

SR-124

Submitted on: 4/3/2026 4:05:46 PM

Testimony for EIG on 4/7/2026 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Frank Genadio	Individual	Support	Written Testimony Only

Comments:

Chairs Wakai and Inouye, Vice Chairs Chang and Elefante, and Honorable Members of the Committee on Energy and Intergovernmental Affairs and the Committee on Transportation:

This testimony supporting the passage of both SR124 and SR132 is similar to testimony on a companion resolution in the House, HR149. I am sure that all of you are familiar with the particulars concerning the completion of Makakilo Drive to the H-1 Kualakai Parkway Interchange—the State project that was completed in January 2010. Those of us who have followed the (lack of) progress on the Drive since the early 1990s once expected the Drive’s completion to coincide with that of the Interchange; instead, we have experienced wasted time and money in the intervening 16 years.

Perhaps you also have seen the Drive’s “visibility” increased in the media, such as a recent interview on KITV. At one point, the reporter mentioned that the Department of Transportation Services (DTS) claimed there is no federal funding for the project. DTS Director Morton referred once to a “Catch 22” situation, where the project has to be on the Transportation Improvement Program (TIP) to acquire federal funding, but that funding is limited to qualified projects. The following statement from the Web obviously qualifies the Drive for funding:

The Federal Highway Administration (FHWA) provides federal funds for roads that offer a second access and enhance congestion management, particularly when these projects are designed to improve safety, reduce traffic emissions, or enhance the efficiency of the existing network. Such projects are generally eligible for federal funding under several programs within the Infrastructure Investment and Jobs Act (IIJA), particularly when they serve Federal-aid eligible routes or address significant congestion in urbanized areas.

FHWA funding typically covers **80% to 90%** of local road safety and congestion management projects, requiring a 10% to 20% local match. However, specific safety improvements can be funded at **100% federal share** under certain conditions, such as those authorized by 23 U.S.C. 120(c)(1), which allows for full funding of safety projects.

The Drive would be both a second access for safety and a major enhancement to congestion management as well as reducing pollution levels. FYI, the IJA was signed to allocate \$1.2 TRILLION; there ought to be money available for Makakilo. Please move both SR124 and SR132 forward as the Senate's contribution toward getting the Makakilo Drive project back in the TIP, leading to its successful completion in the near-term. Mahalo and Aloha.

Frank Genadio

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TESTIMONY OF J. ROGER MORTON
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BEFORE THE SENATE COMMITTEE ON ENERGY AND
INTERGOVERNMENTAL AFFAIRS
AND
COMMITTEE ON TRANSPORTATION
Tuesday, April 7, 2026, 3:00 PM
Conference RM 224 and Via Videoconference

- TO: Sen. Glenn Wakai, Chair, Sen. Stanley Chang, Vice Chair, and Members of the Committee on Energy and Intergovernmental Affairs
Sen. Lorraine R. Inouye, Chair, Sen. Brandon J.C. Elefante, Vice Chair, and Members of the Committee on Transportation
- RE: OPPOSITION TO S.C.R. NO. 132 AND S.R. 124, RELATING TO THE MAKAKILO DRIVE EXTENSION PROJECT

The City and County of Honolulu (City) respectfully offers the following comments on Senate Concurrent Resolution No. 132 and Senate Resolution 124, which urge the City to take the necessary steps to finalize, prioritize, and materialize the Makakilo Drive Extension Project.

The City must respectfully oppose these resolutions because they seek to bypass the well-established regional transportation planning process used to evaluate and prioritize major transportation projects on O'ahu.

Major transportation investments on O'ahu are coordinated through the O'ahu Metropolitan Planning Organization (O'ahuMPO). The O'ahuMPO is governed by a Policy Board composed of legislators and transportation executives from both the City and the State, and is supported by professional technical staff as well as citizen representation. Its primary responsibility is to ensure that transportation projects are evaluated through a transparent and coordinated regional planning process.

The Makakilo Drive Extension is identified in the Long-Range O'ahu Regional Transportation Plan prepared by the O'ahuMPO. Federal regulations require this plan to be fiscally constrained, meaning that only projects with identified and reasonably available funding sources may be programmed for implementation.

Senate Committee on Energy and Intergovernmental Affairs
Senate Committee on Transportation
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At present, the Makakilo Drive Extension is classified as an illustrative project, which means that no federal, state, or city funding has been identified for its development. Projects of this scale typically rely on a federal funding share of approximately 80 percent to be financially viable. At this time, no such funding source has been secured.

Previous planning efforts have identified potential benefits associated with the Makakilo Drive Extension, including providing a secondary access route for emergency situations, improving travel times to the H-1 Freeway for certain users, and enhancing access to transit. However, without a substantial increase in available transportation funding, the project cannot advance beyond conceptual planning.

Separately, the City's Department of Emergency Management is working collaboratively with Grace Pacific and other landowners to explore the potential development of a limited emergency access route that could be used during disaster or evacuation scenarios. This effort is independent of the larger Makakilo Drive Extension concept and is focused specifically on improving emergency preparedness and resilience.

The City will continue to monitor future federal funding opportunities and regional transportation priorities through the O'ahuMPO planning process. At this time, however, there are no identified funding commitments or implementation plans to advance the Makakilo Drive Extension.

Thank you for the opportunity to provide testimony in opposition to these resolutions.