

NEIL ABERCROMBIE
GOVERNOR



LATE TESTIMONY

Testimony of
GLENN M. OKIMOTO
DIRECTOR

Deputy Directors
FDRD N. FUCHIGAMI
JADE BUTAY
RANDY GRUNE
JADINE URASAKI

IN REPLY REFER TO:

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

February 6, 2013
11:20 a.m.
State Capitol, Conference Room 309

**H.B. 1357
RELATING TO ADEQUATE HIGHWAY CAPACITY REQUIREMENT**

House Committee on Transportation

The Department of Transportation (DOT) **opposes** House Bill 1357, to establish a minimum threshold of the existing highway capacity as it relates to new developments however, there is an overarching hierarchy by which State and County processes are in place that requires our review and approval of traffic impacts to the State highway system. Therefore we believe this bill is unnecessary.

Decisions of this nature are considered through the State's the land use processes; specifically the State's Land Use Boundary amendment and the respective County Zoning/Subdivision amendment processes. These comprehensive processes consider consistency with the Hawaii State Plan and the county general plans, and consultation with other agencies, other than DOT.

Specific requirements start at Chapter 205, Hawaii Revised Statutes; Land Use Commission and Hawaii Administrative Rules (HAR) Title 15, Chapter 15 Department of Business Economic Development and Tourism (DBEDT), Land Use Commission Rules (draft), as it relates to this bill:

The Land Use Commission establishes boundaries of the districts (Urban, Agricultural, Conservation, and Rural) in each county. The commission follows a quasi-judicial procedure. Further, Zoning powers are granted to the counties.

The Land Use Law requires the Commission to specifically consider the following criteria in review of any petition for a boundary amendment:

- a. Conformity to the goals, objectives and policies of the Hawaii State Plan (Chapter 226, Hawaii Revised Statutes) and the Functional Plans adopted pursuant to the State Plan.

- b. Extent to which the proposed reclassification conforms to the applicable district standards.

The commission must take into account the General Plan of the respective County; and, where applicable, the objectives, policies and guidelines of the State Coastal Zone Management Law (Chapter 205A, Hawaii Revised Statutes). Coordination with various state and county agencies is performed to consider the possible impacts on the State's concerns.

Additionally, Chapter 343, the State Environmental Law is triggered by this action.

The following is on the City's zone change process. Not included are the other county zone change processes, but for these purposes they are all similar. Per City Ordinance Section 21 Land Use Ordinance (LUO), which may also be referred to as the zoning ordinance, its purpose and intent is to: Regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the Oahu general plan and development plans, and to promote and protect the public health, safety and welfare by, more particularly:

- 1) Minimizing adverse effects resulting from the inappropriate location, use or design of sites and structures;
- 2) Conserving the city's natural, historic and scenic resources and encouraging design which enhances the physical form of the city and
- 3) Assisting the public in identifying and understanding regulations affecting the development and use of land.

It is the intention of the council that the provisions of the LUO provide reasonable development and design standards for the location, height, bulk and size of structures, yard areas, off-street parking facilities, and open spaces, and the use of structures and land for agriculture, industry, business, residences or other purposes.

The zone application requests the following types of information:

- Consistency with public plans and land use policies, specifically State Land Use Law (HRS 205) – State Land Use District designation, City General Plan, and vision and policy of area development plans/ sustainability plans.
- Transportation impacts, review by City and State DOT
- Adequacy of existing public facilities and services to support the proposed zone change.
 - o Wastewater disposal, coordination with DPP, Wastewater Branch and State DOH.
 - o Water availability, including water for fire protection, coordination with BWS and HFD.
 - o Solid waste management and disposal, coordinate with Department of Environmental Services, Refuse Division.
 - o Drainage, coordinate with DPP, Civil Engineering Branch

- Parks and playgrounds (housing projects), coordinate with Department of Design and Construction.
- Schools (housing projects), coordinate with the DOE.
- Other infrastructure considerations may be required, dependent upon the type of zoning, such as other utility requirements.

Chapter 343, Hawaii Revised Statutes – State Environmental Impact Statement Law is triggered.

Chapter 6E, Hawaii Revised Statutes – State Historic Preservation Law may be triggered.

City Ordinance 23 – Shoreline Setback Ordinance 25 – Shoreline Management Ordinance may be triggered

City Ordinance 9 – Flood Hazard District requirements may be triggered.

Community coordination is required.

The DOT recommends that the bill be reviewed by the State and County's respective land use and planning agencies.

Thank you for the opportunity to provide testimony.



DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR



MICHAEL D. FORMBY
DIRECTOR DESIGNATE
MARK N. GARRITY, AICP
DEPUTY DIRECTOR

February 5, 2013



The Honorable Ryan I. Yamane, Chair
and Members
Committee on Transportation
House of Representatives
Hawaii State Capitol
415 S. Beretania Street
Honolulu, Hawaii 96813

Dear Chair Yamane and Committee Members:

Subject: House Bill 1357, Relating to Adequate Highway Requirements

The Department of Transportation Services (DTS) opposes HB 1357. Section 1 refers to "H-1 freeway" and "the majority of studied intersections on the H-1 freeway." The proposed new section includes references which are vague and ambiguous, referring to "[t]he transportation system of each county," "highway capacity," and "adequate highway capacity...for major peak-hour commuting to work in the county's business district." It is uncertain whether the proposed language is limited to H-1, Nimitz highway, other state roads or county roads.

If the proposed language is intended to apply to City and County of Honolulu roads, DTS also opposes this bill as an unfunded mandate.

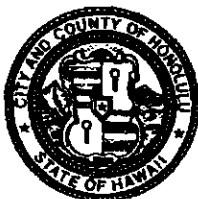
Very truly yours,


Michael D. Formby
Director Designate

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-8041
DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR



JIRO A. SUMADA
ACTING DIRECTOR

February 6, 2013

LATE

The Honorable Ryan I. Yamane, Chair
and Members of the Committee on Transportation
Hawaii State House of Representatives
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Yamane and Committee Members:

Subject: House Bill No. 1357
Relating to Adequate Highway Requirements

The Department of Planning and Permitting **opposes** House Bill No. 1357 based on its immediate effect on the construction industry.

We are well aware of the severe peak hour traffic congestion now being experienced by Leeward and Central Oahu. However, this bill goes far beyond addressing this concern. It would essentially preclude housing and other developments across the island. This is based on the assumption that there is no State highway that is operating at Level of Service "D" or better during peak hours. As we read the bill, we would be forced to deny building permits for affordable housing in Nanakuli and deny subdivisions for commercial development on the North Shore. The number and types of permit applications that will have to be sent to the State Department of Transportation (DOT) for certification will increase dramatically, and could delay permit processing.

You may be interested to know that the City's policy plans, the Oahu General Plan, the Ewa Development, and the Central Oahu Sustainable Communities Plan include policies relating to "concurrency" -- the timing of infrastructure improvements necessitated by new development. We believe we have been successful in providing County roads, parks, and utility lines at roughly the same time as new communities are built. Although DOT is consulted on all major permits, including district boundary amendments at the State Land Use Commission, and applications for County zone changes, we may need more attention on the delivery of State

Honorable Ryan I. Yamane, Chair
and Members of the Committee on Transportation
Hawaii State House of Representatives
Re: House Bill No. 1357
February 6, 2013
Page 2

highway improvements. Therefore, perhaps it would be appropriate for the Hawai'i State Plan to provide more direct guidance on this issue. The Hawai'i State Plan, Policy 12, under the Transportation Objectives states:

"Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives"

Perhaps this Policy can be amended to add reference to coordinated delivery schedules.

We would be happy to discuss other alternative strategies. In the meantime, please hold this bill. Thank you for this opportunity to testify.

Very truly yours,



Jiro A. Sumada, Acting Director
Department of Planning and Permitting

JAS:jmf
hb1357AdequateHighwayRequirements

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 05, 2013 4:50 PM
To: TRNtestimony
Cc: vsc@hawaiiantel.net
Subject: Submitted testimony for HB1357 on Feb 6, 2013 11:20AM

LATE

HB1357

Submitted on: 2/5/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Victoria Cannon	Individual	Support	No

Comments: Adequate Facilities is simple common sense and good governance. Please allow this bill to move on. Mahalo, Victoria Cannon

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ichiyama1 - Tate

From: Patricia Blair [patriciablair@msn.com]
Sent: Tuesday, February 05, 2013 4:26 PM
To: TRNtestimony
Subject: HB1357



I support this bill. Patricia Blair, Kailua Sent from my iPad

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 05, 2013 4:50 PM
To: TRNtestimony
Cc: greg@ccs-hawaii.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

LATE

HB1357

Submitted on: 2/5/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Greg Thielen	Complete Construction Services	Oppose	No

Comments:

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ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 05, 2013 5:04 PM
To: TRNtestimony
Cc: HARRISMDW001@hawaii.rr.com
Subject: Submitted testimony for HB1357 on Feb 6, 2013 11:20AM

LATE

HB1357

Submitted on: 2/5/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
William Harris	Individual	Support	No

Comments: I see this as an extremely important measure to keep Oahu viable. Please pass this bill

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UNITE HERE!

LOCAL 5 HAWAII

Eric Gill, Financial Secretary-Treasurer

Hernando Ramos Tan, President

Godfrey Maeshiro, Senior Vice-President

Tuesday, February 05, 2013

The Honorable Rep. Ryan Yamane - Chair and Committee Members
Hawaii State Legislature
House Committee on Transportation
State Capitol
415 S. Beretania Street

LATE

RE: HB 1357, relating to adequate highway requirements

Chair Ryan Yamane, Vice-Chair Ichiyama, and members of the House Committee on Transportation:

UNITE HERE Local 5, a local labor organization representing nearly 10,000 hotel, health care and food service workers employed throughout our State, hereby registers our support for House Bill 1357, relating to adequate highway requirements.

HB 1357 would specifically require that the flow of traffic on all commuter-driven highways, including the H-1 freeway, be returned to "level of service D" during rush hour times prior to commencing with subdivision or housing development projects.

As an organization representing nearly 6,000 hotel workers in Waikiki alone, of which a growing majority now reside outside of Honolulu's urban core, we strongly support initiatives that would more adequately address our island's growing transportation and traffic concerns.

The issue before us is not just about addressing traffic congestion on the H-1, but more importantly about addressing the quality of life of workers that spend hours each day commuting to and from work.

Thank you.

ichiyama1 - Tate

From: andrea anixt [andreapeatmoss@yahoo.com]
Sent: Tuesday, February 05, 2013 6:40 PM
To: Rep. Rida Cabanilla; Rep. Ryan Yamane; Rep. Linda Ichiyama; TRNtestimony
Subject: Fw: Adequate Highway Capacity Could Save Our Farmlands

Please see the following testimony and pass this bill 1357.

See testimony below data for testifying...scroll down. mahalo
--- Forwarded Message ---



From: Rep. Rida Cabanilla <repcabanilla@capitol.hawaii.gov>
To: 'andrea anixt' <andreapeatmoss@yahoo.com>
Sent: Tuesday, February 5, 2013 9:01 AM
Subject: RE: Adequate Highway Capacity Could Save Our Farmlands
Aloha, HB 1357 is set for hearing on Wed, Feb. 6, 2013 at 11:20 am in conf. room 309.

Please see hearing notice for info on how to send in testimony or send your testimony to: TRNtestimony@capitol.hawaii.gov

Please Click link to submit testimony. <http://www.capitol.hawaii.gov/submittestimony.aspx?billtype=HB&billnumber=1357>

You may also in addition CC: the Chair and Vice Chair: rep Yamane@capitol.hawaii.gov , repichiyama@capitol.hawaii.gov , repcabanilla@capitol.hawaii.gov

Philmund Lee, Esquire, JD, MBA, BS.

Office of Rep. Rida Cabanilla Ph. 808 586-6080

HB1357 (?)

Measure Title: RELATING TO ADEQUATE HIGHWAY REQUIREMENTS.

Report Title: Adequate Highway Capacity Requirement; Highways; Housing

Description: Requires the director of transportation to certify to the governor that adequate highway capacity exists in a county's business district at a minimum of level of service D before any construction of a new subdivision or housing development project can commence in the county.

Current Referral: TRN, WAL, FIN

Introducer(s): CABANILLA, AWANA, HANOHANO, OSHIRO, SAY, Cachola, Nishimoto, Souki

Sort by Date		Status Text
1/24/2013	H	Introduced and Passed First Reading
1/28/2013	H	Referred to TRN/HSG, WAL, FIN, referral sheet 7
2/4/2013	H	Bill scheduled to be heard by TRN on Wednesday, 02-06-13 11:20AM in House conference room 309.
2/4/2013	H	Re-referred to TRN, WAL, FIN, referral sheet 13

From: andrea anixt [mailto:andreapeatmoss@yahoo.com]

Sent: Monday, February 04, 2013 3:15 PM

To: Rep. Ryan Yamane; Rep. Joseph Souki; Rep. Linda Ichiyama; Rep. Henry J.C. Aquino; Rep. Mark Hashem; Rep. Kaniela Ing; Rep. Mark Nakashima; Rep. Roy Takumi; Rep. Kyle Yamashita; Rep. Rida Cabanilla

Subject: Adequate Highway Capacity Could Save Our Farmlands

To the Honorable Representatives,

Requesting that Bill 1357 regarding the Level of Service E on Kamehameha Highway, the only through road in Ko'olauloa and North Shore (on A to F scale), and to Hygienic Store Kahekili/Kamehameha Highway divide making only 2 thru roads from Kahaluu (Ko'olaupoko) to Kaneohe be heard and honored with 1357's passage...

Since D Level of Service is considered the proper standard, and Kamehameha Highways' currently already at E from Joseph P. Leong school Haleiwa thru Turtle Bay Resort, to Polynesian Cultural Center and then to Crouching Lion in Ka'a'awa and to Haiku Road in Kaneohe PLUS being 5 of the top 18 WORST CONDITION road sections in the STATE of Hawaii, we should certainly not allow the traffic doubling+ developments at Turtle Bay Resort or the 'envsion Laie' project on Ag land at Malaekahana to be permitted. Turtle Bay Resort's massive 300% expansion by itself and with its SEIS' underestimate of the traffic it creates even claims it would increase traffic 64% at the morning peak hour. This is unacceptable to residents and it does not even account for any CUMULATIVE impacts of the currently underway expansions at PCC and BYU-Hawaii, or the ruin of the meaning of 'rural' standards we are going to suffer if any of these urban developments are allowed at Malaekahana or Turtle Bay.

Bill 1357 needs passage for the future of people who live in Hawaii, and for visitors. The rush hour is the 3rd worst in the nation - behind Los Angeles and San Francisco - already. We need to cap tourism growth so we do not have the 7 times more expensive desalinated water bills (mine would be \$609 a month for 1 family, not including sewer costs) that William Aila discussed on the news recently. Watershed resources must be protected so we can afford to live here. The 30% less rain he anticipates should be enough to stop developments that drain our water resources if planners were showing foresight. Oahu needs to be able to have an escape from Honolulu city pressures by a trip to the North Shore, but instead you probably have seen the gridlock pictures?! Consider well the future. H1-H2 merge is not the only problem area, all of us must be acknowledged in the carrying capacity of this one road circle island present and future.

I am a 38 year resident of Ka'a'awa and on the board of our community association. We have resolved to resist the development at Turtle Bay Resort. We do not profit from it and will definitely feel its ill effects, traffic being the number one problem.

I moved my family to Ka'a'awa from Kaneohe to escape the large development of that area when the General Plan of 1978 had planned the population to be 15,500 by the year 2025 in Ko'olauloa - something we were promised long before these developments were. The infrastructure does not exist and residents do not want it to mostly. The Dept. of Transportation has said they will never widen the highway in Ko'olauloa. Please hear and pass this bill.

Andrea Anixt



Hawaii's Thousand Friends

25 Malunui Ave., Suite 102., PMB 282 • Kailua, HI 96734 • Phone/Fax: (808) 262-0682 E-mail: htf@lava.net

February 6, 2013

COMMITTEE ON TRANSPORTATION

Rep. Ryan Yamane, Chair

Rep. Linda Ichiyama, Vice Chair



HB 1357 RELATING TO ADEQUATE HIGHWAY REQUIREMENTS

Committee Chair and members:

Hawaii's Thousand Friends, a statewide non-profit land and water advocacy organization, supports HB 1357 that requires the director of transportation to certify that adequate highway capacity exists in a county's business district before construction of a new subdivision or housing development project can commence.

All too often housing and commercial developments are allowed to begin with a promise of traffic relief but many times those promises go unfulfilled. Either the property is sold and the commitment does not run with the land, or traffic relief issues are tied to the last phase of a development which may not get developed or the developer runs out of money and is unable to provide the promised traffic congestion relief.

Please pass HB 1357 that makes the logical nexus between new developments and adequate highway capacity and gives assurance to existing and future homeowners that adequate highway capacity exists to ensure that their commutes to, from and through business districts will not be snarled in traffic.

Hawai'i Construction Alliance

P.O. Box 179441
Honolulu, HI 96817
(808) 348-8885

February 6, 2013



House Committee on Transportation
Hawai'i State Capitol
Honolulu, Hawai'i 96813

RE: Testimony opposing HB 1357, relating to adequate highway requirements.

Dear Chair Yamane, Vice Chair Ichiyama, and members of the committee:

The Hawaii Construction Alliance strongly opposes HB 1357, which would require the director of transportation to certify to the governor that adequate highway capacity exists in a county's business district at a minimum of level of service D before any construction of a new subdivision or housing development project can commence in the county.

The Hawai'i Construction Alliance is comprised of the Hawaii Regional Council of Carpenters; the Hawai'i Masons Union, Local 1 and Local 630; the Laborers' International Union of North America, Local 368; and the Operating Engineers, Local 3. Together, the four member unions of the Hawai'i Construction Alliance represent 15,000 working men and women in the four basic crafts of Hawai'i's construction industry.

Although HB 1357 purports to address quality of life concerns relating to traffic, the bill would, in reality, have detrimental effects on quality of life in other areas such as home prices, housing crowdedness, homeownership, and cost of living. Considering that Hawai'i currently has the highest rents and housing prices in the country, a proposal to restrict the supply of housing would be unwise and unwarranted.

This bill would also have a chilling effect on the construction industry and job growth during a delicate time in our state's economic recovery. The housing developments and subdivisions which have already been given approval – or are in the process of seeking approval – are slated to create tens of thousands of construction and related jobs over the next several years. Greater economic activity in the commercial areas within these developments and subdivisions will sustain thousands of additional jobs beyond the initial construction period. To curtail the progress of these new housing developments and subdivisions, as proposed by HB 1357, would seriously constrain our state's economic growth both now and in the future.

Mahalo for the opportunity to testify on this matter.

Aloha,

A handwritten signature in black ink that reads "Tyler Dos Santos-Tam".

Tyler Dos Santos-Tam
Executive Director
Hawai'i Construction Alliance
execdir@hawaiiconstructionalliance.org

ichiyama1 - Tate

From: Michael Watson [watsonm002@hawaii.rr.com]
Sent: Tuesday, February 05, 2013 9:22 PM
To: TRNtestimony
Subject: HB 1357



This is a no brainer, we have the worst traffic and it's killing the tourist market. Military spending is being reduced, make the island livable.

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 05, 2013 9:30 PM
To: TRNtestimony
Cc: watsonm002@hawaii.rr.com
Subject: Submitted testimony for HB1357 on Feb 6, 2013 11:20AM

LATE

HB1357

Submitted on: 2/5/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Michael Watson	Individual	Support	No

Comments: This is the best idea I have ever heard of to relieve the pain, suffering, economic and productivity loss we experience from our neglected infrastructure.

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DENNIS EGGE
2920 Ala Ilima #703, Honolulu HI96818
Dne39@isp.com; 808-839-3443

LATE

Sunday, February 03, 2013

**TESTIMONY IN SUPPORT OF HB1357
RELATING TO ADEQUATE HIGHWAY REQUIREMENTS.
HOUSE COMMITTEE ON TRANSPORTATION
HEARING ON WEDNESDAY, FEBRUARY 6TH, 2013 AT 11:20AM IN
CONFERENCE ROOM 309**

Aloha Chair Yamane and Vice-Chair Ichiyama: I first set eyes on beautiful Honolulu enroute from San Francisco to Tokyo, in the spring of 1960, at that time, the only tall building in Waikiki was the Hilton Hawaiian Village tower with the beautiful mosaic rainbow on its west facing wall. The Royal Hawaiian Hotel was clearly visible among the tall palm trees that lined the beach, and I thought to myself "So that's what Arthur Godfrey was always talking about, amazing." When I returned from Vietnam on the 4th of July, 1968, the building boom, in Waikiki and elsewhere, had already begun but the Waianae coast was still very much a down to earth, tropical paradise. Since then, our State's population has doubled and the quest for now development projects in Honolulu County, to produce never enough tax revenue is on going.

I am genuinely grateful for your efforts to finally require the director of transportation to certify to the governor that adequate highway capacity exists in a county's business district at a minimum of level of service D before any construction of a new subdivision or housing development project can commence in the county.

Providing this legislative protection in State Law is much appreciated by residents who reside west of the 158th Meridian, and suffer in commuter traffic every working day. They trust and expect you to improve their lives.

I urge your committee to pass HB1357 as written. Thank you for allowing me to testify, regarding this very important matter

D Egge

Dennis Egge

ichiyama1 - Tate

From: Gil Riviere [Gil@GilRiviere.com]
Sent: Tuesday, February 05, 2013 10:37 PM
To: TRNtestimony
Subject: Support for HB1357



Aloha, Chair Yamane and Transportation Committee Members.

I SUPPORT HB1357.

Our state highways are impacted by city development decisions, yet there is little DOT can do to require effective mitigation from development impacts. Presently, DOT requires developers to improve adjacent intersections and roadways, but has virtually no authority to require impacts fees for regional upgrades. The City benefits through increased property tax revenues while ignoring the state's obligation to maintain state highways.

Impact fees should be proportionate to the percentage of impact from new development on regional infrastructure. The DOT should have a method to assess impact fees in order to stay current with necessary highway improvements. HB1357 is a good start in linking development decisions with appropriate mitigation measures.

Respectfully,

Gil Riviere
Waialua, HI

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:48 AM
To: TRNtestimony
Cc: silverpenny10@hotmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM**

LATE

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
penny silva	Individual	Support	No

Comments:

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Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803

808.538.6616 hawaii.chapter@sierraclub.org

LATE

HOUSE COMMITTEE ON TRANSPORTATION

February 6, 2013, 11:20 A.M.

(Testimony is 1 page long)

TESTIMONY IN STRONG SUPPORT OF HB 1357

Aloha Chair Yamane and Members of the Committee:

The Sierra Club, Hawaii Chapter, with 10,000 dues paying members and supporters statewide, **supports** HB 1357. This measure requires future developments to be planned in accordance with smart growth principles by determining traffic impacts can be satisfactorily met before construction begins.

The consideration of the impacts of future development on existing infrastructure is critical. On O'ahu, for example, traffic, sewer, water, and electricity supply are nearing their limits. This is something that must be examined closely, and there must be adequate planning to ensure we have the capacity for new growth.

We note this measure applies to all subdivision or housing projects; it would be rationale to exempt smaller sized projects from triggering the certification by the Department of Transportation.

Mahalo for the opportunity to testify.

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:49 AM
To: TRNtestimony
Cc: tjsimms2000@hotmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
tj simms	Individual	Support	No

Comments:

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From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:50 AM
To: TRNtestimony
Cc: ggexcavations@hotmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

LATE

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Lisa Kirbin	Individual	Support	No

Comments:

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From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:50 AM
To: TRNtestimony
Cc: 09jjju@hotmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

LATE

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Julian Jiman	Individual	Support	No

Comments:

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ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:50 AM
To: TRNtestimony
Cc: pualehuafarm@hotmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

LATE

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
pua kamo	Individual	Support	No

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 06, 2013 7:51 AM
To: TRNtestimony
Cc: gypsieme@gmail.com
Subject: *Submitted testimony for HB1357 on Feb 6, 2013 11:20AM*

LATE

HB1357

Submitted on: 2/6/2013

Testimony for TRN on Feb 6, 2013 11:20AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Gypsie Lewis	Individual	Support	No

Comments:

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ichiyama1 - Tate

From: Rep. Rida Cabanilla
Sent: Wednesday, February 06, 2013 8:24 AM
To: TRNtestimony
Subject: FW: Adequate Highway Capacity Could Save Our Farmlands



PLEASE SUBMIT MY TESTIMONY

From: andrea anixt [mailto:andreapeatmoss@yahoo.com]
Sent: Monday, February 04, 2013 3:15 PM
To: Rep. Ryan Yamane; Rep. Joseph Souki; Rep. Linda Ichiyama; Rep. Henry J.C. Aquino; Rep. Mark Hashem; Rep. Kaniela Ing; Rep. Mark Nakashima; Rep. Roy Takumi; Rep. Kyle Yamashita; Rep. Rida Cabanilla
Subject: Adequate Highway Capacity Could Save Our Farmlands

To the Honorable Representatives,

Requesting that Bill 1357 regarding the Level of Service E on Kamehameha Highway, the only through road in Ko'olauloa and North Shore (on A to F scale), and to Hygienic Store Kahekili/Kamehameha Highway divide making only 2 thru roads from Kahaluu (Ko'olaupoko) to Kaneohe be heard and honored with 1357's passage...

Since D Level of Service is considered the proper standard, and Kamehameha Highways' currently already at E from Joseph P. Leong school Haleiwa thru Turtle Bay Resort, to Polynesian Cultural Center and then to Crouching Lion in Ka'a'awa and to Haiku Road in Kaneohe PLUS being 5 of the top 18 WORST CONDITION road sections in the STATE of Hawaii, we should certainly not allow the traffic doubling+ developments at Turtle Bay Resort or the 'envsion Laie' project on Ag land at Malaekahana to be permitted. Turtle Bay Resort's massive 300% expansion by itself and with its SEIS' underestimate of the traffic it creates even claims it would increase traffic 64% at the morning peak hour. This is unacceptable to residents and it does not even account for any CUMULATIVE impacts of the currently underway expansions at PCC and BYU-Hawaii, or the ruin of the meaning of 'rural' standards we are going to suffer if any of these urban developments are allowed at Malaekahana or Turtle Bay.

Bill 1357 needs passage for the future of people who live in Hawaii, and for visitors. The rush hour is the 3rd worst in the nation - behind Los Angeles and San Francisco- already. We need to cap tourism growth so we do not have the 7 times more expensive desalinated water bills (mine would be \$609 a month for 1 family, not including sewer costs) that William Aila discussed on the news recently. Watershed resources must be protected so we can afford to live here. The 30 % less rain he anticipates should be enough to stop developments that drain our water resources if planners were showing foresight. Oahu needs to be able to have an escape from Honolulu city pressures by a trip to the North Shore, but instead you probably have seen the gridlock pictures?! Consider well the future. H1-H2 merge is not the only problem area, all of us must be acknowledged in the carrying capacity of this one road circle island present and future.

I am a 38 year resident of Ka'a'awa and on the board of our community association. We have resolved to resist the development at Turtle Bay Resort. We do not profit from it and will definitely feel its ill effects, traffic being the number one problem.

I moved my family to Ka'a'awa from Kaneohe to escape the large development of that area when the General Plan of 1978 had planned the population to be 15,500 by the year 2025 in Ko'olauloa- something we were promised long before these developments were. The infrastructure does not exist and residents do not want it to mostly. The Dept. of Transportation has said they will never widen the highway in Ko'olauloa. Please hear and pass this bill.

Andrea Anixt