

Federal Emergency Management Administration Top Scientists Warn Major Pacific Tsunami Overdue

The Japan tsunami was far larger and damaging than ever believed possible.

Geophysicists at the University of Hawai'i have identified a possible source region directly north of Hawai'i, that ***has the potential for a very large magnitude 9+ earthquake that could produce a Great Aleutian Tsunami (GAT).***

Scientists Predict The Next Big One: The California San Andreas Fault "Locked, Loaded, Ready To Roll"

Scientists predict the Pacific Northwest Cascadia Fault Ready To Go creating massive tsunami waves

Major FEMA Pacific Earthquake – Tsunami Exercise Planned June 7-10

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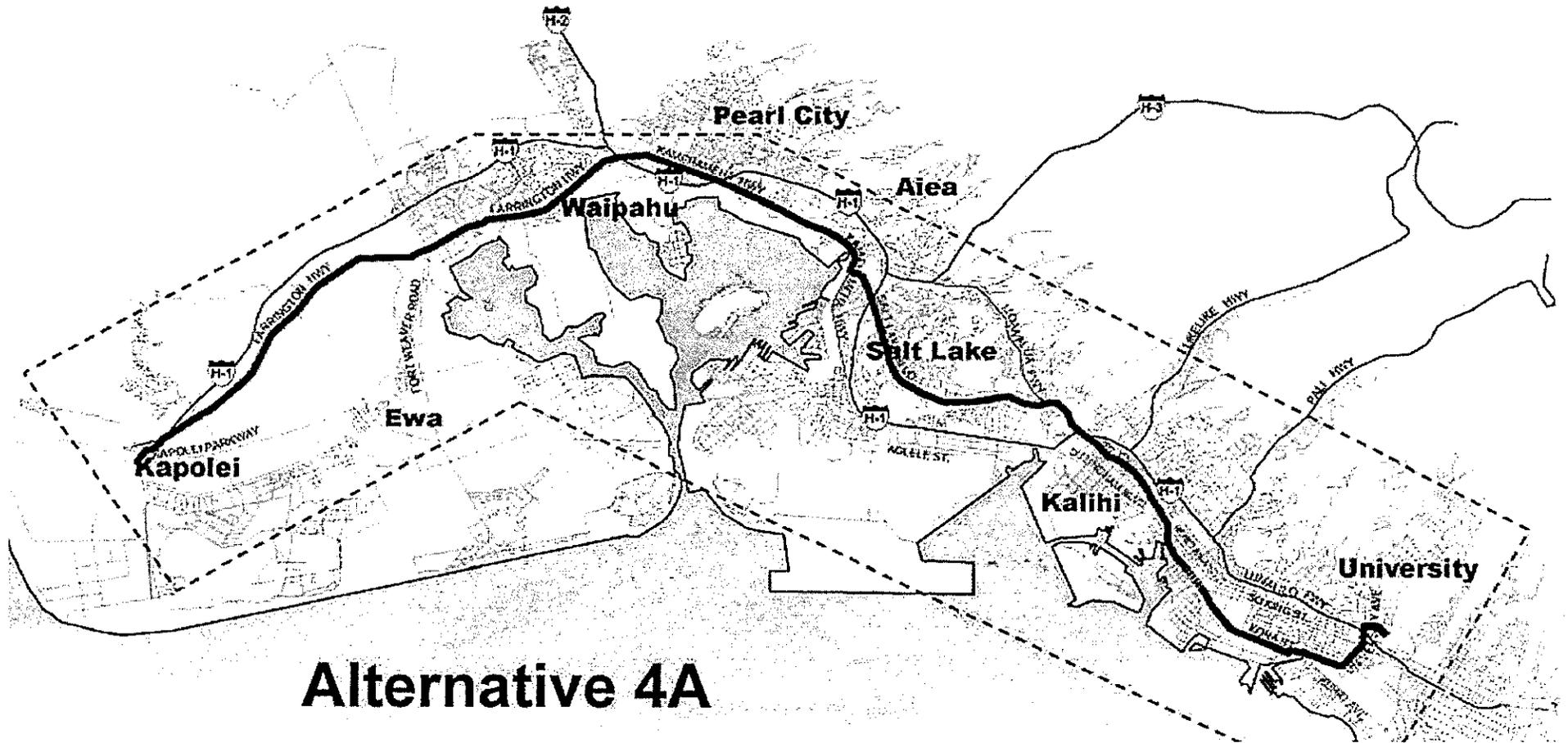
In June, 2010 the HART Rail Final Environmental Impact Statement was released stating the Project was **NOT in a Tsunami Evacuation Zone.**

January 18, 2011, the FTA issued a "*record of decision*", indicating that the Project met the requirements of its environmental review and that the city is allowed to begin construction work on the project.

<http://www.staradvertiser.com/hawaii-news/rail-gets-ok-to-break-ground/>

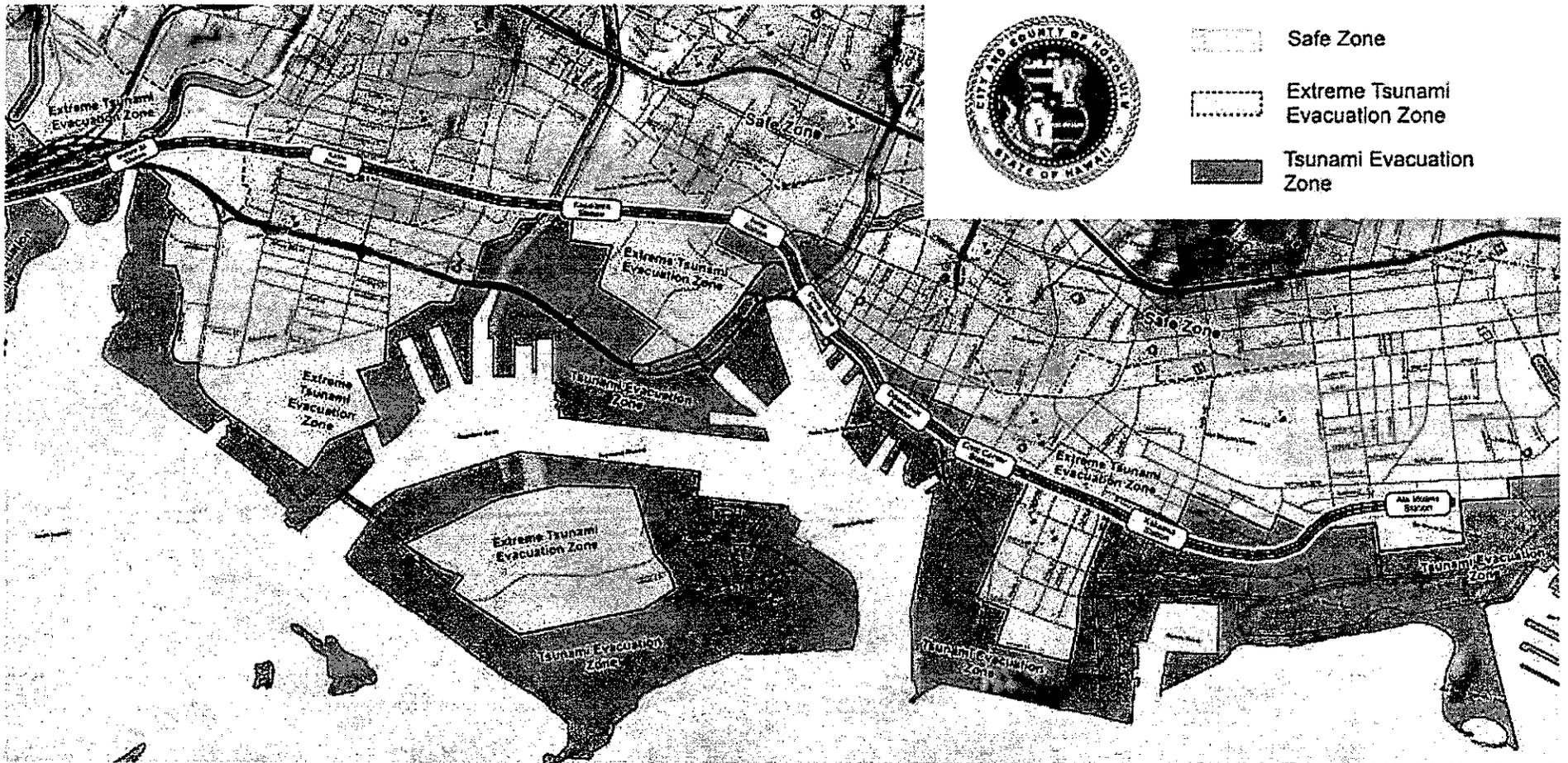
The decision, signed by FTA Regional Administrator Leslie Rogers, states that "all reasonable steps are being taken to minimize the adverse environmental effects of the project, and where adverse environmental effects remain, **no feasible and prudent alternative to such effects exists.**"

However, an alternative DOES exist – **It is Alternative 4A** – the Salt Lake route, which was actually approved by the Honolulu City Council in 2007. *That approved alternative would place most of the rail route above the City DEM Tsunami Evacuation Zone.*



Alternative 4A

Seven Rail Stations In City DEM 2010 Tsunami Evacuation Zone



The Federal Transit Administration would very likely have NOT provided a favorable **Record of Decision** in 2011 if the *Tsunami Evacuation Zone* was stated honestly in the June 2010 FEIS.

The Big Question – Was the June 2010 FEIS, Appendix J statements that the Project did NOT go through *Tsunami Evacuation Zones* an act of **Perjury to obtain Federal Funds?**

Perjury: The crime of willfully and knowingly making a false statement about a material fact.

June 2010 Final EIS Appendix J, page 6

*Project is **not** located in a Tsunami Evacuation Zone*

June 2010

Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement

1.3 Coastal Zone Management Program, Chapter 205A, Hawai'i Revised Statutes

All lands of the State are included within the Coastal Zone Management (CZM) Area, as defined in Chapter 205A, HRS. As such, the Petition Area is within the CZM Area; however, it is not located along a shoreline.

Coastal Hazards—The Project is not located in a tsunami evacuation zone and is being designed to applicable standards and specifications regarding storm weather, seismic events, and associated risks. The Project will not affect coastal erosion (RTD 2008m).

June 2010 Final EIS Appendix J, page 9
Project development subject to tsunami – Not Applicable

June 2010

Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement

Table 2. Coastal Zone Management Act, Chapter 205A, Hawai'i Revised Statutes

Objectives and Policies	S	N/S	N/A
Recreational Resources			
<i>Objective—(A) Provide coastal recreational opportunities accessible to the public.</i>			
<i>Policies</i>			
Coastal Hazards			
<i>Objective—(A) Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.</i>			
<i>Policies</i>			
(A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;	X		
(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;			X
(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and	X		

June 2010 Final EIS Appendix J, page 80
*Project is **not** located in a Tsunami Evacuation Zone*

June 2010

Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement

2.6 Special Management Area

Portions of the Project are within the Special Management Area (SMA) as established by the City and County of Honolulu. As part of Hawai'i's CZM Program, HRS Chapter 205A establishes special land use controls for development within a relatively narrow zone along the coastline called a SMA.

(3) That the development has been adequately planned to minimize the risk from coastal hazards such as tsunamis, hurricanes, wind, storm waves, flooding, erosion, and sea level rise; and

The Project has been adequately planned and designed to the extent practical to minimize the risk from coastal hazards and is not located in a tsunami evacuation zone. The project design meets the applicable standards and specifications regarding storm weather and construction in floodplains. Temporary and permanent BMPs will minimize the risk to coastal areas from erosion.