

**From:** Kaku, Melvin N  
**To:** Hamayasu, Toru  
**CC:** Torres, Richard F  
**Sent:** 4/10/2007 3:21:41 PM  
**Subject:** Fw: Testimony for scoping

# Redacted

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

From: garry p smith <garrypsmith@juno.com>  
To: Kaku, Melvin N <mkaku@honolulu.gov>  
Sent: Tue Apr 10 14:17:03 2007  
Subject: Testimony for scoping

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April 10, 2007

Written comments on scoping to be filed with the city and forwarded to Federal Transportation Authority

The process involving the selection of the most preferred alternative that resulted in the selection of a fixed guide way was flawed due to not involving the affected public in the decision making and by a conflict of interest from our area State Senator.

Meetings were held in Kapolei on several occasions to determine the public's input on the type of system desired but at no time were any public meetings held in Ewa/Ewa Beach the area most affected by any change in a transportation system. Ewa/Ewa Beach has over 40,000 residents, much more than Kapolei and is projected to increase to over 70,000 residents by the opening date of the fixed guide way in 2018, more residents than in Kapolei. Holding the meetings exclusively in Kapolei ensured the city that the turnout would be overall in favor of a fixed guide way as the residents of Kapolei as represented by their neighborhood board and CAC see any city transportation changes to their benefit regardless of the benefit to other perhaps even more needy residents of outlying communities.

At no time did the Ewa Neighborhood Board, Citizens Advisory Committee (CAC) appointee, Gary Bautista, hold separate committee meetings concerning the alternatives being considered by the city nor did he provide any presentation or testimony to the neighborhood board as to a community input he had or did not have.

Senator Willie Espero, our Ewa Beach district Senator and an appointee to Oahu Metropolitan Policy Organization at no time held a meeting of the public to discuss the alternatives being presented by the city.

Additionally, he was hired by developer D.R. Horton in 2006 just after the announcement by the city of the proposed route of the fixed guide way. D.R. Horton plans on building 11,700 homes in a project called Ho'opili a vacant area that is scheduled to receive one of the fixed guide way stations. The success or failure of this project hinges on the building of a fixed guide way and a station through the project by the city. Sen. Espero in March 2007 publicly announced that he plans to vote at OMPO for the fixed guide way system and expects it will have enough votes to easily pass, this prior to any input from the CAC to which he is supposed to use as an advisory BEFORE he makes his decision.

Given the lack of input requested from a very large community (Ewa/Ewa Beach) directly affected by the transportation system selected by the city I believe the system to be fatally flawed and should be disallowed. Due to an obvious conflict of interest from our State Senator Espero and his decision making process without waiting for proper public input through the CAC I similarly believe CAC and OMPO are making policy with outside influences and not from the public and should be disallowed.

/s/ Garry P. Smith