

HB2250, HD1

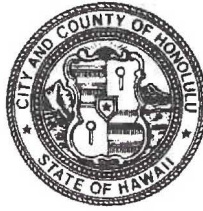
LATE TESTIMONY

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU

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LATE

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DEPUTY DIRECTOR

IN REPLY REFER TO:

March 17, 2016

The Honorable Lorraine R. Inouye, Chair
and Members of the Committee on
Transportation and Energy

The Honorable Clarence K. Nishihara, Chair
and Members of the Committee on
Public Safety, Intergovernmental, and Military Affairs
Hawaii State Capitol
415 South Beretania Street, Room 229
Honolulu, Hawaii 96813

Dear Chair Inouye, Chair Nishihara, and Members of the Committees:

Subject: Relating to Highways

On behalf of the City and County of Honolulu (City), the Department of Facility Maintenance (DFM) submits this testimony on HB 2250, HD 1, Relating to Highways (the "Bill"). We support the intent of this measure but have concerns with the specifics of this endeavor. We recommend the creation of a Roads Commission to address our concerns and to make implementable recommendations prior to the convening of the 2017 Regular Session of the Legislature.

This version of the Bill proposes that State of Hawaii (State) funds be appropriated to the City in fiscal Year 2016-2017 for repair work including flood mitigation, installing drainage infrastructure, and resurfacing.

The matter of flood mitigation and the construction of associated drainage infrastructure will require consideration of the respective areas in and around Kalani Street, Auld Lane, and Rawlins Lane to be effective and benefit public health and safety. Without detailed analysis, the anticipated planning, design, and construction phases appear to require substantial funding. We are willing to begin planning and design for the repairs of the three streets if provided with sufficient funding for this mandate.

For example, the previously mentioned streets may also require curbs and

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gutters with roadway widths appropriate to accommodate City street sweeping equipment to comply with existing and projected storm water quality permits and regulations. Such designs would result in the unintended consequence of right-of-way widening and the associated loss of property frontage and on-street parking.

The City acknowledges the various challenges that this Bill and other similar bills attempt to address. It remains a difficult issue with far-ranging consequences.

The City embraces a State and Counties Road commission that is staffed by the State and tasked with developing a recommendation to the 2018 State legislature that addresses how to accomplish the transfer of ownership of private roadways to the State and/or applicable county in order for the applicable roadway to be improved and maintained.

This Commission may also serve over a long term to implement the findings and decisions of the State Legislature, the Governor and the City. Subtasks might include the following:

1. Allocation of the roadways between the State and the City.
2. Phasing of the transfer over a period of time, such as 20 years.
3. The mechanism to effect such transfer, especially when the ownership of the private roadway is unclear.
4. The funding for not only the transfer of ownership, but also for the improvements and ongoing maintenance.

The City supports the intent of this Bill and looks forward to working cooperatively with the State to reach a workable solution to this issue.

Sincerely,

/s/ Ross S. Sasamura, P.E.
Director and Chief Engineer