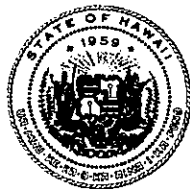


NEIL ABERCROMBIE
GOVERNOR



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IN REPLY REFER TO:

LATE TESTIMONY

February 9, 2011

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION
COMMITTEE ON TRANSPORTATION
HOUSE BILL NO. 506

We support the intent of the bill with reservations.

The bill proposes a feasibility study on the construction of an alternative access road to be built mauka of Farrington Highway. OMPO's adopted 2030 Oahu Regional Transportation Plan (ORTP) proposes a new \$0.4 billion two-lane access road from Farrington Highway in the vicinity of Maili, over the Waianae Mountain Range, to Kunia Road. The project identified in the ORTP does not appear consistent with the mauka alternative project to be considered by this bill. If that is the case, federal funds cannot be utilized until it is included in the ORTP.

Previous studies conducted have determined that the alignment to be considered would be infeasible. Costs for several alignments studied ranged from \$100 to \$400 million dollars not including the costs attributable to acquisition of property and mitigation of environmental impacts. It is anticipated that the alignment described will require acquisition of private property.

Therefore, the State Department of Transportation (DOT) would prefer to pursue further assessment of the emergency access use of Kolekole Pass to provide a reliable route in the event Farrington Highway is blocked. Currently, DOT has an agreement with the military and the civil defense to open the pass during emergency events. However, the route is not completely reliable, and could be blocked by large storm events. DOT would like to assess the improvements required to the Kolekole pass for emergency access. At this time, we estimate the cost of improvement at \$25 million.

If the alternative access road mauka of Farrington Highway, included in this bill, is to be studied, the DOT requests sufficient funding and a time to perform the study. We anticipate the cost and time required would be \$1.5 million and 3 to 4 years, respectively.