



PO Box 369
Hanalei, HI 96714
(808) 826-9370

February 23, 2012

Hearing: Friday, February 24, 2012
Conference Room 211 – 9:00
AM

TESTIMONY IN OPPOSITION TO SB 3010, S.D.1

Aloha Senator Ige, Chair, and
Committee Members
Committee on Ways and Means,

Section 3 (14) lists “Kūhiō Highway, Waioli, Waipaa [sic], and Waikoko stream bridges replacement, on Kaua‘i.” as a project to be exempted. These three bridges are listed on the State and National Register of Historic Places for Route 560 on the north shore of Kauai. Federal laws apply to projects on these bridges.

This bill proposes to temporarily exempt bridges from certain state and county requirements. Item 14 should be deleted from this bill as both the state and county are required to meet federal standards and requirements such as NEPA, the Secretary of the Interior standards, Section 106, and FWHA Section 4(f).

A handwritten signature in cursive script that reads "Barbara Robeson".

Barbara Robeson, Co-chair
Hanalei Roads Committee

TESTIMONY IN STRONG OPPOSITION TO SB 3010, SD1

Date: February 23, 2012

To: Senate Committee on Ways and Means

Re: Testimony in Strong Opposition to SB3010, SD1

Hearing: Friday, February 24, 2012

Conference Room 211 – 9:00 AM

Aloha Senator Ige, Chair, and Committee Members

SB 3010 SD1 proposes to exempt certain bridges from a number of state and county requirements.

In particular, Section 3, Item 14(f) proposes to exempt the Waioli, Waipa, and Waikoko stream bridges on Kuhio Highway on Kauai. These bridges are an integral part of the heritage of the north shore of Kauai. The bridges are listed on the state and national registers of historic places. And Kauai's north shore residents and communities have fought long and hard to ensure that these bridges are faithfully protected and maintained by the state of Hawaii.

Exempting these bridges from the requirements of the laws enumerated in Section 2 of SB3010 SD1 - including HRS Chapter 6E (historic preservation), HRS Chapter 205A (coastal zone management), HRS Chapter 343 (environmental impact statements) and HRS Chapter 344 (state environmental policy) - would seriously weaken the protections that currently exist for these historic bridges.

I therefore respectfully ask that before acting on SB3010 SD1, your committee delete Item 14(f) from the bill.

Please do not undermine the protections that our community has obtained for our cherished bridges after decades of effort.

Sincerely,

Carl Imparato
P.O. Box 1102
Hanalei, HI 96714

carl.imparato@juno.com

TESTIMONY IN OPPOSITION TO SB 3010, S.D.1

Hearing: Friday, February 24, 2012 Conference Room 211 – 9:00 AM

Aloha Senator Ige, Chair,
and Committee Members, Ways and Means

Route 560 (Princeville to Ke'e) is a very special stretch of roadway. Many would say it is a state historic treasure. This amazing 10 mile stretch of roadway with its 13 narrow one-lane bridges and culverts is rightfully listed on the National Register of Historic Places, mainly because of the significance of its one-lane bridges. As Route 560's National Register of Historic Places nomination states, "The Kaua'i Belt Road between Princeville and Ha'ena (Route 560) retains historic significance and character in its location, alignment, design, setting, and association."

SB 3010, S.D.1 proposes to temporarily exempt bridges from certain state and county requirements. Section 3 (14) lists "Kuhio Highway, Waioli, Waipa, and Waikoko stream bridges replacement, on Kaua'i." as a project to be exempted.

Item 14 should be deleted from this bill as both the state and county are required to meet federal standards and requirements such as NEPA, the Secretary of the Interior standards, Section 106, and FWHA Section 4(f).

In 2005 the State of Hawaii passed S.B. 1876, legislation that directs the Department of Transportation to show flexibility in highway design, and limits liability of State and counties in the application of flexible highway design standards. The act allows engineers and planners to consider more than just safety and efficiency when building new roads or reconstructing old roads. Factors such as the environment, scenic and **historic preservation**, community effects, and aesthetics are now taken into consideration and context-sensitive solutions and designs are encouraged.

This act was created to **protect Hawaii's historic treasures such as Route 560 and its one-lane bridges**. As the act says, "**Hawaii's rural communities are the heart and soul of the islands, reflecting the aloha spirit and natural beauty that are the essence of our State. As urbanization spreads throughout Hawaii, our rural communities are at risk of losing their unique identities. The imposition of uniform, conventional highway design can significantly alter and detract from the historical identities of these communities.**"

Item 14 should be deleted from this bill.

Submitted by:

Jonathan Wichman
Lifetime resident – Ha'ena, Kauai
808-826-6050 tunes@hawaiiantel.net



March 2, 2012

Via E-mail
Senate Committee on Ways and Means

Re: SB 3010 SD 1
Hearing: Friday, Feb. 24, 2012, 9 am, Conference Room 211

Dear Chair and Committee Members,

We are in strong support of Senate Bill 3010, SD 1.

As a community association, we've been working for at least 3 years, since the devastating flood of December 2008 that cost more than \$4 million in damage to our residents, to mitigate flooding in our community. We've worked with landowners, the State Department of Transportation, the Army Corps of Engineers, and Senator Inouye's office on how we can all work together to provide solutions.

One of those solutions is to significantly increase the capacity of the Laieloa Bridge. We've already worked with various entities to work out land swaps with private owners, get the designs done, assist with engineering expertise, and conduct environmental impact studies. To the extent that Senate Bill 3010 will help speed this process along, we are grateful and anxious to see it pass—not just for our community, but for the rest of the state where infrastructure is significantly behind schedule.

We respectfully urge you to pass out SB 3010.

Sincerely,

The Laie Community Association Board of Directors

1065 Ahua Street
Honolulu, HI 96819
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Website: www.gcawhawaii.org



GCA of Hawaii

GENERAL CONTRACTORS ASSOCIATION OF HAWAII

Quality People. Quality Projects.

Uploaded via Capitol Website

February 24, 2012

TO: HONORABLE SENATORS DAVID IGE, CHAIR, MICHELLE KIDANI, VICE CHAIR AND MEMBERS OF THE SENATE COMMITTEE ON WAYS AND MEANS

SUBJECT: **SUPPORT OF S.B. 3010, SD1 RELATING TO TRANSPORTATION.**
Exempts temporarily the department of transportation and its contractors from certain state requirements for certain bridge rehabilitation projects. (SD1)

DECISION-MAKING ONLY

DATE: Friday, February 24, 2012
TIME: 9:00 A.M.
PLACE: Conference Room 211

Dear Chair Ige, Vice Chair Kidani and Members of the Committee:

The General Contractors Association (GCA) is an organization comprised of over six hundred (600) general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is celebrating its 80th anniversary this year; it remains the largest construction association in the State of Hawaii. GCA is testifying **in support** of S.B. 3010, SD1 Relating to Transportation

This bill proposes to exempt the Department of Transportation and its contractors from the requirements of select specified statutes for a period of five years to expedite the rehabilitation and renovation of twenty eight bridges throughout the state.

The GCA **supports** this measure to insure the continued safety of our construction equipment and trucks and the general public who travel over these bridges. The enumerated bridges have been identified by the Department of Transportation as structurally deficient or functionally obsolete and thus may present a danger to the public if not remedied. Many of Hawaii's bridges were designed and constructed prior to the development and use of the heavy equipment, trucks and other vehicles that currently must traverse these bridges, thus presently a traffic hazard and potential for accidents to occur.

This bill would expedite the much need rehabilitation of these old bridges and the exemption used only as necessary.

The GCA supports the passage of this measure and recommends its passage by the committee.

Thank you for the opportunity to present our views on this bill.