

NEIL ABERCROMBIE
Governor



RUSSELL S. KOKUBUN
Chairperson, Board of Agriculture

SCOTT E. ENRIGHT
Deputy to the Chairperson

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 South King Street
Honolulu, Hawaii 96814-2512
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TESTIMONY OF RUSSELL S. KOKUBUN
CHAIRPERSON, BOARD OF AGRICULTURE

BEFORE THE HOUSE COMMITTEES ON TRANSPORTATION, AND WATER AND
LAND
WEDNESDAY, MARCH 20, 2013
10:30 a.m.
Room 309

SENATE BILL NO. 1171, SENATE DRAFT 1
RELATING TO THE REVIEW OF HISTORIC PRESERVATION PROJECTS

Chairpersons Yamane and Evans and Members of the Committees:

Thank you for the opportunity to testify on Senate Bill No. 1171, Senate Draft 1 which is an Administration measure. The Department of Agriculture supports this measure that seeks to grant the State Historic Preservation Division (SHPD) the ability to accommodate a phased review of complex, multi-year and multi-phase projects and makes Hawaii's historic preservation laws consistent with that of the federal government.

The Department has readily complied with environmental assessment, environmental impact statement, and National Environmental Policy Act requirements as necessary when addressing the full extent of a proposed project. However, this does not preclude any large future projects that may come before the Department from requiring a phased review. As an example, the 1,723 acres of former Galbraith Trust lands being developed into a major agricultural production area by the Agribusiness Development Corporation and its partners, will be incorporate significant multi-phased projects such as a new irrigation system. Without the amendments proposed in this



measure, there could be delays and project cost increases, both of which will delay the establishment of agricultural production.

Thank you, again, for the opportunity to testify on this measure.

NEIL ABERCROMBIE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2380
HONOLULU, HAWAII 96804



KATHRYN S. MATAYOSHI
SUPERINTENDENT

Date: 03/20/2013

Committee: House Transportation//House
Water & Land

Department: Education

Person Testifying: Kathryn S. Matayoshi, Superintendent of Education

Title of Bill: SB 1171,SD1(sscr631) RELATING TO THE REVIEW OF HISTORIC
PRESERVATION PROJECTS

Purpose of Bill: Authorizes the phased review of certain projects by the Department of Land and Natural Resources' State Historic Preservation Division to ensure consistency between state and federal law. Effective January 1, 2050. Deletes language that provided the governor with the option to request the Hawaii advisory council on historic preservation to report an action to overrule or sustain a department when an agency, officer, or other person is dissatisfied with a decision of the Hawaii historic places review board. (SD1)

Department's Position:

The Department of Education (DOE) supports Senate Bill 1171, which would allow the Department of Land and Natural Resources (DLNR) the flexibility to approve reviews of archaeological inventory surveys in phases. While the impact of this bill would most directly impact strongly linear projects such as those of the State Department of Transportation, the DOE, like many other agencies have also had to construct large projects in phases, due to fiscal or other constraints. The flexibility provided by this bill will help the DOE in planning out larger projects without having to absorb the whole cost of archaeological surveys up front, but as projects develop.

The proposed bill should have no detrimental effect on DLNR's oversight responsibilities but would provide needed flexibility for large, complicated projects.

Thank you for the opportunity to testify.



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS

P. O. BOX 1879
HONOLULU, HAWAII 96805

LATE

TESTIMONY OF JOBIE M. K. MASAGATANI, CHAIRMAN
HAWAIIAN HOMES COMMISSION
TO THE HOUSE COMMITTEES ON TRANSPORTATION & WATER AND LAND
IN SUPPORT OF

SB 1171 SD 1, RELATING TO REVIEW OF HISTORIC PRESERVATION PROJECTS

March 20, 2013

Chair Yamane, Chair Evans, and Members of the Committees:

The Department of Hawaiian Home Lands supports SB 1171 SD 1 that authorizes the State Historic Preservation Division to give its approval of archaeological inventory surveys and preservation plans based on a phased review of a project that consists of corridors or large areas, or where access is restricted or construction needs to be done in phases.

This bill makes Hawaii's historic preservation law Section 6E-8 consistent with the federal historic preservation law, and minimizes conflicts and duplication when projects involve both State and federal reviews.

The inability to utilize phased reviews will negatively affect projects, specifically certain road projects in Kapolei that could negatively impact Hawaiian Home Lands if the projects are delayed.

Mahalo for your consideration of our testimony.



**SB1171 SD1
RELATING TO THE REVIEW OF HISTORIC PRESERVATION PROJECTS**

House Committee on Transportation
House Committee on Water & Land

March 20, 2013

10:30 a.m.

Room 309

The Office of Hawaiian Affairs (OHA) **OPPOSES** SB1171 SD1, which authorizes the Department of Land and Natural Resources (DLNR) State Historic Preservation Division (SHPD) to review and approve large development projects in phases. **This bill would allow construction of development projects to start before an inventory of all archaeological resources has been completed, threatening iwi kūpuna and irreplaceable historic sites.**

Allowing phased review would undermine the spirit of current federal and state historic preservation laws and put valuable and irreplaceable historic sites – as well as iwi kupuna – at great risk. **When burial sites and historic properties are not identified before fundamental planning decisions are made, many options that could protect those sites are effectively foreclosed** (including scope, size, location, design). The later in the development process that burials are identified, the more difficult and financially burdensome adjustments become. Developers have, on multiple occasions, insisted that they have no alternative but to disinter iwi discovered in the path of projects that have already expended significant costs.

OHA understands that developers may be frustrated by the significant delays in project completion and cost that comes with inadvertent burial discoveries, but the answer is not to sidestep the law at the expense of the iwi kūpuna. Instead the developer should identify likely burial locations **prior to** planning developments and beginning construction to avoid these situations. **The allowance of phased reviews will lead to increased inadvertent discoveries.** We must protect “our most cherished possession” and better plan development at the outset to avoid these problems.

Many expansive development projects have demonstrated that a full EIS and AIS can and should be completed prior to final planning phases and especially before construction. Full compliance with the current processes responsibly preserves options to protect iwi and other historic resources and ensure more timely and efficient completion of development projects. This bill would endanger our iwi kūpuna and irreplaceable historic sites and resources to save developers the time and expense required to do adequate archaeological pre-planning. We have an obligation to uphold our current law and continue to strive to protect the heritage of this land.

Therefore, OHA urges the committee to **HOLD** SB1171 SD1. Mahalo for the opportunity to testify on this important measure.

March 20, 2013



Hawaii State House of Representatives
Committee on Transportation
The Honorable Ryan I. Yamane, Chair
Committee on Water and Land
The Honorable Cindy Evans, Chair

Working together for Kapolei

Testimony in Support of SB 1171, SD1 – Relating to the Review of Historic Preservation Projects

The Kapolei Chamber of Commerce works on behalf of its small and large business members and the entire business community to improve the regional and state economic climate, as well as help Kapolei businesses to establish themselves, grow and thrive. On behalf of the Kapolei Chamber, I am writing to express our support for Senate Bill 1171, SD1 relating to the review of historic preservation projects.

We feel the flexibility allowed by SB 1171, SD1 to provide the State Historic Preservation Division ("SHPD") the option of reviewing and approving adaptable phased preservation plans when dealing with complex multi-year, multi-phase projects strikes an appropriate balance between thorough review and allowing important regional infrastructure projects to proceed without unnecessary delay. Providing the ability for SHPD to employ this approach will allow for the effective use of limited resources and the implementation of more effective historic preservation standards. S.B. 1171, SD1 will make the State's historic preservation law consistent with the federal historic preservation laws, and minimize conflicts and duplication when projects involve both State and federal reviews.

We appreciate the opportunity to provide our support for this bill along with the variety of public agencies that recognize the importance of this measure that would allow for more efficient and timely reviews of projects important to the State's economy.

Aloha,

A handwritten signature in black ink, appearing to read "Theresia C. McMurdo".

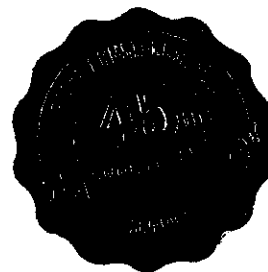
Theresia C. McMurdo
President

UNIVERSAL CONSTRUCTION, INC.

1038 PU'UWAI STREET

HONOLULU, HAWAII 96819

Phone: (808) 845-3986 Fax: (808) 842-3881



LATE

March 19, 2013

**Testimony to the House Committees on Transportation and Water and Land
Wednesday, March 20, 2013**

10:30 a.m.

State Capitol - Conference Room 309

Re: S.B. 1171, S.D. 1, RELATING TO THE REVIEW OF HISTORIC PRESERVATION PROJECTS

Dear Chairs Yamane and Evans, Vice-Chairs Ichiyama and Lowen, and members of the Committees:

We are Dean Asahina, President and Gene Asahina, Secretary/Treasurer of Universal Construction, Inc. We are members of both BIA-Hawaii and the General Contractors Association of Hawaii

Universal Construction, Inc. **strongly supports** S.B. 1171, S.D.1, which authorizes the phased review of certain projects by the Department of Land and Natural Resources' State Historic Preservation Division (SHPD) to ensure consistency between state and federal law.

This measure is in response to *Kaleikini v. Yoshioka*, where the Hawaii Supreme Court ruled that SHPD violated its own rules by allowing construction of the Honolulu Rapid Transit Corridor to start prior to the completion of an archeological survey (AIS) for the entire project. However, SHPD relied on Federal law, which allows for a phased review of linear projects, in making its determination. This measure aims to align State law with Federal law.

The current law would likely have a detrimental impact on many long-term, phased highway projects by the Department of Transportation, or the Department of Hawaiian Homeland's residential projects that are also phased over time. We understand the SHPD is not proposing to allow phasing for all projects, only specific types that are linear or may require doing an AIS over time.

Thank you for the opportunity to share with you our support for S.B. 1171, S.D. 1.

Very truly yours,

UNIVERSAL CONSTRUCTION, INC.

Handwritten signature of Dean I. Asahina in black ink.

Dean I. Asahina
President

Handwritten signature of Gene T. Asahina in black ink.

Gene T. Asahina, AIA
Secretary/Treasurer

DA/gta



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LATE

March 19, 2013

**Testimony to the House Committees on Transportation and Water and Land
Wednesday, March 20, 2013
10:30 a.m.
State Capitol - Conference Room 309**

**RE: S.B. 1171, S.D. 1, RELATING TO THE REVIEW OF HISTORIC
PRESERVATION PROJECTS**

Dear Chairs Yamane and Evans, Vice-Chairs Ichiyama and Lowen, and members of the Committees:

Complete Construction Services **strongly supports** S.B. 1171, S.D.1, which authorizes the phased review of certain projects by the Department of Land and Natural Resources' State Historic Preservation Division (SHPD) to ensure consistency between state and federal law.

This measure is in response to *Kaleikini v. Yoshioka*, where the Hawaii Supreme Court ruled that SHPD violated its own rules by allowing construction of the Honolulu Rapid Transit Corridor to start prior to the completion of an archeological survey (AIS) for the entire project. However, SHPD relied on Federal law, which allows for a phased review of linear projects, in making its determination. This measure aims to align State law with Federal law.

The current law would likely have a detrimental impact on many long-term, phased highway projects by the Department of Transportation, or the Department of Hawaiian Homeland's residential projects that are also phased over time. We understand the SHPD is not proposing to allow phasing for all projects, only specific types that are linear or may require doing an AIS over time.

Thank you for the opportunity to share with you our support for S.B. 1171, S.D. 1.

Sincerely,

Greg Thielen
President/RME



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



KAKA'KO
KALAELOA

Neil Abercrombie
Governor

Brian Lee
Chairperson

Anthony J. H. Ching
Executive Director

STATEMENT OF

ANTHONY J. H. CHING, EXECUTIVE DIRECTOR
HAWAII COMMUNITY DEVELOPMENT AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON TRANSPORTATION

AND

HOUSE COMMITTEE ON WATER & LAND

ON

WEDNESDAY, MARCH 20, 2013

10:30 A.M.

State Capitol, Conference Room 309

in consideration of

**S.B. 1171, S.D. 1 – RELATING TO THE REVIEW OF HISTORIC
PRESERVATION PROJECTS.**

Purpose: The purpose of this act to amend §6E-8, Hawaii Revised Statutes. Clarifying language is added to note where proposed projects consist of corridors or large land areas, where access to properties is restricted, or where circumstances dictate that construction be done in stages. The department may give its written concurrence based on phased review of the project. It also deletes language regarding the Hawaii Advisory Council on Historic Preservation.

Position: I am in support of the passage of this proposal. It should be noted that this testimony reflects only my viewpoint as the Authority has not yet had an opportunity to review as a group on this measure. The Hawaii Community Development Authority (“HCDA”) notes that the State of Hawaii, Department of Transportation (“DOT”) proposed projects will be impacted should this measure not pass. Thank you for the opportunity to provide comments on this legislative proposal.

Testimony reflects the view and position of the Executive Director and not of that of the Authority

LATE

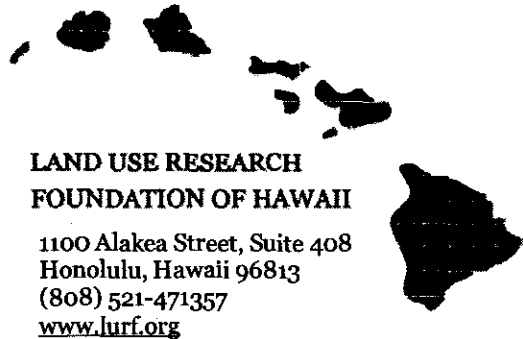
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(808) 594-0299

E-Mail
contact@hcdaweb.org

Web site
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**LAND USE RESEARCH
FOUNDATION OF HAWAII**

1100 Alakea Street, Suite 408
Honolulu, Hawaii 96813
(808) 521-471357
www.lurf.org

March 19, 2013

Representative Ryan I. Yamane, Chair
Representative Linda E. Ichiyama, Vice Chair
House Committee on Transportation

Representative Cindy Evans, Chair
Representative Nicole E. Lowen, Vice Chair
House Committee on Water & Land



Testimony in Support of SB 1171, SD1 Relating to Review of Historic Preservation Projects. (Authorizes the phased review of certain projects by the Department of Land and Natural Resources' State Historic Preservation Division ["SHPD"] to ensure consistency between state and federal law; effective January 1, 2050. Deletes language that provided the Governor with the option to request the Hawaii Advisory Council on Historic Preservation ["HACHP"] to report an action to overrule or sustain a department when an agency, officer, or other person is dissatisfied with a decision of the Hawaii Historic Places Review Board ["HHPRB"].)

Wednesday, March 20, 2013, 10 11:20 a.m., in House Conference Room 309

The Land Use Research Foundation of Hawaii (LURF) is a private, non-profit research and trade association whose members include major Hawaii landowners, developers and a utility company. One of LURF's missions is to advocate for reasonable, rational and equitable land use planning, legislation and regulations that encourage well-planned economic growth and development, while safeguarding Hawaii's significant natural and cultural resources and public health and safety.

SB 1171, SD1. This bill proposes to authorize the phased review of certain projects by the SHPD to ensure consistency between state and federal law. This bill also deletes language that provided the Governor with the option to request the HACHP to report an action to overrule or sustain a department when an agency, officer, or other person is dissatisfied with a decision of the HHPRB.

LURF's Position. LURF is in strong support of SB 1171, SD1, based on, among other things:

- This provisions proposed by this bill are consistent with federal law, specifically, the provisions of the National Historic Preservation Act, which concerns the identification of historic properties under federal law and specifically allows for a phased historic review of certain projects.

- This bill does not circumvent Chapter 6E, Hawaii Revised Statutes (“HRS”), the State’s historic preservation law, or any rule implementing HRS Chapter 6E;
- All required archaeological inventory studies (“AIS”) required by HRS Chapter 6E will be completed, reviewed and necessary mitigation or other action will be completed before any construction is done in the affected project areas.

Background.

For applicable government projects, the State and county departments comply with Section 106 of the National Historic Preservation Act, which requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Council a reasonable opportunity to comment on such undertakings. The procedures in this part define how Federal agencies meet these statutory responsibilities. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of federal consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

SB 1171, SD1 is consistent with the National Historic Preservation Act, Section 106, 36 C.F.R. Section 800.4(b) (2) (2010), which provides, in pertinent part:

Phased identification and evaluation. Where alternatives under consideration consist of corridors or large land areas, or where access to properties is restricted, the agency official may use a phased process to conduct identification and evaluation efforts. The agency official may also defer final identification and evaluation of historic properties if it is specifically provided for in a memorandum of agreement executed pursuant to § 800.6, a programmatic agreement executed pursuant to § 800.14(b), or the documents used by an agency official to comply with the National Environmental Policy Act pursuant to § 800.8. The process should establish the likely presence of historic properties within the area of potential effects for each alternative or inaccessible area through background research, consultation and an appropriate level of field investigation, taking into account the number of alternatives under consideration, the magnitude of the undertaking and its likely effects, and the views of the [State Historic Preservation Officer/Tribal Historic Preservation Officer] and any other consulting parties. As specific aspects or locations of an alternative are refined or access is gained, the agency official shall proceed with the identification and evaluation of historic properties in accordance with paragraphs (b) (1) and (c) of this section.

36 C.F.R. § 800.4(b) (2) (emphasis added).

While there is no identical provision in State law, or in the SHPD rules, for years, the SHPD, State and counties have approved programmatic agreements and plans for government projects pursuant to the above NEPA law and a consistent interpretation of State laws and the SHPD rules.

In August 2012, however, the Hawaii Supreme Court (“Court”) ruled in *Kaleikini v. Yoshioka* that SHPD had violated its own rules in allowing construction to begin on the Honolulu Rapid Transit Corridor (“Rail Project”), before the completion of an AIS for the entire project. SHPD had relied on federal law to justify acceptance of a phased AIS. The Court ruled that the

application of federal law was invalid because there was no specific Hawaii law or rule to allow for a phased review. Thus, although the State and the City and County of Honolulu considered the Rail Project as a “phased” project, the Court ruled that Rail was a “single” project and thus must be evaluated for archaeology as a single project, and not in phases. This meant that an AIS would be required for the entire Rail corridor, prior to starting the first phase of the Rail project. In a footnote, however, the Court also suggested that SHPD could amend its rules so that state law would be consistent with the federal law in the National Historic Preservation Act, which allows phased reviews.

Although the subject project in *Kaleikini v. Yoshioka* is the City and County of Honolulu’s Rail Project, the ruling is likely to have a far greater effect on major State highway, harbor, airport and renewable energy projects which are part of a state master plan, or other large state projects which are often phased due to federal funding, timelines, and practical considerations such as the timing of condemnations. If large government projects cannot be phased, it is possible that major, master-planned new state facilities will face great obstacles in being built and existing state facilities will also face obstacles in constructing master-planned improvements.

Given the above, LURF strongly supports SB 1171, SD1, and urges your favorable consideration of this bill.

Thank you for the opportunity to provide comments and support relating to this measure.

TO: COMMITTEE CHAIRS AND COMMITTEE MEMBERS ON TRANSPORTATION AND WATER AND LAND

FROM: Paulette Ka'anohiokalani Kaleikini

LATE TESTIMONY

HEARING: March 20, 2013; 10:30am; Room 309

Testimony in **OPPOSITION** to **SB 1171 SD 1**, Relating to the Review of Historic Preservation Projects

Aloha, I am the plaintiff of the Hawaii Supreme court ruling in Kaleikini v Yoshioka which stated that the State Historic Preservation Division (SHPD) improperly allowed for a phased review of the Honolulu Rapid Transit Corridor (rail) project based on Federal regulations allowing for a phased review. The ruling held that Hawaii Administrative Rules (HAR) title 13 chapters 275 and 284 establish a sequential approach under which an archaeological inventory survey (AIS) must precede permit approval and project commencement. Because the sequential approach and definition of the "project area" bar phasing, the defendants (City) failed to comply with HRS 6E and its implementing rules.

The Department of Transportation (DOT) wants to grant the dysfunctional SHPD the option of customizing segmented AIS's for specific types of State AND federal projects. In the rail ruling, the Hawaii Supreme Court concluded that "the SHPD failed to comply with the HRS chapter 6E and its implementing rules when it concurred in the rail project prior to the completion of the required AIS for the entire project". The Intermediate Court of Appeals ruled the same; that SHPD ignored the plain meaning of SHPD's own rules by failing to require the completion of an AIS. Given their blemished record, allowing SHPD this discretion would be putting our iwi kupuna and historic sites at extreme risk that would force more litigation, leading to delays and rising costs.

The DOT's reasons for phasing the AIS for a whole project are that an AIS would increase cost, create delays, result in inconvenience AND POSSIBLY CAUSE UNNECESSARY DISTURBANCE OF POTENTIAL BURIAL SITES AND HISTORIC PROPERTIES. If the DOT's concern is really about preventing disturbance of burial sites, then they should know that preparation by the City of the AIS for the whole rail project would not have exposed any more burials than the City's phased approach. There was no evidence in the records that the SHPD determined that a phased approach would maximize the protection of burials. In fact, delaying archaeological work actually places the iwi at a far greater risk. The City presented an inaccurate version of facts that suggested that the SHPD determined that "IN ORDER TO BEST PROTECT IWI", IT HAD NO CHOICE BUT TO PHASE THE AIS. The City also argued that the Programmatic Agreement was designed to maximize protection of iwi by phasing or segmenting the AIS. To date, the count of human remains found only in phase 4 of the rail is seven; the phase the City intended to have the AIS done last. Had the City followed our consultations and proceeded with the AIS in the most probable area for our iwi, they would not be in this situation of paying millions of dollars a month in penalties alone due to their horrific mistake of trying to create rules instead of following what is already in place.

The DOT presents in their February 11 testimony, "WHEREAS, PHASING ALLOWS AIS's TO BE CONDUCTED AT THE START OF FINAL DESIGN OF A PORTION OF THE PROJECT THAT IS INTENDED TO BE BUILT, THEREBY, IF BURIAL SITES ARE FOUND, THERE IS STILL OPPORTUNITY TO MAKE CHANGES TO

AVOID THE SITES. This is far from the truth. I am involved with three huge projects in Waikiki and Honolulu ahupua'a where the AIS was done for the whole project before the designs. Burial sites were found on all three projects. Consultations between the recognized descendants and the developers continue until the situation can be resolved without having to go through litigation. Phasing is not required to prevent changes to a project design in order to avoid historic sites. Early consultation can prevent disturbance to a historic site and litigation.

DOT also provides as an example, the **SMALL COMMUNITY PROJECT** of Kaala Farms and that phasing would be best due to large numbers of archaeological sites. Kaala Farms is not a small community project. It consists of a huge track of land. The proper thing to do with this project, since sites are already known to exist, is to place it in a land trust to preserve the land altogether. This was recently done in Molokai for 1800 acres. Either move the Farm or work with what you have; no need an AIS, since their real concern is about the cost of an AIS.

The City supports the bill because they say it will prevent significant delays and cost increases. The City caused the lawsuit regarding the rail. Had the City followed the rules at the onset of their rail project, I would not have raised my lawsuit and there would be no delays and daily rising costs.

In regards to federal policy; federal law does not require that construction of a project commences before completion of an AIS of a whole project; federal law does not require the issuance of a special management area permit before completion of an AIS for a whole project; federal law does not prohibit engaging in design work before completing an AIS for a whole project; federal law does not prohibit completing an AIS of a whole project to aid in its decision as to what route to choose, what technology to select and whether to proceed with the project at all. Current statutory requirements of AISs will not affect Federal policies, funding and timelines. The Fifth Circuit Court of Appeals (1971) ruled that a highway project could not be segmented. The federal DOT does not allow for highway projects to commence until work is completed. Phasing an AIS will not ensure consistency between state and federal law.

Phasing will not prevent destruction of archaeological sites, including burials. The rules governing AISs do not need fixing. The governing entities need to start following the rules.

I accept the kuleana to protect our iwi kupuna and historic sites. I **OPPOSE** this bill

ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 19, 2013 4:01 PM
To: TRNtestimony
Cc: pulehunui@yahoo.com
Subject: Submitted testimony for SB1171 on Mar 20, 2013 10:30AM



SB1171

Submitted on: 3/19/2013

Testimony for TRN/WAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Kilinahe Kawainui	Individual	Oppose	No

Comments: Current statutory requirements of AISs will not affect Federal policies, funding and timelines. The Fifth Circuit Court of Appeals ruled that a highway project could not be segmented as the DOT of Hawaii would like it. The federal DOT does not allow for highway projects to commence until archaeological work is completed. Phasing and AIS (as this measure suggests) will not ensure consistency between state and federal law. OPPOSE

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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chiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 19, 2013 7:58 PM
To: TRNtestimony
Cc: hankhawaiian@yahoo.com
Subject: Submitted testimony for SB1171 on Mar 20, 2013 10:30AM

LATE

SB1171

Submitted on: 3/19/2013

Testimony for TRNWAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Hanalei Fergerstrom	Na Kupuna Moku O Keawe	Oppose	No

Comments: This proposed bill leaves to many loopholes in the procedure. It will cause the lost of essential examination of proposed projects....total project by allow fragmented testing. A similar problem is with the Honolulu Rail, and development in down town and Kakaako. Area's considered for development should to examined and tested before any finalization of permits are allowed

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ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 19, 2013 6:11 PM
To: TRNtestimony
Cc: Kumukahi77@gmail.com
Subject: *Submitted testimony for SB1171 on Mar 20, 2013 10:30AM*



SB1171

Submitted on: 3/19/2013

Testimony for TRN/WAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Dea Rackley	Individual	Oppose	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: Tuesday, March 19, 2013 7:48 PM
To: TRNtestimony
Cc: ekandagawa@gmail.com
Subject: *Submitted testimony for SB1171 on Mar 20, 2013 10:30AM*

LATE

SB1171

Submitted on: 3/19/2013

Testimony for TRN/WAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Emily Kandagawa	Individual	Oppose	No

Comments:

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ichiyama1 - Tate

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 19, 2013 10:55 PM
To: TRNtestimony
Cc: Jrkeoneakapu@gmail.com
Subject: Submitted testimony for SB1171 on Mar 20, 2013 10:30AM

LATE

SB1171

Submitted on: 3/19/2013

Testimony for TRN/WAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
JR Keoneakapu Williams	Individual	Oppose	No

Comments: Aloha Chair Evans, Chair Yamane, and committee members. A'OLE to SB1171! Putting our ancient burials and ancient sites on jeopardy is disrespectful and ILLEGAL! Haven't you NOT learned? Don't you see the many challenges that will come? As an aboriginal lineal and cultural descendent of many areas of Hawai'i I am asking for you to respect the cultural and people (first inhabitants of these islands), mahalo

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

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Sent: Wednesday, March 20, 2013 8:45 AM
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Subject: *Submitted testimony for SB1171 on Mar 20, 2013 10:30AM*



SB1171

Submitted on: 3/20/2013

Testimony for TRN/WAL on Mar 20, 2013 10:30AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
James Head	Individual	Oppose	No

Comments:

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