



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

April 3, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE CONCURRENT RESOLUTION 71
SENATE RESOLUTION 42

COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS

COMMITTEE ON WATER, LAND, AGRICULTURE, AND HAWAIIAN AFFAIRS

Senate Concurrent Resolution 71 and Senate Resolution 42 request the Office of the Governor to convene a scenic byways working group to select possible sites statewide, including the Piilani Trail on Maui, for proposed federal designation as scenic byways.

The Department of Transportation supports the intent of these resolutions.

The National Scenic Byways Program is a grass-roots, community-driven, collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States. The program aims to help communities balance conservation and preservation with economic development and tourism. The Hawaii Scenic Byways Program has been developed based on the guidelines from the national program, following these same principles and calling for community-based organizations to emerge as sponsors when submitting their applications for State Scenic Byway designation. These sponsors are expected to demonstrate their ability to manage and implement local byways, both through manpower and financial resources and to be organizations with a strong enough vision and implementation plan for their byway to meet both the state and federal program criteria.

There are no funds available for scenic byways with only interim or state byway designations. Only when a byway receives national designation does it qualify for federal assistance through the National Scenic Byways Program.

The National Scenic Byways Program is a highly competitive discretionary grant program having very limited federal funding. For the 2009 Call-for-Projects, only \$43.5 million was available nationwide, while 350 applications were received totaling over \$90 million.

Currently, the Department of Transportation (DOT) has a "pilot" Hawaii Scenic Byways Program and on March 4, 2009 designated Hawaii's first State Scenic Byway – the Mamalahoa Kona Heritage Corridor on the island of Hawaii. The DOT is formalizing its program and is now

in the process of establishing a State Scenic Byways Committee to review and recommend sites meeting both the Hawaii Scenic Byways requirements leading to a State designation and the National Scenic Byways Program requirements which can lead to federal grant funding and a National Scenic Byways designation. Therefore, the proposed resolutions seeking the Governor convene a scenic byway working group is unnecessary as all of the representatives identified in the resolutions are already included in the DOT's Scenic Byway committee.

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April 2, 2009

TO: Honorable J. Kalani English, Chair
Senate Committee on Transportation, International and Intergovernmental Affairs
Honorable Clayton Hee, Chair
Senate Committee on Water, Land, Agriculture, and Hawaiian Affairs

FROM: Danny A. Mateo
Council Chair

SUBJECT: *Danny A. Mateo*
**HEARING OF APRIL 3, 2009, TESTIMONY IN SUPPORT OF SCR71/SR42,
REQUESTING THE OFFICE OF THE GOVERNOR TO CONVENE A SCENIC
BYWAYS WORKING GROUP TO SELECT POSSIBLE SITES STATEWIDE,
INCLUDING THE PIILANI TRAIL ON MAUI, FOR PROPOSED FEDERAL
DESIGNATION AS SCENIC BYWAYS**

Thank you for the opportunity to testify in support of this important measure. The purpose of this measure is to request the Office of the Governor to convene a Scenic Byways Working Group to select possible sites statewide, including the Piilani Trail on Maui, for proposed Federal designation as scenic byways and to develop the Federally required corridor management plan, as defined in the National Scenic Byways Program Interim Policy.

A resolution with a similar purpose was adopted by the Maui County Council; however, the Maui County Council has not had the opportunity to take a formal position on this measure. Therefore, I am providing this testimony in my capacity as an individual member of the Maui County Council.

I support this measure for the following reasons:

1. Scenic byways are recognized as roads that incorporate and reflect noteworthy natural, historic, and cultural features of an area.
2. There is great interest in the community to designate, as a scenic byway, the Piilani Trail, an 18-mile Heritage Corridor from Honokowai to Kahakuloa, featuring the six sacred bays of Piilani, to preserve the area, and to provide access for the public.
3. While it is unrealistic during the current economic downturn for the State and counties to financially support worthwhile scenic byways projects, the National Scenic Byways Program helps states protect and promote their scenic roads by granting funds from the Federal Highway Administration of the United States Department of Transportation.

For the foregoing reasons, I support this measure.

Charles St. Sure
2499 Kapiolani Blvd. Apr 2906
Honolulu, Hawaii 96826

March 31, 2009

TO: Senator Kalani English, Chair TIA Committee
Senator Clayton Hee, Chair WTL Committee
Members of the TIA and WTL Committee

Re: Testimony on SCR71 Relating to Scenic Byways

Hearing: 4//3/09 @ 1:15pm
Conference Room 224

This is IN SUPPORT of SCR71

I was born and raised on Maui and have seen many changes over the years from plantation days through the rise of tourism to the present. Talking to kupuna, there is a common thread of concern over the loss of much of the history of old Hawaii and the lack of designation of many of the important historical sites.

Auntie Edna Farden Bekeart is particularly concerned about the six sacred bays of Pi'ilani which played such an important part in the history of old Lahaina. The National Scenic Byways Program is an excellent vehicle for the preservation of the important Pi'ilani Trail which not only connects the six bays of Pi'ilani, but also important heiau at Honokowai and Kahakaloa.

Mahalo nui loa

A handwritten signature in black ink, appearing to read "Charles St. Sure", with a horizontal line underneath it.

From: louiseroCKETT@aol.com
Sent: Thursday, April 02, 2009 12:31 PM
To: TIATestimony
Subject: Hearing scheduled for April 3, 2009, 1:15 p.m.

Louise Rockett
P. O. Box 903
Lahaina, HI 96767-0903

April 2, 2009

TO: Committee on Transportation , International and Intergovernmental Affairs
Committee on Water, Land, Agriculture, and Hawaiian Affairs .

RE: SCR 71 and SR 42: REQUESTING THE OFFICE OF THE GOVERNOR TO CONVENE A SCENIC BYWAYS WORKING GROUP TO SELECT POSSIBLE SITES STATEWIDE, INCLUDING THE PI'ILANI TRAIL ON MAUI, FOR PROPOSED FEDERAL DESIGNATION AS SCENIC BYWAYS

Hearing scheduled for April 3, 2009, 1:15 p.m.

Please support SCR 71 and SR 42. This is such a positive action recognizing and memorializing Maui 's Hawaiian history, specifically Mo'i Pi'ilani.

When I first learned of Mo'i Pi'Iani it was through Aunty Edna Pualani Farden Bekeart. She said to me on afternoon at a wedding, "I bet you didn't know there were six bays." And that was enough to interest me in writing my first article about the Bays of Pi'ilani. That was almost three years ago.

Since that time, I have supported the commemoration of these bays through an 18-mile Heritage Corridor from Honokowai to Hononana (Kahakuloa). This corridor is rich in history and remarkable natural beauty that should be preserved and perpetuated through the designation as a scenic byways.

This is an opportunity that should not be neglected. As Aunty Pualani has said over and over to me, "This is living history."

Mahalo

Louise Rockett