

HB-1403-HD-1

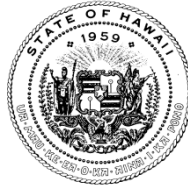
Submitted on: 2/22/2022 11:11:08 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Rachel Roper	Hawaii Department of Transportation	Comments	Yes

Comments:

I am with the DOT and am available for comments



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

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

February 23, 2022
2:30 P.M.
State Capitol, Teleconference

H.B. 1403, H.D.1
RELATING TO AN ALTERNATE ROUTE SITE SELECTION SURVEY IN PUNA

House Committee on Finance

H.B. 1403, H.D. 1 requires the Department of Transportation (DOT), in collaboration with the County of Hawaii, to conduct site surveys on the island of Hawaii to identify the most suitable location for an alternate route in Puna below Highway 130. It excludes lands under the jurisdiction of the Department of Hawaiian Home Lands from site surveys and appropriates funds.

The DOT offers **comments** to H.B. 1403, H.D. 1. The DOT supports efforts to build the alternate route but is not the appropriate agency to carry out the bill's requirements. The DOT defers to the County of Hawaii as they are the lead for this effort.

Within the Puna region, Keaau-Pahoa Road is on the State Highway System. This highway is high on the hierarchy of functional classification, the grouping of roadways according to the service they are intended to provide. Keaau-Pahoa Road is a principal arterial, provides regional mobility for high volumes of users, and provides connections between communities. Roadways such as Keaau-Pahoa Road that are high on the hierarchy of functional classification are typically state roadways.

Roadways such as the alternate route being developed and requested by this bill typically fall under County jurisdiction. These County roadways fall lower on the functional classification hierarchy and therefore typically serve lower volumes of users and focus less on regional movement.

All highways in the United States are functionally classified according to criteria established by the United States Department of Transportation Federal Highway Administration. Functional classification is critical to ensuring the transportation system provides an efficient and effective network of streets and highways that provide regional and local mobility for users and is appropriate for the surrounding land use.

In addition, the focus areas of the new federal Infrastructure Investment and Jobs Act indicate that additional capacity is a low priority for federal funding at this time. Current investment priorities include safety for all roadway users, resiliency, system preservation (including a focus on bridges), emerging technology (including a focus on clean energy and electric vehicles), transit, and equity.

The County of Hawaii received \$6.5 million in Federal funding in 2021. However, with the increases in Federal funding provided by the Infrastructure Investment and Jobs Act, between 2022 and 2026, they are expected to receive between \$8 million and \$8.5 million each year. The County of Hawaii Administration has also been working towards increasing its capacity to deliver projects, which could potentially lead to an increase in the federal apportionment as well. The additional funds would be available to the county to put towards the alternate route.

Thank you for the opportunity to provide testimony.

DAVID Y. IGE
GOVERNOR



CRAIG K. HIRAI
DIRECTOR

GLORIA CHANG
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY
TESTIMONY BY CRAIG K. HIRAI
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON FINANCE
ON
HOUSE BILL NO. 1403, H.D. 1

February 23, 2022
2:30 p.m.
Room 308 and Videoconference

RELATING TO AN ALTERNATE ROUTE SITE SELECTION SURVEY IN PUNA

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill No. 1403, H.D. 1, requires the Department of Transportation, in collaboration with the County of Hawai'i, to conduct site surveys on the island of Hawai'i to identify the most suitable locations for an alternate route in Puna below Highway 130, excluding lands under the jurisdiction of the Department of Hawaiian Home Lands. The bill also appropriates an unspecified amount of general funds in FY 23 for the purposes of this measure.

B&F suggests that Highway Special Funds seem to be a more appropriate funding source rather than general funds.

B&F notes that, with respect to the general fund appropriation in this bill, the federal Coronavirus Response and Relief Supplemental Appropriations Act requires that states receiving Elementary and Secondary School Emergency Relief (ESSER) II funds and Governor's Emergency Education Relief II funds must maintain state support for:

- Elementary and secondary education in FY 22 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

Further, the federal American Rescue Plan (ARP) Act requires that states receiving ARP ESSER funds must maintain state support for:

- Elementary and secondary education in FY 22 and FY 23 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 and FY 23 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

The U.S. Department of Education has issued rules governing how these maintenance of effort (MOE) requirements are to be administered. B&F will be working with the money committees of the Legislature to ensure that the State of Hawai'i complies with these ESSER MOE requirements.

Thank you for your consideration of our comments.

Maile Medeiros David
Council Chair
Council District 6
(Portion N. S. Kona/Ka'ū /Volcano)



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HAWAI'I COUNTY COUNCIL

County of Hawai'i
West Hawai'i Civic Center, Bldg. A
74-5044 Ane Keohokalole Hwy.
Kailua-Kona, Hawai'i 96740

February 22, 2022

Honorable Sylvia Luke, Chair
Honorable Ty J.K. Cullen, Vice Chair
Committee on Finance
Via Videoconference

Re: H.B. No. 1403 – Relating to An Alternate Route Site Selection Survey in Puna

Honorable Chair Luke and Vice Chair Cullen:

On behalf of myself and as Councilmember representing the rural districts of South Kona, Ka'ū and Volcano Village (Council District 6), I express my strong support of HB 1403 relating to an alternate route site selection survey in Puna.

Due to the rapidly growing number of residents in Puna, as well as Puna being an area of income-challenged families, they typically rely on the transit system and nonmotorized modes of transportation. Highway 130 is the sole access between the communities and Hawai'i Belt Road. Since Highway 130 provides sole access to Puna, there is constant traffic congestion but more importantly it may result in delays of emergency services.

This measure will allow the department of transportation, in collaboration with the county of Hawai'i, to identify a location for an alternate route in Puna below Highway 130.

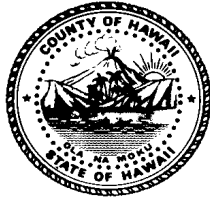
Mahalo a nui loa for your favorable consideration.

Very truly yours,

Maile David

Maile David, Council Member
Council District 6, S. Kona, Ka'ū, and Volcano Village

Matt Kaneali`i-Kleinfelder
Council Member
District 5



Phone No.: (808) 961-8263
matt.kanealii-kleinfelder@hawaiicounty.gov

Hawai`i County Council
County of Hawai`i
Hawai`i County Building
25 Aupuni Street, Suite 2405 • Hilo, Hawai`i 96720

Date: February 22, 2022

Re: HB 1403 HD1 (Relating to an Alternate Route Site Selection Survey in Puna)

Aloha Chair Luke, Vice Chair Yamashita, and Members of the Committee:

I am submitting testimony in **STRONG SUPPORT** of HB1403.

As one of the two council members from Puna, I help organize the Hawai`i Island Subdivision Alliance (HISA) which includes association board members from almost a dozen subdivisions in Puna. In a survey of our district's main challenges, traffic was the only option checked off by 100% of board member respondents, followed up by 75% abandoned vehicles and 63% crime. Most respondents attributed these challenges to a lack of state and county support.

It is an understatement to say that Puna is a rapidly-growing district. Although many residents are used to traffic on Highway 11 (also known as the Pana`ewa Stretch), the district has grown exponentially since the start of the COVID-19 pandemic, further exacerbating the existing issue.

As a rural district, many Puna residents need to drive to Hilo town, which leads to heavy traffic in the morning and after-work hours, especially if there is a car accident or road work. Not only is there no alternative route for Puna, but there's also often no alternative infrastructure, leaving residents with no choice but to sit in traffic. Many jobs, the hospital and doctors' offices, the University and schools, and our main grocery stores are just some of the areas Puna residents have to sit in traffic to reach.

Puna residents sacrifice many hours every day to traffic; they need and deserve an alternative route.

Mahalo nui for the opportunity to provide testimony on this measure.



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Wednesday, February 23, 2022 — 2:30 p.m.

Ulupono Initiative supports the intent of HB 1403 HD 1, Relating to an Alternative Route Site Selection Survey in Puna.

Dear Chair Luke and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono supports the intent of HB 1403 HD 1, which requires the Department of Transportation, in collaboration with the County of Hawai'i, to conduct site surveys on the island of Hawai'i to identify the most suitable location for an alternate route in Puna below Highway 130 and excludes lands under the jurisdiction of the Department of Hawaiian Home Lands from site surveys.

However, we want to caution that building a new road may not solve for congestion nor help the cited low-income and/or transit-dependent populations. For example, extensive nationwide research demonstrates that widenings and new highways do not solve for congestion over the longer term. In its 2020 *The Congestion Con* report, national transportation advocacy group, Transportation for America, demonstrated that over the past 20 years, no region anywhere in the country has been able to build itself (i.e., widen or build new roads) out of congestion, regardless of population trends or road building activity. The same is true for Honolulu, where congestion has been up 166 percent since 1993 against a population growth rate of 23 percent.¹

Ignoring this research may also exacerbate our climate and transportation challenges. It is more likely that this project would induce more miles driven, if care is not paid to ensuring that we are moving more people, and not just vehicles. In fact, some research indicates that such equivalent expansion on Maui could result in an additional 58-86 million more miles driven, the equivalent of 6,700 new passenger cars on the road.²

¹ <https://t4america.org/maps-tools/congestion-con/>

² <https://shift.rmi.org/>

This does not negate the need for additional access to and from Puna, but rather ensures that if significant investments are made, they solve to provide true improved access to opportunity and housing, rather than just moving vehicles. We urge the Committee to ensure the site surveys take such factors into consideration; for example, transit demand, bus access or even a rapid bus lane, depending on the specific community needs and input.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

TESTIMONY

TO: State of Hawai'i
House Committee on Finance

FROM: Maile Lu'uwai
President, Keaukaha Pana'ewa Farmers Association

Date: February 23, 2022

RE: COMMUNITY TESTIMONY - HB 1403 HD1, RELATING TO AN
ALTERNATIVE ROUTE SITE SELECTION SURVEY IN PUNA

Aloha Chair Luke and Finance Committee Members:

The Keaukaha Pana'ewa Farmers Association (KPFA) supports HB 1403, HD1. Our Puna neighbors need a survey to find traffic solutions to their commute to/from Hilo.

The 2016 Department of Hawaiian Home Lands Pana'ewa Regional Plan identified potential alternative routes that would alleviate Puna to Hilo traffic, as well as avoid negative impacts to DHHL Pana'ewa Homestead lessees. A map of those alternative routes is provided with this testimony for possible inclusion in the site selection survey.

Mahalo,

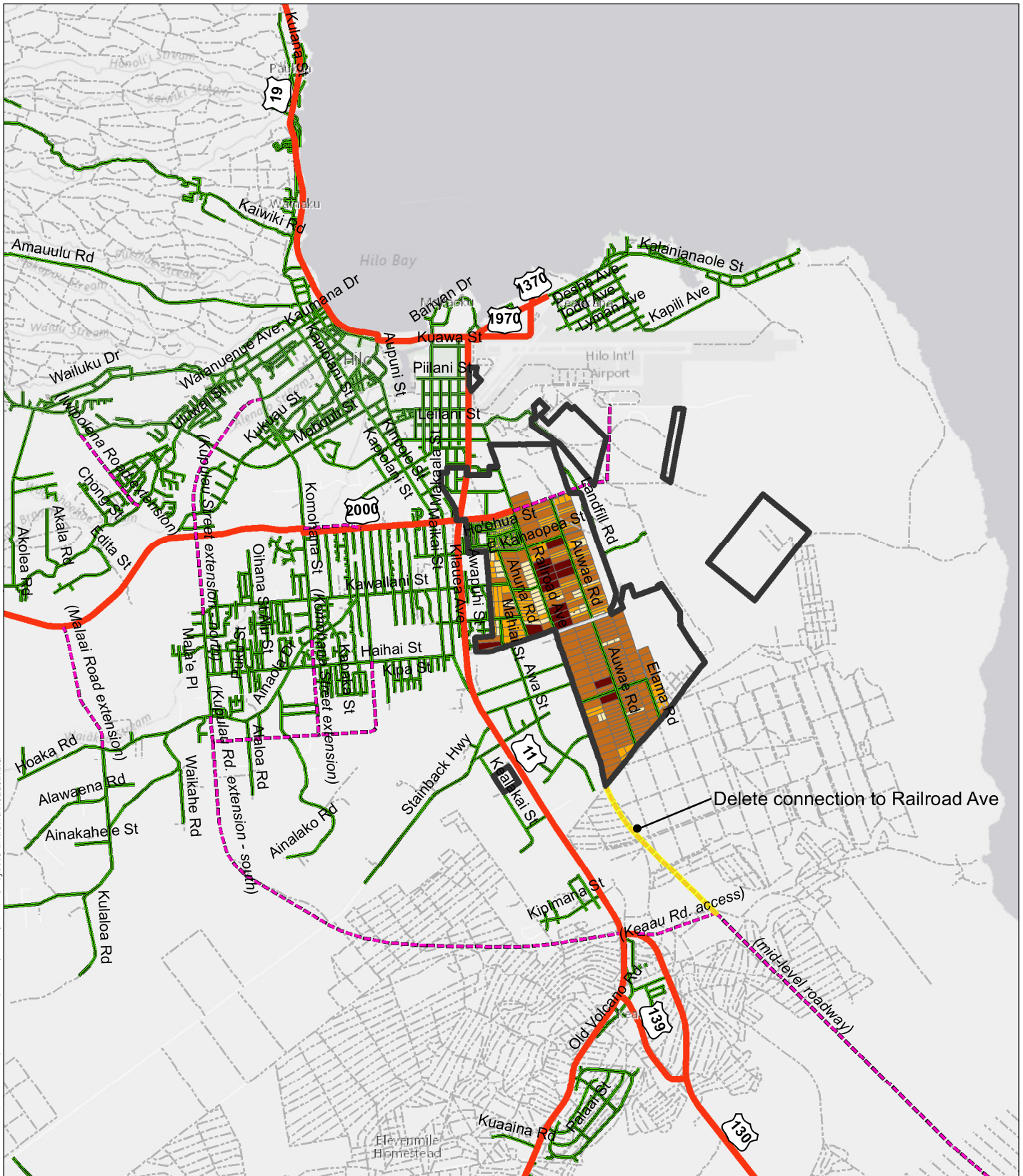


Maile Lu'uwai
President
Keaukaha Pana'ewa Farmers Association
maile@luuwailaw.com
808.280.0083



The Keaukaha Pana'ewa Farmers Association (KPFA) represents native Hawaiian Homestead beneficiaries with agricultural Hawaiian Home Trust Land leases in Pana'ewa, Hawai'i Island. KPFA is a Hawaiian Homes Commission Act Beneficiary Association and Homestead Association controlled by beneficiaries, as defined by the Hawaiian Home Lands Recovery Act, 109 Stat. 537. KPFA is registered with the U.S. Department of Interior, 43 CFR §§ 47.10 and 48.6.

PDF - Q1
 Path: C:\Users\rtakemoto\Documents\ArcGIS\DHHL\Hawaii\Project\Panaewa Roads.mxd



DATE: 8/17/2016

LEGEND

- Planning Area
- Proposed GP Roads Amendment
- Proposed GP Collector Roads
- State Highways
- County Roads
- Other unimproved roads

Residential_Homestead_Lots	
	<0.5 acre
Supplemental Ag Lots	
	1.000000 - 3.000000
	3.000001 - 5.000000
	5.000001 - 10.000000
	10.000001 - 12.500000

FIGURE 15
Existing and Proposed Roads
in Relation to Lot Density
Pana'ewa
Regional Plan Update

Department of Hawaiian Home Lands
 North

Miles

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

HB-1403-HD-1

Submitted on: 2/22/2022 9:25:51 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Tiffany Edwards Hunt	Individual	Support	No

Comments:

Aloha, legislators:

Thank you, once again, for the opportunity to comment on HB 1403. I am 100% supportive of this legislation and any and all efforts to try and improve the traffic NIGHTMARE in Puna. It is only going to get worse, as more and more people find their homesteads in our private subdivisions, or build speculatively and sell to people who have a dream of making a life on Hawai'i Island. As it stands, we have one way in and out of Puna, and Highway 130 is burdened with so much traffic, it's ridiculous. I have previously invited you to join my family and I on our morning commute out of Hawaiian Paradise Park, so you can see how congested our roads are. I also invite you to join us on our travel home after a long day of work. It is just a crawl home, with bumper to bumper traffic, because, if you don't know this already, Puna is considered the bedroom community of Hilo. Along with not having adequate roads and infrastructure, we don't have any village town centers in our subdivisions. There is very little commercial enterprise, very little opportunity for people to both live and work in Puna. People are forced to commute into and out of Puna on a daily basis. We have to slowly make BIG changes and catch up with the exponential growth that is occurring, and this begins with a Puna Makai Alternative Route. I read the testimonials of people who are taking a stance on HB 1403. I found it interesting that there is this political push from the Department of Hawaiian Home Lands out of concern for where the Puna Makai Alternative Route would traverse. Here's the thing. Let's see DHHL step it up and start putting more people on those Hawaiian homesteads and then maybe even provide some village town centers in those Hawaiian homesteads, so that people aren't forced to commute long distances for work. We need less NIMBYs and more HOW CAN folks at the helm. We need to actually make some sacrifices to actually deal with this growth that is occurring and provide the necessary infrastructure. We cannot just keep playing HOT POTATO with our community problems. We are basically pushing off our community problems on our children, and what a mess we will be leaving for them to try and fix if we don't have the courage and the audacity to actually take a stance and decide on where to put in a road that is crucial for a community. Please remember that this whole area is subject to lava inundation and, if we aren't thinking about the day-to-day commute, let's think about trying to open up corridors for the inevitable emergency. Please think about the generations to come, unlike those who wanted a quick revenue fix and formed these private subdivisions more than 60 years ago. They had ZERO foresight that they would be making such a mess for us to clean up. Please think ahead, knowing we absolutely need to catch up and get ahead of the infrastructure. Mahalo for your patience with this long-winded diatribe. I would love to speak with any of you personally, and drive you around Puna to give you a lay of the land. Always feel free to reach out to me at

newswoman@mac.com. Please help Puna get ahead of the traffic nightmare. Aloha, Tiffany
Edwards Hunt, Kea`au, HI

HB-1403-HD-1

Submitted on: 2/22/2022 9:27:25 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
P Hauoli'ipo Wright	Individual	Support	No

Comments:

Having experienced the shutdown of the H1 freeway on Oahu a few times as well as having been on the Lahaina side of "the Pali" when that's been closed due to an accident, I am familiar with what it feels like to be stuck in place with no options to get to where you're going (which might be work or home or the airport or the hospital). It's frustrating, it's scary and it could even be life or death to not have an alternate route. Please pass this bill so that the residents of the Puna side of the Big Island never find themselves in that situation.

HB-1403-HD-1

Submitted on: 2/22/2022 12:08:27 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Barbara Cigainero	Individual	Support	No

Comments:

Dear Committee Chair and Members: Thank you for the opportunity to provide support for the passage of HB 1403 that would provide for the necessary land studies to determine the best alternate route sites for Hwy130. I live in Hawaiian Paradise Park which is a very large subdivision about 10 miles from Hilo. There are other communities between Keaau and Pahoia that use Hwy 130 as well. All of us face heavy traffic back-up during the work commute hours. I know from first hand experiece that it can take anywhere between 30-90 minutes just to get out of out subdivision and onto Hwy 130. If it became necessary to evacuate our area due to a natural disaster or some other emergency, residence that use Hwt 130 will face dire circumstances that could be life threatening. We need an alternate route from our areas to Hilo.

In the Hawaii Tribune Herald there are letters to the editor debating one route over the next. So it is hardly a settled matter as to which route might be the most feasible. We need a professional survey to determine the best and most feasible route to settle this matter and be able to move forward. Please do not abandon us to the carnage of extreme weather.

I ask for your support for HB 1403. Mahalo.

Barbara Cigainero, Keaau, HI 96749

HB-1403-HD-1

Submitted on: 2/22/2022 1:32:24 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Julia Lindbergh	Individual	Support	No

Comments:

I am in favor of a site survey for Puna Alternate Route. Julia Lindbergh

HB-1403-HD-1

Submitted on: 2/22/2022 5:19:14 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
bob ernst	Individual	Support	No

Comments:

HAWAII HOUSE FINANCE COMMITTEE HEARING ON HB1403 - PMAR

Aloha Chair Luke,

Aloha Vice Chair Yamashita,

Aloha Committee Members Branco, Eli, Holt, Ilagan, Kobayashi, Marten, Nishimoto, Peruso, Sayama, Tam, Todd, Wildberger and McDermott,

PMAR, Puna Makai Alternate Route, has been talked about for decades, has been needed for decades yet to date the PMAR can gets kicked down the Alternate Route and the constituents of Puna Makai and the constituents of the State of Hawaii and the visitors to Hawaii nei suffer with insufficient access to Puna Makai, a lack of alternative access that is dangerous and wasteful due to traffic congestion and no other way into or out of Puna Makai.

It is way past time to begin the planning and to ultimately with that planning designate a route for PMAR.

The PMAR issue will not go away until it is addressed and with the existing and potential growth of the Puna Makai area, the safety and capacity of PMAR has and will continue to become more necessary.

PMAR should not use existing Railroad Avenue through the Panaewa Community since there is plenty of property, much of it in public ownership already, east and Makai that could be used.

Mahalo for your support and vote for HB1403 PMAR, a just and needed Bill for the people of all Hawaii nei, residents and visitors alike,

Bob Ernst

Puna property owner and prospective PMAR user.

HB-1403-HD-1

Submitted on: 2/22/2022 7:05:35 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Rebecca Bryant	Individual	Support	No

Comments:

I support additional routes from the Puna area into Hilo. The volume of traffic on a daily basis would become impossible in an emergency situation. Normal traffic can take one hour or more to travel from Kaloli to the outskirts of Kea'au making commute time for workers unreliable when traveling to and from jobs. We also need safe wider bike and walking paths to accommodate our many people who are on foot or biking.

HB-1403-HD-1

Submitted on: 2/23/2022 7:13:48 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Dustin Swan	Individual	Support	No

Comments:

New home construction is on the rise in Lower Puna, and the single highway (Hwy 130) can no longer support the ingress and egress to neighborhoods beyond Keaau. The undersized round-about installed at Ainaloa Blvd, as well as the lack of right-turn lanes exiting HPP has created several choke points that is increasing resident's commute times, sometimes by as much as 3-4 times longer. The current neighborhood growth and traffic congestion is unsustainable, and if the State and County of Hawaii are unwilling to make necessary improvements to Highway 130, then an alternate route is essential to provide relief and emergency routes for any future natural disasters (hurricanes or volcanic eruptions).

HB-1403-HD-1

Submitted on: 2/23/2022 9:23:51 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Todd Reilly Sr	Nanawale BOD	Support	No

Comments:

Aloha,

Hwy 130 cannot handle the present traffic patterns, much less projected growth. This study to find an alternate route from Puna is essential to future growth to match thr master plan. We appreciate your support.

Mahalo

Todd Reilly Sr

HB-1403-HD-1

Submitted on: 2/23/2022 9:36:39 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Heath Dalton	Individual	Support	No

Comments:

Puna has been in dire need of a PMAR for years. It is the fastest growing area in the entire state and it only has one road in and out and that is highway 130. If there is an accident, emergency, etc, there is no way in or out. Anytime there is anytime type of an accident travel comes to a screeching halt. Both the 2014 and 2018 eruption helped to put a spotlight on this issue. However, it still remains an issue to this day. Once an accident has been cleared or an emergency is over, the PMAR is all but forgotten by everyone, except those of us that live here and drive this daily. This needs to be addressed. It has been talked about for years and years but action needs to be taken to make a PMAR a reality.

|
Mahalo,

Heath

HB-1403-HD-1

Submitted on: 2/23/2022 9:48:07 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
nani pogline	Individual	Support	No

Comments:

Long over due

HB-1403-HD-1

Submitted on: 2/23/2022 10:57:11 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Becky Jones	Individual	Support	No

Comments:

Finding an alternate route for the citizens of Puna is crucial. Not only for the reasons pointed out in this bill, but if an emergency evacuation were necessary, the existing roadways would fail us. Not only is Hawaii at risk of earthquake, tsunami, and hurricane events, the Puna district has repeatedly experienced lava and SO2 dangers. The existing roads would not only prevent the residents from leaving in an orderly and timely fashion, but there isn't adequate roadways to allow emergency vehicles to get into areas to provide emergency services while residents attempt to evacuate. The growth in Puna, along with its inherent risk factors for disasters, make alternate routes essential.

HB-1403-HD-1

Submitted on: 2/23/2022 11:45:57 AM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Cyd L. Hoffeld	Individual	Support	No

Comments:

Aloha Chair Luke, Vice Chair Yamashita, and Finance Committee Members,

My name is Cyd Hoffeld and I live in Kalapana on Hawai'i Island. I strongly support **HB1403 HD1** which would require the department of transportation, in collaboration with the county of Hawaii, to conduct site surveys on the island of Hawaii to identify the most suitable location for an alternate route in Puna below Highway 130. Excludes lands under the jurisdiction of the department of Hawaiian home lands from site surveys.

I support this bill because my life has been directly impacted by volcanic eruptions that have highlighted the importance of having an alternate route for residents who need to evacuate affected areas in Puna during natural disasters. Having an alternate route to use would also mitigate heavy traffic during peak travel times which is in the morning and at pau hana time. Heavy traffic that makes it difficult for emergency responders to navigate through too.

Please pass **HB1403 HD1** so that we can be proactively address this issue before another emergency happens that will cost more to remedy.

Thank you!

HB-1403-HD-1

Submitted on: 2/23/2022 12:00:57 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Eda Motonaga	Individual	Support	No

Comments:

Transcribed by Nicky Watts:

"If I have an appointment, I'm always late, and I have to drive through HPP and there's a lot of back up trying to get to Shower. I end up passing people's houses to try to get short cuts through to avoid the traffic. There needs to be a short cut so that I can be on time. There's always car back ups when she has to go to her appointment, on the highway. I cut through HPP to help and the line is very very long. If there's an accident, we're all backed up, we're going home late. On the way back, there's always back up."

HB-1403-HD-1

Submitted on: 2/23/2022 12:31:20 PM

Testimony for FIN on 2/23/2022 2:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Nicole	Individual	Support	No

Comments:

I am writing in Support of HB1403.

I moved to Puna recently, in May of 2021. Highway 130 is terrifying, to say the least. It took me about 3 months to be willing to pull out from Makuu, where I live, onto 130. I have traveled in the mainland and Canada extensively, utilizing different vehicles, in many different cities and rural areas across the country. I have been hired to travel cross country multiple times and have driven in all but one state (Alaska) and even worked as a driver using large vehicles in New York City, which is high stress. Even with my experience of extensive driving, I feel anxiety every time I drive Highway 130.

It is very clear that Puna is a rapidly growing area and it's state has currently failed its citizens in adequately providing safe roads that can handle the influx of traffic and community needs. Not only are there no other choices for route options, highway 130 is also inadequate in its own right. I am an advocate for the expansion of 130, as well, but I believe an Alternate Route is most important because there needs to be options for drivers to take when emergencies happen. I don't just mean a volcanic emergency, I mean the regular accidents that occur even in the best of road planning. It's never a good idea to have only one way in and out, especially when there's so many people going in and out.

Thank you for your consideration. Your work is appreciated.