

1/16/06 TO: Stacy Higa
Chairman
Hawaii County Council

T. R. McCullough Farm

P. O. Box 1271 - Phone 885-4597
Kamuela, Hawaii 96743

July 7, 2005

Mr. Ronald Tsuzuki
State of Hawaii
Department of Transportation
Highways Division, Planning Branch
869 Punchbowl Street, Room 301
Honolulu, HI 96813

Exhibit D1

Dear Mr. Tsuzuki,

I am compelled to submit my following comments on the Mud Lane-Waimea-Kawaihae Bypass Road after attending the June 2, Waimea Community Association Meeting, and obtaining overview material presented by Edward K. Noda and Associates at that time.

My comments are directed at two "primary" concerns I have with this plan.

1. The Proposed Corridor of the Mud Lane to Waimea Bypass with it's very close proximity to the Waimea Community.
2. The Proposed Corridor of the Waimea to Kawaihae Bypass with it's very close proximity to Lalamilo Farm Lots.

As a resident of Waimea for 35 years, I have watched our community develop and grow with a sense of great personal pride. Yet at the same time, I have maintained a degree of considerable concern over the lack of any cohesive long-range planning that would adequately meet the diverse needs and challenges presented the community with this growth.

With implementation of the "20-20 Plan", established by Parker Ranch in the late 1970's, Waimea is experiencing significant expansion of housing that is proceeding out on to the ranchlands in a southerly direction. My understanding of this plan is that this southerly housing growth will continue as it presents the only unencumbered lands adjacent to the Waimea Community to support this development.

The entire Mud Lane-Waimea-Kawaihae Bypass Road is most definitely a necessary step in linking the ever-increasing east-west cross-island traffic flow associated with the growth the County of Hawaii is and will continue to experience. The modest thoroughfare of the Hawaii Belt Road through Waimea is severely insufficient and our community, as well as our neighboring communities, are paying a severe price for this inadequacy. With the anticipated wood-chip harvests from the Hamakua forests combined with the County of Hawaii plan to haul more than 200 tons of trash per day from east Hawaii, their transit through Waimea to Kawaihae and the Pu'uanaulu landfill in west Hawaii will most certainly only exacerbate this already adverse condition.

The Mud Lane-Waimea-Bypass Road was first conceptualized in the mid 1950's and has taken several different alignments in it's planning history. The last realignment dates back to the early- mid 1970's and this "appears" to be the current alignment being considered for construction, as contained within the overview material circulated at the Association Meeting.

It is with this current alignment being considered today, that I submit my greatest surprise and anxiety. Simply stated, I sincerely believe the Bypass is being placed too close to the community to adequately protect Waimea's future growth and the long-range viability of the Lalamilo Farm Lots as an agricultural community. A realignment of the Bypass was necessary in the 1970's as Waimea began to grow outside of it's traditional boundaries. However, utilizing the realignment determined thirty years ago to construct this highway today, just does not make for sound planning and strategic execution for the current and long-range best interests of the Waimea area.

While we have the luxury of open lands today and can still exercise the best judgment for the long-range benefit of Waimea, Lalamilo and those making the east-west sojourn, whether they are private or commercial vehicles, I submit my recommendation to locate the Bypass "south" of the Waimea-South Kohala Airport and southwesterly around Puu Pa on it's easterly-westerly path. Please reference my enclosed maps.

Several ultimate advantages will be gained without any adverse sacrifice to travel time, eventual community growth potentials and any real significant difference to the costs of construction with this recommended route.

1. The Waimea-South Kohala Airport will eventually become the southerly, boundary if you may, of Waimea's unimpaired growth.
2. The Waimea growth will not be eventually "pushed up" adjacent to a busy, fast moving and "very noisy highway" that has been poorly planned in it's location. Even if growth should become curtailed the "very noisy highway" will always be there and will be immediately noticeable in our quiet community, from the day it is opened. The Waimea-South Kohala Airport is the perfect buffer to preclude this discomfort to the Community.
3. The agricultural activities in the very crop intensive Lalamilo Farm Lots will not become endangered due to the "too-close" proximity of the Bypass. The current Federal Agricultural Application laws under EPA are quite clear about the minimum "safety margins" required, and are "precise" in their enforcement. Let's not unnecessarily inhibit our remaining agricultural lands and the farmers who make their livelihoods in Lalamilo because of careless planning.

Mr. Ronald Tsuzuki

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I implore the Department of Transportation to carefully study and seriously consider these issues thoroughly before proceeding with a project that ultimately "impairs" or even "handicaps" the community's it is intended to benefit.

Respectfully Submitted,



Timothy R. McCullough
Lalamilo Farm #25

Enclosures

cc: Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative

Mr. Riley Smith, President
Waimea Community Association

Mr. Bruce McClure, Hawaii County Director
Department of Public Works

Also Copied To:

- *₂ Chris Kanazawa Parker Ranch
- *₁ Pete Hoffman County Councilman
- Rod Haraga State Dept. of Transportation

*₁ Pete Hoffman did acknowledge the letter in a phone call and attempts to meet were futile

*₂ Letter was personally delivered to Chris Kanazawa who acknowledged at the time that he saw no reason why our re-alignment proposal would be a problem for Parker Ranch.

As a land owner or lessee in the Lalamilo Farm Lots, I am endorsing the accompanying July 7, 2005 correspondence from Tim McCullough to Mr. Ronald Tsuzuki, State of Hawaii, Department of Transportation.

Wendell Kawano Wendell Kawano Lot #19

Roger S. Hirako ROGER S. HIRAKO Lot # 16A+17

Earl Yamamoto Earl T. Yamamoto Lot # 18, 2+5, 6

Howard & Pat Hall HOWARD + PAT HALL Lot 22-A-1

Roy S. Hori Roy S. Hori Lot 35

Russell S. Onodera Russell S. Onodera Lot # 15A
Lot # 23

Royce Hirayama Royce Hirayama Lot # 11

Larry Nakamoto Larry Nakamoto Lot # 14A

Shaina Ebb Shaina Ebb Lot 14-B

Kiyotsugu Hirako Kiyotsugu Hirako Lot # 12

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As a land owner or lessee in the Lalamilo Farm Lots, I am endorsing the accompanying July 7, 2005 correspondence from Tim McCullough to Mr. Ronald Tsuzuki, State of Hawaii, Department of Transportation.

Janet Marrack Janet Marrack Lot 15B

David R Greenwell DAVID R GREENWELL
FOR RAYMOND KAWAMATA / FARM Lot # 4

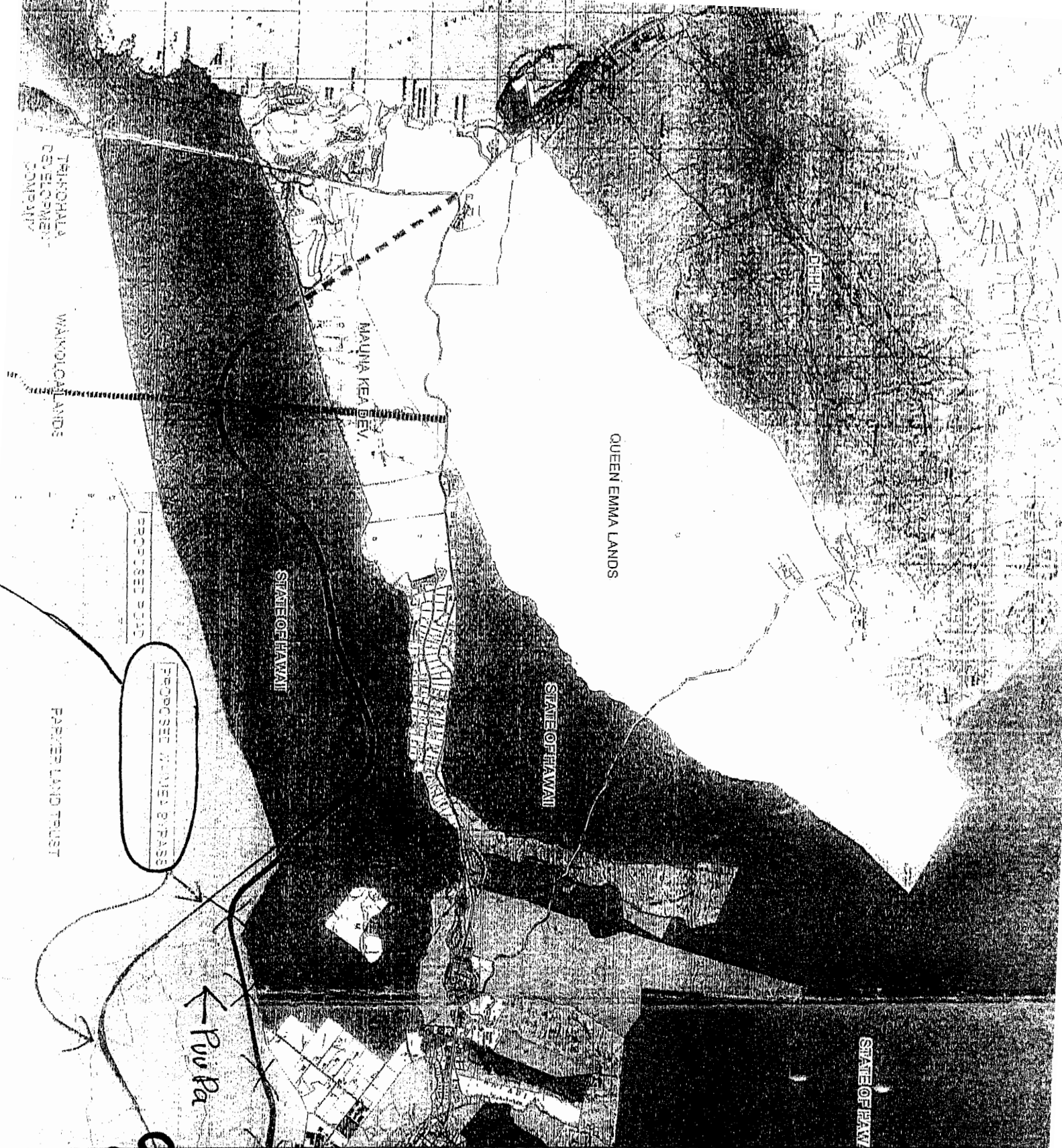
TH H Yamato Lot 21B
Thomas H. Yamamoto

Akiko Hanano
for Richard Hanano Akiko Hanano

Christopher J. Robb Christopher J. Robb ~ Lessee Lot #35

Joseph S.O. Mah Joseph S.O. Mah Lessee Lot #36

Alex Penovarski Lessee Lot #3



TRINOHALL
DEVELOPMENT
COMPANY

WAIKOLA LANDS

PROPOSED ROAD

PROPOSED NAMED BRASS

PAPER LAND TRUST

← Puu Pa

MAUNA KEA BEV.

STATE OF HAWAII

STATE OF HAWAII

QUEEN EMMA LANDS

STATE OF HAWAII

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA
DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-PA
2.9689

JAN - 9 2006

RECEIVED JAN 11 2006

Mr. Timothy R. McCullough
T.R. McCullough Farm
P. O. Box 1271
Kamuela, Hawaii 96743

Exhibit D2

Dear Mr. McCullough:

Subject: Hawaii Belt Road, Mud Lane to the Kamuela Race Track
Project No. 19E-01-98

Kawaihae Road Bypass, Waimea to Kawaihae
Project No. HWY-H-07-99

Thank you for your letter regarding the alignment alternatives for the above-mentioned projects.

Your proposed highway alignment alternative, from Waimea to the Lalamilo area, has its advantages and will certainly be evaluated during our studies for the Kawaihae Road Bypass. The Waimea Bypass and the Kawaihae Road Bypass are separate projects, and through the Kawaihae Road Bypass study, an opportunity would be provided to address long-term, planning issues for South Kohala.

The tentative highway alignment for the Waimea Bypass has been determined through numerous meetings and agreements with Hawaiian homesteaders and the Department of Hawaiian Home Lands. In the early 1990s, a task force was assembled to determine the most acceptable alignment for the Waimea Bypass, and the result of this effort was an alignment northerly of the Waimea-Kohala Airport. Still, several homesteaders at Puukapu and the Waimea Homesteaders Association are opposing the proposed bypass, and coordination with this community is continuing in order to determine a solution, which would clearly benefit the Hawaiian Homes trust and its beneficiaries at Puukapu.

Based on the above, we believe that your highway alignment proposal may be difficult to immediately implement, and if seriously pursued, it could significantly delay the construction of the proposed Kawaihae Road Bypass. However, as indicated, this southerly alignment has long-term implications and will be considered and appropriately evaluated.

Mr. Timothy R. McCullough

Page 2

JAN - 9 2006

HWY-PA

2.9689

In addition, our current plans for the western portion of the Waimea Bypass indicate that the proposed highway will be located closer to the Waimea-Kohala Airport than as depicted on our meeting handout. Hence, the Draft Environmental Impact Statement for the Hawaii Belt Road, from Mud Lane to the Kamuela Race Track, will soon be available and should be revealing fewer noise and visual quality impacts for nearby homes and businesses, than anticipated.

We appreciate your interest in this project. If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at (808) 587-1830.

Very truly yours,

A handwritten signature in black ink, appearing to read 'B. Morioka', with a stylized flourish at the end.

BRENNON T. MORIOKA
Deputy Director - Highways



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

HWY-PA
2.9690

JAN - 9 2006

RECEIVED JAN 11 2006

Mr. Timothy R. McCullough
T.R. McCullough Farm
P. O. Box 1271
Kamuela, Hawaii 96743

Dear Mr. McCullough:

Subject: Kawaihae Road Bypass, Waimea to Kawaihae
Project No. HWY-H-07-99

Thank you for your letter regarding an alternative alignment for the proposed Hawaii Belt Road, Mud Lane to the Kamuela Race Track, more commonly referred to as the Waimea Bypass.

Your recommended highway alignment resembles several alignment proposals, which are currently being considered and are located southerly of the Waimea-Kohala Airport. However, our current studies indicate that these alternative alignments are not likely to be immediately adopted or replace our proposed alignment, located just northerly of the airport, based on the following:

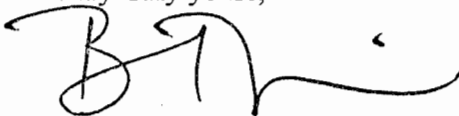
1. The need for an improved highway through Waimea has become increasingly apparent, and after nearly 40 years since the inception of the Waimea Bypass, we believe that an opportunity to implement this facility is now available. At this time, our plans for this highway are based on an alignment northerly of the Waimea-Kohala Airport and considerable documentation has been developed in support of this alternative.
2. In comparison with southerly routes, the alignment proposal just northerly of the Waimea-Kohala Airport is included in the Hawaii Long-Range Transportation Plan and the County General Plan. Indeed, many individuals, governmental agencies and community organizations have formulated their plans, based on an improved highway located northerly of the Waimea-Kohala Airport.
3. A highway alignment, which would be located southerly of the Waimea-Kohala Airport, would not serve as many residents and visitors as a route located northerly of the airport. Waimea Town continues to be the center of activity for South Kohala. The proposed Waimea Bypass would be located closer to Waimea Town, and an important connector, Lindsey Road, would be extended to intersect the proposed bypass.

4. For alternative alignments southerly of the Waimea-Kohala Airport, our project consultant anticipates potential impacts to native flora and fauna, waters of the United States, Hawaiian homelands and archaeological and cultural resources. Consequently, more detailed analyses and coordination may be necessary, and lengthy delays are extremely probable.
5. For the proposed highway alignment northerly of the Waimea-Kohala Airport, we believe that its anticipated noise and visual quality impacts could be successfully abated. Moreover, such impacts are consistent with an urban setting, and as indicated by Hawaiian homesteaders, these impacts would considerably detract from the rural lifestyle of the pasture lots in Waimea.

Your recommended highway alignment, which is located southerly of the Waimea-Kohala Airport, will also be examined in our study for the proposed Kawaihae Road Bypass, from Waimea to Kawaihae. This study will also investigate the requirements of the U.S. Environmental Protection Agency regarding the use of pesticides and other chemicals for agricultural purposes. In addition, we wish to assure you, that any adverse effects of the highway on farming operations at Lalamilo, will be minimized.

We are very appreciative of your interest in our projects, and if any other concerns or problems arise, please feel free to contact us at your earliest convenience.

Very truly yours,



BRENNON T. MORIOKA
Deputy Director - Highways

c: Akinaka & Associates, Ltd.
Edward K. Noda and Associates, Inc.

T. R. McCullough Farm

P. O. Box 1271 - Phone 885-4597
Kamuela, Hawaii 96743

Exhibit D3

January 17, 2006

Mr. Brennon T. Morioka
Deputy Director – Highways
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Dear Mr. Morioka,

Thank you for your January 9, 2006 correspondences #2.9689 and #2.9690 concerning the Hawaii Belt Road, Mud Lane to the Kamuela Race Track, Project No. 19E-01-98 and Kawaihae Road Bypass, Waimea to Kawaihae, Project No. HWY-H-07-99, in response to the concerns raised by the Waimea-Lalamilo farmers to these projects in our July 7, 2005 correspondence to Mr. Ronald Tsuzuki.

We have reviewed your two (2) correspondences and find it difficult to respond in a thorough manner, as you have not made available any “definitive” material on the tentative highway alignments you have referenced. However, we do have the following comments on the material that you have provided:

Re. #2.9689

- A. When do you anticipate “an opportunity will be provided to address long-term planning of the Bypass”, Projects No. 19E-01-98 and No HWY-H-07-99?
- B. The farming community of Lalamilo does not intend to become involved with the dialogue surrounding the alignment through Department of Hawaiian Homes Lands. We are supportive of your ongoing dialogue directly with this agency as it should be.

However, we note your advise of the, “task force assembled in the early 1990’s to determine the most acceptable alignment for the Waimea Bypass, resulting in an alignment northerly of the Waimea-Kohala Airport”, and unfortunately we find that the inclusion of the Waimea-Lalamilo farming community appears to have been ignored and did not take part within this process. As the handout we received in the June 2nd Waimea Community Association Meeting was the first seen by the Lalamilo farmers in many years, we were compelled to submit our comments contained within our July 7, 2005 correspondence to Mr. Tsuzuki.

Re: #2.9690

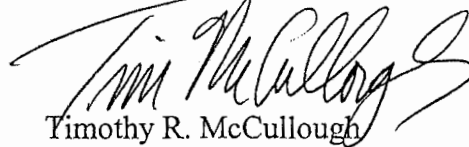
1. The vision for the necessity of the Waimea Bypass dates to the mid-late 1950's; please see our attached "Chronology For Waimea Bypass Highway". We reiterate our July 7th recommendations for the "southerly of the Waimea-Kohala Airport" alignment for sound long-range planning.
2. Although we can appreciate this process, we do have our concerns, which we do not feel have been heard nor adequately considered.
3. Your statement "a highway alignment located southerly of the Waimea-Kohala Airport, would not serve many residents and visitors" is quite frankly, acknowledging a lack of understanding of just what the Bypass is intended to service. Our community is overrun daily with commuter traffic linking the Hilo-Hamakua coast with the North, South Kohala, North Kona coast resorts, Kailua and Kawaihae Harbor/Port facility. Re-routing this project to the Southerly side of the Waimea-Kohala Airport and then the landmark Puu Pa cinder hill adjacent the Lalamilo Farm Lots would be a very minimal realignment that would certainly never adversely deter this ever-increasing cross-island traffic flow and would be an unprecedented long-range solution to this problem for several generations to come. As for residents, what really is the difference if you link into the Bypass from Waimea on the north or south side of the airport as this would only entail another several hundred yards driving to be accomplished? The long-range benefits to all by relocating to the south side of the Waimea-Kohala Airport are unprecedented; please do not ignore this opportunity while these lands are still unencumbered.
4. Your concern of the potential impact to the native flora and fauna, archaeological and cultural resources is appreciated. However, realistically, we are only talking about a distance of less than one mile and I am certain you would have to agree, the flora and fauna are no different on the south side as exists on the north side of the Waimea-Kohala Airport. As for archaeological and cultural resources, the Bishop Museum's extensive investigation and research of this region in the early-mid 1970's for the Potential Bypass corridors resulted in a condition of no significant resources existing. Perhaps this material should be revisited as I'm sure extensive time and financial resources were invested on this process.
5. The successful abatement of adverse noise and visual impact would not be a question if the Bypass were placed to the southerly side of the Waimea-Kohala Airport. We are in agreement of the Hawaiian homestead community and their concerns.

Mr. Brennon T. Morioka

January 17, 2006
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We look forward to being kept appraised of these projects.

Respectfully Submitted,



Timothy R. McCullough
Lalamilo Farm #25

Enclosures

- cc: Mr. Larry Nakamoto, President
Kamuela Vacuum Cooling Cooperative
- cc: Mr. Riley Smith, President
Waimea Community Association
- cc: Mr. Bruce McClure, Hawaii County Director
Department of Public Works