

In Opposition to SCR 108 and HCR 42

Aloha COMMITTEE ON WAYS AND MEANS

Senator Donovan M. Dela Cruz, Chair

Senator Gilbert S.C. Keith-Agaran, Vice Chair

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.

Comments on SCR-108. **Save Ewa Field and Kanehili Cultural Hui is 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

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Also see below:

The sordid, corrupt, backstabbing history of Oahu racetracks
The Fall of Drag Racing
Drag racing: The loudest “sport”

Among reasons against an Ewa Kapolei raceway: desecrating our historic and cultural sites, noise damages to home values, children, pets, pollution damages to ground water, fisheries, limu, harm to native species, deaths and injuries due to safety negligence, bad land use management, mismanagement, etc.

Race Track Motor Speedway Due Diligence Findings of Fact:

Racers act out their aggressive fantasies on public streets and highways
Do ‘Fast and Furious’ Movies Cause a Rise in Speeding?

<https://www.nytimes.com/2018/01/30/upshot/do-fast-and-furious-movies-cause-a-rise-in-speeding.html>

We found a large increase in the average speed of drivers who received speeding tickets on the weekends after “Fast and Furious” releases. Comparing the three weekends before each movie’s release with the three weekends after, we found that the speeds people were given tickets for increased almost 20 percent, to an average of 19 miles per hour over the speed limit, from 16 miles per hour.

Additionally, using data on latitude and longitude reported in the tickets, we found that increases in this extreme speeding were concentrated in areas close to movie theaters (often within two miles), consistent with speeding behavior induced by movie going. Our analysis suggests that watching Dom Toretto (played by Vin Diesel) and crew streak across movie screens can inspire moviegoers to do some dangerously fast and furious driving themselves.

Aviation Noise compared to Race Track – Drag Strip Noise

Jet airplanes – passenger planes, military transports, helicopters and jet fighters passing over West Oahu at the airport, and other loud aircraft noise can be up to 120 decibels, however requirements exist to minimize noise by avoiding overflights of the local communities whenever possible. The government’s response is that these aircraft are necessary for public transportation and national defense, while motorsports are non-necessary self-indulgent noise and gladiator spectacle entertainment that remains largely fixed in one area, often on weekends and evenings. Most civil and military aircraft noise takes place during the work week days on defined paths and not on weekends and nights which is most typical of racing and drag strip events.

Noise Pollution –Neighborhood Home Values Reduced Up To \$100,000

Intrusive loud raceways and boom car noises anger and upset nearby families and homeowners, robbing them of the quiet enjoyment of their homes and family life. Babies cry, pets and birds scatter in fear. Pets require medications. Home values can be reduced by as much as \$100,000 as found in national studies, and that on weekends when racetrack activity is the greatest, all of the homeowner peace and quiet is robbed. Noise causes adverse health impacts, sleep disturbance, stress, headaches; the elderly can suffer myocardial infarction and dementia.

Loud Noise Causes Hypertension - Windows vibrate and rattle

Low frequency sounds such as bass levels travel further and stronger than higher frequency sounds. Sound waves travel along the ground then up through walls, floors, table legs, bed posts etc. Windows vibrate and rattle. The lower the frequency, the farther the sound waves can travel, causing heart rates and blood pressure to rise. This causes poor health and can lead to arguments and violence, cardiovascular disease and reduced lifespan. Property value is diminished.

Hearing Loss Is Becoming Widespread At An Early Age Today

Studies show that 40 years ago, people started experiencing a hearing loss averaging around age 60 (obviously, that varies on each human experience). Now, it's age 30. Boom car systems allow people to have sociopathic behaviors and these incredibly loud, offensive sound systems are marketed exactly that way:

<http://www.noiseoff.org/ads.php> - ads promote aggression, thuggery

Repetitive Loud Noise Affects Children Learning And Mental Comprehension

Increasing evidence shows that children exposed to chronic noise have poorer performance on standardized achievement tests, compared with children who are not exposed to loud noise. Noise causes annoyance, disrupts train of thought, communication. Today we seem to be trained by noisemakers into accepting constantly louder and obtrusive noises and considering this as a “normal world.”

Loud Noise Effects on Elder Citizens – Stress, Lack Of Sound Sleep

Major studies have found associations between continuous loud noises and heart disease and stroke; one study examined hospitalization rates in 6 million adults aged 65 years and over. The noises created stress and the increased likelihood of heart attacks and strokes. Noise over a period of time can decreased mental capacity through stress and lack of sound sleep because of constant awakeness.

City Allowing Race Track Drag Strip Will Have Many Lawsuits As Land Owner

Race tracks drag strips have long histories of failures, bankruptcies, illegal and environmental damages. Racers have egotistical needs to make loud, explosive engine farting noises to show their “domination” over others. Racing thrives on all things loud, fast, and dangerous. Raceway attendees are morbidly fascinated with major fiery crashes and the arrival of emergency vehicles pulling out bodies.

The announcer becomes a bigger component of each race. He can sell hot dogs, he can sell sponsorships. They allow the speedway an additional way to gain revenue by selling advertising on the billboards. Racing is gladiator entertainment.

A Raceway Encourages More Bigger And Ever Louder Displays To Attract Crowds

10,000-horsepower fire-breathers (dragsters) suck down more than 20 gallons of nitromethane fuel over the course of a pass. Their ear-splitting, 150-decibel, open exhaust headers are angled upward, and they push enough gas to give the car an extra 1,100 pounds worth of downforce to help with the almost-impossible task of sticking its giant rear tires to the drag strip. The noise is body-shaking intense. Drag racing definitely wins the decibel contest, especially in areas where the sound can carry for many miles. We have enough racing cars on the streets and a race track will encourage even more “high performance” street racing to build up competitions and car add-on’s. This appeals to those needing egotistical displays.

Loud High Octane Cars Are Bombs Ready To Explode

When engines explode, shrapnel flies in every direction, shearing fuel lines, causing more fires and violent crashes. Spectators not totally shielded can have splinters enter their skulls and eyes. Yet this is what the public comes to see. Firefighters putting out fires, ambulances carrying away the dead and injured.

Loud Noise Effects Sleep, Continuous Loud Noise Has Long Term Effects

The epidemiologic evidence that chronically disturbed or curtailed sleep caused by continuous loud noises is associated with negative health outcomes (such as obesity, diabetes, and high blood pressure,) is overwhelming. For these reasons, noise-induced sleep disturbance is considered the most deleterious non-auditory effect of environmental noise exposure. ***This is fertile ground for noise lawsuits.*** Repeated noise-induced arousals impair sleep quality through changes in sleep structure including delayed sleep onset and early awakenings, less deep (slow wave) and rapid eye movement (REM) sleep, and more time spent awake and in superficial sleep stages. The bottom line is feeling constantly tired and drowsy.

The Fall of Drag Racing

<https://www.carttechbooks.com/techtips/the-fall-of-drag-racing>

Noise complaints are normal for drag strips, which has been true since the early days. The cars are naturally loud, because they have lots of compression, big

camshafts, and very large headers. With no mufflers, any drag car is quite loud, but when you add nitromethane fuel to the mix, the noise is incredible.

Racers experimented with a number of volatile fuels, but the most prominent was (and still is) nitromethane. The difference between this fuel and gasoline is the way it burns inside the engine. Racers quickly figured out that an engine could consume a lot more nitromethane than gasoline during a single combustion cycle.

These days, sponsor dollars take precedent over the showmanship that once powered the sport, at least in the professional ranks. Nostalgia drag racing has brought back some of those great qualities from the 1960s and 1970s, ***but it will never be the same, no matter how hard we try.***

The professional ranks (i.e., Top Fuel, Funny Car, Pro Stock) are dead in the water in terms of entertainment value, because every car is nearly identical to the next, every driver is overly concerned with sponsor obligations, and every pass down the strip costs more than most folks make in a month. Imagine scattering a \$50,000 engine and going into the trailer and grabbing another one to make the next round. With that mindset, there's no such thing as grassroots or entry level, so it's easy to see why the sport has been in a relatively downward spiral in the eyes of longtime drag racers and hardcore gearheads.

Clutch explosions wreaked havoc on a drag racing car, with shrapnel going in every direction, often shearing fuel lines. Massive fires and violent crashes. Poor track conditions, combined with lots of horsepower made for unpredictable races—***exactly what the crowd wanted to see.***

Unsanctioned drag strips are often referred to as “outlaw tracks” because of their no-rules attitude, and these tracks actually made an impact on the sport. The outlaw tracks provides a place to race for those who couldn't make the trek to a professionally sanctioned drag strip, and the no-holds-barred racing mindset.

Drag racing: The loudest “sport”

<http://www.espn.com/espn/news/story?id=5759488>

"I've been coming to the drag strip since I was in kindergarten," says Antron Brown, a pilot of the NHRA's loudest machine, an exposed-engine, winged beast

known as the Top Fuel dragster. ***"Even after three decades, if I don't know that an engine is about to be fired I will physically jump. It literally scares me off the ground."***

"Loud isn't a strong enough word. It's so overwhelming your brain can hardly compute what it's hearing and seeing, which explained a blinking number indicates that the noise exceeds the meter's maximum. 'Did a plane just crash in the woods?' I can't imagine how loud it is being in the middle of it." "If someone is that close and doesn't have any kind of protection, they're going to walk away injured."

"From a seat 20 feet from the track, a NASCAR race averages 106 decibels over four hours," Fligor explains. "That person is at risk for acoustic trauma or an immediate loss of hearing. Some of it will return, but likely not all." The 145-165 range is when you cross over to physical damage. Get above 165 and you're talking about total structural destruction of the eardrum."

For four seconds -- the length of a 1,000-foot, 300 mph run -- anyone within a quarter-mile of the NHRA's starting line surrenders their entire body to the experience of loud. As the Christmas tree of lights runs through its cycle, the most powerful internal combustion engines on the planet run through a cycle of sound that moves from the world's largest popcorn popper, POP-POP-POP-POP, to the ramping up of a fighter jet, WHIRRRRRR, to, ultimately, the atomic-breath scream of Godzilla. It is a cacophony of noise and flame. The concussion of air physically staggers everyone in the area, and even the most grizzled hot rod veterans cover their ears, while the uninitiated recoil into instinctual poses of survival. An NHRA media relations person says they once let ESPN bring some seismologists out to the starting line. **Two Top Fuel dragsters off the line registered a 2.3 on the Richter scale.**

A Top Fuel dragster is built on a foundation of earthshaking numbers. One of its eight cylinders creates as much horsepower as an entire NASCAR Sprint Cup car; its fuel pump delivers 500 pounds of line pressure; its 17-inch-tall rear tires create g-force loads equal to those of a space shuttle launch; and the rear wing manufactures 8,000 pounds of downforce, enough to run the car upside down in a tunnel, assuming you could get it up there.

Huth and other representatives of the racing industry in Oregon collected data of what lumber mill whistles, jet airplanes at the airport, and other loud “disturbances” would register. “The whistles and the jets were both around 120 decibels, but when we presented the data the government’s response was that those things were necessary, and they considered motorsports as non-necessary.”

To really understand the noise argument, you first have to understand how decibels work, their relation to loudness, and the fundamental property of sound: intensity. Sound intensity is the rate at which energy is being carried by a sound wave through a given area. Sound intensity decreases inversely as the square of the distance from the sound's origin. For example, when the distance from the source is doubled, the energy is spread out spherically, over four times the area. Keep that in mind for a second.

Because of the amphitheatre style location of the facility, on a race night noise would travel 7-8 miles. The announcer becomes a bigger component of that race. He can sell hot dogs, he can sell sponsorships. They allowed the speedway an additional way to gain revenue by selling advertising on the billboards.

"It's not a pleasant sound. It's an explosive sound. It's an ugly loud motor sound like a jet car. I thought a jet aircraft crashed somewhere close," said Jean Suess, who lives in the 6000 block of Genesee. "You can't sit in the evening with your windows open."





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

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

The Sordid, Backstabbing, Corrupt History of Race tracks on Oahu

Racetrack operator blames Abercrombie

<http://www.hawaiifreepress.com/ArticlesMain/tabid/56/ID/13236/Kalaeloa-Raceway-Park-Closes-Blames-Abercrombie.aspx>

VIDEO: Hawaii AG Serves DHHL Eviction Notice on H1

Freeway<http://www.hawaiifreepress.com/ArticlesMain/tabid/56/ID/13105/VIDEO-Hawaii-AG-Serves-DHHL-Eviction-Notice-on-H1-Freeway.aspx>

From that point, the driver from the lead vehicle exited his vehicle and drew his firearm forcing Mr. Grace to submit to their demands and accept the paperwork at gunpoint. Although not visible in the video, a second gun was also drawn by one of the other agents during the serving.

TRO Provides Insight into Assault, Arson Attack on Carroll Cox

For The Record: Hawaiian Homelands Debunks Kalaeloa Raceway Story

DHHL Told to Clean Up Wastes at Former Race Track Site

<http://www.civilbeat.org/2015/04/dhhl-told-to-clean-up-wastes-at-former-race-track-site/> The Hawaii State Department of Health ordered the cleanup of the site of a former race track, known as Kalaeloa Raceway Park, Wednesday after finding hazardous wastes and used oil. At the same time, the DHHL is taking SORT to the court, seeking damages over the cost of the cleanup.

[Will Legislators Co-Sign \\$660M Loan for Evicted Racetrack Owner?](#)

Hawaii Free Press: Honolulu Raceway Deal

<http://www.hawaiifreepress.com/ArticlesMain/tabid/56/ID/1920/Fireworks-dirt-and-stolen-trucks-Colleen-Hanabusa-and-the-Honolulu-Raceway-Deal.aspx>

Raceway debate picking up speed, and Double Cross Deals

<http://the.honoluluadvertiser.com/article/2006/Apr/03/In/FP604030349.html>

Drivers, stop your engines!

<http://the.honoluluadvertiser.com/article/2006/Apr/30/bz/FP604300311.html>

<http://www.hawaiinewsnow.com/story/36113284/efforts-start-up-again-for-stalled-racetrack-on-oahu>

Chances of Honolulu race track dwindle

<http://the.honoluluadvertiser.com/article/2008/Apr/28/In/hawaii804280348.htm>

!

ACCUSATIONS ARE FLYING

A number of accusations have flown in recent weeks between the Souzas and the Graces.

"The Souzas' racetrack plan is more realistic because what Mr. Grace is proposing in his layout would cover over a pond and archaeological sites," Vallarano said. One of the issues is the dumping by Grace and other trucking companies of more than 1,800 truckloads of dirt on the Kalaeloa property from an Ewa Villages public housing construction site.

Both the Souzas and Grace agree that dirt is needed for the racetrack. But the Souzas feel Grace and the other truckers are taking advantage of the situation and have put too much dirt on the property.

In early March, DHHL officials wrote a letter to Save O'ahu's Race Tracks asking that the dumping and stockpiling of dirt be stopped, citing an anonymous complaint. The letter said DHHL needed a soils analysis report and that Save O'ahu's Race Tracks should obtain grading and stockpiling permits from the city.

Land swap may yield new raceway, homes

<http://the.honoluluadvertiser.com/article/2003/Jan/04/In/In02a.html>

Under the agreement, Hawai'i Motorsports Center Limited Partners would purchase 180 acres of agricultural land along Kunia Road across from the Royal Kunia subdivision, and exchange it for a 140-acre Hawaiian Home Lands parcel at the former Barbers Point Naval Air Station to build a new raceway park.

Mike Oakland of Hawai'i Motorsports Center LP, president of the general partnership that owns the existing Hawai'i Raceway Park, confirmed that the tentative deal would allow his organization to build a new race facility next to the state Kalaeloa Airport. The renamed Hawai'i Motorsports Center would be more than twice the size of the racing venue at Campbell Industrial Park.

<http://the.honoluluadvertiser.com/article/2003/Jan/04/In/In02a.html>

<http://the.honoluluadvertiser.com/dailypix/2003/Jan/04/localnews2.gif>

Hawaii legislature considers adding a race track on Oahu

<https://www.hemmings.com/blog/2018/02/23/hawaii-legislature-considers-adding-a-race-track-on-oahu/>

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

<http://ilind.net/misc%20/racetrack/diversion122393.pdf>

“The Fast Lane,” iLind.net, undated.

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

“Audit tells state: Replay \$76 million in airport fund flap.” Honolulu Star-Bulletin, May 1995. <http://ilind.net/misc%20/racetrack/clips1995.html>

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

<http://ilind.net/misc%20/racetrack/clips1995.html#suit>

Remember Hearing About Climate Change?

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

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

The Hawaii State Legislature unanimously approved HCR-49 in 2009

This resolution states clearly what should happen with the Ewa Field MCAS Ewa area. It says nothing about encouraging destructive dragstrips and raceways.

<https://dlnr.hawaii.gov/shpd/files/2015/05/1-HCR-49-Passed-Unanamously-2009.pdf>

City Land Conveyance Requires a Preservation Plan FIRST

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

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

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

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

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

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

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



Barbers Point, Campbell Industrial Park - Best West Oahu Race Track Location

The best possible location for a West Oahu racetrack dragstrip would have been at the Barbers Point DLNR Hawaii Feed Lot, zoned industrial, in Campbell Industrial Park. Park entrance roads off nearby H-1 have been widened to six lanes. It is a beautiful remote location far from homes.

However it sat empty for decades after being purchased as a raceway motor park by Governor Cayetano. Racers did NOTHING and now it is being transferred from DLNR to the Department of Agriculture for a feedlot and slaughter house!



The Barbers Point Feedlot Parcel could support a 4000 foot drag strip shutdown runout. There is also space for a paved raceway, multi-use dirt track, exhibitions. It is zoned industrial and has excellent improved six lane access to H-1 freeway with local City Bus service, etc.

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

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

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

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

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

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

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

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

What Hawaii Legislature members voting for this reso apparently want:

Get the apparently self-indulgent, bored, (with too much money on their hands) car drifters and loud noise, rubber burning explosive fuel race enthusiasts, away from their nice quiet Honolulu districts and into the surrounding nearby closely packed home developments of Ewa Villages, DHHL Kaupe'a, (Greystar) Orion Village, Haseko-Hoakalei, Ewa by Gentry, that have all come up and have since expanded close to this race track drag strip area. Just like all past development schemes – Just ***ship all the noise to Ewa and have them deal with it.***



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



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

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

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

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

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

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

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

An estimated 2.5 million gallons of groundwater flows into the Haseko Lagoon, which is replaced by more groundwater, according to the Haseko Environmental Impact Statement published Oct. 23, 2013 and 2014 by OEQC. The lagoon was

also found to be loaded with *Chara zeylanica*, a freshwater plant clearly indicating the water comes from a mauka freshwater “spring,” underground stream origin.

<http://www.staradvertiser.com/2018/05/20/business/state-bans-swimming-at-haseko-lagoon/?HSA=677ff4d07e693d1a3b73900ca9d8f8d6ab4a9bd4>

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

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

Karst Caves and Sinkholes

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



RESCUING D-8 FROM CAVE IN



INSTALLING RAMP AND WALK, EWA



FINISHING CONCRETE

SMALL ARMS MAGAZINE, EWA



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



Ewa Kanehili area Photographs by Joe Singer, Jan Becket

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

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

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

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

Photos Here

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

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

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

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

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

Race Track Drag Strip Promoters are totally blind and clueless to the documented FACTS.



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



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

Dragstrip resolution is clueless political posturing, TRACK WILL NOT HAPPEN

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

There is not even enough usable length for an operational drag strip based upon standard designs used everywhere else. A survey of nationwide standards confirm this. The area would have to be repaved and large areas cleared for support equipment, fire, EMS, public parking, pit areas, sand pits, etc. Go take a look at national dragstrips and also find that many are for sale or shutting down because the time of large scale support for dragstrips and raceways are declining.

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

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

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

Hawaii Raceway Park once existed because it was far away from most homes 20 years ago. Why was this great racetrack sold off for commercial use? Why is it that DHHL keeps turning down use of parcel 9 for a dragstrip raceway? It is

because time has passed for racing and drag strip activities at Ewa Field which is in an increasingly packed suburban environment?

ARE WE AGAINST CAR RACING? NO

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

SCR-108 misrepresentation:

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

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

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

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