

## Letter from the governor

# Why we still need H-3

Your editorial (7/30) alleging my administration may be threatened by considerations of ego, or is otherwise playing some kind of game over the federal funds for H-3, demands clarification.

If any games are under way here, they're being played by the overly litigious, the self-serving, and the near-sighted.

The H-3 is years overdue and needed now more than ever. I would be negligent if I didn't continue to work for its completion.

In contradiction to your editorial's suppositions, permit me to offer some facts:

1. The September 30, 1986, deadline applies only if the state decides to withdraw the H-3 from consideration.

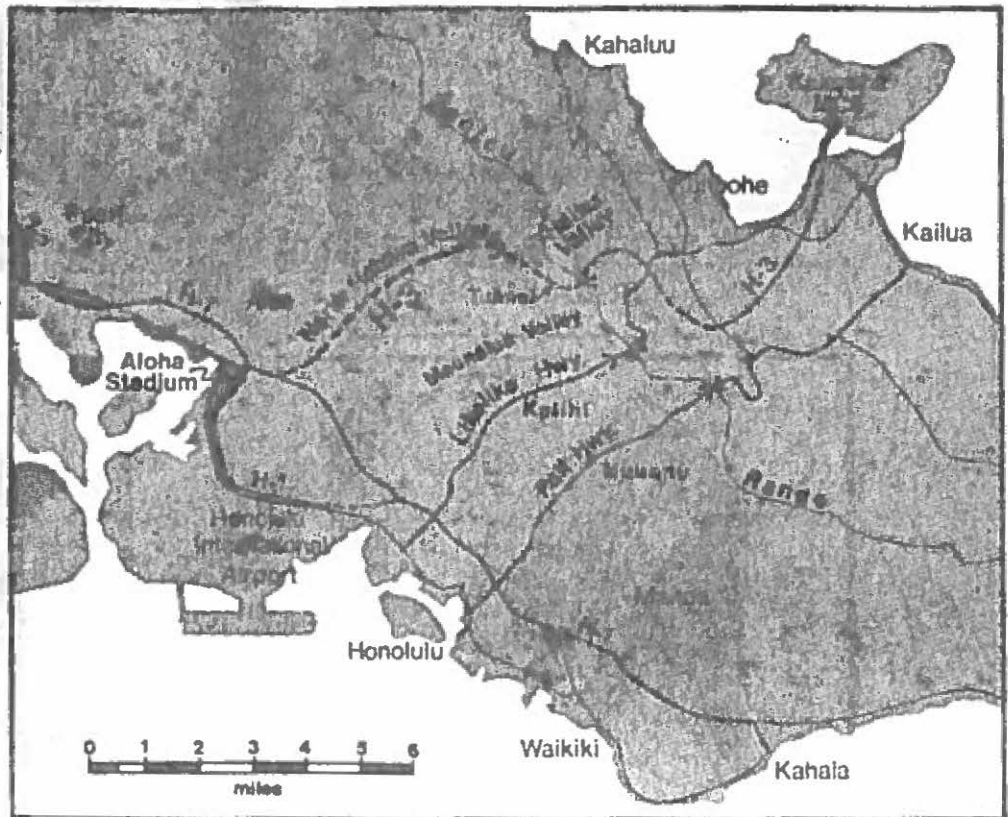
2. More than \$700 million in H-3 funds, if we withdraw, would not be automatically "transferred," a pivotal and essential fact. Funding for any substitute projects would have to stand in line with all other substitute projects throughout the nation, and there are now many more substitute projects nationally than there are available funds. This is a point your newspaper has consistently disregarded in favor of arguing against H-3.

3. H-3 funds are available now. As much as \$100 million would start flowing the moment we receive approval.

4. Environmentally, the state has complied with all laws in every stage of building Oahu's network of H-1, H-2, and H-3. The fact that the project was stalled because of its adjacency to a park, the boundary of which was specifically extended to H-3 to be a buffer to H-3, is something that only a court 2,500 miles away could conjure.

5. As for any alternate projects to use the H-3 funds, should that become necessary, the state has many projects already planned which would be acceptable for funding. However, none of them would come even close to providing the answer the H-3 would provide for a Windward transportation system already overloaded, and with every projection indicating a steady increase in usage.

6. Already, traffic across the Pali



and Likelike highways is worse than it was five years ago. And, five years ago, it was worse than it was five years before then. Some, today, propose contra-flow lanes to alleviate the congestion. That is an admission that the current situation is intolerable. We need to remove traffic from Pali, Likelike and H-1 that does not need to be on these roads and move it more directly to their Leeward and central destinations.

What do we tell the residents in the Kalihi and Nuuanu corridors who will continue to be impacted if H-3 is not built to take some vehicles off the Pali and Likelike highways? Do we tell them to wait for more traffic lights? Must they continue to find it impossible to get out of their homes during rush periods?

To show the U.S. Congress that we purposely extended the boundary of Ho'omaluhia Park as a part of the H-3 project, and that we have met every environmental consideration is not to be stubborn; it is our duty. And I am not alone in assessing this as a necessary project. Mayor Fasi and Andy

Anderson once thought it was. Our people want it. It is supported by many Republicans like Senator George, Representative Medeiros, Representative Whitney Anderson, and many others who have gone to Washington to push for H-3.

H-1, H-2, and H-3 were all conceived at the same time as a way of providing an integrated highway system to serve all parts of the island. When H-1 and H-2 were being built, the people on the Windward side did not insist that those funds be diverted to their side of the island. They should now get the funds for H-3.

It is not now a dated idea. It is now more necessary. There is now more traffic — and there will be even more in the future. That is the proof of its need.

If we fail to build H-3, what will we tell the people on the Windward side, in Kalihi and Nuuanu valleys? It could have been built for \$250 million. It now costs more than \$700 million. What will it cost in the future? And how will we pay for it then?

GEORGE R. ARIYOSHI