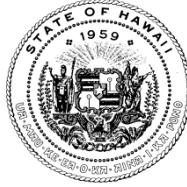


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February 12, 2021
10:00 a.m.
VIA VIDEOCONFERENCE
State Capitol, Room 423

**H.B. 1051
RELATING TO AIRPORTS**

House Committee on Transportation

The Department of Transportation (DOT) **strongly supports** H.B. 1051, which allows DOT-Airports Division to implement developments on airports without county permits.

County ordinances are unique to each county’s situation. Therefore, the implementation of certain state statutes is not uniform amongst counties. This presents a problem to the DOT. Projects of similar scopes and minimal impacts are not equally treated between counties and one project can quickly clear the permitting process in one county, while a similar development at another county is subjected to a more stringent county review and requirements. Most of these projects are reconstruction, redevelopments of pre-disturbed sites, or maintenance to update and improve airports facilities. The few cases below show the impact of review time inconsistencies:

AIRPORT	PROJECT	YEAR	COUNTY PERMIT(S)	PROJECT STATUS
Daniel K. Inouye International Airport	Kalewa Street Bioswales	2015	SMA	County determination is inconsistent with 2010 county statement. Funding lapsed; waiting for new funds.
Lihue Airport	Ahukini Landfill Restoration	2018	Special Management Area, Shoreline Setback Variance	SMA package submitted county on May 2020, pending
Port Allen Airport	Security Fence Improvements	2018	Special Management Area	County determined project as a major development, pending
Kahului Airport	Scalping Plant	2018	Special Management Area	Permit approved October 2020

All airports in DOT’s system are developed according to 20 or 30-year master plans that guide development for each airport. Each master plan prepares an environmental assessment (EA) or environmental impact statement (EIS) to evaluate all developments identified in the master plan, assess all adverse impacts and identify mitigations. The mitigations are applied to appropriate permits to direct development action.

Therefore, all airports lands have been evaluated in existing EA or EIS studies. Data and information on environmental conditions at all airports are available and sufficient

for DOT to render decisions on environmental impacts and mitigation. These decisions are consistent with Section 343-6, Hawaii Revised Statutes and Subchapter 8, Hawaii Administrative Rules. Previously identified environmental mitigation will assure environmental protection for all airports projects and the approval of HB 1051 will address the inconsistency with timely county project reviews.

Thank you for the opportunity to provide testimony.