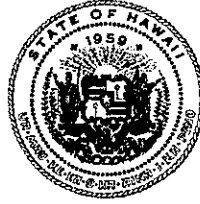
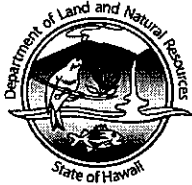


NEIL ABERCROMBIE
GOVERNOR OF HAWAII



**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

**Testimony of
WILLIAM J. AILA, JR
Chairperson**

**Before the House Committees on
TRANSPORTATION
and
ENERGY & ENVIRONMENTAL PROTECTION**

**Monday, March 19, 2012
11:00 AM
State Capitol, Conference Room 309**

**In consideration of
SENATE BILL 3010, SENATE DRAFT 2
RELATING TO TRANSPORTATION.**

Senate Bill 3010, Senate Draft 2, proposes to exempt temporarily, the Department of Transportation and its contractors from certain state requirements for certain bridge rehabilitation projects. The Department of Land and Natural Resources' (Department) attention to this bill is limited to the exemptions of state requirements under its purview (1 – 11 in SECTION 2), in particular, Chapters 6E and 174C, Hawaii Revised Statutes (HRS), relating to historic preservation and the State Water Code, respectively. The Department offers the following comments.

Chapter 6E, HRS

Many bridges serve as an excellent example of engineering of a specific time period. The Department would ask that the potentially valuable historical resource aspect of bridges be taken into serious consideration in expediting the alteration of bridges for purposes of efficiency.

Chapter 174C, HRS

Assuming that no permanent diversion of stream water is proposed, the only permit required for bridge rehabilitation and replacement under the State Water Code is a Stream Channel Alteration Permit ("SCAP"). The State Water Code requires SCAPs prior to altering a stream channel in order to understand, and mitigate as appropriate, potential impacts on fisheries, wildlife, recreation, aesthetic, scenic, and other beneficial instream uses. Under the State Water Code, SCAPs must be acted upon within ninety days. Ninety days for action on a permit is reasonable and not excessive.

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

GUY H. KAULUKUKUI
FIRST DEPUTY

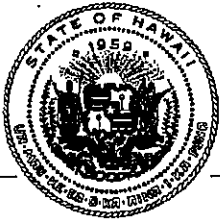
WILLIAM M. TAM
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

The State Water Code already exempts the maintenance of existing facilities from SCAPs. If the proposed bridge rehabilitation work is limited to maintaining, repairing, and/or strengthening existing structures, the work may be exempt from a SCAP under Section 174C-71(3)(A), HRS.

However, replacing bridges may entail significant alteration of the stream channel bed and banks and may impose unknown impacts on the stream itself. Across the board exemptions of the entire State Water Code is not appropriate and is not consistent with the State's constitutional duty to protect streams.

Thank you for the opportunity to testify.



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

NEIL ABERCROMBIE
GOVERNOR
RICHARD C. LIM
DIRECTOR
MARY ALICE EVANS
DEPUTY DIRECTOR
JESSE K. SOUKI
DIRECTOR
OFFICE OF PLANNING

OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824

Statement of
JESSE K. SOUKI
Director, Office of Planning
Department of Business, Economic Development, and Tourism
before the
**HOUSE COMMITTEE ON TRANSPORTATION
AND
HOUSE COMMITTEE AND ENERGY AND ENVIRONMENTAL PROTECTION**
Monday, March 19, 2012
11:00 AM
State Capitol, Conference Room 309

in consideration of
SB 3010 SD 2
RELATING TO TRANSPORTATION.

Chairs Souki and Coffman, Vice Chairs Ichiyama and Kawakami, and Members of the House Committees on Transportation and Energy and Environmental Protection.

The Office of Planning (OP) administers Hawaii Revised Statutes (HRS) Chapter 205A, the Coastal Zone Management (CZM) law. SB 3010 SD 2 proposes to exempt the department of transportation and its contractors from a series of state requirements, including HRS Chapter 205A. In particular, the bill proposes to exempt 10 specific bridge projects from the series of state requirements.

Enacted in 1975, the Special Management Area (SMA) Permit is an essential part of the federal and state approved Hawaii CZM Program. SMA permits are only required for development within a narrow band of land along the coast stretching inland from the shoreline and generally to the first state highway. Certain developments are exempt because

they have no substantial adverse environmental or ecological or cumulative effects.

Developments not in excess of \$500,000 require minor permits, which involve an assessment and no hearing. Developments that exceed \$500,000 require a public hearing. A description of the Hawaii CZM Program is attached.

OP opposes this bill for the following reasons:

- 1) The Hawaii CZM Program was enacted by the state legislature in 1977, and approved by the U.S. Department of Commerce in 1978. The CZM Program balances Hawaii's coastal resource use, economic development and protection of cultural and environmental areas in a sustainable manner so that Hawaii's residents and visitors will continue to benefit from the rich resources the coast and ocean provides. HRS §205A-5 requires that all agencies shall enforce the objectives and policies set forth in HRS §205A-2.
- 2) The proposed exemptions, including SMA permit exemption, conflict with the intent of HRS Chapter 205A, Part II - SMAs, which was established by the legislature.
- 3) At the administration's direction, OP is working on an alternative project review processes for state projects within an SMA that are consistent with the federal and state CZM goals and objectives. Recommendations for alternative project review process, in consultation with affected state agencies, will be completed before the next legislative session. The alternative processes to SMA permitting will
(a) ensure that both federal grant and federal permitted projects are reviewed in the streamlined federal consistency process; and (b) create a streamlined state

review process, with programmatic consistency review for similar project types (e.g., bridge projects), for state projects within an SMA that are located on state land.

- 4) SB 3010 SD 2 would jeopardize federal approval of the Hawaii CZM Program, and in turn, the State of Hawaii may lose approximately \$2 million of federal funds annually. This loss of federal funding translates to a loss of nine positions at OP, six positions at the planning department of Hawaii County, four positions at the planning department of Kauai County, and four positions at the planning department of Maui County. These positions perform CZM-related activities such as update and implementation of the Ocean Resources Management Plan, federal consistency reviews, coastal non-point pollution control activities, as well as administration of SMA permits and shoreline setback provisions and violation investigations thereof.

Thank you for the opportunity to provide testimony on this measure.



Hawaii CZM Program

Coastal Zone Management
Office of Planning, State of Hawaii



ABOUT THE PROGRAM

Partnering with Hawaii's communities to promote a sustainable coastal environment by building upon our heritage and inspiring island stewardship.

Hawaii's CZM Program was enacted to provide a common focus for state and county actions dealing with land and water uses and activities. As the State's resource management policy umbrella, it is the guiding perspective for the design and implementation of allowable land and water uses and activities throughout the state.

Unlike single-purpose programs, the Hawaii CZM Program focuses its work on the complex resource management problems of coastal areas in the part of the State that is under the highest stress. Within a framework of cooperation among federal, state and local levels, the Hawaii CZM program employs a wide variety of regulatory and non-regulatory techniques to address coastal issues and uphold environmental law. Among them are stewardship, planning, permitting, education and outreach, technical assistance to local governments and permit applicants, policy development and implementation, and identification of emerging issues and exploration of solutions.

PROGRAM COMPONENTS

FEDERAL CONSISTENCY

The national Coastal Zone Management Act requires derelict federal activities and development projects to be consistent with approved state coastal programs to the maximum extent practicable. Federally-permitted, licensed or assisted activities occurring in, or affective, the state's coastal zone must be in agreement with the Hawaii CZM Program's objectives and policies.

SPECIAL MANAGEMENT AREA (SMA) PERMITS

SMA Permits are management tools to assure that permitted uses and activities that are defined as developments in the SMA are designed and carried out in compliance with the CZM objectives and policies and SMA guidelines. It is independently implemented by each of the four counties according to their respective ordinances and rules.

OCEAN RESOURCES MANAGEMENT PLAN (ORMP)

The ORMP is a statewide plan mandated by Hawaii Revised Statutes ch. 205A. It is based on a three-perspective framework: Connecting Land and Sea; Preserving Our Ocean Heritage; and Promoting Collaboration and Stewardship. The plan builds upon traditional Hawaiian management principles and uses an integrated and area-based approach to natural and cultural resource management.

MARINE AND COASTAL ZONE ADVOCACY COUNCIL (MACZAC)

Composed of twelve advisory members statewide with diverse backgrounds in business, environment, native Hawaiian practices, terrestrial and marine commerce, recreation, research and tourism, MACZAC advises the Director of the Office of Planning on marine and coastal zone management planning, coordination, and facilitation of functions of the Hawaii CZM Program.

PROGRAM FACTS

Coastal Population in 2000:
1,211,537

Miles of Coastline:
1,052

Ocean Economy in 2009:
\$5,229,104,120*

CZMA Funds:
2010: \$2,065,000 / 2011: \$2,018,000

State and Other Matching Funds:
2010: \$1,891,000 / 2011: \$1,844,000

Total Funds:
2010: \$3,956,000 / 2011: \$3,862,000

CZM Partners:

Federal: NOAA, EPA, USACE, USN, USCG, USFWS, NMFS, HIHWNMS, PICCO, Pacifi, WPFMC

State/County: DBEDT, DOA, DOD, DOH, DLNR, DOT, OHA, HCDA, LLC, OEOG, DMPO, MACZAC, UH-SOEST, Sea Grant, the City and County of Honolulu, County of Kauai, County of Maui, County of Hawaii

Others: The Nature Conservancy

Federally Funded Hawaii CZM Program Staff: Office of Planning: 8; Hawaii County: 6; Kauai County: 4; Maui County: 4

* Based on available data provided by The National Ocean Economic Program <http://noep.mbari.org>. All figures as of January 20, 2012.

KEY ACCOMPLISHMENTS

- ORMP Policy and Working Group collaborated with the Sea Grant Hawaii, Center for Island Climate Adaptation (ICAP) to finalize *A Framework for Climate Change Adaptation in Hawaii*. The framework lays out a proposed step-by-step process for the State to develop plans and make informed decisions on climate change adaptation.
- Collaborated with the State Department of Health in the development of a Watershed Planning Guidance to promote the application of Coastal Nonpoint Pollution Control Program (CNPCP) management measures from the broader concept of watershed planning.
- Implemented CNPCP management measures for urban pollution prevention by funding a collaborate effort between the National NEMO Network and local partners to design and conduct a community workshop on low impact development and tools to reduce nonpoint source pollution.
- Funded hurricane wind speed studies and customized design standards which were incorporated into the State Building Code and adopted in 2010.
- Funded a partnership project between the County of Hawaii and community group Ka Ohana O Honuapo to develop an integrated habitat restoration plan for Honuapo estuary as a vital part of the broader resource management plan for the part and implementation of the CNPCP management measures for wetlands, riparian areas, and vegetated treatment systems.
- Provided funding towards technical support needed for certification of the Kawainui Marsh Levee. The levee protects the immediate Coconut Grove residential area of 1,425 housing units and the Greater Kailua area against flood events while perpetuating the 830 acre Kawainui Marsh as a wetland.
- Partnered with the Hawaii Community Development Authority (HCDA) to fund a collaborative planning process for the Mahua-hua Ai o Hoi project, which will restore the Heeia wetlands and reduce nonpoint source pollution at the shoreline, and return the lands to productivity by clearing alien vegetation, repairing environmental damage to the land and water, restoring taro fields, and develop economic opportunities such as selling of agricultural crops grown on the land.

FUTURE INITIATIVES

Since establishment in 1978, the Hawaii CZM Program has undertaken a number of initiatives in a variety of areas related to the coastal zone. Most recently, the program is involved in the following initiatives:

ADAPTING TO CLIMATE CHANGE

The Office of Planning, Hawaii CZM Program through its ORMP Policy and Working Groups, and other stakeholders development a state-wide climate change adaptation policy to be included as a Priority Guideline in Part III of the Hawaii State Planning Act (Hawaii Revised Statutes ch. 226). The Hawaii CZM Program is also partnering with ICAP and the USACE, Honolulu District to develop an adaptation planning process bringing together outreach and social marketing and technical analysis.

OCEAN RESOURCES MANAGEMENT PLAN (ORMP) UPDATE

The Hawaii CZM Program will be updating its Ocean Resource Management Plan in 2012-2013. The update will involve obtaining input from various stakeholders, including the public, on the current plan, with a goal to develop a revised plan that is functional in nature. Coordination will also be made with other ocean and coastal area stakeholders that are also updating their respective plans.

NATIONAL OCEAN POLICY

The Hawaii CZM Program was awarded a \$250,000 grant to develop the Hawaii Sub-regional Ocean Partnership in a manner that fosters meaningful engagement of partners and the public in order to ensure successful implementation of the priorities of the updated ORMP. The Office of Planning is also a partner in the grant awarded to the University of Hawaii's Social Science Research Institute (SSRI) on behalf of the U.S. Territories in the Pacific (American Samoa, Commonwealth of the Northern Marianas Islands (CNMI), Guam), and Hawaii. This grant will develop and establish the Pacific Regional Ocean Partnership.

The Office of Planning and Hawaii CZM Program will also continue to implement objectives of the National Ocean Policy through its existing ORMP, and examine new initiatives to promote ocean spatial planning.



Hawaii CZM Program
Coastal Zone Management

Office of Planning
State of Hawaii I
P.O. Box 2359
Honolulu, Hawaii I 96804-2359
(808) 587-2846

<http://hawaii.gov/dbedt/ozm>

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State of Hawaii Office of Planning

 @HawOfcPlanning

01/09/2012

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



LORETTA J. FUDDY, A.C.S.W., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:
File:

**COMMITTEE ON TRANSPORTATION
COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

S.B. 3010, S.D. 2, Relating to Transportation

**Testimony of Loretta J. Fuddy, A.C.S.W., M.P.H.
Director of Health**

**March 19, 2012
11:00 a.m.**

1 **Department's Position:** Department of Health respectfully opposes this bill.

2 **Fiscal Implications:** None

3 **Purpose and Justification:** This bill provides the Department of Transportation (DOT) and its
4 contractors temporary exemption from state laws including Hawaii Revised Statutes (HRS), Chapters
5 342B, 342D, 342E, and 342F, but only to the extent as necessary to expedite specified bridge projects.
6 The projects under this bill shall meet federal requirements that are a necessary condition to the receipt
7 of federal funds by the State.

8 This bill is unnecessary. The DOH proactively provides training, workshop, and outreach to
9 potential applicants and permittees. The DOH is a member of the General Contractors Association
10 (GCA) Environmental Committee, which includes representatives from government agencies, counties,
11 and private sectors. The DOH attends GCA's monthly meeting regularly. Our partnerships with
12 interested parties are a faster and more efficient process to address noise, air and water pollution issues.

13 The DOH is concerned that the proposed temporary exemption may extend beyond permitting to
14 other requirements as specified in HRS, Chapter 342B, 342D, 342E, and 342F. We believe that

Promoting Lifelong Health & Wellness

1 establishing an exemption for such projects sets a bad precedent. The exemption of any project from
2 environmental regulation should be based on the project's environmental impact and not on the
3 scheduling needs. In addition, all construction projects including bridge replacement/rehabilitations
4 should employ measures to control fugitive dusts, noise, and storm water runoff.

5 The DOH will work with DOT and its contractors in early consultation to ensure the proper
6 implementation of the requirements and that the processing of any permits can meet the project
7 scheduling dates.

8 Thank you for the opportunity to testify on this measure.

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



GARY L. HOOSER
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY
CONTROL
235 S BERETANIA ST. SUITE 702
HONOLULU, HAWAII 96813
Tel. (808) 586-4185
Fax. (808) 586-4186
Email: oeqc@doh.hawaii.gov

COMMITTEE ON TRANSPORTATION

COMMITTEE ON ENERGY & ENVIRONMENT PROTECTION

SB 3010 SD2, RELATING TO TRANSPORTATION

**Testimony of Gary Hooser
Director of the Office of Environmental Quality Control**

March 19, 2012

1 **Office's Position:** Oppose

2 **Fiscal Implications:** None

3 **Purpose and Justification:** The Office of Environmental Quality opposes this measure which
4 would exempt the reconstruction and/or replacement of up to 27 bridges around the State from
5 complying with 20 different permit or review requirements designed to protect the public interest
6 and environmental protections.

7 Chapter 341, Hawaii Revised Statutes – states unequivocally that “The legislature finds
8 that the quality of the environment is as important to the welfare of the people of Hawaii as is the
9 economy of the State. The legislature further finds that the determination of an optimum balance
10 between economic development and environmental quality deserves the most thoughtful
11 consideration, and...the most intensive care.”

12 The broad-based exempting of projects via statute from all environmental review is
13 contrary in the extreme, to the very basis of the law itself.

1 Existing law under Chapter 343 already allows for the easy exemption of projects which
2 are minor in nature, or for other reasons, are expected to have no or negligible impacts on the
3 environment.

4 Almost by definition every bridge on this list is adjacent to sensitive areas, may be
5 historical in nature and depending on the size and scope of the bridge improvements, may have
6 significant impacts on both the immediate and the surrounding area. But unless these bridges
7 undergo some kind of environmental review, we will not know, and thus, there is no mechanism
8 to ensure that appropriate measures are taken to mitigate or prevent sometimes irreversible
9 negative impacts.

10 Chapter 343, in essence, merely requires someone in some position of authority to look at
11 the project, and determine if there are in fact significant impacts and if not, it can be exempted.
12 However if there are impacts then those impacts must be disclosed appropriate mitigation
13 suggested. Chapter 343 requires an agency to be accountable and to look closely at decisions
14 impacting sensitive areas and sometimes irreplaceable natural resources. Exemptions put into
15 place by statute eliminate the requirement for accountability and allow important decisions
16 impacting the environment and other important public interests to be made behind the shield and
17 shadow of a statutory requirement.

18 For these reasons the Office of Environmental Quality Control is opposed to SB 3010,
19 SD2.

20 Thank you.

ALAN M. ARAKAWA
Mayor

WILLIAM R. SPENCE
Director

MICHELE CHOUTEAU McLEAN
Deputy Director



COUNTY OF MAUI

DEPARTMENT OF PLANNING

Committee on Transportation
Representative Joseph M. Souki, Chair
Representative Linda Ichiyama, Vice Chair

Committee on Energy and Environmental Protection
Representative Denny Coffman, Chair
Representative Derek S.K. Kawakami, Vice Chair

Monday, March 19, 2012
11:00 am

State Capitol, Conference Room 309
Statement of William Spence
Maui County Planning Director

The Maui County Planning Department opposes the inclusion of Hana Highway bridges in SB3010, SD2.

The historic bridges and scenic vistas of Hana Highway have been a cornerstone for marketing Maui to the millions of tourists who come to Hawaii each year. The Hana bridges are listed in both the Hawai'i Register of Historic Places and the National Register of Historic Places. These unique, historic and picturesque bridges have been the backdrop of countless photos and the subject of poems and songs. The County and State have tirelessly worked to preserve and market the bridges of East Maui. The proposed bill could potentially negate these efforts in one fell swoop.

The community and local county officials have consistently and repeatedly maintained that a cookie-cutter approach to bridge repair projects along Hana Highway is not desirable or needed. A systematic approach to maintaining and preserving these bridges should be created, not a series of exemptions that would facilitate outright demolition and replacement in defiance of the community's wishes. For these bridges, the community and County officials would like to retain existing public review and permitting processes.

Please delete item 10 in section 3 – the Hana Highway bridges – from SB3010, SD2.

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HISTORIC HAWAII FOUNDATION

To: Rep. Joseph M. Souki, Chair
Rep. Linda Ichiyama, Vice Chair
Committee on Transportation

Rep. Denny Coffman, Chair
Rep. Derek S.K. Kawakami, Vice Chair

From: Kiersten Faulkner
Executive Director, Historic Hawai'i Foundation

Committee Date: Monday, March 19, 2012
11:00 a.m.
Conference Room 309

Subject: **SB 3010 SD2, Relating to Transportation**

On behalf of Historic Hawai'i Foundation (HHF), I am writing in **opposition to SB 3010 SD2**, Relating to Transportation. The bill would temporarily exempt the department of transportation and its contractors from certain state requirements for certain bridge rehabilitation or replacement projects.

Since 1974, Historic Hawai'i Foundation has been a statewide leader for historic preservation. HHF's 850 members and numerous additional supporters work to preserve Hawaii's unique architectural and cultural heritage and believe that historic preservation is an important element in the present and future quality of life, economic viability and environmental sustainability of the state.

HHF believes that the exemptions proposed in SB 3010 SD2 are unnecessary and could put significant historic properties at risk. The State's historic preservation law, HRS 6E, is one the state laws that would be exempted. Under §§ 6E-7, 6E-8, 6E 43.5, State departments consult with the historic preservation division to review proposals and determine whether they could cause an adverse effect to historic property. The project may proceed with the written concurrence of the historic preservation division after measures are taken to avoid, minimize or mitigate any harm to the historic or cultural resource. This process provides a safeguard to protect the State's historic and cultural properties. Exemption from this process would mean that the historic and cultural significance of the bridges and their settings may not be fully considered during planning, design or construction. HHF also believes that exemption from environmental and cultural regulations sets a bad precedent. Such exemptions are contrary to the basic principle that the "quality of the environment is as important to the welfare of the people of Hawai'i as is the economy of the State" (HRS Chapter 341).

The State Department of Transportation is the steward and caretaker for many historic and cultural properties, including historic bridges. These review and approval processes are critically important to avoid irreversible and permanent impairment to the historic and cultural properties that

Historic Hawai'i Foundation

680 Iwilei Road, Suite 690 • Honolulu, HI 96817 • Tel: 808-523-2900 • FAX: 808-523-0800 • www.historichawaii.org

Historic Hawai'i Foundation was established in 1974 to encourage the preservation of historic buildings, sites and communities on all the islands of Hawai'i. As the statewide leader for historic preservation, HHF works to preserve Hawaii's unique architectural and cultural heritage and believes that historic preservation is an important element in the present and future quality of life, environmental sustainability and economic viability of the state.

are entrusted to the State to ensure their preservation, interpretation and appropriate treatment for the enjoyment of present and future generations. Eliminating the requirement for review and concurrence on impacts to historic resources would expose Hawaii's heritage to irreversible harm and destruction of irreplaceable historic and cultural properties.

Furthermore, the State's historic preservation review process works in conjunction with similar requirements under the National Historic Preservation Act and the National Transportation Act, which require that undertakings involving federal funding, permitting or approvals also comply with review and consultation procedures that result in obtaining SHPD concurrence prior to proceeding. Because most transportation projects in the state have a nexus to federal actions, federal compliance would continue to be required. It would indeed be unfortunate if only the federal government expressed concern for the well-being of Hawaii's historic and cultural properties, whereas passage of this measure would indicate that the state does not share that commitment.

The Department of Transportation is actively working with the State Historic Preservation Division to update its inventory of historic bridges and to develop a programmatic agreement that would address ways to avoid, minimize and mitigate adverse effects while simultaneously making the review process more efficient and effective. HHF supports this effort and feels that it is a more appropriate way to address the concern to ensure public safety, expedite processes, and protect Hawaii's heritage.

Therefore, Historic Hawai'i Foundation opposes SB3010 SD2.

Historic Hawai'i Foundation

680 Iwilei Road, Suite 690 • Honolulu, HI 96817 • Tel: 808-523-2900 • FAX: 808-523-0800 • www.historichawaii.org

Historic Hawai'i Foundation was established in 1974 to encourage the preservation of historic buildings, sites and communities on all the islands of Hawai'i. As the statewide leader for historic preservation, HHF works to preserve Hawai'i's unique architectural and cultural heritage and believes that historic preservation is an important element in the present and future quality of life, environmental sustainability and economic viability of the state.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Saturday, March 17, 2012 7:30 AM
To: TRNtestimony
Cc: gravatts@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: linda gravatt
Organization: Hana High & Elementary School
E-mail: gravatts@gmail.com
Submitted on: 3/17/2012

Comments:

The state of HI DOT should continue to take care of the bridges- it is their responsibility to us - tax paying citizens and our children.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Friday, March 16, 2012 11:04 PM
To: TRNtestimony
Cc: ndavlantes@aol.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Nancy Davlantes
Organization: Individual
E-mail: ndavlantes@aol.com
Submitted on: 3/16/2012

Comments:

If I had a \$1 for every time I read the phrase "temporarily exempts" before one or another agency seeking to avoid the required regulatory hoops in legislation introduced this session I could buy lunch for a few friends. What's the big rush? No one argues that improvements and efficiency in the permitting process are needed, but the word "temporarily" raises a good deal of suspicion because it can turn into permanent and because it sets a dangerous precedent. Appropriate environmental review must not be set aside when so much is at stake.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:55 AM
To: TRNtestimony
Cc: mendezj@hawaii.edu
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Javier Mendez-Alvarez
Organization: Individual
E-mail: mendezj@hawaii.edu
Submitted on: 3/18/2012

Comments:

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:51 AM
To: TRNtestimony
Cc: annamyers1@hawaiiantel.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Anna Myers
Organization: Individual
E-mail: annamyers1@hawaiiantel.net
Submitted on: 3/18/2012

Comments:

Any bridges being built on our island of Kauai need to be built sensitive to the environment. Runoff is one serious problem here and bridge construction can be a major problem with that . . . as well as other environment issues.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:45 AM
To: TRNtestimony
Cc: dancsmith@rocketmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Daniel C. Smith
Organization: Individual
E-mail: dancsmith@rocketmail.com
Submitted on: 3/18/2012

Comments:

When building or restoring Hawaii's hundreds of bridges, SB 3010 SD2 would exempt the Department of Transportation from a host of environmental laws, including historic preservation, wildlife protection, clean water, clean air, and many more.

I am told that numerous organizations and agencies oppose this bill, including the State Office of Planning, Historic Hawaii Foundation, State Department of Land and Natural Resources, State Department of Health, Office of Environmental Quality Control, and more. Can you add your voice to this list and state this is a bad idea? Bridges are frequently located in sensitive areas.

While I understand the need to renovate older bridges, such construction should respect laws that protect communities from pollution and destruction of fragile environments. Therefore I request that you kill the bill.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:36 AM
To: TRNtestimony
Cc: Lesliewitten2@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Leslie Witten
Organization: Individual
E-mail: Lesliewitten2@gmail.com
Submitted on: 3/18/2012

Comments:

We can have both a safe environment and a healthy economy.

When building or restoring Hawaii's hundreds of bridges, the Department of Transportation should not be exempt from a host of environmental laws, including historic preservation, wildlife protection, clean water, clean air, and many more.¶

While we understand the need to rennovate older bridges, such construction should respect laws that protect communities from pollution and destruction of fragile environments.¶

Please set legislation to ensure a balance between industrial and environmental needs. Take care of the earth so it can take care of us.

Mahalo nui loa,
Leslie Witten

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:31 AM
To: TRNtestimony
Cc: taiishnadai808@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Rebecca Branham
Organization: Individual
E-mail: taiishnadai808@gmail.com
Submitted on: 3/18/2012

Comments:
Bad idea.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:31 AM
To: TRNtestimony
Cc: loria@hawaii.edu
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Lori Adolewski
Organization: Individual
E-mail: loria@hawaii.edu
Submitted on: 3/18/2012

Comments:

Dear Senators,

My understanding is that SB 2010 would exempt the Department of Transportation from a host of environmental laws, including historic preservation, wildlife protection, clean water, clean air, and many more. This does not sound like the most balanced approach to maintaining Hawaii's infrastructure.

Bridges are frequently located in sensitive areas. While we understand the need to renovate older bridges, such construction should respect laws that protect communities from pollution and destruction of fragile environments.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:22 AM
To: TRNtestimony
Cc: frankelr001@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Richard Frankel
Organization: Individual
E-mail: frankelr001@hawaii.rr.com
Submitted on: 3/18/2012

Comments:
Dear Senators:

I urge you to reject this bill. Our bridges have been deteriorating for a long time and need repair. However there is no sudden emergency which would justify ignoring rules and policies to protect the environment. On the contrary, it is more important than ever to protect our precious natural environment.
Mahalo.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:16 AM
To: TRNtestimony
Cc: theede@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Teri Heede
Organization: Individual
E-mail: theede@hawaii.rr.com
Submitted on: 3/18/2012

Comments:
Regulatory procedures to protect the aina should NOT be circumvented.

Mahalo for your cooperation in protecting our fragile resources from STUPID!

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:14 AM
To: TRNtestimony
Cc: rlebrun@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Roanne LeBrun
Organization: Individual
E-mail: rlebrun@hawaii.rr.com
Submitted on: 3/18/2012

Comments:

How and when did we humans become so interested in the almighty dollar over our own health and the health of our 'aina? We need to THINK. We need to LOOK AT OUR CHILDREN and consider what kind of world we are creating for them. Please do not exempt the Department of Transportation from ANY rules and regulations now in place.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:11 AM
To: TRNtestimony
Cc: sylpartridge@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Sylvia Partridge
Organization: Individual
E-mail: sylpartridge@yahoo.com
Submitted on: 3/18/2012

Comments:

In regard to renovation of bridges or any structures, there should be no exemption of environmental laws for any reason.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:05 AM
To: TRNtestimony
Cc: conklin@lava.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: M Gay Conklin
Organization: Individual
E-mail: conklin@lava.net
Submitted on: 3/18/2012

Comments:

Do not exempt the DOT from environmental laws when they restore bridges. We don't need to choose between the economy and the environment. In fact, unless we protect our environment we won't have much of an economy. Tourism is based on our island beauty.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:51 AM
To: TRNtestimony
Cc: barbarageorge40@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Barbara George
Organization: Individual
E-mail: barbarageorge40@yahoo.com
Submitted on: 3/18/2012

Comments:

OPPOSE. Bridge building and/or renovation must follow the same environmental rules/regulations. Quality of water is at stake!!

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:44 AM
To: TRNtestimony
Cc: lovelandjohn@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: John Loveland
Organization: Individual
E-mail: lovelandjohn@gmail.com
Submitted on: 3/18/2012

Comments:

I oppose this bill. We need bridge repair but not at the expense of the environment...the same with SB 2335...?...coastline bill. Please do not circumvent laws for the sake of expedience to the detriment of the environment.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:42 AM
To: TRNtestimony
Cc: patbak1@hawaiiantel.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Byron W. Baker
Organization: Individual
E-mail: patbak1@hawaiiantel.net
Submitted on: 3/18/2012

Comments:

SB 3010SD2 looks like bad policy, particularly considering the number of agencies that have weighed in against it. High standards should govern bridges, a critical transportation link.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 11:12 AM
To: TRNtestimony
Cc: sightpacific@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM
Attachments: Dear Rep.doc

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Paul Nelson
Organization: Individual
E-mail: sightpacific@hawaii.rr.com
Submitted on: 3/18/2012

Comments:
Mahalo

Dear Rep. Souki, Rep Coffman,

Since 1961, when my wife and I came to live in Hawaii as teachers (UH and Punahou), we have witnesses the ills of development without regard for environment. The shores of Waikiki, crowded to the edge with hotels against all good sense about rising water levels and erosion are one example. The loss of land around the Royal Hawaiian that used to be an historical landmark seen from Kalakaua. The grand old lady is buried in rather ugly concrete now. This was shortsighted, for profit thinking. We need due diligence with regard to the environment everywhere on O'ahu, especially as the west side fills in and developers eye the Windward and North Shores. When is enough. We think now is enough and we should turn our eyes to infrastructure repair: sewers, highway and road surfaces, opening existing land designated for parks, investing in sound agricultural practice....all that boring, wonderful stuff. It is a matter of conscience, isn't it? Beyond politics?

Aloha, Paul and Judith Nelson

Katie Romanchuk

808-575-9540

3/18/12

Testimony RE Bill SB 3010 SD2

Dear Powers That Be

Let's build GOOD bridges. Do NOT allow bill SB3010 to pass which would exempt DOT from existing environmental laws which were hard work in passing. Don't take away good things we already have in place that protect the environment, historical sites, Hawaiian cultural identity, clean water and wildlife including watershed areas and native forest preservation and restoration. My friend Elizabeth Russell Winternitz along with others worked tirelessly to protect the historical, cultural, and environmental quality of our bridges to Hana in Maui, 15 years ago, putting her heart and soul into the cause. Otherwise those quaint bridges could and would have turned into mainland L.A. style bridges with mainland building standards. This would have RUINED the character of the road to Hana and much would have been lost forever, impacting residents and tourists alike. Bridges can be made safely while maintaining their cultural, aesthetic and historical significance. This takes careful planning (jobs!). We don't want to be like the Mainland, we are Hawaii and our bridges are part of what makes Hawaii special. We can have a healthy environment AND a healthy economy. In fact, we cannot have a healthy economy if the environment is neglected or abused and ruined. Priorities.

Do NOT build BAD bridges; don't allow SB 3010! Thank you!

Sincerely trying to make Hawaii a better place - No Ka Oi,

Katie Romanchuk, Haiku, Maui

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 1:06 PM
To: TRNtestimony
Cc: phylfrus@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Phyllis Frus
Organization: Individual
E-mail: phylfrus@gmail.com
Submitted on: 3/18/2012

Comments:

I join the many agencies and organizations in opposing SB 3010, which would exempt those fixing bridges from laws designed to protect the environment, including historic sites, wildlife, clean water and air, and many more. Renovation projects can certainly respect the sensitive areas around them. It's a different form of bridge-building (to the community, including natural resources) and no less important than the repairs. Please do not think you have to sacrifice the safeguards these laws represent to complete the building or restoring of bridges.

Phyllis Frus, Honolulu

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 1:01 PM
To: TRNtestimony
Cc: palmtree7@earthlink.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: janice palma-glenie
Organization: Individual
E-mail: palmtree7@earthlink.net
Submitted on: 3/18/2012

Comments:

Aloha,

The State set an example of best practices in all types of infrastructure development. SB 3010 SD2 would exempt the Department of Transportation from many necessary environmental laws, including historic preservation, wildlife protection, clean water, and clean air, to name a few. Why should that be the case? Short-term financial savings will add to huge future costs in environmental and cultural damage wrought if the State was allowed to avoid sensible restrictions.

The State Office of Planning, Historic Hawaii Foundation, State Department of Land and Natural Resources, State Department of Health, Office of Environmental Quality Control and others do not support this bill. Why would the legislature who is meant to represent the best interests of the People and protect our natural resources.

Mahalo.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 12:32 PM
To: TRNtestimony
Cc: kpterra@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Kelly Pomeroy
Organization: Individual
E-mail: kpterra@gmail.com
Submitted on: 3/18/2012

Comments:

We need to make sure our man-made infrascture is sound, but I don't believe we need to do it at the expense of our environmental infrascture. Please don't give the DOT carte blanche to to plow ahead without having to give a thought to our precious natural resources.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 12:31 PM
To: TRNtestimony
Cc: valriegriffith@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: valrie
Organization: Individual
E-mail: valriegriffith@yahoo.com
Submitted on: 3/18/2012

Comments:

bridges are in sensitive areas, we need laws to protect from pollution and destruction of fragile environments pls do not pass sb 3010 mahalo

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 12:09 PM
To: TRNtestimony
Cc: bpboland@hawaiiantel.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Patricia boland
Organization: Individual
E-mail: bpboland@hawaiiantel.net
Submitted on: 3/18/2012

Comments:

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 11:41 AM
To: TRNtestimony
Cc: octopus@maui.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Rene Umberger
Organization: Individual
E-mail: octopus@maui.net
Submitted on: 3/18/2012

Comments:

I am opposed because bridges can and should be restored with respect to surrounding communities and environment and the laws protecting them.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 1:40 PM
To: TRNtestimony
Cc: anthuriumz@hotmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Wynnie Hee
Organization: Individual
E-mail: anthuriumz@hotmail.com
Submitted on: 3/18/2012

Comments:

Why, if there was no rush before to renovate the bridges, why is the Department of Transportation in such a rush now that it needs to be exempt from environmental laws, including historic preservation, wildlife protection, clean water, clean air, and more? It doesn't make sense to the general public. Is this making big dollars for someone? Is this a political plot to ram something through? Please vote NO on this bill. Especially, I hope my representative Marilyn Lee will stand up for the quality of life on this island and vote NO.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 1:50 PM
To: TRNtestimony
Cc: tsuhyin@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Tsuh-Yin Chen
Organization: Individual
E-mail: tsuhyin@yahoo.com
Submitted on: 3/18/2012

Comments:

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 2:12 PM
To: TRNtestimony
Cc: wjmetzger@hotmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: william metzger
Organization: Individual
E-mail: wjmetzger@hotmail.com
Submitted on: 3/18/2012

Comments:

Building and repairing bridges....YES. But PLEASE NOT at the expense of environmental protections.

I urge you vote against this bill.

mahalo, Bill Metzger, 988-6220
3120 Beaumont Woods Place 96822

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 2:19 PM
To: TRNtestimony
Cc: res1z0vb@hawaiiantel.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Dana G. Moss
Organization: Individual
E-mail: res1z0vb@hawaiiantel.net
Submitted on: 3/18/2012

Comments:

Chair Souki and Chair Coffman.

It is imperative not to short cut any previous regulations that have been put in place to protect our Mother Earth. It would be a out right dishonor to all of everyone's time energy and love that was already spent creating and decided on how to protect our Mother Earth from any future harm. You must not let any down grading of protection to happen in any way.

Yahetay - From My Heart & Soul
Dana G. Moss
Kapaau

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 6:41 PM
To: TRNtestimony
Cc: launahele@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Benton Pang
Organization: Individual
E-mail: launahele@yahoo.com
Submitted on: 3/18/2012

Comments:

Bridges are frequently located in sensitive areas. While I understand the need to rennovate older bridges, such construction should respect laws that protect communities from pollution and destruction of fragile environments.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 6:40 PM
To: TRNtestimony
Cc: clk5356@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Carolyn L Knoll
Organization: Individual
E-mail: clk5356@gmail.com
Submitted on: 3/18/2012

Comments:

When building or restoring Hawaii's hundreds of bridges, SB 3010 SD2 would exempt the Department of Transportation from a host of environmental laws, including historic preservation, wildlife protection, clean water, clean air, and many more. Numerous organizations and agencies oppose this bill, including the State Office of Planning, Historic Hawaii Foundation, State Department of Land and Natural Resources, State Department of Health, Office of Environmental Quality Control, and more. While I understand the need to rennovate older bridges, such construction should respect laws that protect communities from pollution and destruction of fragile environments.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 4:31 PM
To: TRNtestimony
Cc: laureenelizabeth1@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Laureen Elizabeth
Organization: Individual
E-mail: laureenelizabeth1@gmail.com
Submitted on: 3/18/2012

Comments:

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 4:18 PM
To: TRNtestimony
Cc: redahi@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: B.A. McClintock
Organization: Individual
E-mail: redahi@hawaii.rr.com
Submitted on: 3/18/2012

Comments:

Exempting anyone or anything from environmental responsibilities has always proven to be a problem in the future. And those responsibilities always fall on the tax payers of Hawaii. Please OPPOSE this bill!

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 2:57 PM
To: TRNtestimony
Cc: vvesci@sbcglobal.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Jeffrey Vesce
Organization: Individual
E-mail: vvesci@sbcglobal.net
Submitted on: 3/18/2012

Comments:

We have seen the results all too often when the safety and well being of the people is not considered and I say it is time for it to stop!

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 2:33 PM
To: TRNtestimony
Cc: watrbaby@aloha.net
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Pohakamalamalama P. Palmer
Organization: Individual
E-mail: watrbaby@aloha.net
Submitted on: 3/18/2012

Comments:

Aloha, How temporary will the damage to our very fragile eco system be? Are we saying, no worry it will grow back? And when an artifact is "accidentally" destroyed, well OOOPPSS. Please - Kokua and no pass this ugly bugga. We fight daily against accidental destruction, do not allow it to progress with this bill.

Aloha.

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 7:19 PM
To: TRNtestimony
Cc: annettesadventures@juno.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Annette Kaohelaulii
Organization: Individual
E-mail: annettesadventures@juno.com
Submitted on: 3/18/2012

Comments:

This is a bad idea. We need to respect the laws we already have that protect the environment.



Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803
808.538.6616 hawaii.chapter@sierraclub.org

LATE TESTIMONY

HOUSE COMMITTEE ON TRANSPORTATION HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

March 19, 2012, 1:15 P.M.
(*Testimony is 1 page long*)

TESTIMONY IN OPPOSITION TO SB 3010 (SD2)

Aloha Chair Souki, Chair Coffman, and Members of the Committees:

The Sierra Club of Hawai'i strongly *opposes* SB 3010 (SD2). This bill exempts the Department of Transportation from most regulations for the purpose of rebuilding the state's bridges.

First, exempting an agency from health and safety standards -- like clean water and clean air regulations -- is simply poor policy. Bridges are frequently located in sensitive areas. A community should not suffer because government failed to perform.

Second, this measure exempts bridges from Hawaii-unique regulations, such as considering Hawaii's unique culture heritage. These considerations will not be adequately protected under the federal system.

Finally, this measure creates a terrible precedent. If government cannot follow basic regulations to protect health and safety, why should a private developer? Ultimately this creates a slippery slope to the significant detriment of our communities and Hawaii's fragile environment.

Mahalo for the opportunity to testify.

1065 Ahua Street
Honolulu, HI 96819
Phone: 808-833-1681 FAX: 839-4167
Email: info@gcahawaii.org
Website: www.gcahawaii.org



LATE TESTIMONY
GCA of Hawaii
GENERAL CONTRACTORS ASSOCIATION OF HAWAII
Quality People. Quality Projects.

Uploaded via Capitol Website

March 19, 2012

TO: HONORABLE REPRESENTATIVES JOE SOUKI, CHAIR,
LINDA ICHIYAMA, VICE CHAIR AND MEMBERS OF THE HOUSE
COMMITTEE ON TRANSPORTATION

HONORABLE REPRESENTATIVES DENNY COFFMAN, DEREK S.K.
KAWAKAMI, VICE CHAIR AND MEMBERS OF THE HOUSE
COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

SUBJECT: **SUPPORT OF S.B. 3010, SD2 RELATING TO TRANSPORTATION.**
Temporarily exempts DOT and its contractors from certain state requirements for
certain bridge rehabilitation projects. (SD2)

HEARING

DATE: Monday, March 19, 2012
TIME: 11:00 A.M.
PLACE: Conference Room 309

Dear Chairs Souki and Coffman, Vice Chairs Ichiyama and Kawakami and Members:

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; GCA remains the largest construction association in the State of Hawaii whose mission is to represent its members in all matters related to the construction industry, while improving the quality of construction and protecting the public interest. GCA is testifying **in support** of S.B. 3010, SD2 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 select shovel ready bridges throughout the state. Section 5 of the bill ensures that federal requirements are met.

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.

A recently released report, "*Providing Safe and Efficient Mobility in Hawaii: The Cost to Drivers of Deficient Roads, Highway Congestion and Traffic Crashes,*" analyzes road and bridge conditions, economic development and job creation, roadway safety, and transportation funding in Hawaii. (Report by TRIP, Released March 2012). The report concluded that,

[N]early half of Hawaii's bridges show significant deterioration or do not meet current design standards. This includes all bridges that are more than 20 feet in length. Furthermore, thirteen percent of Hawaii's bridges (more than 20 feet in length) were rated structurally deficient in 2011. A bridge is structurally deficient if there is significant deterioration of the bridge deck, superstructure or substructure or if the bridge was designed to carry light loads." (Report by TRIP, Released March 2012)

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.

LATE TESTIMONY

The Rama Team as well as my family oppose SB3010, with a deep knowledge that indeed there is no separation between ecology and economy. Both come from the same root OIKOS ~ home, and economy is wholly dependent on nature. Everything comes from nature. All of our tourism, all of our agriculture, all of our water, all of our health and the health of our childrens' futures come from nature. We MUST above all preserve, protect and restore our native ecosystems to create a healthy future. We all trust your awareness and intelligence will guide you to oppose these self serving, ludicrously unintelligent bills that suggest that we must choose between a healthy environment and a vibrant economy. That is the farthest thing from the truth imaginable. We will be watching this and all related bills.

Thank you,

Calley ONeill
Founder/Creative Director
The Rama Exhibition
PO Box 6571
Kamuela, Hawaii 96743

LATE TESTIMONY

TO: Representative Joseph M. Souki, Chair
House Committee on Transportation
And
Representative Denny Coffman, Chair
House Committee on Energy & Environmental Protection

FROM: Sara L. Collins, Ph.D., Legislative Chair
Society for Hawaiian Archaeology
sara.l.collins.sha@gmail.com

HEARING: March 19, 2012, 11:00 AM, Conference Room 309
SUBJECT: Comments in Opposition to SB 3010, S.D.2 (Relating to Transportation)

I am Dr. Sara Collins, Chair of the Legislative Committee of the Society for Hawaiian Archaeology (SHA). We have over 150 members that include professional archaeologists and advocates of historic preservation in general. On behalf of SHA, I am submitting comments in opposition to SB 3010, SD 2 which proposes to temporarily exempt the Department of Transportation from certain state-level requirements when rehabilitating or replacing specified bridges. Thirty bridges, in addition to those specified in the Hana highway bridge preservation plan, are identified as needing rehabilitation or replacement and these projects are already in the design phase. We believe that the exemptions proposed in SB 3010, SD 2 are unnecessary and could put significant historic properties, including burials, at risk.

The state's historic preservation law, Chapter 6E, Hawaii Revised Statutes, is one of the state laws that would be temporarily exempted under SB 3010, SD 2. Specifically, this exemption would eliminate the need for the Department of Transportation to submit the project plans to the State Historic Preservation Division for review and written concurrence (§§ 6E-7, 6E-8, 6E-43.5). This means that the historic significance of these bridges may not be fully considered prior to their rehabilitation or replacement and that project related activities on land adjacent to the bridges could destroy archaeological sites, including subsurface deposits and burials. Most bridge projects require considerable alteration of the roadways and lands adjacent to the bridge or the creation of temporary bypasses. We also note that the proposed exemptions do not apply to Federal historic preservation law, which covers the rehabilitation or replacement of a bridge when using Federal funds, such as those provided by the Federal Highways Administration.

We question the need to avoid the State historic preservation review process for the bridges when considerable information already exists on the historic significance of many of these bridges. National standards have been developed on how rehabilitate historic bridges to ensure public safety while still maintaining the historic character of bridges to the extent possible. Standards also exist to adequately record historic bridges if they cannot be preserved. This existing information should help expedite the review process while still allowing historic bridges to have the full consideration they deserve under the state historic preservation law. Equally as important, adequate review by SHPD will ensure that bridge rehabilitation or replacement doesn't damage or destroy other historic sites adjacent to the bridges. If there are concerns over delayed reviews by SHPD having an impact on these transportation projects, we respectfully suggest that providing adequate funding to that agency is a better remedy than creating exemptions from statutory review.

In view of the above, we respectfully request that your committee defer any action on the subject bill. Thank you for the opportunity to provide comments on SB 3010, SD 2. Should you have any questions, you may reach me at the above email address.

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:00 PM
To: TRNtestimony
Cc: leeplace1@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Ed Lee
Organization: Individual
E-mail: leeplace1@yahoo.com
Submitted on: 3/18/2012

Comments:
Bad idea to bypass environmental concerns in order to streamline a government project. The environmental laws were set to protect the fragile ecology from unsympathetic planners and construction operations. Mahalo

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:15 PM
To: TRNtestimony
Cc: markeno@mac.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Mark Enomoto
Organization: Individual
E-mail: markeno@mac.com
Submitted on: 3/18/2012

Comments:

No EIS or cultural survey = No Build. Why do I constantly have to submit testimony saying the same thing over and over!!! Do it right!

From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 19, 2012 6:16 AM
To: TRNtestimony
Cc: moonwalk1941@yahoo.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Helen T Walkr
Organization: Individual
E-mail: moonwalk1941@yahoo.com
Submitted on: 3/19/2012

Comments:

Please take the time to make certain our fragile Aina is not destroyed by thoughtless actions in the process of building or re-building bridges.

From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 19, 2012 1:33 AM
To: TRNtestimony
Cc: evernw@aol.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Evern Williams
Organization: Individual
E-mail: evernw@aol.com
Submitted on: 3/19/2012

Comments:
I oppose this bill. Our environment needs to be protected at all times.

ichiyama1 - Curi

LATE TESTIMONY

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 10:53 PM
To: TRNtestimony
Cc: angelavideotron@gmail.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Angela Breene
Organization: Individual
E-mail: angelavideotron@gmail.com
Submitted on: 3/18/2012

Comments:

Aloha,

I live in Pupukeya, O'ahu and am writing to express my opposition to SB 3010. I understand that SB 3010 would exempt the Department of Transportation from a host of environmental laws, including historic preservation, wildlife protection, clean water, clean air, and many more when building or restoring bridges. These regulations exist to safeguard our environment and the health of our communities. No government agency should be exempt from these regulations. Let's uphold due process. Please kill SB 3010.

Mahalo,

Angela Breene

ichiyama1 - Curi

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:47 PM
To: TRNtestimony
Cc: merway@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Marjorie Erway
Organization: Individual
E-mail: merway@hawaii.rr.com
Submitted on: 3/18/2012

Comments:

Since bridges are often located in sensitive areas, exempting the DOT from lots of environmental laws is NOT a good idea. Of course, the older bridges need to be renovated, but such renovation needs to respect laws that protect communities from destruction of fragile environments.

Mahalo for your consideration.

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, March 18, 2012 9:46 PM
To: TRNtestimony
Cc: mheidel@hawaii.rr.com
Subject: Testimony for SB3010 on 3/19/2012 11:00:00 AM

Testimony for TRN/EEP 3/19/2012 11:00:00 AM SB3010

Conference room: 309
Testifier position: Oppose
Testifier will be present: No
Submitted by: Marian Heidel
Organization: Individual
E-mail: mheidel@hawaii.rr.com
Submitted on: 3/18/2012

Comments:

To exempt the Dept. of Transportation, when building or restoring Hawaii's bridges, from a host of environmental laws, is a BAD idea! Such construction should respect laws that protect communities from pollution and destruction of fragile environments. The laws were made for good reason, and to give government entities the right to ignore them is just as bad as having private developers and business ignore them.

Please vote down SB 3010