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GOVERNOR OF
HAWAII



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LAND
STATE PARKS

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

POST OFFICE BOX 621
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**Testimony of
SUZANNE D. CASE
Chairperson**

**Before the House Committee on
TRANSPORTATION**

**Friday, February 2, 2018
10:30 A.M
State Capitol, Conference Room 423**

**In consideration of
HOUSE BILL 2500
RELATING TO COASTAL HIGHWAYS**

House Bill 2500 proposes to require the Department of Transportation (DOT) to develop a strategic plan to protect coastal highways from the effects of coastal erosion. **The Department of Land and Natural Resources appreciates the measure and would aid DOT should DOT endeavor to develop a plan of this type.**

Thank you for the opportunity to testify on this measure.



Testimony by:
JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

LATE

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

February 2, 2018
10:30 A.M.
State Capitol, Room 423

H.B. 2500
RELATING TO COASTAL HIGHWAYS

House Committee on Transportation

The Department of Transportation (DOT) **supports** the intent of this bill with concerns.

The DOT is currently working with the Department of Civil and Environmental Engineering of the University of Hawaii on updating the 2003 Statewide Highway Shoreline Protection Study which is a strategic plan that will prioritize coastal highway areas that are at risk to be addressed. This update will consider the effects of current coastal erosion as well as future climate change and sea level rise. The study will consider the information provided by the Sea Level Rise Vulnerability & Adaptation Report (SLR Report) that was submitted to the 2018 Hawaii State Legislature, as well as additional studies previously performed and conducted by the National Oceanic and Atmospheric Administration (NOAA) and the Army Corps of Engineers.

DOT's updated study will be completed in June 2019. However, we have moved forward with protection of vulnerable roadways using temporary structures to minimize erosion of the roadways.

DOT's program is focused on preservation and protection of the existing roadway system and facilities. DOT is happy to work with the community and other governmental agencies and organizations to address the beach and shoreline erosion issues. However, DOT does not have sufficient funding to address areas outside of its jurisdiction.

Thank you for the opportunity to provide testimony.

LATE



MAUI TOMORROW

Protecting Maui's Future

Testimony before the
House Committee on Transportation

February 2, 2018
H.B. No. 2500 – Relating to Coastal Highways
SUPPORT with COMMENTS

By Albert Perez
Executive Director
Maui Tomorrow Foundation, Inc.

COMMITTEE ON TRANSPORTATION

Rep. Henry J.C. Aquino, Chair
Rep. Sean Quinlan, Vice Chair

Aloha Chair Aquino, Vice-Chair Quinlan, and Members of the Committee:

The Maui Tomorrow Foundation SUPPORTS HB 2500, WITH COMMENTS.

This bill requires the Department of Transportation to work in conjunction with the Department of Land and Natural Resources, the School of Ocean and Earth Science and Technology of the University of Hawaii, the county of Maui and federal agencies to develop a strategic plan to protect coastal highways from the effects of coastal erosion and update the plan as needed every five years.

Keeping the existing coastal highway as a two-way thoroughfare is not an option. Due to sea level rise, parts of that roadway will soon be in the ocean. In past years, the standard response of the Department of Transportation was to build a seawall or revetment to protect the existing roadway. These hardened shoreline structures have suffered serious damage, and cost millions of dollars to repair, in an effort that will ultimately prove futile as sea level rises. In addition, the seawalls along Honoapiilani Highway are often overtopped by waves, flooding the highway with salt water, sand and debris, and causing motorists to swerve into the oncoming lane to avoid being doused with corrosive salt water. Hawaiian Monk Seals are known to haul themselves out

on the actual highway pavement when high tides coincide with wave action. These are serious safety hazards that needs to be addressed as soon as possible.

The highway pavement near Mile Marker 14 (just south of Camp Olowalu) is already undermined several feet by erosion, and the guardrail is hanging in the air. One of these days, the southbound lane is going to collapse under a heavy vehicle, and we will be lucky if it does not roll into the ocean.



On the left side of this photo near Milemarker 14 of Honoapiilani Highway, erosion has already undermined the pavement by several feet, almost to the travel lane. The roadway here is in danger of collapse under the weight of heavy vehicles.



At left center of this photo, the guardrail supports are hanging in the air. Erosion has undermined the pavement by several feet in some places. Temporary erosion control bags have been scattered by wave action.



A Hawaiian Monk Seal lies partially on the pavement of Honoapiilani Highway putting itself and passing motorists in danger.



Waves overtop a seawall along Honoapiilani Highway. Vehicles are subjected to saltwater corrosion, and motorists wishing to avoid the salt water often veer into the oncoming lane, creating a serious safety hazard.

Building seawalls at these erosion hotspots is not the answer. Sea level rise will cause any such efforts to be very expensive, and ultimately futile in the long run. Shoreline hardening will also cause our beaches to disappear along with our coastal resources and ocean-related cultural practices. This will also negatively impact our visitor industry. If we do not address this problem, we will end up with a situation in which West Maui residents and visitors will have trouble getting to Lahaina, Kaanapali, and points beyond.

One issue that needs to be addressed in the bill is that of cultural sites and Hawaiian cultural practices. The area mauka of the existing highway does have cane haul roads along much of its length, but there are also archaeological sites and living cultural practitioners who may be impacted by mauka realignment. It is good that the bill names the Department of Land and Natural as a cooperating entity, but there should be specific language added regarding the inclusion of strategies in the plan that will protect and minimize disruption of known or potential archaeological sites, cultural sites, and Hawaiian cultural practitioners.

Mahalo for the opportunity to comment on this important legislation.

LATE

HB-2500

Submitted on: 2/2/2018 2:03:36 AM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Melodie Aduja	OCC Legislative Priorities	Support	No

Comments:

**PRESENTATION OF THE
OAHU COUNTY COMMITTEE ON LEGISLATIVE PRIORITIES**

DEMOCRATIC PARTY OF HAWAII

TO THE COMMITTEE ON TRANSPORTATION

THE HOUSE OF REPRESENTATIVES

TWENTY-NINTH LEGISLATURE

REGULAR SESSION OF 2018

Friday, February 2, 2018

10:30 a.m.

Hawaii State Capitol, Conference Room 423

RE: Testimony in Support of HB 2500, RELATING TO COASTAL HIGHWAYS

To the Honorable Henry J.C. Aquino, Chair; the Honorable Sean Quinlan, Vice-Chair and Members of the Committee on Hawaiian Affairs:

Good morning, my name is Melodie Aduja. I serve as Chair of the Oahu County Committee ("OCC") Legislative Priorities Committee of the Democratic Party of Hawaii. Thank you for the opportunity to provide written testimony on House Bill No. 2500, relating to coastal highways preservation. The OCC Legislative Priorities Committee is in favor of House Bill No. 2500 and support its passage.

House Bill No. 2500, is in alignment with the Platform of the Democratic Party of Hawai'i ("DPH"), 2016, as it requires the Department of Transportation to work in conjunction with the Department of Land and Natural Resources, the School of Ocean

and Earth Science and Technology of the University of Hawaii, the county of Maui and federal agencies to develop a strategic plan to protect coastal highways from the effects of coastal erosion and update the plan as needed every five years.

Specifically, the DPH Platform states, “[w]e know that climate change is a real threat to our islands and the world. We strongly urge our candidates and elected official to take immediate action to mitigate and adapt to the consequences of climate change. This includes funding adaptation measures including coastal retreat, effective participation of indigenous peoples in climate change governance and recognition what indigenous, peoples in climate change governance, and recognition that indigenous, local and traditional ecological knowledge is key in climate change adaptation solutions.” (Platform of DPH, P. 8, Lines 435-439 (2016)).

Given that House Bill No. 2500 provides for a strategic plan to protect coastal highways from the effects of coastal erosion, it is the position of the OCC Legislative Committee to support this measure.

Thank you very much for your kind consideration.

Sincerely yours,

/s/ **Melodie Aduja**

Melodie Aduja, Chair, OCC Legislative Priorities Committee

Email: legislativepriorities@gmail.com, Tel.: (808) 258-8889

LATE

HB-2500

Submitted on: 2/1/2018 7:19:52 PM
Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
kai nishiki		Support	No

Comments:

I support this bill. Please end the practice of coastal hardening and seawalls as a solution to erosion and sea level rise. Coastal realignment needs to be planned for and implemented immediately!

Malama pono,

Kai Nishiki

LATE

HB-2500

Submitted on: 2/1/2018 7:35:19 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Terez Amato Lindsey		Support	No

Comments:

I support this important measure, thank you.

Terez Amato Lindsey

Kihei, Maui

LATE

HB-2500

Submitted on: 2/1/2018 7:56:12 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Erika Lechuga Disalvo		Support	No

Comments:

I am in strong support of this bill. Mahalo

LATE

HB-2500

Submitted on: 2/1/2018 7:56:18 PM
Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jana-Nicole Laborte		Support	No

Comments:

I support this bill because it makes sense to work together.

HB-2500

Submitted on: 2/1/2018 8:01:47 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Mary Ann Pahukoa	Maui Farmer	Support	No

Comments:

HB-2500

Submitted on: 2/1/2018 8:11:49 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Daniel Kopycienski		Support	No

Comments:

I believe it is imperative that the Department of Transportation works in conjunction with the Department of Land and Natural Resources, the School of Ocean and Earth Science and Technology of the University of Hawaii, the county of Maui and federal agencies to develop a strategic plan to protect coastal highways from the effects of coastal erosion. Sea walls destroy our reef and beaches.

HB-2500

Submitted on: 2/1/2018 8:40:36 PM

Testimony for TRN on 2/2/2018 10:30:00



Submitted By	Organization	Testifier Position	Present at Hearing
Walker Crichton	Community member	Support	No

Comments:

The Department of Transportation should be working with these entities to prevent any further destruction to the land and marine/ecosystem on Maui island. Further consultation/brainstorming could save millions of dollars in future construction. Please be advised our roadways are in terrible condition and needs to be carefully managed accordingly.

LATE

HB-2500

Submitted on: 2/1/2018 9:14:34 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Tamara Paltin		Support	No

Comments:

Aloha Representatives,

I am concerned about our coastlines, especially here in West Maui, the erosion is causing many negative effects. Seawalls are exacerbating the problem, it seems that the DOT is not working in coordination with the County or any type of environmental common sense. Please take this into consideration as this bill moves forward. We are facing unprecedented problems and need to develop a collaborative plan for coastal retreat in the face of sea level rise and the erosion we are currently witnessing. Please understand that this erosion that we are currently seeing can be exponentially magnified when high surf coincides with full moon king tides etc or storm surge we need to take coordinated steps to protect our transportation corridors. Mahalo for beginning the work of addressing these changes we face - please continue in a transparent and accountable manner.

Mahalo for your time,

Tamara Paltin West Maui

HB-2500

Submitted on: 2/1/2018 10:54:47 PM

Testimony for TRN on 2/2/2018 10:30:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Alana Dandrea		Support	No

Comments:

Please support HB2500! We need our costal highways protected! The ocean and it's coast are major priorities for Hawai'i and they need to be looked after by the most educated and responsible people and groups. I also feel there should be a native Hawai'i cultural and ocean expert to help asses the coast line and give valuable Hawaiian perspective. Thank you

HB-2500

Submitted on: 2/2/2018 8:13:24 AM

Testimony for TRN on 2/2/2018 10:30:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Tina Wildberger	Supporters for Tina Wildberger	Support	No

Comments:

Please, HI DoT can NOT continue to harden our shorelines.

Olowalu reef is a precious natural resource. It is alarming to see a hardening project still on the list of projects to harden Honoapi'ilani Hwy between mm13.5 and 14.5. The irreparable harm caused off shore by the last hardening is there to stay. The road MUST be moved.

LATE

HB-2500

Submitted on: 2/2/2018 8:58:41 AM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kim		Support	No

Comments:

I support the need for a coastal transportation master plan. Please support this bill.

LATE

HB-2500

Submitted on: 2/2/2018 8:59:54 AM
Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Paul Hanada		Support	No

Comments:

Aloha, Although there are concerns regarding sand replenishment and the impact on the marine environment, please support HB 2500. Thank you.

Paul Hanada

HB-2500

Submitted on: 2/2/2018 10:12:11 AM

Testimony for TRN on 2/2/2018 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
James Burke	Individual	Support	No

Comments:

Aloha,

My name is James Burke. I am a self employed individual conducts training for the National Disaster Preparedness Training Center. One of the courses is a Climate Change Adaptation for the Emergency Services Sector training.

I am testifying on behalf of myself.

I fully support the intent of HB2500. Climate change and it's harmful effects, such as sea level rise is especially important for projects under the the Hawaii Department of Transportation's (HDOT)jurisdiction is especially important.

Many of HDOT's projects have a lengthy planning, design, and construction phase and many of HDOT's projects last a very long time.

Climate change and its harmful effects, while seemingly evident during recent "King Tide" episodes, the long term effects may be quite onerous.

I fully support HB2500 and applaud your efforts toward helping to make sure Hawaii is safe and secure for all residents and visitors for years to come.

Mahalo

james burke