



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

March 24, 2008

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HCR NO. 306

COMMITTEE ON TRANSPORTATION

The Department of Transportation opposes this resolution due to the following concerns.

The resolution is unnecessary because it duplicates certain components of the environmental review process already in place to protect Hawaii's unique ecosystem. For example, our Airports and Harbors Divisions assess, address and mitigate significant environmental, cultural, social and economic impacts of inter-island transportation improvements through the Hawaii Revised Statutes (HRS) Chapter 343 and the National Environmental Policy Act (NEPA) environmental review processes. The Office of Environmental Quality Control (OEQC) requires that we undertake HRS Chapter 343 environmental analyses of our long-range, transportation master plans. Both our Airports and Harbors Divisions have completed HRS Chapter 343 and the NEPA environmental assessments and environmental impact statements for each of its commercial facility master plans. Any potential environmental impacts and appropriate mitigation measures have already been duly identified. In addition, the planning activities of the two divisions are coordinated and integrated into a unified effort by our Statewide Transportation Planning Office. Recent concerns over environmental issues have highlighted the importance of ensuring early assessment and mitigation of adverse environmental impacts of our inter-island air and maritime transportation projects.

The *Hawaii 2050 Sustainability Task Force Report* provides an extensive and comprehensive approach to the sustainability issue that the Hawaii Sustainable InterIsland Transportation Task Force would address for transportation facilities. The report contains a section on all public infrastructure, including commercial airports and harbors facilities. In addition, this report recommends establishing a Sustainability Council that would be in charge of coordinating, marketing and implementing the 2050 initiatives and recommendations. The Council would help to promote sustainability, determine intermediate and long-term benchmarks, measure success, coordinate cross sector efforts and dialogue, and report to public and private sector leaders on progress.

We are concerned with any requirement for analyses of the impacts on global warming. Earth's geologic past is marked by severe climate, temperature and sea level fluctuations. We believe that a transportation project's impacts on the earth's climate will be virtually impossible to determine with any degree of accuracy and that more conclusive research and studies should be completed to determine the relationship between human activities and the earth's environment.

Both Airports and Harbors Divisions must also deal with an inordinate number of permits before any construction can take place. For example, Airports Division's projects may require any of the following: county building permits and Special Management Area permits, Federal Aviation Administration 7460-1 (Notice of Proposed Construction or Alteration) and others. Also, both Airports and Harbors Divisions' projects may require any of the following: Clean Water Act Sections 401, 402 and 404; National Pollutant Discharge Elimination System; National Historic Preservation Act Section 106; HRS Chapter 6E; and others. We are concerned that any additional permitting requirements would adversely impact our ability to construct improvements in a timely manner. The federal grants which the Airports Division receive from the Federal Aviation Administration (FAA) to fund their capital improvement program have specific time frames by which the projects must be initiated and completed. The delays caused by this task force may adversely result in the Airports Division's ineligibility to receive future FAA grants.

We are particularly concerned that the task force as proposed by this resolution will hinder our efforts to modernize our harbor facilities. The requirement for the task force to re-evaluate the projects comprising the Harbor Modernization Plan will undoubtedly result in delays in the implementation of the projects. If critical harbor improvement projects are to be implemented in a timely manner, there must be a reasonable balance between environmental concerns and the need to complete necessary improvements for transportation efficiency.

Testimony of The Nature Conservancy of Hawai'i  
Supporting HCR 306 Requesting the Office of Planning to Establish a Temporary Hawai'i  
Sustainable Interisland Transportation Task Force  
House Committee on Transportation  
Monday, March 24, 2008, 10:00AM, Room 309

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*The Nature Conservancy of Hawai'i is a private non-profit conservation organization dedicated to the preservation of Hawaii's native plants, animals, and ecosystems. The Conservancy has helped to protect nearly 200,000 acres of natural lands for rare and endangered native species in Hawai'i. Today, we actively manage more than 32,000 acres in 11 nature preserves on O'ahu, Maui, Hawai'i, Moloka'i, Lāna'i, and Kaua'i and also work closely with government agencies and private landowners on cooperative land and marine management projects.*

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The Nature Conservancy of Hawai'i supports HCR 306.

Invasive insects, diseases, snakes, weeds, and other pests are one of the greatest threats to Hawaii's economy, agriculture industry, natural environment, and the health and lifestyle of its people.

The Hawai'i Department of Agriculture is doing an admirable job to protect the State from pest species. With additional financial and personnel support from the Legislature, the Department's implementation of a multi-faceted Biosecurity Plan will enhance this effort with more inspectors, more efficient and effective inspection services, joint state-federal inspection facilities, and agreements with shippers for improved sanitary protocols.

Critical components of this Biosecurity Plan are:

- Appropriate facilities for Department of Agriculture inspection, quarantine and treatment of goods at or near major ports; and
- The Department's ability to know in advance what it being shipped into and around the state so it can direct its resources efficiently and effectively with the least amount of disruption to commerce.

Major improvements are being planned for Hawaii's airports and harbors. Movement of cargo, equipment, vehicles, and people by air and sea into and between the islands is only projected to grow. In this context, it is critical that the relevant stakeholders be working and planning together to ensure efficient movement of goods, equipment and people, while also maximizing protection of the state's economy, agriculture, environment, and quality of life from the serious threats posed by invasive species and diseases.

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March 24, 2008

HOUSE COMMITTEE ON TRANSPORTATION

TESTIMONY ON  
HCR 306

Chair Souki and committee members:

My name is Alan Takemoto, Executive Director, of the Hawaii Farm Bureau Federation, which is the largest non-profit general agriculture organization representing approximately 1,600 farm and ranch family members statewide. The Hawaii Farm Bureau Federation (HFBF) supports HCR 306 requesting the office of planning to establish a temporary Hawaii sustainable interisland transportation task force.

Interisland transportation is critical to the viability of our agricultural industry. As we are limited to moving agricultural products and supplies only by air and sea, we need to ensure that these modes of transportation remain efficient and affordable, especially for Hawaii's agriculture to remain viable. The Hawaii 2050 Task Force also recognized the importance of the basic necessities that agriculture has to the sustainability of Hawaii.

The Hawaii Agribusiness Development Corporation (ADC) recognized that our interisland shipping was quickly changing and with the proposal from Young Brothers to discontinue the less than container load (LCL) back in 2006, it prompted a **study called "The Demand for Interisland Shipping and the Impact of Shipping Costs on Hawaii Agricultural Production."** The purpose of this study was to assess Hawaii's entire interisland shipping mode of transportation system and the role and impact on the local agricultural industry. This study provides base line information and data that are useful in analyzing our interisland modes of transportation for Hawaii's agriculture. While the scope and funding was limited, the study did not provide a detailed analysis of the various transportation options and scenarios. Additional funding will be necessary to obtain more needed details and information to carry out the rest of the report.

**Therefore, we would like to suggest that the scope includes the ADC Report's findings and recommendations that addresses issues such as: the establishment of a joint use consolidation facility, review of the tariff rates for transportation of agricultural goods, review of a system wide approach to the movement of agricultural products. This resolution should also include the HDOA's Biosecurity Plan as part of the scope to address invasive species and food safety measures.**

Thank you.

## Hawaii Harbor Users Group

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Gary North  
Matson Navigation Company,  
Inc.

Mar Labrador  
Horizon-Lines, LLC

Glenn Hong  
Young Brothers, Ltd./Hawaiian  
Tug and Barge

Alan Yamamoto  
NCL America, Inc.

Douglas Won  
Sause Bros., Inc.

Richard Maxwell  
Aloha Cargo Transport,  
Division of Northland Services,  
Inc.

Robert T. Guard  
McCabe, Hamilton & Renny Co.,  
Ltd.

Jeff Brennan  
Hawaii Stevedores, Inc.

John Garibaldi  
Hawaii Superferry, Inc.

Lance Tanaka  
Tesoro Hawaii Corporation

Steve Golden  
The Gas Company

Eric Yoshizawa  
Ameron Hawaii

George Stewart  
Hawaiian Cement

**HCR 306  
REQUESTING THE OFFICE OF PLANNING TO ESTABLISH A  
TEMPORARY HAWAII SUSTAINABLE INTERISLAND  
TRANSPORTATION TASK FORCE**

**GARY NORTH  
CHAIRMAN  
HAWAII HARBORS USERS GROUP**

**MARCH 24, 2008**

Chair Souki and Members of the House Committee on

Transportation:

I am Gary North, testifying on behalf of the Hawaii Harbors Users Group (HHUG), on HCR 306, "REQUESTING THE OFFICE OF PLANNING TO ESTABLISH A TEMPORARY HAWAII SUSTAINABLE INTERISLAND TRANSPORTATION TASK FORCE."

The Hawaii Harbor Users Group (HHUG) is a non-profit maritime transportation industry group comprised of the following key harbor users: Matson Navigation Company, Horizon Lines, LLC, Young Brothers/Hawaii Tug & Barge, Norwegian Cruse Line, Sause Brothers Inc., Aloha Cargo Transport (ACT), Hawaii Stevedores, McCabe Hamilton & Renny Stevedores, Hawaii Superferry, Tesoro Hawaii Corporation, The Gas Company, Ameron Hawaii, and Hawaiian Cement.

HHUG supports HCR 306 with amendments. This resolution requests the Office of Planning to establish a temporary Hawaii Sustainable Interisland Transportation Task Force to study the environmental, economic, and social impacts of existing state interisland transportation systems and to assess proposed changes to the State's interisland transportation systems for the next twenty-five years. The resolution designates three representatives of the Hawaii Harbor Users Group, including one representative each from the cruise line, ferry, and cargo industries to participate in this task force.

HHUG would like to recommend that the current draft of HCR306 to be amended with the following language additions:

An additional sub-section (6) beginning on line 22 of page 5 to read:

“(6) Take into consideration, and work in consistency with , the Hawaii State Plan, specifically HRS section 226-17, and;”

Two additional sub-sections (7) and (8) beginning on line 28 of page 6 to read:

“(7) Ensuring that the flow of commerce is not impeded; and  
(8) Ensuring economic feasibility for a sustainable, multi-mode, inter-island transportation system; and”

HHUG appreciates the opportunity to be a part of this initiative and looks forward to participating.

Thank you for the opportunity to testify.

**Testimony in Support of HCR302 and HCR300, and Testimony in Opposition to  
HCR306**

Hearing Scheduled before the House Transportation Committee on Monday, 03-24-08 at  
10:00 a.m. in Conference Room 309

Dear Chairman Souki, Vice-Chair Nishimoto and Members of the House Transportation Committee:

I am a member of the Hawaii Bicycle League (HBL), columnist of "Uncle Eddie's Safety Tips" in the HBL newsletter, member of the Mayor's (Honolulu) Advisory Committee on Bicycling (MACB), the Association for the Advancement of Retired Persons (AARP), and a Board Member of The Wildlife Society (TWS)-Hawaii Chapter.

I strongly support HCR302 "Complete Streets," with exception to the term "roundabouts," which many of us believe should be changed to "other amenities," all with the purpose of increasing pedestrian and bicycling safety at minimal cost, and without including unresolved and potentially divisive issues.

I strongly support HCR300, which is very similar to HR250, since a concurrent resolution seems more inclusive. One addition, the final paragraph of HCR300 needs to include that the Resolution be sent to DBEDT and DOH, and possibly other agencies referred to in the intent of the Resolution.

I would like to go on record as strongly opposing HCR306, the creation of a sustainable Interisland Transportation Task Force. With flowery language and important facts not relevant to the Resolution, the forces that be of the auto and fossil fuel complex are attempting to solve interisland sustainability, while nearly completely ignoring issues and groups affiliated with intraisland sustainable transportation and energy. This is guaranteed not to work.

"Pedestrians" are mentioned once in the HCR306 and bicyclists not at all. And none of the groups who have worked so hard to shepard legislation and policy in the direction of safer walking and cycling are included in the Task Force. This is a continuation of the problems contributing to transportation gridlock in our state, both on the street and in our legislative and collective consciousness. How sustainable is shipping autos around islands when nearly each island is already overinundated with cars and gridlock?

Sincerely, Ed Johnson