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IN REPLY REFER TO:

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

February 1, 2018
12:45 PM
State Capitol, Room 225

S.B. 2245
RELATING TO TRANSPORTATION

Description: Authorizes the issuance of general obligation bonds for design, plans, material, construction, and equipment for an extension of the Lahaina bypass road from north Keawe street to beyond Pu'ukoli'i road.

Senate Committee on Transportation and Energy:

The Department of Transportation (DOT) **supports** the intent of this bill as long as it does not replace our priorities requested in the Executive Budget, and offers the following comments and concerns.

Phase 1B-2 is currently under construction. When completed, it will connect the Olowalu area to Keawe Street (interim northern terminus) and will reduce congestion in Lahaina town by allowing residents and visitors the option of bypassing Lahaina as they travel north to Kaanapali and beyond. At Keawe Street, the DOT is working closely with Maui County on modifications that will improve traffic flow. After the adjustments are complete, the DOT will continue to monitor traffic and consider community feedback to determine if further adjustments would be beneficial.

There are two future phases remaining (Phase 1C and 1D) which would complete the extent of the proposed Lahaina Bypass Road. Phase 2 widens the bypass from 2 to 4 lanes throughout Phases 1A to 1D. The intent of Phase 1C is to extend the bypass from the Keawe Street Extension (northern end of the completed Phase 1A) to a proposed Kaanapali Connector Road. The Kaanapali Connector Road would connect the northern end of Phase 1C to the existing Honoapiilani Highway between Hanakaoo Park and the Lahaina Civic Center.

Phase 1D, in the last phase, connects the northern end of Phase 1C to the existing Honoapiilani Highway in Honokowai. The Department has not begun Environmental permit reassessments, special studies, nor design for phases 1D and 2.

These three phases are considered necessary in the DOT's Long-Range Plan to meet the future regional transportation needs for West Maui. These Capacity projects

cannot, however, be pursued at this time due to the limited available funding which has resulted in prioritizing Safety and System Preservation over Capacity. Should sufficient funds outside the Highway Trust Fund and above the current Federal Authority become available, the DOT is committed to constructing these final 2 phases to complete the Lahaina Bypass road.

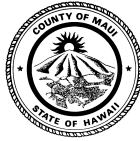
Thank you for the opportunity to provide testimony.

Council Chair
Mike White

Vice-Chair
Robert Carroll

Presiding Officer Pro Tempore
Stacy Crivello

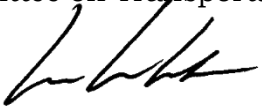
Councilmembers
Alika Atay
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COUNTY COUNCIL
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January 31, 2018

TO: The Honorable Lorraine R. Inouye ,Chair
Senate Committee on Transportation and Energy

FROM: Mike White
Council Chair 

SUBJECT: **HEARING OF FEBRUARY 1, 2018; TESTIMONY IN SUPPORT OF SB 2245, RELATING TO TRANSPORTATION**

Thank you for the opportunity to testify in **support** of this important measure. The purpose of this bill is to authorize the issuance of general obligation bonds for design, plans, material, construction, and equipment for an extension of the Lahaina bypass road from north Keawe street to beyond Pu'ukoli'i road.

The Maui County Council has not had the opportunity to take a formal position on this measure. Therefore, I am providing this testimony in my capacity as an individual member of the Maui County Council.

I **support** this measure for the following reasons:

1. The intent of the Lahaina bypass is to alleviate traffic congestion and safety concerns associated with having only one viable access road to West Maui. Funding this phase will actualize this vital infrastructure project, which taxpayers have been awaiting for over a decade.
2. The robust tourism industry in West Maui is a significant economic contributor to general excise tax and transient accommodations tax revenues. The State should be able to use some of the nearly \$125 million in excess TAT generated by Maui County and not remitted back to the County to complete this project. The Lahaina bypass will not only support the continued economic vitality, but also to alleviate the traffic experienced by residents and visitors.
3. Beginning the next phase of the bypass will ensure any increased traffic congestion at the Keawe Street intersection with Honoapiilani Highway, which recently began construction, is only temporary, in anticipation of the permanent bypass extension.

For the foregoing reasons, I strongly **support** this measure.

SB-2245

Submitted on: 1/31/2018 4:45:36 PM

Testimony for TRE on 2/1/2018 12:45:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Antoinette M Davis	Activities & Attractions Association of Hawaii	Support	No

Comments: