

My name is Brennon Morioka, Director of the Department of Transportation.

The Department of Transportation does not support or oppose reclassification cases on behalf of the State. We defer to the Office of Planning for those decisions. But in prior matters, I have testified that the Department of Transportation (HDOT) had no objection to the reclassification. In this case, I cannot make the same representation. The reclassification of this project will further exacerbate traffic congestion on the H-1 freeway.

Over the last several weeks, we have been working particularly hard with the Petitioner trying to resolve our traffic concerns, both short- and long-term. During this time, the Petitioner has been forthcoming with all the information we have requested and we believe they have addressed and proposed mitigation measures to resolve most of the traffic concerns regarding the surface streets and regional circulation. However, the problem of the H-1 freeway has not yet been addressed and may be unsolvable as a practical matter as it requires significant capacity enhancement of this regional facility.

The Department had proposed a memorandum of agreement which, among other things, required Petitioner to construct the development in phases, required Petitioner to prepare a traffic concurrency evaluation analysis for each phase, and prohibited the occupancy of any building until and unless the surrounding roadways (including the arterial roads and freeways) operate at Level of Service ("LOS") D or better.

Petitioner's initial TIAR, based on parameters provided by the Department, determined that at least four intersections would operate at LOS F and that there were no reasonable mitigation alternatives that the Petitioner could implement. In evaluating the information

provided by Petitioner and pushing for additional mitigation measures, it appears that the surface streets could operate at LOS D or better at all but one intersection. It does not appear realistic for the Petitioner to achieve LOS D at this last remaining intersection due to physical constraints.

Even with all assumed mitigation measures, however, the H-1 freeway will quickly degrade to LOS F due to the direct impacts of the Hoopili project under the most likely projections. Even under a best case scenario, which includes an optimistic rail transit operation, the H-1 freeway would operate at LOS E with the Hoopili project. At LOS F, there is gridlock on the freeway. Because traffic is close to a standstill at LOS F, any additional cars do not necessarily slow traffic further, but instead tends to increase the duration of the peak hour period.

There is currently no reasonable proposal under consideration within the Petitioner's TIAR to be implemented that will resolve this significant regional concern. The Department is willing to continue to work with the Petitioner in their attempts to research whether any potential and feasible projects could successfully mitigate the impacts of this proposed project. However, this analysis will take considerable time and I can provide no assurances that a successful resolution exists.

Accordingly, we do not now believe the Petitioner can adequately address the Department's concerns as detailed in the proposed memorandum of agreement. Furthermore, the Department of Transportation would not accept Petitioner's current proposed TIAR in light of the intractable regional problem with the H-1 freeway described therein. Knowing that we would not accept Petitioner's proposed TIAR or any modification thereof, the Department of Transportation has no proposed condition to be placed into the Decision and Order.

Thank you for giving me this opportunity to testify.