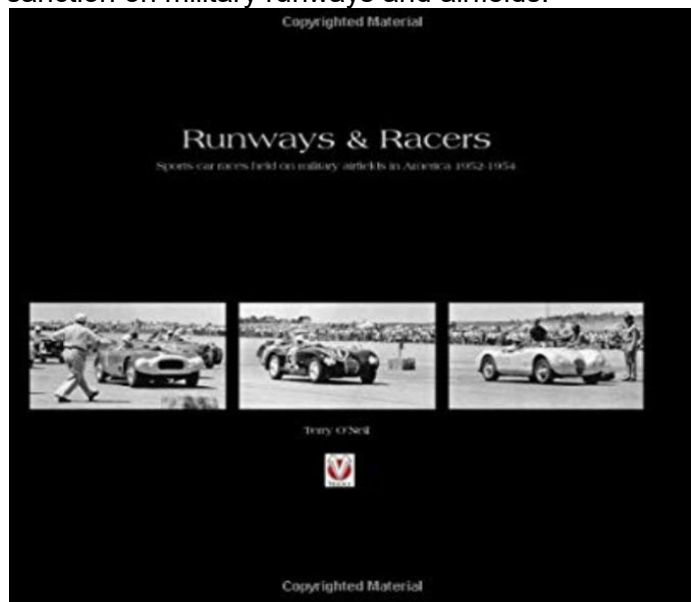
**Protestors** of this Motorsports Park will tell you that it is being proposed on the Sacred Historical Landmark Preservation land by the National Registry of Historical Places. This is False. The 1941 preservation boundaries from the most recent 2016 NPS Report is the Hunt Property and a very small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



Hot Rod Magazine April 1953



Runways & Racers

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.

Before the BRAC (Base Realignment and Closure) the SCCA Hawaii region hosted many Autocross events on the asphalt runways of the abandoned Ewa Airfield airport at Barbers Point. The Racers that participated still reside in Honolulu and still have their race cars; Attorney Mr. Ed Kemper, Mr. Avery Tsui Regional Executive of Hawaii SCCA, Dr. Collyer Young well known and respectable dentist in Kaimuki and UH Professor of Civil Engineering Dr. Panos Prevedouros Ph.D.

In July of 1999 The City and County of Honolulu granted SCCA verbal permission to **stay** at Barbers Point, and stated when the transfer of property ownership is complete, SCCA Hawaii would be given written confirmation. 20 years later the Transfer **has not been finalized** and City Council Resolution 18-265 Requesting to Expedite the Transfer ( after a 20 year delay) was approved on December 2018 and to submit a progress report within 60 days by March of 2019. [ HUILA newsletter See Solo II Talk By; Jennifer Lee ]



# HUILA



Volume 8 Issue 7 \*The Newsletter of The Hawaii Region of The Sports Car Club of America\* July 1999

## Solo II Talk

By: Jennifer Lee

Photos By: Lisa Arakawa

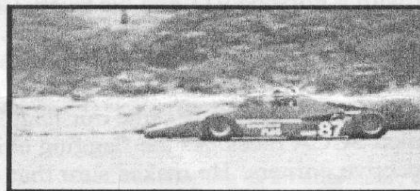
June's autocross was almost the exact opposite of May's autocross. The clear, blue sky showed no traces of rain clouds as the heat set in. The drivers meeting announced extremely good news. The City and County has granted the SCCA verbal permission to stay at Barbers Point. When the transfer of property ownership is complete, we will be given written confirmation. Talk about a sigh of relief.



Jerry Balcer, NSX, 73.006

Our innovative course designers came up with a very technical track. Those of you who didn't like May's track probably enjoyed June's track much more. It began with a left-hand turn into a couple of tight swerves that continued to a very sharp and tight right-hander. After this turn was where a person started to pick up the speed into a few offset gates. Next, the it flowed into the backside of the track at the old tire wall area. Here was an angled 180° turn followed by a left-hand 90° turn. This turn led to the same 360° turn as May's track but in the opposite direction. As you finished the turn you embarked upon a 6 cone increasing and decreasing slalom. To

finish the track, there were 2 tight 90° turns to slow people down. These creative tracks are getting harder and harder to formulate. The reason being the limited amount of space. The grass, weeds, and bushes are taking over our area slowly, but surely. The SCCA is always willing to have a volunteer clean-up day to rid the ground of such unwanted inhabitants. We would need some heavy duty yard equipment to do the job. If you have any connections to these items, please contact the SCCA. Weedwackers are not sufficient enough to eliminate the weeds. The compensation is free fun runs for the rest of the day!



Keith Greer, Red Devil F440

June had a pretty good turn out. 52 racers came to the track, 9 of which were novices. **Denny Balbirona, Stacy Balbirona, Jerry Balcer, John Engelbert, Brently Hume, Sang Leong, Francis Lining, Chris Powell, and Yugo Tsukikama** were introduced to the world of autocrossing last Sunday. John Engelbert, Brently Hume, and **Ed Kemper** came out with the Mustang Club, the featured club of the month. Taking fastest time of the day was

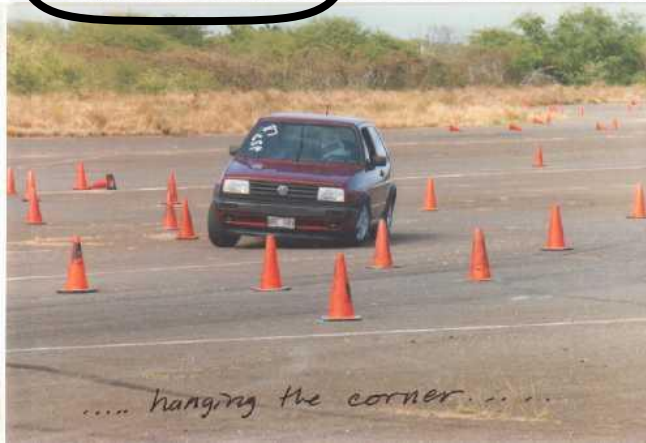


Kevin Ham, Datsun 240Z

**Stephen Oliberos** in his red, white, and blue EP Datsun 510. He turned a 62.219. Coming in a close

(Continued on page 2)

Name	Make	Model	Run1 C	Run2 C	Run3 C	Run4 C	Best	OA	PAXTime	PAX	
<b>SS</b> Class Average : 78.517											
Joyce Murray	Mazda	RX-7	78.708	77.913	79.309	1 78.631	1	77.913	37	64.668	17
Greg Garceau	Chevrolet	Corvette	79.264	79.122	1 80.486	1 80.307	1	79.122	44	65.671	27
<b>AS</b> Class Average : 77.207											
Collyer Young	Porsche	911 Carrera	73.420	79.332	1 73.547	76.751	2	73.420	8	62.480	11
Colin Sato	Honda	S2000	78.729	1 78.197	1 75.708	1 80.568	1	75.708	16	64.428	16
Yi-Wen Ting	BMW	Z3	89.671	82.846	82.493	84.606		82.493	56	70.202	54
<b>BS</b> Class Average : 83.639											
Darrell Wong	Porsche	914	78.476	78.599	78.137	1 75.700		75.700	15	61.393	8
Panos Prevedovros	Mazda	Miata	82.487	81.259	81.102	79.987		79.987	49	64.869	21
Edward Kemper III	BMW	325is	88.176	82.751	87.335	3 81.342		81.342	52	65.968	30
David Petruska	Mazda	Miata	85.623	DNF	82.115	82.968	1	82.115	55	66.595	37
Ray R. Smith	BMW	328i	85.981	89.253	3 82.904	86.162	1	82.904	58	67.235	41
Tammy Foster	Mazda	Miata	96.915	89.014	DNF	90.353	1	89.014	69	72.190	61 N
Lindsey Corpuz	BMW	328i	DNF	DNF	DNF	94.411	1	94.411	71	76.567	71 N







**Protestors** of this Motorsports Park will tell you that Motorsports and Car Racing will be noisy and would be an environmental 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 Section issued a letter that during its operation there has **NEVER** been a Noise Complaint. KRP also conducted Drag Racing.

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](mailto: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 Motorsports and Car Racing will lead to a environmental disaster with regards to DUST issues and would disturb and be a concern to the residents and businesses in the vicinity. This is FALSE.

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 Clean Air Branch CAB issued a email stating that there were **NO** Dust Complaint. KRP also conducted Drag Racing.

-----Original Message-----

From: Cab General [Cab.General@doh.hawaii.gov](mailto:Cab.General@doh.hawaii.gov)  
To: lbcobian@aol.com <lbcobian@aol.com>; Cab General <Cab.General@doh.hawaii.gov>  
Cc: c.kionia@capitol.hawaii.gov <c.kionia@capitol.hawaii.gov>; kong1@capitol.hawaii.gov  
[kong1@capitol.hawaii.gov](mailto:kong1@capitol.hawaii.gov)  
Sent: Fri, Mar 29, 2019 3:13 pm  
Subject: RE: Request for PUBLIC RECORDS from State Rep Sam Kong's office for Dust complaints information of OLD Kalaeloa Raceway Park ( KRP TMK NO: 9-1-013-040) in Barbers Point.

Good Afternoon Mr. Cobian:

The Department of Health, Clean Air Branch, (DOH) does **not** have dust complaints regarding the Kalaeloa Raceway Park , Coral Sea Road, near Kalaeloa Airport at Barbers Point.

If there are further questions, please call me, 586-4200.

Thanks,  
Jill Stensrud



Clean Air Branch  
☎ 808.586.4200 | 6 808-586-4359

**From:** [lbcobian@aol.com](mailto:lbcobian@aol.com) <[lbcobian@aol.com](mailto:lbcobian@aol.com)>  
**Sent:** Monday, March 25, 2019 6:37 PM  
**To:** Cab General <[Cab.General@doh.hawaii.gov](mailto:Cab.General@doh.hawaii.gov)>  
**Cc:** [c.kionia@capitol.hawaii.gov](mailto:c.kionia@capitol.hawaii.gov); [kong1@capitol.hawaii.gov](mailto:kong1@capitol.hawaii.gov)  
**Subject:** Request for PUBLIC RECORDS from State Rep Sam Kong's office for Dust complaints information of OLD Kalaeloa Raceway Park ( KRP TMK NO: 9-1-013-040) in Barbers Point.

Dear Clean Air Branch

We are collected information regarding a potential Race Track in the Kalaeloa Are for public dissemination and legislative data and references.

We need to find out if the old KRP Kalaeloa Raceway Park that was only in operation from 2010 to 2014 if there was ever a Fugitive Dust complaint or a NOV or V ever issued.

It was that Track that was owned by George Grace Jr. on DHHL property. The Property is on Coral Sea Road right next to the Kalaeloa Airport at Barbers Point.



**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

**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. CABR  
DIRECTOR

ALBERT TUFO  
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.



UNIVERSITY of HAWAII®  
**HONOLULU**  
COMMUNITY COLLEGE

Academic Affairs  
**Educational Technology Center**

Natalie Perez  
Distance Education Coordinator  
Honolulu Community College  
874 Dillingham Blvd, Honolulu, HI 96817  
(808) 845-9400

30 March 2019

To Whom It May Concern:

Please accept this letter as evidence of my whole-hearted support SCR108 regarding a motor vehicle racetrack or race way park on O'ahu. I have been a member of the Hawai'i Motorsports Association for over fifteen years, and I can attest to the alarming need for a new motorsports facility on O'ahu.

As a motocross safety coach, I volunteer my time to assist individuals learn how to ride motorcycles, and I have witnessed scores of accidents at the Kahuku Motocross Park; its northerly location makes it almost the farthest place on the island from the nearest trauma-center. Along similar lines, motorsports safety is a huge concern, and it is essential that more safety and training courses are made available to individuals new to motorsports.

I believe a centralized motorsports facility could offer increased accessibility to marginalized groups who need motorsports as a outlet for healing and self-confidence. A new motorsports facility, in an accessible location, is vital to offering programs to foster increased collaboration between the motorsports community and services assisting veterans suffering from PTSD, at-risk youth, and other at-risk populations. Through collaborative programs, this new motorsports facility and programs can cultivate a safe and healthy space for marginalized groups to gain meaningful skills, increase their self-efficacy, and form deep and lasting relationships with fellow motorsports enthusiasts--components critical to healing and success efforts, as made evident by similar programs across the country.

Please feel free to contact me if you have any further questions at [natalie.perez@hawaii.edu](mailto:natalie.perez@hawaii.edu).

Sincerely,

A handwritten signature in black ink that reads "Natalie Perez".  
Natalie Perez



**SCR-108**

Submitted on: 4/10/2019 12:48:50 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Oakley	Robs auto repair service	Support	No

Comments:

Oahu really needs a race track , its a great sport , it will help curb street racing it can be a outlet for the younger generations to enjoy instead of drinking and drugs , and committing criminal activity,, I ask you to do the right thing and approve the race track on Oahu, Thank you , Robert Oakley

**SCR-108**

Submitted on: 4/10/2019 9:26:09 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Allysa Leavy	University of Hawaii at Manoa Racing team	Support	No

Comments:

A racetrack would be beneficial to the racing community, keep racing off the streets, and to the UHM racing team, as testing locations are very limited.

## COMMITTEE ON WATER, LAND, & HAWAIIAN AFFAIRS

Rep. Ryan I. Yamane, Chair

Rep. Chris Todd, Vice Chair

### Testimony In Opposition to SCR 108 and HCR 42

*This reso is intentionally deceptive and fraudulent. The communities of Ewa and Kapolei **have in fact NEVER been consulted** about this and **IN FACT are on record against it.***

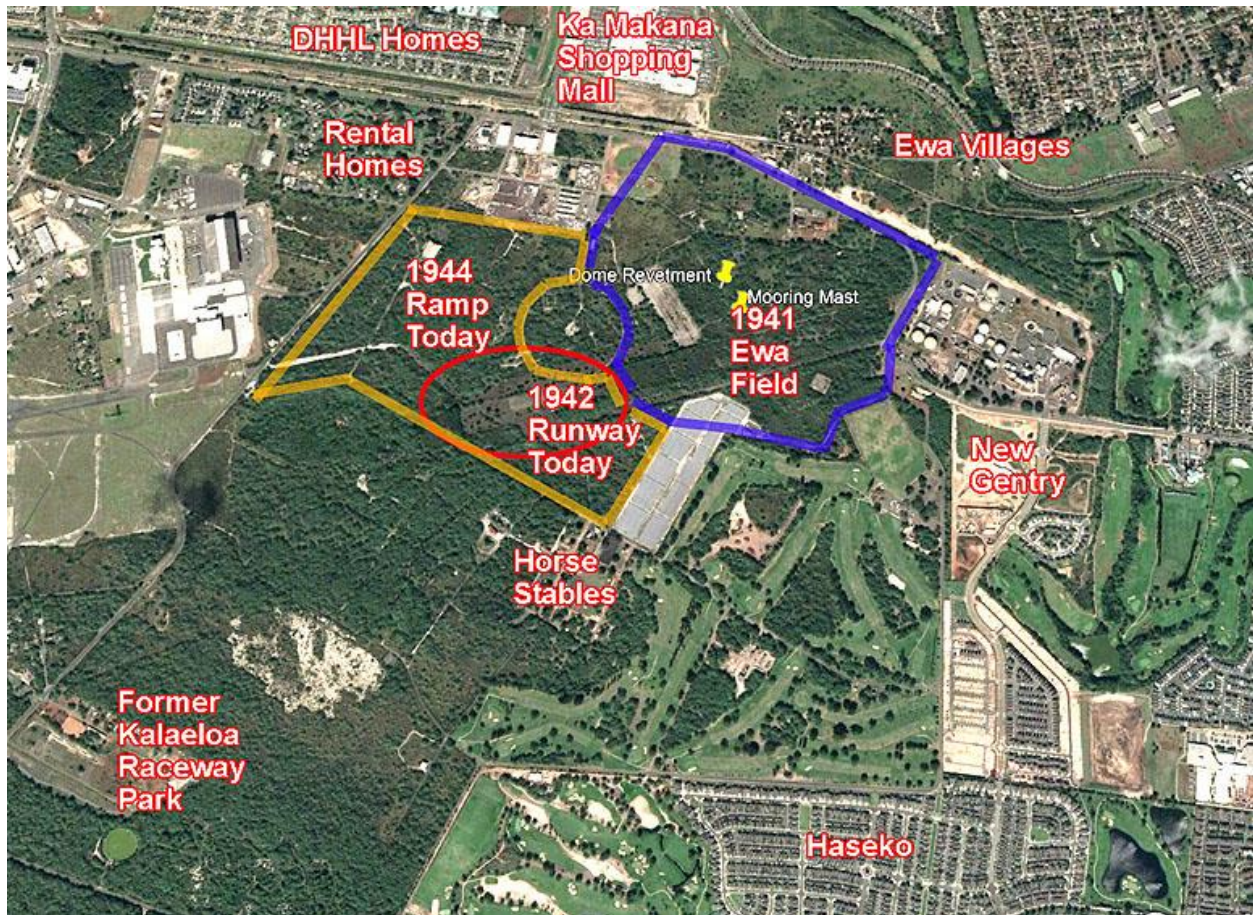
*Reso SCR 108: EXPRESSING SUPPORT FOR A MOTOR VEHICLE RACETRACK OR RACEWAY – at historic National Register MCAS Ewa Field, located in the center of the Ewa Kapolei communities of Ewa Villages, Ewa by Gentry, Haseko Hoakalei Ocean Pointe, Ka Makana Alii Mall, DHHL Kaupe’a, Kanehili and GrayStar apartments (former Orion Village) among others.*

*NONE of you even know exactly WHERE THIS RACE TRACK LOCATION IS! It is been wildly misrepresented as exactly WHAT this place is and why it was placed on the National Historic register as a battlefield, and why the ENTIRE MCAS Ewa is a national register site – both for WW-II and also native Hawaiian iwi burials as the leina a ka uhane. This means that the entire area has NATIONAL SIGNIFICANCE and huge issues that will make those supporting this con job look like fools.*

***Outside racer dragsters are now being instructed to FLOOD the house with support emails. It is a very coordinated outsider money driven campaign.***

*The community has NEVER been consulted about this. It's an outsider scheme. And it uses a fraudulent and FAKE title to misled its location to get the clueless and uniformed to vote for it.*

**Raceway promoter Cobian scheme unrealistic, deceptive,  
disinformation huckster pitch not based on facts and community  
concerns**



Current Google Earth image shows how completely unrealistic and inaccurate Cobian testimony is.

Yellow is 220 acres racetrack-dragstrip “needs” Purple is approximate 1941 Ewa Field.

This entire area is crowded with hundreds of homes with more coming up all the time. Any racetrack proposal like this on the mainland would be immediately laughed at as unfeasible, grossly expensive and loaded with lawsuit potential. MCAS Ewa Field is one of the most historic and culturally sensitive properties on all of Oahu. It is loaded with officially undocumented historic and ancient Hawaiian archeology. Known Hawaiian burial sites are right next to the 1942 runway and 1944 ramp that Cobian and his grossly misled testifiers refer to as a “post 1945 Army airfield.” *Cobian also attacked veterans, the Hawaii VFW and the Hawaii State VA Director supporting an Ewa Battlefield Memorial Park:*  
[https://www.capitol.hawaii.gov/measure\\_indiv.aspx?billtype=HR&billnumber=164&year=201](https://www.capitol.hawaii.gov/measure_indiv.aspx?billtype=HR&billnumber=164&year=201)  
[https://www.capitol.hawaii.gov/measure\\_indiv.aspx?billtype=HCR&billnumber=182&year=2019](https://www.capitol.hawaii.gov/measure_indiv.aspx?billtype=HCR&billnumber=182&year=2019)

**I'm Ron Han, Director of the State Office of Veterans Services (OVS).** "I appreciate this opportunity to provide written testimony in support of the concepts in HR 164, HCR 182. Previous State legislation has addressed and recommended designating and developing the Ewa Field as a national monument, museum, and restored park which would preserve this historic site. Furthermore, extensive research has been accomplished through the National Park Service Battlefield Protection Grant and the National Register of Historic Places to verify key elements of the Ewa Field like aircraft revetments that reflected training and operational uses of personnel and equipment that participated in major engagements in the Pacific during WWII. This resolution provides the impetus for the creation of an Ewa Battlefield Memorial Park that will unite and encourage Federal, State, City and County, private entities and community members to work together collaboratively to preserve and to commemorate this important part of our State and Nation's history.



**Ranting Cobian testimony, including clueless racing supporters, claims in attacking HCR-182, HR164:**

**"We STRONGLY OPPOSE the Discrimination of HCR 182 supporter John Bond against Racers and Supporters of Motorsports. SUPPORTER OF HCR 182 John Bond will tell you that the proposed Motorsports Park on Post 1945 Abandoned runways is being proposed on the Sacred Historical Landmark Preservation land nominated by the National Register of Historical Places. This is False. The 1941 preservation boundaries from the most recent 2016 NPS Report is the Hunt Property adjacent to the 1945 configuration SUPPORTERS OF HCR 182 will tell you that Motorsports and Car Racing is sacrilegious, disrespectful and inappropriate to be conducted on a Military Air field Landing Strips. This is False. WE OPPOSE THE MOTORSPORTS RECREATION AND RACERS DISCRIMINATION SENTIMENTS Of JOHN BOND and the HCR 182 Supporters that hate racing and are against motorsports." – Cobian goes on and on ranting and making more false statements about John Bond and the intent of HCR-182.**

Cobian rant claims the 2010-2014 Kalaeloa Raceway Park had no officially registered noise complaints and is only "seconds away" from his new raceway scheme "requiring 220 acres" In other testimony he implies that the National Park Service SUPPORTS the site being used for a racetrack dragstrip.

**Cobian ranting testimony claims in attacking HCR-182, HR164:**

His purpose is: *“Restoring the existing Asphalt of the Post 1945 Ewa Airfield Runways and Tarmac (Non-Historical Preserved -Area) West portion of the 1941 Ewa Battle field area”*

**ANSWER: This is wrong and FALSE: There isn’t any “Post 1945 Ewa Airfield Runways”** It is well documented that the runways were constructed in 1941-1942 as air photos clearly show. The expanded 1942 runway was where Navy and Marine planes took off for the major Battle of Midway – defense of the Hawaiian Islands. Ewa Field was a major Navy aircraft carrier base in early 1942 before becoming MCAS Ewa in September 1942. Aircraft revetments for these Navy and Marine planes were constructed in land parcel going to the City as a regional park. Documented revetments still there. (These are NOT the horse stable revetments – which are also National Register nomination pending.)

There is no such thing as “post 1945”- Cobian is either stupid or clearly lying. The later WW-II asphalt macadam “ramp” was built in 1944. That was the last major airfield addition to MCAS Ewa during WW-II. There weren’t EVER any “post 1945” runways or ramps. The NPS, Hawaii SHPD, Navy all agree that *ALL of MCAS Ewa is National Register eligible*, not just the original 1941 boundary placed on the National Register in 2016. The US Navy, in a letter (see below) also stated that the Navy BRAC City Park parcels were National Register eligible. There are also Hawaii SHPD letters to the Navy as well as letters from the National Trust for Historic Preservation, the Advisory Council on Historic Preservation and Historic Hawaii Foundation. The Navy also has produced the Tuggles BRAC survey in 1997 and an MCAS Ewa Cultural Landscape Assessment in 2015. The National Park Service also stated in the 2016 Ewa Battlefield nomination that the recognized battlefield included later expansions of Ewa Field during WW-II, especially in early 1942.

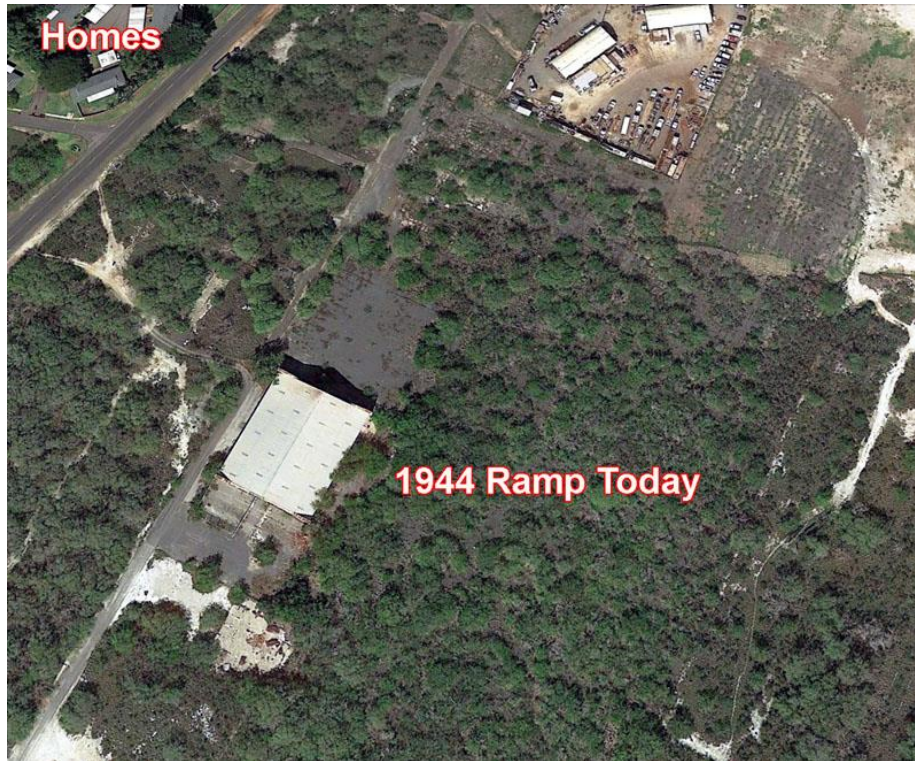
Cobian is lying about “restoring” the existing asphalt. This means repaving the 1941-42 runways. He just wants a dragstrip – but pretends he is for “preservation.” The entire MCAS Ewa Field area has extensive historic and ancient archeology, including known iwi burials right next to the 1942 runway and in the City parcel that is part of MCAS Ewa. Cobian and his totally misled folowers could not have picked a WORSE SITE for their racetrack dragstrip scheme. MCAS Ewa is KANEHILI – sacred wahi pana.

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.

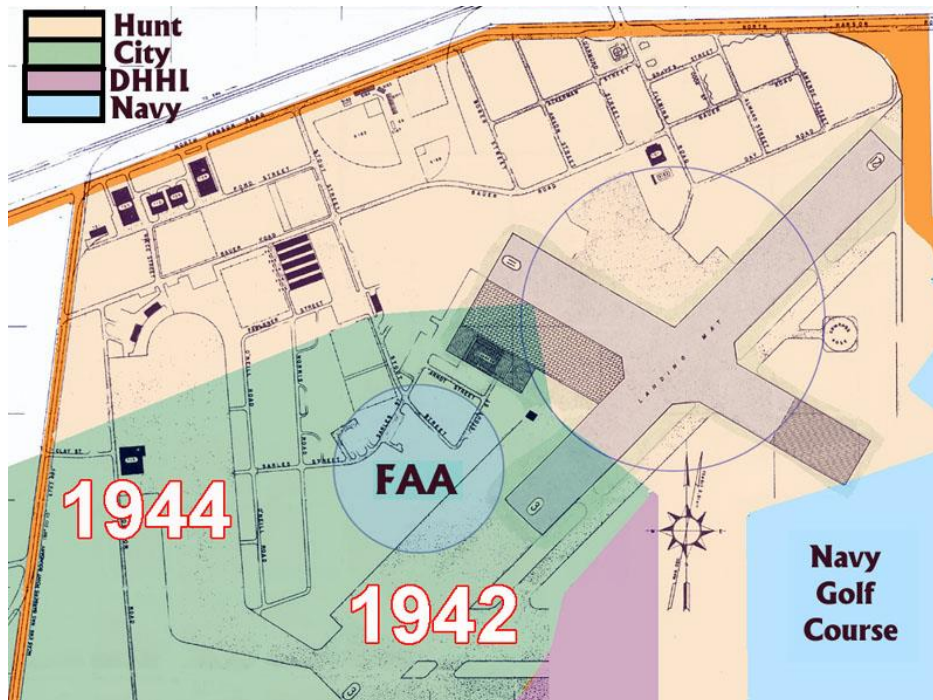
**Table 7. Leina a ka ‘Uhane with Associated Theme and National Register Eligibility Criteria.**

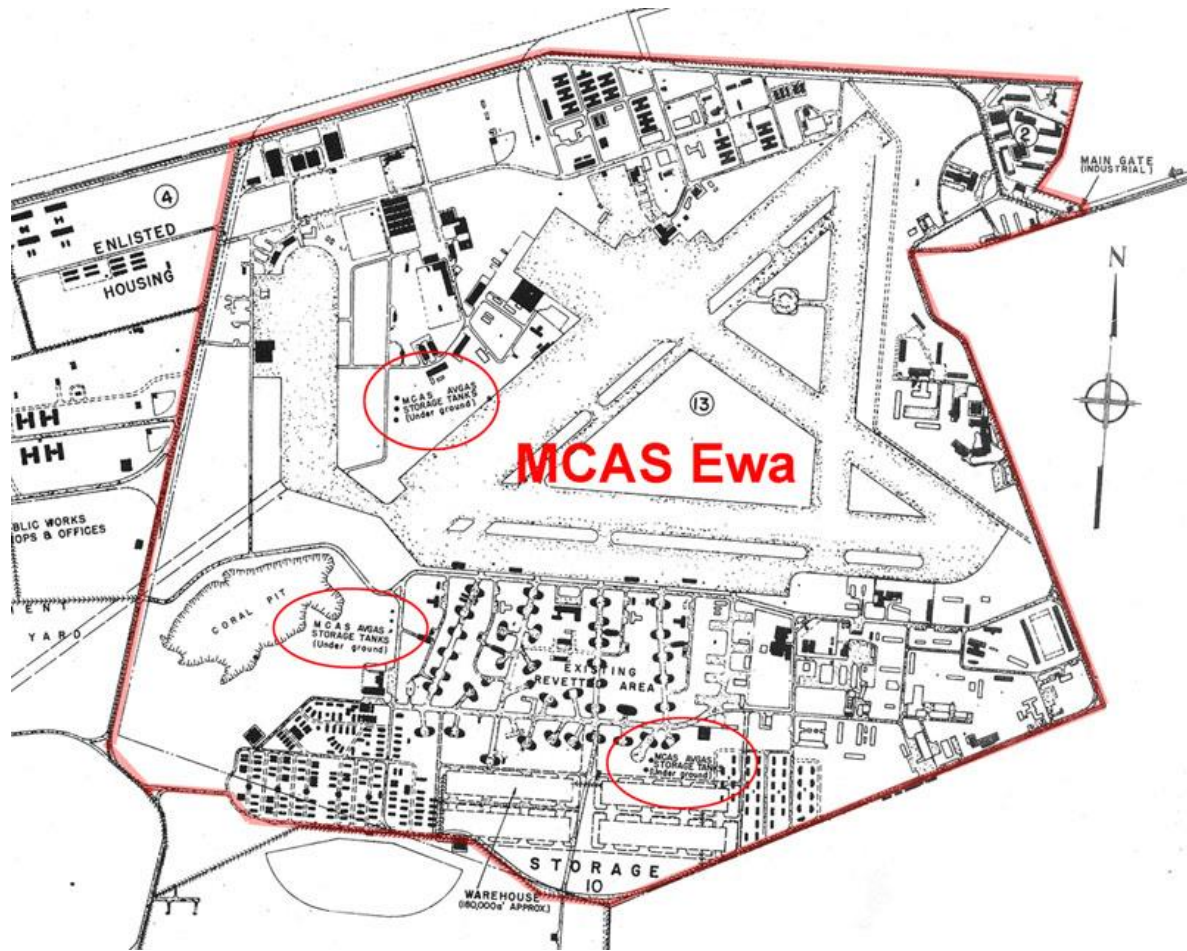
Wahi Pana	Ahupua‘a	Theme	National Register A	National Register B	Integrity of Relationships	Integrity of Condition
Leina a ka ‘uhane	Hālawa Moanalua, Waiau, Waimano, Pu‘uloa, Honouliuli	2	Associated with pattern of events – Leaping off place to the spirit world	Associated with the akua Kānehili, Leiolono,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

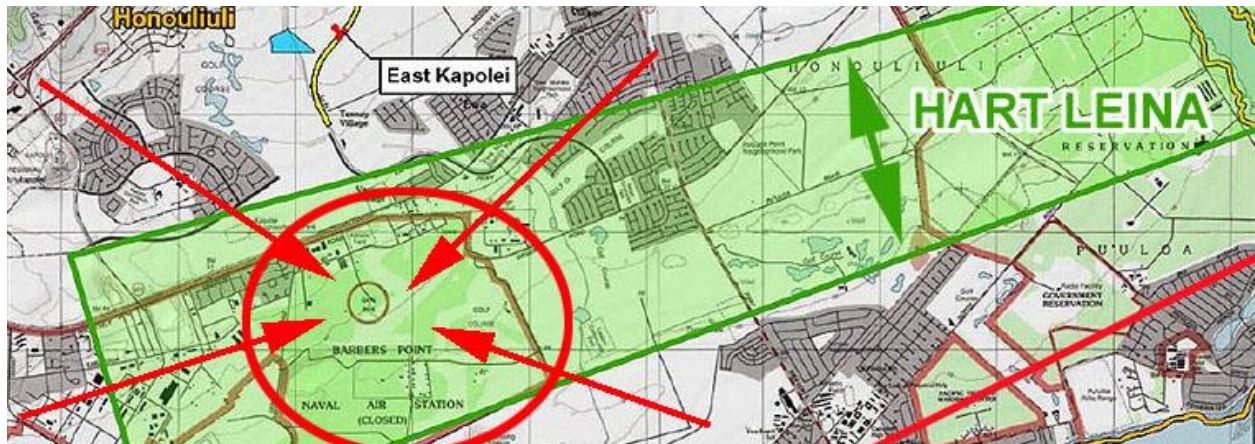


Cobian and his totally misled, clueless testifiers claim that the City is “immediately ready” to turn the entire City parcel area over to racers as soon as the land is finally transferred. Cobian and his robotic testifiers keep calling the area a “post 1945 Army airfield” which is grossly ignorant, deceitful and deceptive to gain legislature supporters who have no real clue about the Ewa-Kapolei area.





MCAS Ewa base boundary. ALL OF MCAS EWA is a National Register eligible site. ALL OF IT. In 2016 the NPS placed on the National Register the Ewa Battlefield, shown as a 3000 x 3000 foot area.



The Leina a ka uane was determined as a National Register eligible Hawaiian Traditional Cultural Place and or Historic District by Hawaii SHPD, HART and the FTA in a highly documented survey by SRI-Kepa Maly in 2012. This was for the possible rail route expansion that would go through MCAS Ewa.





**ALL OF MCAS EWA is a National Register eligible historic and cultural site – WW-II and Ancient Hawaii**

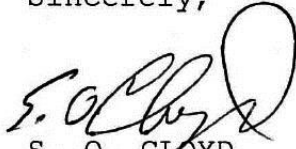
5750  
Ser N45/ 711  
September 15, 2015

retained Barbers Point Golf Course. To the southwest are Hawaiian Homelands which retains half of the historic arch-shaped aircraft revetments on the former Marine Corps Air Station (MCAS) Ewa.

Immediately to the west and bordering subject property is Base Realignment and Closure (BRAC) land and a proposed park for the City and County of Honolulu. The northeast portion of the proposed city park land, as well as the majority of the Subject Property being transferred out of federal ownership, is a World War II battlefield site called, "Ewa Plains Battlefield". Ewa Plains Battlefield has been determined eligible to be listed on the National Register of Historic Places (NRHP). To the south of the battlefield district are Navy-retained lands identified as parcel 19B where the Kalaeloa Renewable Energy Park has been constructed. Further south of parcel

The Subject Property also contains the Ewa Plains Battlefield site. This site has been determined eligible for listing on the NRHP under Criteria 'A' and 'D'.

Sincerely,

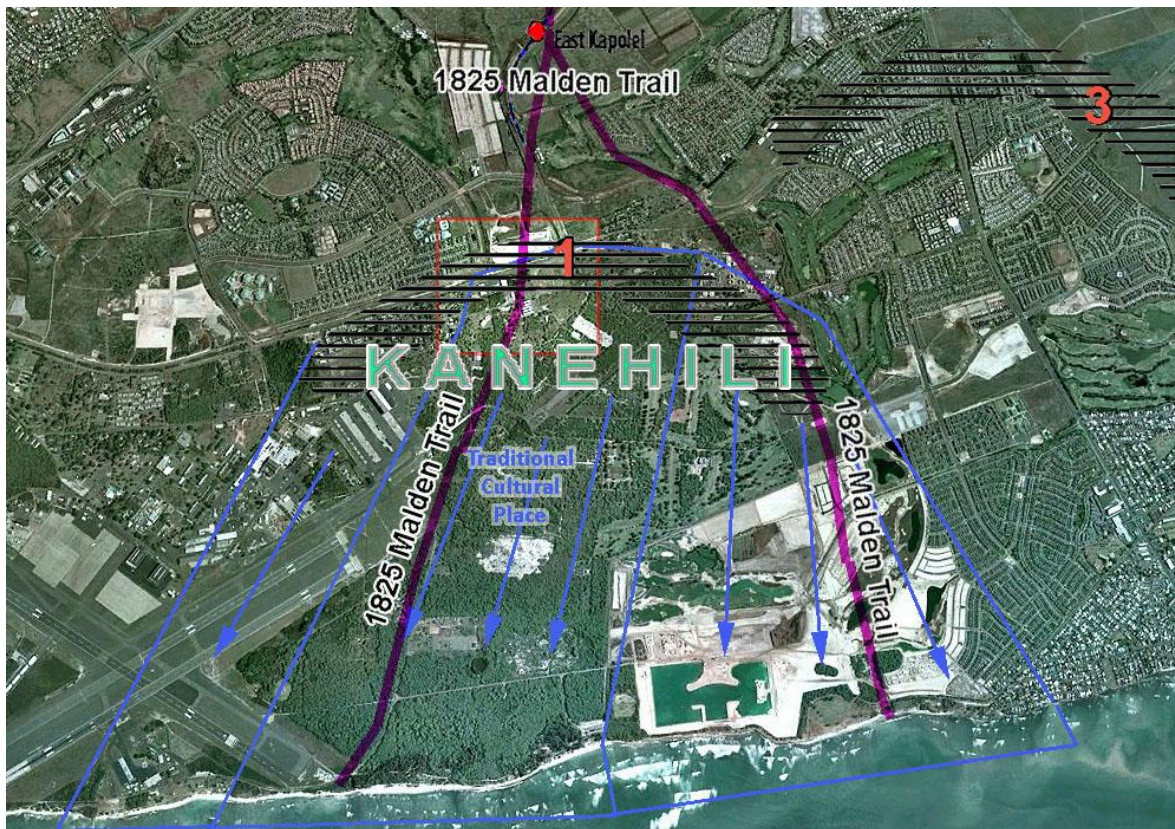


S. O. CLOYD  
Commander, CEC, U.S. Navy  
Deputy Regional Engineer  
By direction of the  
Commander

**NATIONAL REGISTER CRITERIA FOR EVALUATION:**

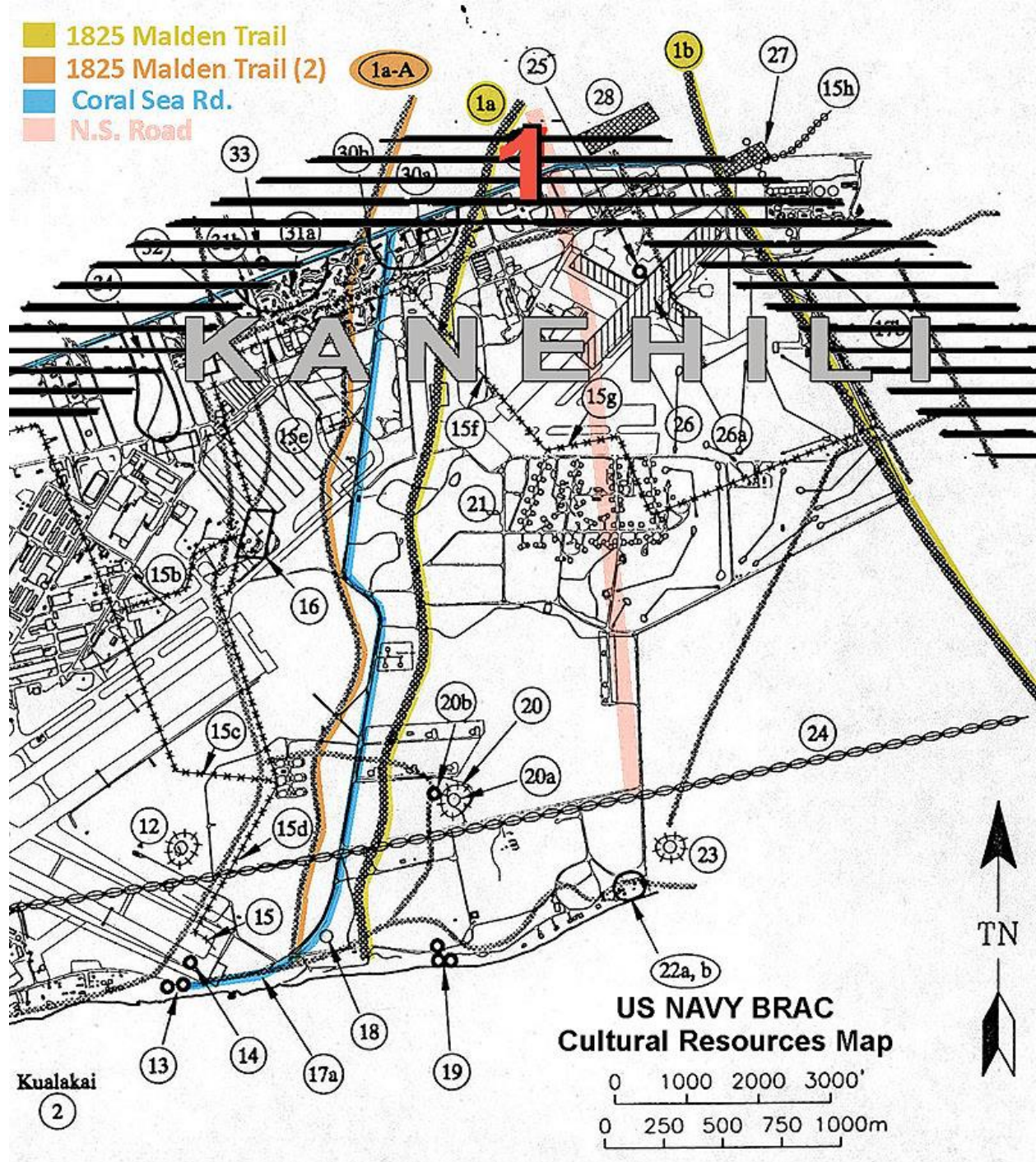
[https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15\\_2.htm](https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm)

Former MCAS Ewa is recognized as the ancient Hawaiian Traditional Cultural Place called “Kanehili”



Ancient Hawaiian trails ran down each side of MCAS Ewa. There is still evidence of the trails especially in the Kalaeloa Heritage Park where it can still be clearly seen. Photographer Jan Becket extensively documented many sites in his book. Kanehili is part of the Honouliuli ahupua'a and is one of the LAST PLACES where burial sites, caves, sinkholes can still be seen in the Honouliuli ahupua'a. Important Hawaiian burial remains are continuously found, including four more near the Haseko “marina” during recent excavation. Hawaiian cultural practitioner Mike Lee describes the area in his various testimonies submitted in SCR108, etc.

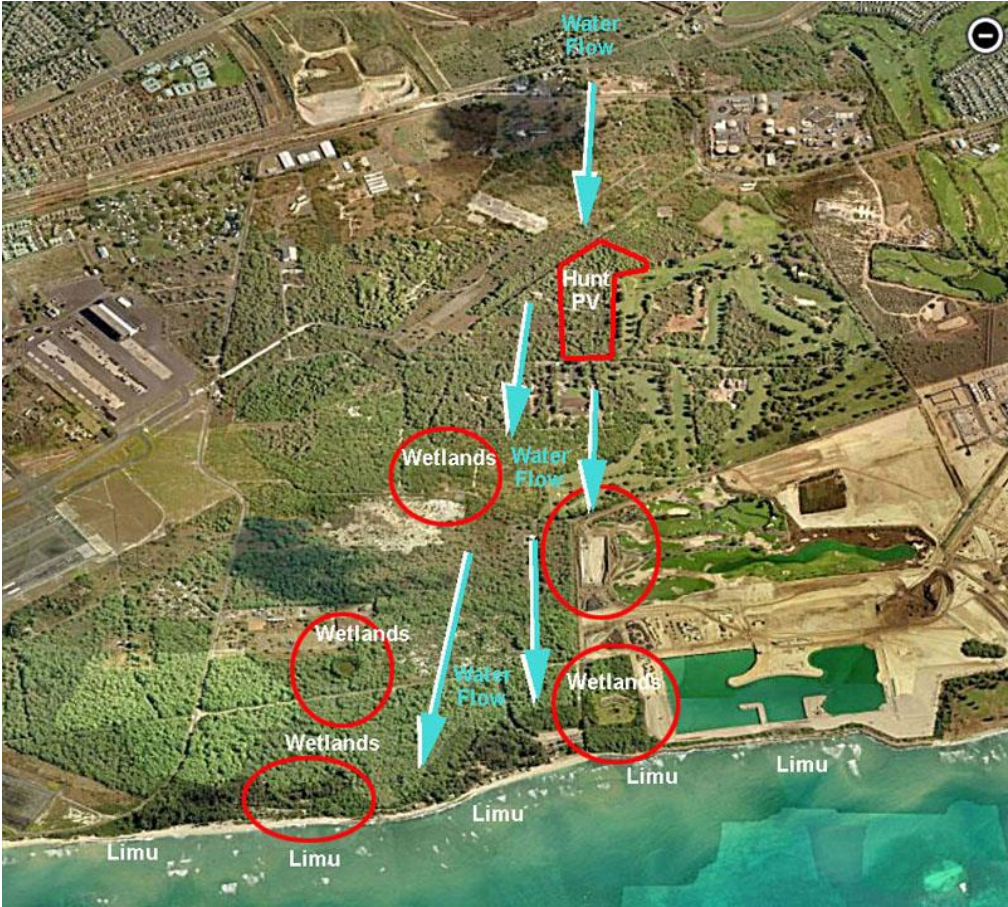
Navy BRAC map produced by Tuggles in 1997



NOTE: The Tuggles map from the 1997 Navy BRAC surveys shows the 1825 Malden map identified Kualaka'i trail as running directly through the 1944 Ramp area and the City parcel that Cobian racetrack schemers want to bulldoze for their major 220 acre motor raceway.

Kanehili is well known for karst caves, sinkholes and iwi burial sites. A measured high rate of water (Haseko EIS study) flows underground from the mountains to the shore of the Ewa coast- the "House of Limu." The Haseko "marina" is constantly filled with fresh spring water according to their EIS.

Contamination from racetrack oils and fuels will pollute this water flow and be a likely lawsuit.



RESCUING D8 FROM CAVE IN



INSTALLING RAMP AND WALK, EWA



FINISHING CONCRETE

SMALL ARMS MAGAZINE, EWA



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

**Save Ewa Field and Kanehili Cultural Hui are opposed** to this stated resolution and find the supporting race track testimony inaccurate relative to the known and documented facts and completely lacks the process of **“Due Diligence.”** The community neighborhood board #34 of Kapolei is opposed to a racetrack raceway in this area. The Ewa Kapolei communities are just now becoming aware of this new scheme and the strongest immediate objection will be noise pollution, historic and cultural site desecration and the encouragement of a motor raceway industry in the center of our residential communities. My testimony will support all the findings of facts and due diligence in detail.

**Here is a basic list of why this car motorcycle racetrack, motor facility, drag strip, etc. will not work in this particular City parcel location in our community:**

1. The racing lobbyists ignores the fact that local NB #34 doesn't want it there and prefers, if anywhere,- on Parcel 9 located on the west side of Kalaeloa airport (former NAS Barbers Point.) **It is well known and proven nationwide that racing noise lowers property values anywhere near a track. Realtors, homeowners and associations, schools, churches will be very opposed to lower land home values!**
2. The racing lobbyists ignore the fact that land for a replacement for the closed Kalaeloa Raceway Park (built way back when West Oahu was almost all cane fields with little population) was purchased by Gov. Cayetano (the DLNR Hawaii Feed Lot) **which sat vacant for decades while other racing events were held** in Kahuku and many other areas of Oahu over the years – proving that there are in fact **many other viable Oahu racing locations** and yet the people who race cars never could make another official raceway happen – like on the land that Gov. Cayetano bought in the Kalaeloa Industrial Area where many today still do illegal street racing on weekends. This is because legal raceways require infrastructure, money.
3. The pro-raceway racing lobbyist testimony claims there were never any noise complaints when Kalaeloa Raceway Park was in operation in 2010-2014. From the **forced closure in 2014** when the operator had to be removed from the site for many fines and environmental violations, many newer homes have been added near the MCAS Ewa Field area by Haseko, DHHL and currently by Ewa by Gentry. The Ka Makana Alii mall and Hampton Inn & Suites were also added since 2014.

4. The racing lobbyists refuse to acknowledge that the MCAS Ewa Field site has no actual infrastructure for a race track other than a mostly overgrown 1942 runway and that a racetrack would require massive expensive redevelopment over well-known and historic and cultural sites documented since the original 1999 Navy BRAC parcel transfer was offered to the City. A racetrack would likely require an Environmental Impact Study, Archeological Inventory Survey, Hawaiian iwi burial treatment plan, preservation plan and many other government agency technical and environmental reviews, etc. Also lots of liability insurance. **The City as landowner will be the party sued when the racers flake out and run away when something bad happens like a tragic death, large gasoline spill, huge fire, etc.**

5. The Navy 2015 US Navy Cultural Landscape Assessment reports on the true site conditions and history which the racing lobbyists are intentionally ignoring or disparaging as of no importance. **ALL of MCAS Ewa is a National Register site as determined by Hawaii SHPD and the NPS National Register nomination in 2016.**

6. The National Park Service does NOT support motor raceways on the site as the racing lobbyists claim in testimony. The NPS Lands to Parks deed makes this clear.

7. The racing lobbyists ignore major Hawaiian cultural issues on the site which is a recognized National Register eligible **“Leina a ka uhane” (spirit leaping place)** and route of the 1825 Malden documented Hawaiian trails – of which the One’ula trail ran directly through the raceway scheme park. These facts are included in the US Navy 1997 BRAC archeology – cultural landscape survey done by the Tuggles and also in the Kepa Maly – SRI HART rail commissioned Traditional Cultural Place studies done in 2012. **In FACT this proposed raceway site is one of the most important and sensitive Hawaiian TCP cultural sites on the island of Oahu.**

8. The racing lobbyists ignore major environmental issues like air pollution, high octane carbon fuel emissions, noise which can be proven to damage the health of the elderly, inflicting suffering on pet cats and dogs, Pueo owls, frightening and causing learning disabilities in children, sleep deprivation, dangerous fire hazards, etc. The motor raceway will spawn massive successful lawsuits, using arguments proven in courts and done all over the US shutting down racetracks. **The legal damages will bankrupt race operators. The City land owner will be responsible.**

9. The racing lobbyists ignore the well documented fact that **car racing is a dying industry (and not a “sport”,)** and that the public for many years has been moving on to many other new exciting true outdoor sports. **Racing is in fact a very fractured and unsustainable business model and why no viable racetrack investment has ever emerged since Hawaii Raceway Park closed.** NASCAR is in decline, small track raceways are closing all over the US. The days of stock car racing is ending due to deaths, injuries, rising insurance cost, safety requirements.

10. High octane gasoline racing is being replaced by environmentally clean electric cars and by the rapid growth of “e-sports” (video games) where virtual reality games are far more affordable, exciting and convenient outlets for aggressive speeding thrills with no life threatening dangers, while also providing for teams, community participation, awards, sponsors, trophies and national recognition.

11. Racing is not a “sport” – it is a gladiator like competition fueled usually by large amounts of money for entertainment thrills and the possible horrible deaths of participants; **and why City attorneys describe such a raceway scheme as an “amusement park” – and why the Department of Parks doesn’t support it as a recognized “sport.”** Racing promotes aggressive speed displays and egotistical behaviors and a new raceway will encourage more speeding noise making displays than ever before. **The Public mindset is significantly influenced by internet social media and events featuring speeding, as found in a study of when ‘Fast and Furious’ movies are released the police observe a substantial increase in speeding and reckless driving violations.**

12. City Council and State Legislature resolutions, bills (Complete Streets – Vision Zero) all **claim that speeding is a major life threatening issue of public concern – while this same SCR-108 resolution encourages the public to attend, support and become involved in aggressive speeding events** while ridiculously assuming that money spent on promoting, hyping and pimping race cars will not overflow into the local communities and cause civilian collateral damage liabilities.

13. City Council and State Legislature resolutions, bills, government agencies and other educational organizations claim that **Hawaii and the world is now at the brink of a crucial environmental global warming catastrophe caused by fossil fueled carbon emissions** – yet these same politicians and government officials

want to support, foster and encourage this same crisis creating activity in the center of Oahu's Second City? The politicians behind this should be voted out.

Aloha,



John Bond, President

Kanehili Hui – Save Ewa Field P.O. Box 75578 Kapolei, Hi. 96707

[Ewabond@gmail.com](mailto:Ewabond@gmail.com)

### West Oahu Race Track Drag Strip Schemes:



Sites schemed for race tracks. The State DLNR Feed Lot by the Ewa Coast was the best situated to minimize noise and located in a major industrial area with car mechanics and repair shops. It was purchased by Gov. Waihee specifically as a replacement for Hawaii Raceway Park

### The State DLNR Feed Lot - Hawaii Motorsports Center scheme

“State raids airport-system funds,” Honolulu Star-Bulletin, December 1993.



After exhausting funds authorized by the Legislature for the purchase of land in Ewa from Campbell Estate, state officials raided highly restricted airport funds for another \$65 million to complete the 1991 purchase of Hawaii Raceway Park and the Hawaii Meat Co. feedlot.

**Audit tells state: Repay \$76 million in fund flap**  
<http://ilind.net/misc%20/racetrack/clips1995.html>

“Raceway Park got a nonbid contract to use state land. Developer Thomas Enomoto is linked to the operation, which also enjoys a city tax break.,” **Honolulu Star-Bulletin, June 1993.** State records show that the escrow agreement and lease were signed on behalf of Hawaii Motorsports Center by Enomoto. The Star-Bulletin reported earlier that Enomoto and a group of several individuals and 16 companies have contributed more than \$260,000 to political campaigns since 1987.

**Ansaldo’s (HART RAIL) local manager has long political track record**

Thomas T. Enomoto, with at least 16 associated businesses and seven individuals, gave more than \$260,000 to political candidates and committees since 1987.

<https://www.ilind.net/2011/11/16/ansaldos-local-manager-has-long-political-track-record/>



**The fast lane – Check Out All Of The Fingerprints on the Racetrack schemes:**

<https://ilind.net/misc%20/racetrack/racers.html>

Many political observers traced the race track deal to then-Gov. John Waihee's personal enthusiasm for racing fast cars. Waihee reportedly required members of his cabinet and other insiders to join in the ritual of high speed driving.

**“Suit claims deal helped Waihee pal. The Kapolei land sale was structured to help Tom Enomoto, the documents suggest,” Honolulu Star-Bulletin, May 1995.**

The state’s plan, not made public at the time but conveyed to Enomoto and others, was to later move the racetrack to the nearby ocean-front site of the former Hawaii Meat Co. feedlot, where Enomoto’s company planned a new, privately owned racing facility, the documents say.



The State purchased DLNR Feed lot land actually had enough room for a 4000 foot drag strip and some various car and motorcycle tracks. However the land was tied up for years by a proposed solar farm project that never happened and now the Hawaii Department of Agriculture is taking control of to become a cattle feedlot slaughter house (again.)

### The Parcel 9 Race Track Drag Strip Scheme



Parcel 9, ABOVE, transferred by the Navy to DHHL as part of the BRAC land disbursement. DHHL has preferred to lease the parcel for storage, primarily to Pasha Hawaii to store military cars inside climate controlled structures. DHHL apparently believes racetracks are not reliable and risk injury lawsuits, etc.

**HCR 100 made a pitch to the Hawaii State legislature in 2012 to back a race track scheme on Parcel 9: *“WHEREAS, a motorsport center supporting all types of racing including but not limited to dirt track and drag racing would be ideal on the island of Oahu; now, therefore,”***

## Areas Needed for Motorsports Venues

- A ¼ mile drag strip would need a minimum of about 30 acres. The actual track would be about 3900 feet, including staging, burnout, actual ¼ mile, another ¼ mile shutdown, another 1/8<sup>th</sup> for emergency, along with 200' of sandpit at the end. The track would be a total of 180 feet wide, with 60 feet for the actual track, and another 60 feet on each side of space between the spectators and the actual track. The extra 60 feet on each side of the track would be used for a chase vehicle road and a return road. We would also need between 60 to 100 feet on one side of the track by the burnout and ¼ mile for spectators, snack bar, and restrooms. Pit area should probably be on the opposite side of the track from the spectators, along with the staging lanes, taking up an area approximately 400 by 1000 feet.

None of the other raceway schemers like Kalaeloa Raceway Park Jr. Grace wanted to participate, however he had his own bigger plans *as revealed in 2015, HB 1329*

**Paradise Ohana Raceway Motorsports \$660 Million Scheme of 2015, HB 1329**

**PARADISE OHANA MOTOR SPORTS CENTERS**

**Hawaii Not For Profit Corporations (registered just days earlier)**

[http://www.capitol.hawaii.gov/Session2015/Testimony/HB1329\\_HD1\\_TESTIMONY\\_FIN\\_03-05-15\\_.PDF](http://www.capitol.hawaii.gov/Session2015/Testimony/HB1329_HD1_TESTIMONY_FIN_03-05-15_.PDF)

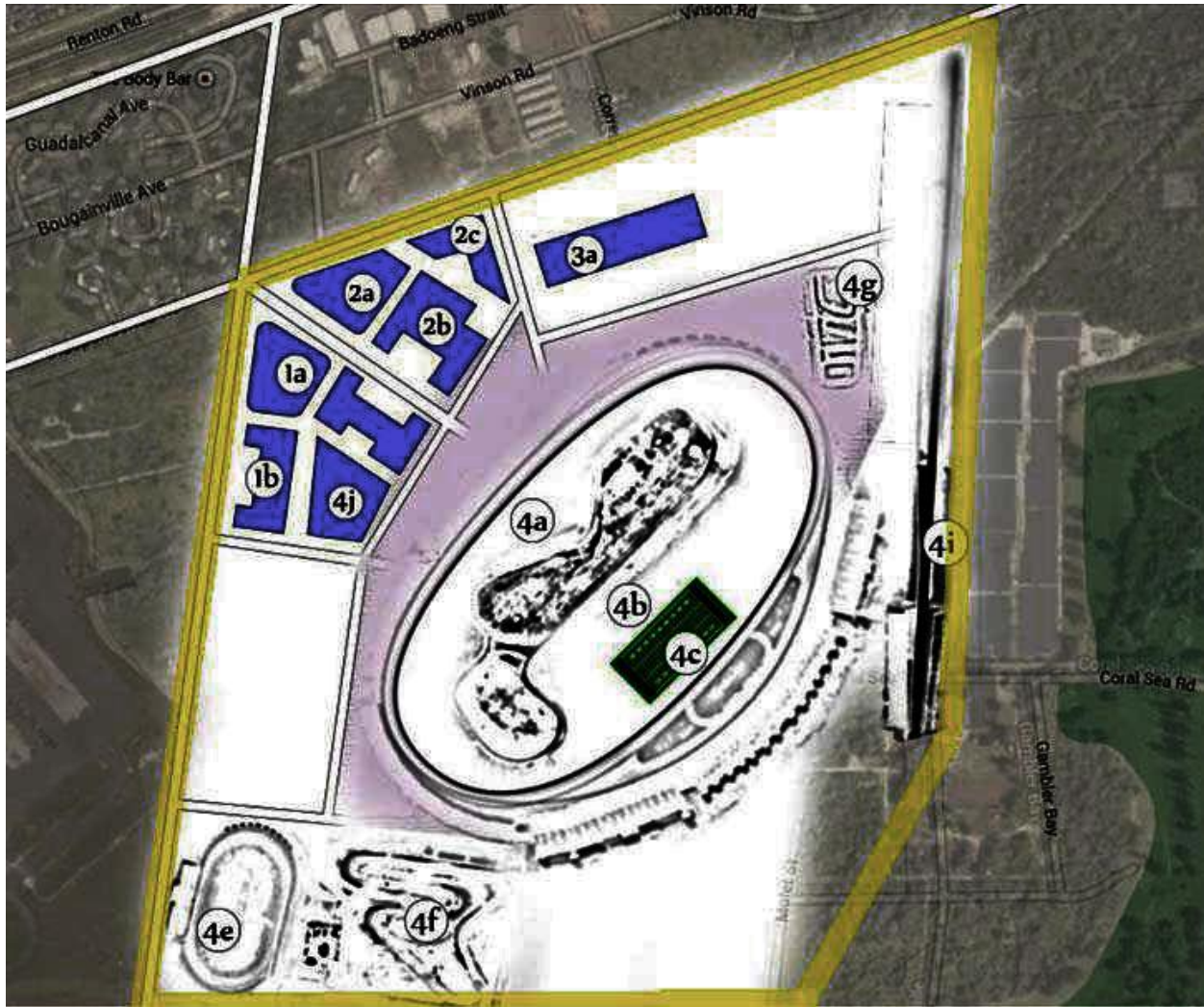
**Major Race Track Drag Strip “Non-Profit” on National Register Ewa Field HB 1329**

[http://www.capitol.hawaii.gov/Session2015/Testimony/HB1329\\_HD1\\_TESTIMONY\\_FIN\\_03-05-15\\_.PDF](http://www.capitol.hawaii.gov/Session2015/Testimony/HB1329_HD1_TESTIMONY_FIN_03-05-15_.PDF)

**Details on Hawaii Legislators Insider \$660 Million Raceway Deal:**

<http://www.hawaiifreepress.com/ArticlesMain/tabid/56/ID/14744/Will-Legislators-Co-Sign-660M-Loan-for-Evicted-Racetrack-Owner.aspx>

**Now Grace is at the Legislature seeking \$660M in loans from the State via six bills introduced by Senator Maile Shimabukuro and House Speaker Joe Souki.**



Forcing George Grace III to the shoulder of the H-1 freeway, State Attorney General agents last July served an Hawaiian Homelands eviction notice throwing Grace off the land lease for his Kalaeloa Raceway Park. DHHL said Grace owed \$40,000 in delinquent rent and utility bills. Another \$240,000 was owed Honolulu County for "several grading and stockpiling violations dating to 2012.

**SB1277 and HB1331 authorize issuance of \$360M in State Special Purpose Revenue Bonds to fund nine newly-registered health-related non-profits each of which boast George Grace III as a Director, according to DCCA BREG filings.**

**HB-1329 Passed without 48-hour hearing notice – Only ONE HOUR NOTICE:**  
<http://www.hawaiifreepress.com/ArticlesMain/tabid/56/ID/14781/Sunshine-Bills-Slip-Through-During-Total-Solar-Eclipse.aspx> *The legislature allowed only 48 minutes notice for general public to testify.*

## **Breakdown: \$660M Special Purpose Revenue Bonds**

**SB1277 / HB1331 \$360M for various health-related so-called 'non-profits' tied to GGIII**

**(HB1331 not moving. SB1277 passed HTH, passed second reading as amended SD1, next stop WAM)**

**\$20,000,000 for the purpose of assisting Paradise Ohana Adolescent Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Community Health & Wellness Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Health Education & Research Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Heart and Vascular Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Oncology Center, Inc.**

**\$20,000,000 for the purpose of assisting Paradise Ohana Saging Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Sports Medicine & Research Center, Inc.**

**\$50,000,000 for the purpose of assisting Paradise Ohana Community Health & Wellness Center, Inc.**

**\$20,000,000 for the purpose of assisting Paradise Ohana Women's Center, Inc.**

**SB1276 /HB1330 \$200M for entertainment non-profits tied to GGIII**

**Raceway measure rolls on to Senate**

**The House passes a bill that would fund a speedway through state revenue bonds**

By Andrew Gomes March 23, 2015 (This story removed, no longer found on StarAd website)

<http://www.staradvertiser.com/s?action=login&f=y&id=297208691&id=297208691>

**Reproduced further below: The original story erased from the Star Advertiser website:**

### **Additional Cobian Rants Against Kapolei Board #34, John Bond, veterans, Ewa-Kapolei Community**

**Cobian:**

**I AM IN SUPPORT OF SCR 108 and have disturbing information of John Bond and the Kapolei's Neighborhood Board conspiring and strategizing to protest against having Motorsports Activity in the post NON-Preservation City Park Pending Property area (SCR 108 Area). This type of corrupt un-ethical tactic and behavior should be denounced and the participants should be removed from their positions. We request to the Legislatures that Disciplinary action be taken on these individuals.**

**Kapolei's Neighborhood board leaders blatant unprofessional and un-ethical disrespect to the State Legislatures and petty juvenile immature malicious comments against Mr. Li Cobian supporter of SCR 108 who represents;**

**1) Barbers Point Naval Air Station ( NAS ) Museum**

**2) SCCA Hawaii and 3) UH College of Engineering Rainbow Warrior Race Team**

**in support of SCR108 to provide motorsports recreation and a training area for UH Race Team and support of Barbers Point NAS Museum.**

**John Bond and Kapolei's Neighborhood board leaders desperate hysteria un-substantiated strategy to use NOISE ( in a Noisy Airports District) as a tactic to stop a Potential**

**Motorsports Recreation in Kalaeloa regardless that the Department of Health & Aloha Stadium Administration issued a official Letter stating that Racing in Kalaeloa from George Graces Jr's old KRP ( Kalaeloa Raceway Park) Track and SCCA Hawaii racing in Aiea's Aloha Stadium has NEVER ever created a noise complaint by anyone in the neighborhood.**

\*\*\*\*\*

**The original story erased from the Star Advertiser website:  
Raceway measure rolls on to Senate**

The House passes a bill that would fund a speedway through state revenue bonds  
By Andrew Gomes March 23, 2015 (This story removed, no longer found on StarAd website)  
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Several nonprofit companies involving former racetrack operator George Grace III would be able to use state revenue bond authority to sell \$100 million in bonds to investors for a motor sports complex under a bill that has cleared the state House.

**The state Department of the Attorney General said the racing-related facilities proposed in the bill don't appear to qualify as industrial enterprises eligible for Hawaii special-purpose revenue bonds.**

Oahu car-racing enthusiasts have picked up some traction on a drive to finance a new motor sports raceway on the island after the demise of two track facilities in the past eight years.

House Bill 1329 now awaits consideration from two Senate committees.

Establishing a raceway has been a goal endorsed by local political leaders as well as racing enthusiasts since Hawaii Raceway Park closed in 2006 after 44 years at Campbell Industrial Park.

Grace subsequently got a new track running in Kalaeloa in 2010 but was forced to shut it down last year after disputes over a state land lease and city fines that remain unpaid.

Project supporters say organized and insured facilities provide a safe venue that reduces illegal racing while also generating jobs and tax revenue.

"Our motor sports community is in a very dire situation," Michael Kitchens, Hawaii Raceway Park's former operator, said in written testimony on the bill. "Currently, there are no viable alternatives for the majority of racing activities that have existed since the early 1960s."

The new initiative, however, faces major obstacles.

For one, the state Department of the Attorney General said the racing-related facilities proposed in the bill don't appear to qualify as industrial enterprises eligible for Hawaii special-purpose revenue bonds.

Of the \$100 million in bonds proposed, \$35 million would be for a motor sports center for racing, \$30 million would be for an education facility, \$20 million would be for a manufacturing facility and \$15

million would be for a training facility. Each piece of the project is proposed under nonprofit entities with the root name Paradise Ohana.

The attorney general said only the manufacturing facility may qualify, though the bill doesn't specify what manufacturing would take place.

In response, attorneys from local law firm Alston Hunt Floyd and Ing, representing the Grace companies, contend that revenue bonds can be for any general business activity under a broadly construed definition of "industrial" or "industry."

Special-purpose revenue bond financing is something that private entities can seek through the state if their projects have a public benefit and are within a few allowed industries that include agriculture, health care and nonprofit schools. The state does not incur a financial obligation for the bonds.

Private projects that have tapped such financing include a system to air-condition downtown buildings using cold seawater, a cacao processing facility, and electric power generation plants based on wave energy and solid-waste gasification.

Another obstacle to the raceway project is finding a site for the complex, envisioned to include a drag strip, road racing course, off-road course, dirt oval and motorcycle track.

The bill refers to the project only as generally on a portion of 400 acres in West Oahu.

Rodney Sato, a local attorney working with Grace, said various sites in West and Central Oahu have been studied, though efforts to secure a feasible site have not yet begun.

Dhevhan Keith Marcelino, also affiliated with the Grace nonprofits, included an image of proposed raceway facilities on a few hundred acres in Kalaeloa that includes land controlled by Hunt Cos., the Federal Aviation Administration and the Navy, which intends to give its portion to the city.

Sato said the image was prepared to show how much land the tracks and buildings might occupy, and that there are no plans to use the Kalaeloa site.

The most immediate obstacle is getting the bond bill approved.

Few people not affiliated with Paradise Ohana or Grace have testified on the bill.

The bill was among several rushed into a crucial vote earlier this month.

On March 5 public notice on the bill's hearing before the House Finance Committee was given less than an hour, rather than the required 48 hours, before the hearing began.

Paradise Ohana representatives tout that racing is the fastest-growing spectator sport in the country and will create jobs, generate taxes and promote education and training. It also could increase tourism in Hawaii, some contend.

"We would see more people vacationing on Oahu, particularly during winter, where the mainland is mostly too cold to race," Harry Hansen wrote in written testimony.

Grace, in written testimony, gave examples of estimated annual economic impacts from mainland motor sports facilities that include \$200 million at Las Vegas Motor Speedway and \$727 million at Indianapolis Motor Speedway.

Persuading Hawaii lawmakers to help finance a local speedway has been difficult in the past. In 2005 and 2006, proponents of a raceway failed to persuade the Legislature to provide \$50 million in state tax credits for such a facility.

The bond bill is at the midpoint of this year's legislative session, but the measure did not pass the House cleanly. The House Finance Committee removed all dollar amounts for the bonds and changed the bill's effective date to July 1, 2030. That guarantees that the bill, which was passed by the full House March 10, will have to be decided in a joint House-Senate conference committee if the Senate passes the bill.

There is some question as to whether Grace's former troubles with the city and state Department of Hawaiian Home Lands might negatively influence the bond bill.

Grace established Kalaeloa Raceway Park in 2010 through Save Oahu's Race Tracks LLC on 38 acres of DHHL land in an attempt to replace the 69-acre Hawaii Raceway Park. But the operation, which included a dirt drag strip and oval track, was evicted after DHHL claimed that Grace was about \$40,000 behind on utility and rent payments and had engaged in unauthorized construction and mining.

Grace argued that DHHL did not properly inform him of lease regulations and unfairly refused to resolve the issues after he had invested about \$300,000 improving the site.

Part of the trouble, according to Grace, was that officials with DHHL, which is exempt from certain county regulations, incorrectly told him he didn't need city permits to grub the land and stockpile dirt.

The city issued citations to Save Oahu's Race Tracks for those activities. Though Grace corrected three violations, he accrued \$340,000 in fines that remain unpaid. A fourth, unresolved violation continues to earn Save Oahu's Race Tracks a penalty of \$1,000 a day and was up to about \$335,000 as of last week.

Grace sued DHHL but lost and was evicted from the site, which is adjacent to the site identified in Marcelino's testimony.

Despite his difficulties with DHHL and the city, Grace has garnered support from some government officials, including state Sen. Maile Shimabukuro and City Council Chairman Ernie Martin, partly due to the community value of a raceway. Shimabukuro and Martin wrote letters of support for Grace during his dispute with DHHL.

Shimabukuro introduced a bill in the Senate mirrored on HB 1329, which was introduced by House Speaker Joseph Souki. The Senate bill was not heard, allowing the House bill to be the vehicle to decide whether Paradise Ohana can float the requested bonds.

**"We are very thankful to state Sen. Maile Shimabukuro and House Speaker Joseph Souki for introducing these bills in the Senate and the House," Grace said in written testimony. "Hawaii needs a motor sports center."**



***In Opposition to SCR 108 and HCR 42***

*Aloha COMMITTEE ON WATER, LAND, & HAWAIIAN AFFAIRS*

*Rep. Ryan I. Yamane, Chair*

*Rep. Chris Todd, Vice Chair*

*Reso SCR 108: EXPRESSING SUPPORT FOR A MOTOR VEHICLE RACETRACK OR RACEWAY – at National Register eligible **Leina a ka uhane** (spirit leaping place), iwi burial sites, caves, sinkholes, native trails, and home of Pueo aumakua and located in the center of the Ewa Kapolei communities of Ewa Villages, Ewa by Gentry, Haseko Hoakalei Ocean Pointe, Ka Makana Alii Mall, DHHL Kaupe‘a, Kanehili and GrayStar apartments (former Orion Village) among others.*

**Oahu Island Burial Council (OIBC) Recognized Ewa Hawaiian Cultural Practitioner and Kanehili Cultural Hui vice president is opposed to SCR 108.**

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 108. **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 uane – 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 area is a known native Hawaiian iwi burial area!**

*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.

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

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

**In supporting SCR-108 the Hawaii State Legislature and the City Council pushing a rush job transfer wants to evade and avoid a Preservation Plan?**

*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.*

**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.**

*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

A handwritten signature in black ink, appearing to read "Michael Humphreys Lee". The signature is fluid and cursive, written in a dark ink on a white background.

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>

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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...

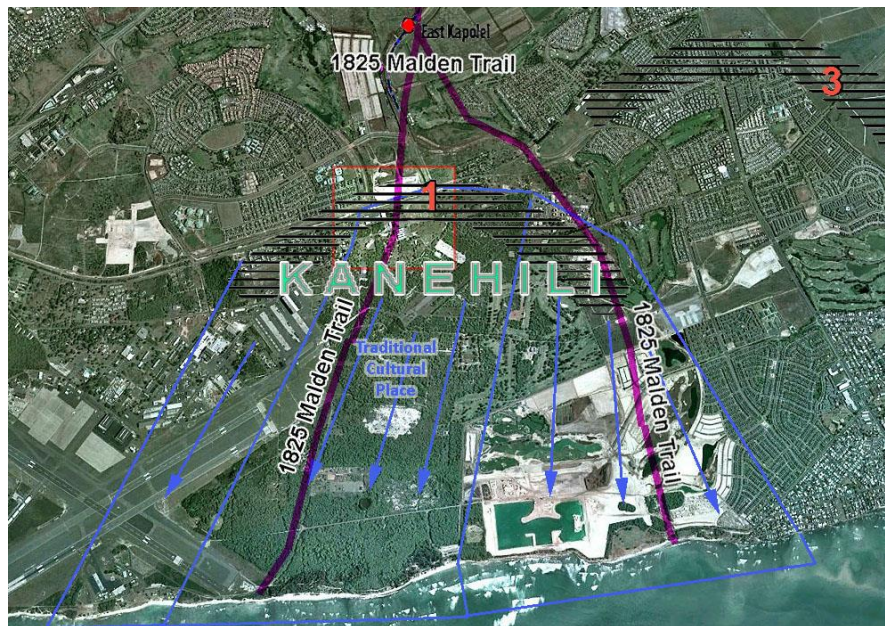
Therefore, Hunt Development and the City are required by this notice to accurately compile and produce a traditional cultural property - TCP analysis for the EWA moku circa 860AD birth of kapawa through 1819AD death of kamehameha ... malama mau hawaii  
oia ua ike a aia la  
e kukaawe i na kapu o kukaniloko 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  
 viotti@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

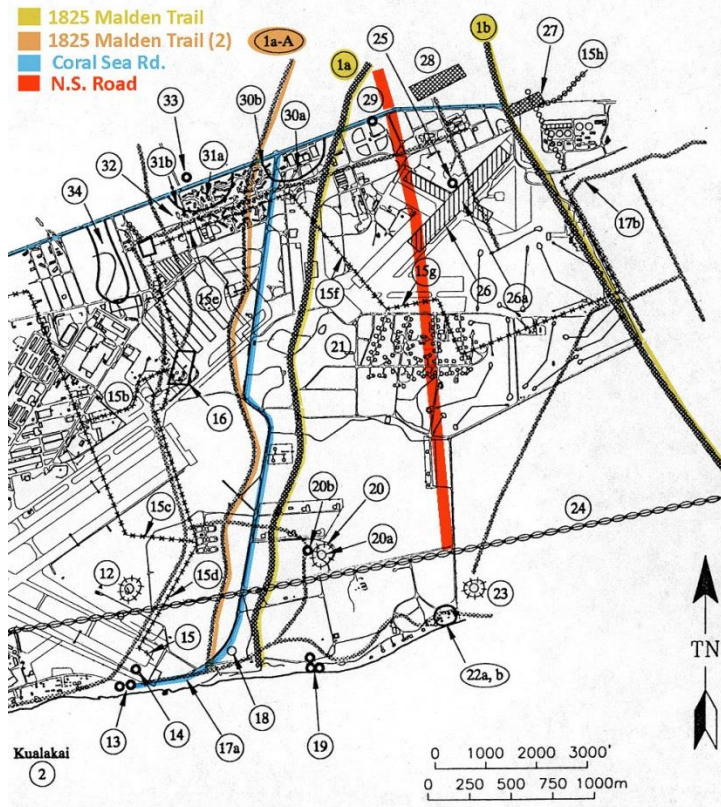
fences, though. Geological conditions and a half-century of Navy custody here have shielded some endangered species and cultural artifacts — which many now want to preserve. There is also the outdated infrastructure. For example: The Navy ran its own power grid, so turning Kalaeloa civilian can't happen 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: 4/11/2019 11:20:25 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Inalee Yost	SCCA	Support	No

Comments:

Dear House of Representatives

My name is Inalee Yost, a longtime registered nurse here on Oahu. I would like to voice my strong support for SCR 108/HCR42, building of a Raceway Park on City Park Property identified in City Council Resolution 18-265.

I have seen my share of accident victims over the course of many years from high speed auto racing on our streets. We have numerous car enthusiasts that have nowhere to race except on our busy roadways, risking their lives and others for the thrill of speed and to show off. What better way to curb this dangerous activity other than to build a race track and let them do it there!

Having a race track on Oahu will provide opportunities for training EMT's, public and private transportation drivers, HPD, HFD, teen driving schools, SCCA Hawaii Region Solo events and much more. Currently these and similar events are held in the lower parking lot of the Stadium, but with the proposal to tear down and rebuild the stadium structure on this area will take away this valuable training location. Without our public servants and students learning proper driving skills to handle their vehicles can make them just as dangerous as a car racer on our streets.

The area that is proposed for this race track is land that has been vacant for many years. This area is between Kalaeloa Airport and Honouliuli Sewage Plant and is only a small portion of the proposed acreage that the City and County will be acquiring. The land is arid, and having another park in this area will require a lot of maintenance and water to keep the area acceptable for use. Other parks in the EWA Plains district as we know are currently suffering because of such conditions. This makes for very unpleasant usage by the community.

My understanding regarding the land use for this track is that there are no proposed building plans. Since the land for the track would be on Non Historical post 1945 runways and tarmac this would be ideal. There has been racing events in the Barber's Point area from the 1990's up to 2014. Yes I understand noise is a concern. Some of the high level racing events could have regulations regarding time usage of track to minimize potential late night noise. Most other events like the SCCA solo programs, training for our public servants and school driving courses are of none to minimal noise

levels. Our trade winds will be a valuable asset in helping to shift some of the sound levels seawards and away from the community. Currently we have loud concerts that are held at the stadium. These concerts go way beyond midnight and must exceed the sound limits because it is loud and we are able to hear everything clearly, I know I live very close by. I understand that these events bring in revenue for our economy, so it is a good thing and is accepted by our community. I feel having a track will be the same; it will generate revenue, support surrounding businesses, and develop better driving skills to serve our State and people.

Please consider all the positive benefits of having a race track. Again I truly believe in and support SCR 108/HCR42. Feel free to contact me for any questions you may have regarding this track. I may be reached at [ina\\_yost@yahoo.com](mailto:ina_yost@yahoo.com)

Sincerely & Aloha

Inalee Yost, RN



**SCR-108**

Submitted on: 4/10/2019 3:40:21 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Avery J Tsui	Hawaii Region Sports Car Club of America	Support	Yes

Comments:

Honored Lawmakers,

My name is Avery Tsui. I work as a Senior Administrator Quotations for a large electrical equipment distributor in their Honolulu branch. I also serve as the current Regional Executive for the Hawaii Region of the Sports Car Club of America (SCCA). Nationally, the SCCA just celebrated it's 75 anniversary, it has around 60,000 members. In Hawaii, we insure and sanction motorsports events on Maui, Oahu and Kauai and have around 300 members.

- The Hawaii Region of Sports Car Club of America and I support for SCR 108/HCR 42, 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 1950'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.

Because of these reasons, I respectfully request you support SCR 108 and HCR 42 as they are in the public's best interest for so many reasons. The location described in 18-265 is also the most suitable site for these activities.

Respectfully, Avery

Avery Tsui, Regional Executive, Hawaii Region SCCA

# **Pacific Karting Club**

**P.O. Box 1316**

**Kailua, Hawaii 96734**

To Hawaii State Legislature

April 11, 2109

Re: SCR108, HCR42

Honorable Sirs,

My name is Scott Waracka and the past President of the Pacific Karting club, which until our demise in 2006 was one of the oldest karting clubs in America, being established in 1959.

During these many years that PKC has been around, we have had hundreds of kids and adults that learned to drive, maintain and race go-karts, as it was a really good example of a father/son sport whereby they could bond on something that gave them both a love for motor sports.

I am sending this to you that I am in support of SCR108, HCR42 whereby hopefully we reestablish a racing facility in Honolulu,

Prior to the closure of Barbers Point in 1999, the area in question was used by PKC for approx. 25 years with the consent of the Navy and had established a working relationship and had not had any complaints for noise during that time

Again I would like to emphasize that this facility is necessary to not only get the racing of the streets, but to teach the kids to learn and operate a motor vehicle

Thanks again for your time, if you wish to contact me please do so at 478-3054

Respectfully submitted

Scott Waracka



**NO ONE DOES MORE FOR VETERANS.**

**Department of Hawaii**

**438 Hobron Lane, Suite 407**

**Honolulu, Hawaii 96815**

**Testimony in Opposition to SCR 108  
House Committee on Water, Land & Hawaiian Affairs Hearing  
on Friday, April 12, 2019, 10:30 A.M. in Conference Room 325**

Rep. Yamane, Chair, Rep. Todd, Vice Chair, and Committee Members,

The Department of Hawaii, Veterans of Foreign Wars of the United States (VFW) represents 4,300 members in 20 Posts located throughout the State of Hawaii. VFW is a federally chartered national association of soldiers, sailors, marines and airmen who have served the United States of America in wars, campaigns, and expeditions on foreign soil or in hostile waters.

S.C.R. 108 Expresses support for a Motor Vehicle Racetrack or Raceway Park on Oahu and requests 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 City Council Resolution 18-265.

VFW Hawaii members acknowledge the need for a motor vehicle racetrack or raceway park on Oahu, but OPPOSE having such a facility developed at the City park property identified in City Council Resolution 18-265 because of the many Hawaiian cultural and military archeological sites located on the Ewa Plain Battlefield listed on the National Register of Historic Places under Reference Number: 16000273 on 5/23/2016.

Your committee can ensure the preservation of these historic sites by requiring that any future Quitclaim Deed between the National Park Service [GRANTOR] and the City and County of Honolulu [GRANTEE] to acquire the City park property identified in City Council Resolution 18-265 must include these provisions found in the Draft Quitclaim Deed, dated 7/10/2015:

- Historic Preservation Covenant (paragraph 11);
- Exhibit C-1: Historic Properties Description
- Exhibit C-2: Historic Properties Map

Thank you for this opportunity to testify in opposition of S.C.R. 108.

*Lawrence M.G. Enomoto*

Lawrence M.G. Enomoto

VFW Hawaii State Legislative Liaison

**11. Historic Preservation Covenant:** GRANTEE hereby covenants on behalf of itself, its successors and assigns, and every successor in interest to the property hereby conveyed, to protect and maintain the historic properties on Lots 13058-B, 13059-B, 13059-C, 13060, 13074-C and 13074-D, described in the attached Exhibit “C-1” and depicted in the map attached as Exhibit “C-2” and are hereinafter referred to as the “Historic Properties”, in a manner that preserves the attributes that contribute to the eligibility of the said historic properties for the National Register of Historic Places. Such attributes include association with significant events, information potential, design, setting, feeling, and views from, to, and across the historic properties. Grantee, its successors or assigns further agrees to the following:

11.A. Construction, alteration, rehabilitation, renovation, demolition, disturbance of the ground surface, including but not limited to vegetation clearance, grading, or excavation, or other action to be undertaken on any portion of Lots 13058-B, 13059-B, 13059-C, 13060, 13074-C and 13074-D that would materially affect the integrity or the appearance of the attributes of the Historic Properties described in Exhibit “C-1” shall only be undertaken or permitted after consultation with the Hawaii State Historic Preservation Division (SHPD) as provided by Hawaii Revised Statutes Chapter 6E (§ 6E-8). Actions that have potential to affect Historic Properties either materially or visually would require SHPD review. Actions that may have a visual effect might include adding new structure site elements such as towers, fences, or obtrusive signs. The GRANTEE shall afford SHPD an opportunity to review ALL proposed projects and provide recommendations regarding the treatment of known and potential subsurface historic properties.

11.B. The GRANTEE shall consult with the SHPD, and all interested parties as designated by the SHPD, prior to taking any proposed action on the Property. GRANTEE is provided notice that the Kapolei Hawaiian Civic Club (KHCC) has requested that the SHPD grant it status as an interested party for proposed actions on the Property, and also that KHCC has offered to assist GRANTEE with the protection and maintenance of cultural resources on the Property.

11.C. The GRANTEE shall take prompt action to secure the Historic Properties from vandalism and will be responsible for any stabilization that may be required to prevent further deterioration from human disturbance or exposure to natural elements. However, stabilization methods and materials must be approved by the SHPD prior to implementation.

11.D. The GRANTEE shall allow the SHPD access at all reasonable times and upon reasonable advanced notice to GRANTEE to inspect the said Historic Properties in order to ascertain whether the GRANTEE is complying with the conditions of this historic preservation covenant.

11.E. Failure of the United States of America to exercise any right of remedy granted under this covenant shall not have the effect of waiving or limiting the exercise by the United States of America of any other right or remedy or the invocation of such right or remedy at any other time.

11.F. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the United States of America or the SHPD may, following reasonable notice to GRANTEE, institute any action to enjoin said violation or to require the restoration of the Historic Properties.

11.G. This covenant is binding on the GRANTEE in perpetuity. The restrictions, stipulations, and covenants contained herein shall be inserted by GRANTEE verbatim or by express reference in any deed or other legal instrument by which a fee simple interest or any lesser estate is conveyed in said Historic Properties or any part thereof.

**EXHIBIT C-1**

Site No	Parcel	No. Features	Description	NRHP Criteria
5127	13058-B	x	Former MCAS Ewa	A
5127	13059-B	x	Former MCAS Ewa	A
3721	13059-B	5	Hawaiian Habitation Complex	D
Bldg 1146	13059-B	N/A	Hangar at former MCAS Ewa	C
5097	13059-B/C	5	WWI-era Anti-aircraft Battery Complex	A, C, D
5098	13059-B/C	5	Sinkhole Complex; two features contain human remains	D
3721 (por.)	13059 B/C	4 (1 within parcel)	Hawaiian Habitation Complex (only Feature F-5 located within parcel boundary; other five features located in FAA parcel, Lot 13059-A	D
Bldg 92	13060	N/A	Telephone Building, Built 1942	A,C
1748	13074-C/D	10	stone walls military and Hawaiian/ranching	D
1749	13074-C/D	3	stone wall complex probable ranching association	D
1750	13074-C/D	1+	Hawaiian Habitation /Agricultural Complex with 20 <sup>th</sup> Century component Potential for subsurface deposits	D
1751	13074-C/D	2	Non-descript stone wall remnant and stone mound probably associated with ranching.	D
5108	13074-C/D	30+	Sinkhole Complex, some with modifications	D
5112	13074-C/D	8 features; 3 facilities	WWII Training Area Machine Gun target range	A,D

x- Features present but number unknown

EXHIBIT C-2



Figure E-2. Archaeological sites, non-Navy federal and surplus lands, NAS Barbers Point.

**SCR-108**

Submitted on: 4/11/2019 8:42:48 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Todd Matsumoto	VW Club of Hawaii	Support	No

Comments:



**SCR-108**

Submitted on: 4/11/2019 7:09:23 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Keanu Kim	University of Hawaii at Manoa Rainbow Warrior Racing	Support	No

## Comments:

As an alumni of the University of Hawaii at Manoa's Department of Mechanical Engineering, I support SCR 108. For two years I have been a member of the Rainbow Warrior Racing team at UH, a non-profit student team centered on the annual international Formula SAE design competition, in which students from around the world design, build, and compete small formula style racecars. My involvement served as a capstone project for my final year at UH as part of the mechanical engineering curriculum. We are the sole Formula SAE team of the State of Hawaii, and as such we represent Hawaii's STEM effort at the competition. In 2018, my team was able to post a historical effort for our program, scoring 14th place overall out of 80 teams at the FSAE Lincoln competition in June 2018. Although a monumental success for RWR, we have a long ways to go in terms of bettering our team and improving our culture of technical expertise as engineers. I firmly believe that a racetrack is part of the big picture for our long term success. Unlike nearly all other mainland teams of Formula SAE, RWR does not have a reliable testing site for our vehicle, which is an incredibly important part of our engineering process. Without a racetrack, our team is forced to simply make-do with small parking lots belonging to kind local businesses, and cul de sac roads, consistently relying on the permission of property owners. Safety is always a concern for us given the nature of our project, and as such from a safety standpoint a formal, designated racetrack is necessary to ensure the continuity of our program. I urge the committee to please consider the STEM and education-related benefits of a track, as have I along with many of my fellow students and teammates.

**SCR-108**

Submitted on: 4/11/2019 3:10:11 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kaila Mada	Racing & Chillaxin InDa808	Support	No

Comments:

Good morning House members,

- The public is well aware and well-informed regarding facts pointing to Kalaeloa as the most suitable place for a venue per auto racing.
- Facts have been shared with the public, island wide, pertaining to no noise pollution nor dust pollution complaints ever made by surrounding residents of the old Kalaeloa Raceway Park; who conducted sand drag races during the night and day.
- Facts pertaining to SCCA track events and past auto racing events held at the same tarmac and landing strips that could be restored to allow auto race events in the present.
- Facts about no plans for a race stadium nor any construction other than restoring an existing landing strip for auto racing. NO historical land nor preservation land will be disturbed nor driven through nor disrespected.
- Facts pointing to an active airport next to the tarmac and landing strip for restoration, with incoming and outgoing aircrafts at sound levels that exceed auto racing vehicles but no complaint by Mr. John Bond nor Preservationists nor Historians nor surrounding residents reaching to Makakilo, Ewa Beach Ocean Pointe Hoakalei, etc. ever made against the airport as far as noise or disturbance of historical or preservation land.
- Facts teaching us that the military and civilians have conducted auto racing events on air fields and landing strips for almost a century.
- Facts proving boundaries of Historical Ewa Field is not included within the 220 acres surrounding the tarmac and landing strips for a possible venue for auto racing. Preservation land is nowhere near the tarmac and landing strips, as well.
- Facts proving that this is not a money-making venture nor political gain by any individual involved with SCR108. Racing is an actual sport. Racing enthusiasts deserve a venue for auto racing like any other sport plain and simple; the only reason why we are asking for help by the House to support auto racing on Kalaeloa on Park and Recreation land, only.
- Privatization for a racetrack on any other land will be the money-making venture or agenda, it will run a very short course of remaining in business.

- NO FACTS proving that restoration on an existing tarmac and landing strip on Kalaeloa will disturb the Historical Ewa Field nor Preservation land on Kalaeloa.
- NO FACTS proving that noise and dust pollution occurs from an existing airport on Kalaeloa. How would auto racing exceed aircraft sound levels? Auto racing will not go on day and night every day like air traffic on Kalaeloa.

OPPOSITION TO A TRACK BASED ON FACTS OR VALID REASONS, ARE INVALID AND UNTRUE.

The public is well aware and well informed of all facts stated in my testimony. We are well aware and well informed of the lies and invalid reasons by opposition against a venue for auto racing on Kalaeloa.

Thank you,  
Kaila Mada

**SCR-108**

Submitted on: 4/11/2019 3:25:32 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Chris M Yamashita	Chris Yamashita Owner Yamas Automotive Repair LLC	Support	No

Comments:

Hello I am testifiing in support of SCR108,

I belive the best place for the race track is at the Ewa field location because of the 1945 non historic runway that is already there it would be a great start for the race track. That area was used for a race track in the early 2000 to 2014 and it was approved by the Navy for that use and there were no noise complaints to the department of health. I am the owner of Yamas Automotive Repair LLC the race track would be a great boost to the automotive industry in Honolulu for the repairs it would generate and the body and paint shop industry will have more business .

Thank you very much,

Chris M Yamashita

**SCR-108**

Submitted on: 4/10/2019 2:20:46 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kevin Fujita	Individual	Support	No

Comments:

Please support SCR108 for the following reasons:

- 1) There are no proposals nor intent to build anything such as a stadium, etc. Plans are to restore existing NON HISTORICAL post 1945 runways and tarmac. The runways and tarmac already exists. Restorations will not disturb preservation land nor historical areas by far.
- 2) We have Department of Health and Aloha Stadium Letters stating NO Noise or Dust Complaints from Sports Car Racing.
- 3) Racing was permitted in there both by the Navy and City before and after the Base Closure in 1999.
- 4) 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.
- 5) 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.
- 6) 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.
- 7) 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.
- 8) Loitering, littering, and trashing Kalaeloa are far from the minds and intent by the sport racing community. Auto Racing is a sport, not a past time to party. Racers comprises of serious racing individuals such as family teams.

Mahalo for taking my testimony

Kevin Fujita, Resident of Aiea

**SCR-108**

Submitted on: 4/10/2019 1:25:21 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Larry	Individual	Support	No

Comments:

Aloha House of Representatives,

I'm here to voice my support of Resolution SCR108 for the proposal to build a race track at Kalaeloa. The motorsports enthusiasts of Oahu has been without a race track since 2006 (13 yrs) while Maui, Big Island, and Kauai all have race tracks that are managed and operated in a private/state partnership. Motorsports enthusiasts on Oahu have no where to go to test our vehicles in a safe, legal and controlled environment. Shipping our cars to the outer island tracks to race is not a financially viable option for many as it's costly (about \$600+ each way) to ship our cars there and back. Some have taken to racing or drifting on public streets and highways with tragic results in the loss of life, serious injuries, and property damage because there is no race track on Oahu to offer them an alternative. I am requesting your support in approving Resolution SCR108 for the building of a race track at Kalaeloa that will be operated and maintained in a private/state partnership.

The plans for a race track in the location as outlined by Resolution SCR108 will call for the restoration of a non historical post 1945 existing paved tarmac that is not within the historic preservation boundary that protects Marine Corps Air Station Ewa. Restoration procedures will not call for the destruction or disturbance of any historical or cultural significant areas. There are no plans in the race track proposal to build an enormous stadium type of facility. The Navy and City has previously allowed SCCA car racing to be held on this tarmac previously for 15 yrs before and after the Base Closure in 1999. During those 15 yrs, the auto racing activity that took place on that tarmac has not drawn any dust or noise complaints from the Department of Health. The proposed race track will be located quite a distance away from residential development and will be located next to and near the flight path of Kalaeloa Airport.

The parcel of property for a race track as outlined in Resolution SCR108 would be an ideal location as currently there no other parcel of property on Oahu that would be

suitable for a race track. Owners of other vacant parcels of property in Kalaeloa have no intentions of redeveloping them into a race track and have not expressed oral or written intentions in doing so in the future. Also there are many parcels of property in Kalaeloa that has been designated for preservation due to it's historic or cultural significance which can't be redeveloped. And other parcels of property are zoned not appropriate for the building of a race track. The parcel as outlined in Resolution SCR108 that was turned over to the City and County of Honolulu by the Navy with the requirement that the property be developed for public recreational use. The proposal to build a race track on that parcel of property as outlined by Resolution SCR 108 would fit and meet that requirement.

The concern of motorsports enthusiasts loitering, illegally racing or drifting, littering, and to vandalize surrounding areas near the proposed race track is not the intent of the motorsports enthusiasts community whom are in large part a responsible and law abiding citizens that wants some place to go where it's safe and legal to enjoy the recreational activity of auto racing. The individuals whom participate in those illegal activities such as loitering, illegally racing or drifting, and littering do not represent the motorsports community whom are requesting for the proposal to build a race track. Those individuals whom commit those illegal activities unfortunately exists in every community and tarnishes the image of others in the motorsports community.

I hope I have been able to shed a little light on the location for Resolution SCR 108 on the proposal to build a race track, the need for a race track here on Oahu to serve as an option/alternative to illegal racing or drifting on public streets or highways, and I'm requesting your support for the approval of Resolution SCR 108 to build a race track on the parcel to be designated for public recreational use.

Mahalo and aloha for your support,

Larry Chun



**SCR-108**

Submitted on: 4/10/2019 2:21:46 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robyn Fujita	Individual	Support	No

Comments:

Please support SCR108 for the following reasons:

- 1) There are no proposals nor intent to build anything such as a stadium, etc. Plans are to restore existing NON HISTORICAL post 1945 runways and tarmac. The runways and tarmac already exists. Restorations will not disturb preservation land nor historical areas by far.
- 2) We have Department of Health and Aloha Stadium Letters stating NO Noise or Dust Complaints from Sports Car Racing.
- 3) Racing was permitted in there both by the Navy and City before and after the Base Closure in 1999.
- 4) 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.
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- 6) 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.
- 7) 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.
- 8) Loitering, littering, and trashing Kalaeloa are far from the minds and intent by the sport racing community. Auto Racing is a sport, not a past time to party. Racers comprises of serious racing individuals such as family teams.

Mahalo for taking my testimony

Robyn Fujita, Resident of Aiea

**SCR-108**

Submitted on: 4/10/2019 2:55:14 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Shayne Costa	Individual	Support	No

Comments:

I support a racetrack on Oahu plus the HPD HFD FBI and the military can use it for training purposes as well.

Shayne Costa

**SCR-108**

Submitted on: 4/10/2019 3:25:50 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Rob Riter	Individual	Support	No

Comments:

Aloha esteemed Representatives, my name is Rob Riter and I am in support of SCR108/HCR 42.

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 1950'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 which is of the utmost importance.

Mahalo for your time and consideration.

**SCR-108**

Submitted on: 4/10/2019 4:33:20 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Samuel Yoo	Individual	Support	No

Comments:

Aloha!

I'm here to testify and support SCR108 and voice my strong support for a race track on Oahu. It is not simple for a thrill or "speed" as it may appear on the surface. Oahu's rich motorsports culture and history is quickly fading away. Thankfully we have the SCCA that is working tirelessly to keep it alive. Along with the recreational benefits, a facility (as proposed with SCR108) will provide a vehicle for education, public safety, and economic benefits. I strongly support SCR108 for the following reasons:

1) Education. This will provide a facility that will allow events that will promote safe driving for all ages (defense driving, coordination exercises, braking, maneuvering, etc). It will also provide a facility for a public service members including: HPD, HFP, and other services that require extensive exercises. This will also enrich the legacy that came with Oahu's automotive history.

2) Public safety: The public needs a safe place for motorsports to prevent any accidents on our public roads. A motorsport park would provide a safe and educating space for everyone interested in motorsports activities, including our youth. There will be less occurrences of motor vehicle-related deaths. I can longer count how many motorcycle deaths were caused from excessive speeding/racing. We have also had several incidents near Tantalus that has caused heartbreak in the community. I have personally experience near-death experience from riding on the road from other motorists that were simply just trying to enjoy motorsports and using Tantalus as an outlet.

3) Economic: There are several economic benefits that tie into SCR108. We have the largest economy and densest population of the Hawaiians islands, yet we are one of only islands without a motorsports venue. I believe that this is a huge, missed opportunity. Not only will this create jobs, it will revitalize several local businesses that once relied on our motorsports legacy. A potential facitily has multiple uses including concert venues, community gathering centers, etc.

While we still have Aloha Stadium that allows us to have autocross, the facility just simply isn't the right environment for motorsports (poor/degrading pavement, safety precautions, facilities, location, etc).

Mahalo for your consideration!

Samuel Yoo

**SCR-108**

Submitted on: 4/10/2019 4:35:29 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
jonathan weber	Individual	Support	No

Comments:

I am writing to show support for the Motor Vehicle Motor Racetrack/ Race Way Park on Oahu! Automotive enthusiasts need a safe place to do the sport they love. Hawaii is very accommodating for every and all kinds of sports and outdoor recreation. Automotive sports should be no exception!

Thank you

Jonathan Weber

**SCR-108**

Submitted on: 4/10/2019 4:38:02 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jarren Dion	Individual	Support	No

Comments:

This testimony is in support of SCR108 which supports the construction of a racetrack on the island of Oahu. As a car enthusiast, I a racetrack would provide a safe environment for spirited driving and friendly races of personal vehicles by car enthusiast of alike. A location for safe racing would reduce the amount of illegal street racing by those who resort to using public roads, which in turn would make public roads safer. As a member of the University of Hawaii's Rainbow Warrior Racing team, a racetrack would provide much needed testing opportunities. Currently, our testing locations do not provide conditions that resemble those of the location we compete at. This limits my team's ability to optimize our vehicle and limits the overall scope of our engineering project. As a promoter of STEM, a racetrack would make automotive engineering opportunities more accessible to young individuals and schools by providing a facility to develop and test automotive projects which is in line with the push for inspiring more students interested into the STEM field of study. The City and County of Honolulu should recognize how the construction of a racetrack on Oahu benefits STEM education and should recognize how it has neglected motorsports in comparison to other recreational activities.

-Jarren Dion Endrina



**SCR-108**

Submitted on: 4/10/2019 4:51:43 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
mitchell weber	Individual	Support	No

Comments:

I Support SCR108,

The island of Oahu desperately needs a place for motor vehicle enthusiasts to enjoy they're hobby. The state was awarded funding for a track a while back, what is that money being spent on? We are the most densely populated island and we have no facilities. We do not need another golf course or a sports complex on Oahu.

**SCR-108**

Submitted on: 4/11/2019 8:41:42 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
brett krueger	Individual	Support	No

Comments:

My name is Brett Krueger and I've been an avid motorsports fan my entire life. Ever since the closure of Hawaii Raceway Park I've been waiting for something else to be opened up so that myself and my family may enjoy and hope to see this through. I fully support SCR108 in continuing to enrich our communities involved in motorsports and to bring in new and interested people as well.

I believe the land to be used is an excellent location for motorsports in regards to weather, noise, and ease of getting to the venue.

-brett krueger

**SCR-108**

Submitted on: 4/11/2019 6:24:24 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Weston K Lee	Individual	Support	No

Comments:

- The Hawaii Region of Sports Car Club of America and I support SCR 108/HCR 42, 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 1950'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.

Because of these reasons, I respectfully request you support SCR 108 and HCR 42 as they are in the public's best interest for so many reasons. The location described in 18-265 is also the most suitable site for these activities.

Respectfully, Weston Lee

**SCR-108**

Submitted on: 4/11/2019 2:32:55 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Janet Lau	Individual	Support	No

Comments:

Hello my name is Janet Lau i am testifying in support of the bill SCR 108. I want to support the race track at Ewa Field in Honolulu because it will be a great place for people who enjoys racing as a sport between teams. Also people who have interest in building cars will have the opportunity to bring their cars to the track to race and share to others of each others uniqueness in building their cars. Having a race track will help people in the Auto Mechanic industry. People will seek Auto Mechanics to fix the racer cars or to build the car for racing and that will bring business for people that operates a Automotive shop.

Thank You For Reading My Testimony.

Janet Lau

**SCR-108**

Submitted on: 4/11/2019 12:31:27 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Mia Vallero	Individual	Support	No

Comments:

Honored Legislators,

My name is Mia Vallero. I was born and raised in east Honolulu and I am a member of the Hawaii Region of the Sports Car Club of America (SCCA). My family and I participate in autocross and rallycross events at the Aloha Stadium and Kualoa Ranch. My participation in these events have broadened my understanding of what it means to be a car enthusiast in Hawaii and has shown me a welcoming, respectable, and brilliant community which I look forward to meeting with every month. Each individual at these events have stories to tell and knowledge to impart onto others. I feel so grateful to have joined this group and for the space and activities we have so far been granted. I am delighted to write this testimony supporting SCR 108 and HCR 42. My family and I have an invested interest and purpose in our support for the request to establish a Raceway Park on the City Park Property identified in City Council Resolution 18-265. Please consider the following points:

- Having a designated time and location to race curbs the inappropriate use of public roadways for racing by instead gives drivers and spectators alike an outlet that is safe and regulated.
- It builds a sense of pride and responsibility especially in young drivers who learn valuable skills and techniques that translate into safety in their daily driving.
- It will improve the competitive edge for residents of the state of Hawaii who compete on the national and international level. This can lead to sponsorships, media attention, and a more established relationship between racers and organizations in the states and abroad.
- The land between Kalaeloa Airport and Honouliuli Sewage Treatment Plant being considered is not optimal for “green park” use such as soccer fields or baseball/softball diamonds. This zone is hot and arid.
- While one might expect noise to be a critical concern, the SCCA has a letter from the State Department 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.

In summary I support SCR 108 and HCR 42 as they are in the public's best interest for many reasons beyond those I have listed. Thank you for your time.

Respectfully,

Mia Vallero

**SCR-108**

Submitted on: 4/10/2019 11:48:59 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kevin Hirata	Individual	Support	No

Comments:

• There are no proposals nor intent to build anything such as a stadium, etc. Plans are to restore existing NON HISTORICAL post 1945 runways and tarmac. The runways and tarmac already exists. Restorations will not disturb preservation land nor historical areas by far.

• DOH and Aloha Stadium have sent letters stating NO Noise or Dust Complaints from Sports Car Racing

• Racing was permitted on the same runways by both the Navy and City before and after the Base Closure in 1999.

• Loitering, littering, trashing Kalaeloa are far from the minds and intent by the sport racing community. Auto Racing is a sport, not a past time to party. Racers comprises of serious racing individuals such as family teams.

**SCR-108**

Submitted on: 4/10/2019 11:09:43 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
jean carlos rodriguez	Individual	Support	No

Comments:

"Honored Lawmakers,

My name is Jean C Rodriguez. I am currently a stay at home father of two kids a 4yr old and a 2yr old. I would love the opportunity to work at a raceway park on Oahu and laso give my kids a chance to follow in their fathers footsteps if they wish to do so.

- I support SCR 108/HCR 42, 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 1950'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.

You have the change to open the door to what could be an amazing racing venue for Formula 1, Formula E, World Endurance Racing and many more, all of which will attract many tourists to this our beautiful island, stimulating our local economy.



Because of these reasons, I respectfully request you support SCR 108 and HCR 42 as they are in the public's best interest for so many reasons. The location described in 18-265 is also the most suitable site for these activities.

Respectfully, Jean

**SCR-108**

Submitted on: 4/10/2019 9:54:40 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Fukuzawa	Individual	Support	No

Comments:

Dear Honorable Legislative Members,

I strongly endorse this proposal. This race track has been needed for a very long time, ever since the old track closed.

Please consider this need.

Sincerely,

David Fukuzawa

**SCR-108**

Submitted on: 4/10/2019 9:37:52 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Bob Reynolds	Individual	Support	No

Comments:

I would just like to thank you all for the opportunity to have a racetrack again.

it has been a long time since the old racetrack closed, 2006 I believe?

we live in Makakilo, fairly close to where the old racetrack used to be and we never heard any noise from them, and when we actually went to the races they were very well organized, I look forward to seeing races again....

thank you very much,

Bob Reynolds

**SCR-108**

Submitted on: 4/10/2019 6:35:14 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Souza	Individual	Support	No

Comments:

Aloha,

As a longtime participant (HRRA) along with an occasional participant in other forms of motorsports, I feel its important to remind our lawmakers that:

â—• There are no proposals nor intent to build any structures, such as a stadium, etc. Plans are to restore existing NON HISTORICAL post 1945 runways and tarmac. The runways and tarmac already exists. Restorations will not disturb preservation land nor historical areas by far.

â—• Both, the Department of Health, and Aloha Stadium have sent letters to Li Cobian stating NO Noise or Dust Complaints from Sports Car Racing.

â—• Racing was previously permitted on the same runways by both the Navy and City before and after the Base Closure in 1999.

â—• Loitering, littering, trashing Kalaeloa are far from the minds and intent by the sport racing community. Auto Racing is a sport, not a pastime to party. Racers comprises of serious racing individuals and family teams.

It has been a long time in the making since the previous race track closed. It would be nice to have a safe, LEGAL place to come out to again.

Thank you much for your time and consideration in this matter.

Sincerely,

Robert Souza

**SCR-108**

Submitted on: 4/10/2019 5:21:30 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
George Robello	Individual	Support	No

Comments:

I am hoping that the proposal for a new race track for Oahu will pass the legislation with flying colors. If they are smart they can use it as a tool to control the noise on public streets, keep the noise at the tracks not outside somebody's window.

**SCR-108**

Submitted on: 4/10/2019 5:14:42 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ryan Sato	Individual	Support	No

Comments:

My name is Ryan Sato and I am a member of the Sports Car Club of America Hawaii Region. I support SCR 108/HCR 42, 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 1950'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.

Thank you for your time.

**SCR-108**

Submitted on: 4/11/2019 10:53:56 AM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jonathan Bernath	Individual	Support	No

Comments:

Aloha To All,

My name is Jonathan Bernath and I am sending this letter to show my support in favor of having a Raceway Park on Oahu. A safe and secure place to race motor vehicles away from and off all public roads.

So I support SCR 108/HCR 42, requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265.

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 1950'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.

Respectfully, Jonathan Bernath



11 April 2019

Aloha,

With regards to SCR108 for a proposed race track on Oahu.

My family and I most strongly do NOT, repeat do NOT want any racetrack at or near Ewa Beach. Most especially near Ka Makana Alli Mall or the Hoakalei Housing Development. The noise and traffic will be greatly NOT wanted in our neighborhood.

V/r,

Guy L Leopard Jr

91-1043 Waikapoo Street

Ewa Beach, HI

808-778-2130

**SCR-108**

Submitted on: 4/11/2019 1:53:27 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Individual	Oppose	No

Comments:

I strongly oppose a race track on the land being turned over to the City that was once part of the Ewa Marine Air Base. My greatest concern is the **NOISE**. This race track will be situated very close to housing and military recreation cabins. I believe the noise will be able to be heard in old Ewa Villages and Ocean Point not to leave out the Hunt rental housing that is just across the street. If a race track is allowed this will destroy many people's quality of life. This is a crazy idea! Right across the way are pre-contact ruins and who is to say that more ruins or artifacts don't exist where some want to build a race track. Another problem is that Coral Sea Road presently does not have the capacity to handle the traffic and would require major upgrades. The other issue is the **CARBON**. These motor vehicles burn a lot of fuel. I thought the consensus is to reduce Carbon emissions as much as possible and as soon as possible. Racing fuel hungry motor vehicles is a Luxury that adds unnecessary carbon emissions to an already changing climate.

**SCR-108**

Submitted on: 4/11/2019 2:26:19 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Alan Do	Individual	Support	No

Comments:

Hi,

My name is Alan Do and I am an Electrical Engineer working at the Pearl Harbor Naval Shipyard. I am a graduate of the University of Hawaii and would not have become an engineer if it wasn't for my interest in automobiles. While attending the robotics program at McKinley High School in 2005, the engineers introduced me to critical thinking and hands on skills.

While constructing and troubleshooting our robot, I was fortunate enough to help with a few of the engineering mentor's cars. This helped spark an interest in automobiles, how they work, and how to maintain them. This carried over to my studies at UH as I started learning how all of these systems work together and how to extract the most performance while on a poor college student budget. I also met many friends who shared the same interests and who also introduced me to Autocross hosted by the Sport Car Club of America (SCCA) Hawaii Chapter at the Aloha Stadium.

I am in support of SCR 108/HCR 42, in requesting a Raceway Park on City Park Property identified in City Council Resolution 18-265. The requested area to be used for a raceway park is between the Kalaeloa Airport and Honouliuli Sewage Treatment Plant. It is on a property that was one a 1945 era airstrip. However, it is outside of the 1941 historic Ewa Airfield preservation boundaries. The area is not well suited for a green park as it is hot and arid. There would be extensive need for infrastructure and irrigation to keep park vegetation healthy.

Historically, the SCCA has hosted their events on military airfields. This was following General Lemay's allowance for SCCA to use military airfields for road racing events. The SCCA Hawaii Region has hosted events at the requested area up until the 1990s. SCCA Hawaii has also hosted events at other locations in the Barber's Point area until 2014.

SCCA Hawaii now host events at the Aloha Stadium Lower Lot and Kualoa Ranch. Although noise is a valid concern, the Department of Health has stated that there have been no noise complaints regarding the Kalaeloa Raceway Park from 2010-2014, the Aloha Stadium and Kualoa has not received any noise complaints related to SCCA since using these venues.

The Raceway Park would be modeled after the Raceway parks on Maui and the Big Island. The park will also help to teach and promote safe driving. It will also allow law enforcement and emergency response drivers to train on a closed course. With these reasons, I am in support of SCR 108/HCR 42.

Respectfully,

Alan Do

**LATE**

**SCR-108**

Submitted on: 4/11/2019 11:39:04 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nolan Suzuki	Individual	Support	No

Comments:

Dear Honored Law makers,

My name is Nolan Suzuki. I'm writing this email in regards to my support for SCR-108 regarding a Raceway Park City park property identified in city council resolution 18-265.

Currently there are no County of Honolulu Motorsports venues and one is sorely needed. Please note the residents of Kauai, Maui, and Hawaii are able to enjoy Motorsports on County owned land. In addition, the site addressed by 18-265 have a lot of existing asphalt from the 1945 era Army Air Corp runway and taxiway operations. We know these areas sit outside the 1941 era airfield, and as such, would not disturb or disrupt the historical value.

We currently have Department of Health and Aloha Stadium Letters stating NO Noise or Dust Complaints from Sports Car Racing.

It would be much more cost effective to re-furbish or reuse these already asphalt areas motorsports instead of spending a higher amount in order to clear the construction and then to ready the area for a leisure park. Finishing the area into track would be a win win for City Parks Department and motorsport enthusiasts.

The location of this land between a sewer treatment plant and an active airport is the best possible location on island for a Motorsport area to minimize any impact on concerned neighbors.

I would also like to point out that "young" enthusiasts such as myself never had the opportunity to experience a track. My father would always tell me stories about the life long friends that he had made doing what he loved. He'd always tell me, "You better not be doing that on the street, only causes trouble. If you had a beef with someone you'd settle it on the track."

More and more I see enthusiasts taking it to the street because they don't have anywhere to go; and not only do they put themselves in danger but we have all seen first hand that it puts the public in danger as well. I personally believe that if given a place and chance we as enthusiasts on Oahu can express our love and passion for motorsports in a controlled area will be safer for everyone.

Much of the public has the completely wrong image of car and motorsport enthusiasts. Due to a few acting out and injuring themselves and others the group as a whole gets painted as criminals. Ask anyone who's a real enthusiast, the car community is one of, if not the most, tight-knit communities out there. Look at any forum or page, when someone needs help they ask and people come out of the woodwork to assist. The car community also loves to give back. Many car clubs including a few that I have been in host charity events where 100% of everything raised is donated. I'd encourage people who do not know the car scene to come out to controlled meets such as 'Cars and Coffee' to see how the community really is. These are not just "cars" to us. We put our hearts and souls into these vehicles and it really shows at events like these. As a 23 year old I could easily be out partying or drinking but instead I am in the garage with my group of friends working on cars. It is a very positive community to be a part of and I think it's about time that the "new generation" gets a chance to experience what our friends / families have got to In the past.

I believe the opening of a track or race park would also benefit the state financially as well. Hawaii is already a favorite in the tourism industry. Imagine how much more the state could bring in from people traveling to see race teams or other hosts such as formula drift. Crowds will gather and pay admission to cheer on their favorite teams / racer much like any other forms of sport. This could be a a completely new source of income for Oahu as well as keeping racing off of the streets.

Thank you very much for your time and consideration.

Nolan Suzuki

**LATE**

**SCR-108**

Submitted on: 4/11/2019 10:22:25 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Adrian Ma	Individual	Support	No

Comments:

Aloha Honored Lawmakers,

My name is Adrian Ma. I am currently a full-time student at Hawaii Pacific University, and a passionate car enthusiast when I'm not studying for my degree. Since I first came to Oahu 3 years ago, the car community has been nothing but welcoming to me despite originally coming from across the Pacific.

I wish to testify my support for SCR108 to allow passionate enthusiasts like myself, can enjoy our hobby in a safe, controlled environment, and potentially network with likeminded people from the other islands, mainland, and even abroad who love cars as a pastime.

I am also in agreement of the following reasons to support SCR108:

- 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 1950'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.

**LATE**

Because of these reasons, I respectfully request your support for SCR 108 and HCR 42 as they are in the public's best interest for so many reasons. The location described in 18-265 is also the most suitable site for these activities.

Thank you,

Adrian Ma



**LATE**

**SCR-108**

Submitted on: 4/11/2019 9:38:55 PM  
Testimony for WLH on 4/12/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Fredrick Yost	Individual	Support	No

Comments:

To whom it may concern:

I strongly support the SCR 108 that seeks to use the City Park described in City Resolution 18-265 for Motorsports or a Raceway Park.

It would be a great use of this arid and neglected land to develop a Raceway Park. The area is a 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, and is 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

**LATE**

**SCR-108**

Submitted on: 4/11/2019 7:31:18 PM

Testimony for WLH on 4/12/2019 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Philip Johnson	Individual	Support	No

Comments:

Aloha, my name is Philip Johnson and i wanted to thank you in advanced for taking time out of your day to read about my support for SCR108.

It trult is wonderful that the rack park will only be on the air strip property and *not* in the 1941 historic Ewa Airfield preservation boundaries. *Additionally since the race park is in between the Kalaeloa Airport and Honouliuli Sewage Treatment PLant it will be more hot and arid. This type of climate is not condusive for "green parks" for outdoor sporting events. Repurposing the airstrip would actually return it to its historic roots. Since the 1950s the Sports Car Club of America (SCCA) has been hosting racing events on other historic military property under the permission of then General Lemay.*

Although some may be concerned about noise complaints, Their is 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 your time and consideration.

Respectfully

Phil Johnson

**LATE**

**LATE**

To the Honorable Senators of the State of Hawaii,

As a recent visitor to your state, I had the opportunity to attend an event Held by the SCCA Hawaii Region and The Miata Club of Hawaii. At this event I learned about the need for an auto sports venue on the island of Oahu. Since that time I have followed closely the effort put forth by the proponents of this proposed facility. As a fellow motorsports enthusiast, I am greatly impressed with the extensive research that these individuals have accomplished. There will be no impact to historic landmarks or structures. As far as noise or environmental complaints, there have been none from their current venue, The Aloha Bowl. And as told to me, motorsports events have been held there in the past with no issues. Living in a state that has numerous motorsports facilities, has given people a place to safely learn and challenge themselves in a controlled environment and not on the streets. I believe these facilities make safer drivers on the road. Honored Senators Please vote YAY for this measure. I for one will be returning to Oahu to see it once opened.

Thank you for your consideration,  
Paul Wade Phyfer  
Sahuaro Miata Club of Arizona