



**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

March 15, 2022  
3:00 P.M.  
State Capitol, Conference Room 224/Teleconference

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

Senate Committee on Transportation

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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

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

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

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 SENATE COMMITTEE ON TRANSPORTATION  
ON  
HOUSE BILL NO. 1403, H.D. 1

**March 15, 2022**  
**3:00 p.m.**  
**Room 224 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:

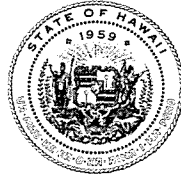
- Elementary and secondary education in FY 22 and FY 23 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 and FY 23 at least at the proportional level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

DAVID Y. IGE  
GOVERNOR  
STATE OF HAWAII

JOSH GREEN  
LT. GOVERNOR  
STATE OF HAWAII



WILLIAM J. AILA, JR.  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION

TYLER I. GOMES  
DEPUTY TO THE CHAIRMAN

**STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS**

P. O. BOX 1879  
HONOLULU, HAWAII 96805

TESTIMONY OF WILLIAM J. AILA, JR, CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
BEFORE THE SENATE COMMITTEE ON TRANSPORTATION  
HEARING ON MARCH 15, 2022 AT 3:00 PM VIA VIDEOCONFERENCE

IN SUPPORT OF

**HB 1403, HD1, RELATING TO AN ALTERNATE ROUTE  
SITE SELECTION SURVEY IN PUNA**

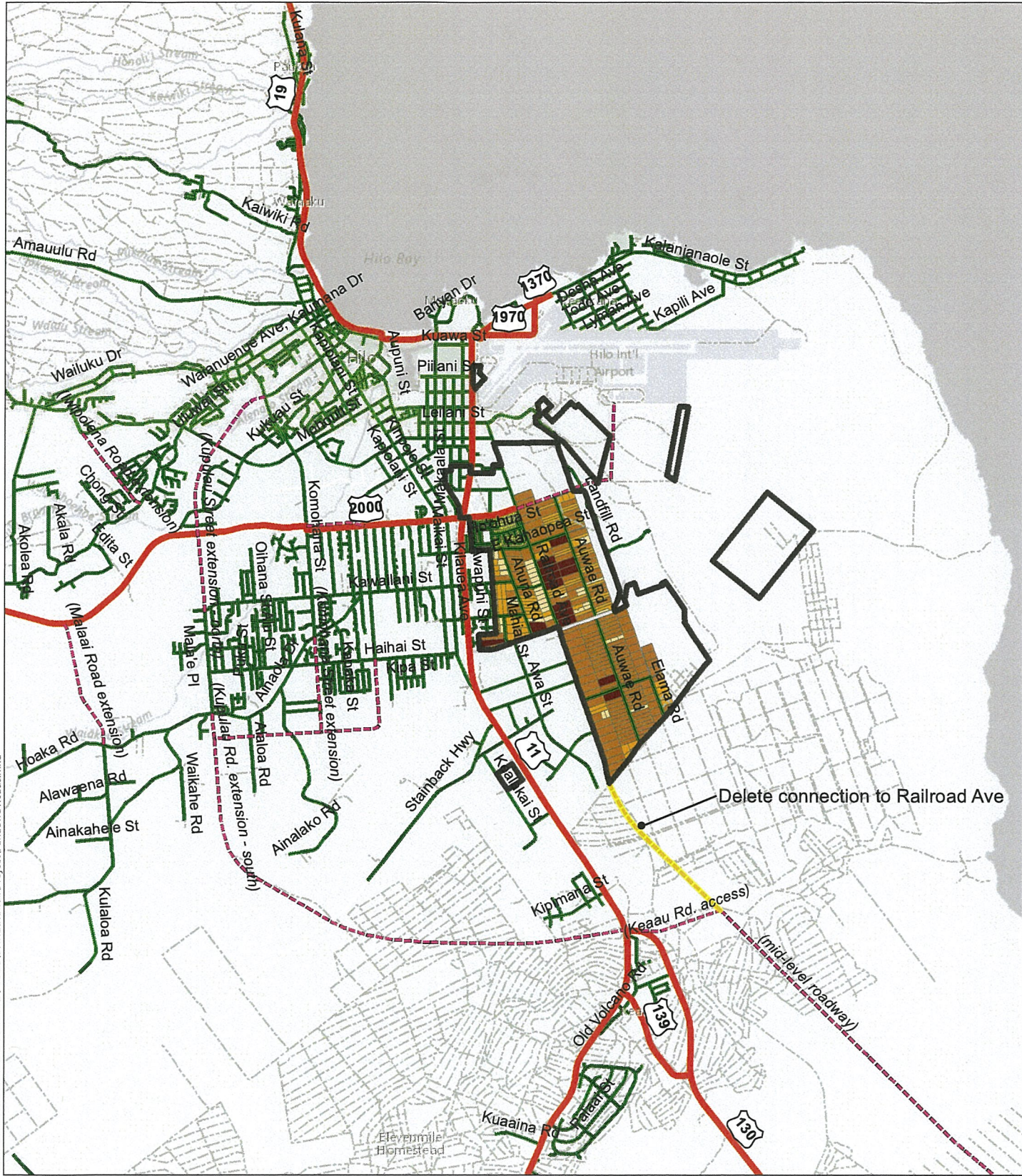
March 15, 2022

Aloha Chair Lee, Vice Chair Inouye, and members of the Committee:

The Department of Hawaiian Home Lands (DHHL) supports this bill requiring 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 excluding lands under the jurisdiction of DHHL from site surveys.

While DHHL is supportive of the intent of the measure to relieve traffic congestion for Puna residents, **DHHL is strongly opposed to any consideration of a proposed by-pass route that would run through an existing DHHL homestead community.** With the adoption of the DHHL Panaewa Regional Plan in 2016, the Hawaiian Homes Commission took a position to oppose any proposed by-pass route through Rail Road Avenue. The utilization of Rail Road Avenue would unjustly burden Panaewa homestead lessees with additional traffic. The DHHL Panaewa Regional Plan did identify potential alternative routes that could alleviate traffic coming into Hilo from Puna and avoid adverse impacts to DHHL Panaewa Homestead lessees. A map of those alternative routes are enclosed for future consideration during the selection of a by-pass route.

Thank you for your consideration of our testimony.



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

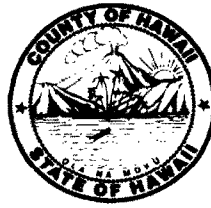
**FIGURE 15**  
**Existing and Proposed Roads**  
**in Relation to Lot Density**  
**Pana'ewa**  
**Regional Plan Update**

Department of Hawaiian Home Lands      Island of Hawaii

North

0    0.5    1  
 Miles

Mitchell D. Roth  
Mayor



Lee E. Lord  
Managing Director

Robert H. Command  
Deputy Managing Director

County of Hawai'i  
Office of the Mayor

25 Aupuni Street, Suite 2603 • Hilo, Hawai'i 96720 • (808) 961-8211 • Fax (808) 961-6553  
KONA: 74-5044 Ane Keohokalole Hwy., Bldg C • Kailua-Kona, Hawai'i 96740  
(808) 323-4444 • Fax (808) 323-4440

March 14, 2022

Chair, Senator Chris Lee  
Vice-Chair, Senator Lorraine R. Inouye  
Committee on Transportation  
Hawai'i State Legislature  
415 S. Beretania Street  
Honolulu, Hawai'i 96813

**Subject: H.B. 1403 HD 1 RELATING TO AN ALTERNATIVE ROUTE SITE  
SELECTION SURVEY IN PUNA**  
**Hearing Date: Tuesday, March 15, 2022 at 3:00 p.m.**  
**Time/Place of Hearing: Via Video Conference  
Conference Room 224**

Aloha Chair Lee, Vice Chair Inouye, and committee members;

On behalf of the County of Hawai'i, I am expressing my support for HB 1403 HD 1 for fiscal year 2022-2023 to fund a site selection survey that will identify an alternative makai route from Puna to Hilo below Highway 130. The County of Hawai'i is not predisposed to any particular route at this time and looks forward to the opportunities this legislation creates for our residents in East Hawai'i.

Puna's growth over the past 25 years compels state and county government to expeditiously address this glaring regional transportation challenge. At the same time, the impact on residents and businesses along any proposed alternative route must be seriously considered. In order for a real solution to be identified, all of our community stakeholders must to be engaged in this dialogue.

HB 1403 HD 1 provides impetus and funding to begin this important process. Your sincerest consideration is greatly appreciated.

Mahalo,

MITCHELL D. ROTH  
Mayor  
County of Hawai'i



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEE ON TRANSPORTATION  
Tuesday, March 15, 2022 — 3:00 p.m.

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

Dear Chair Lee 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.<sup>1</sup>

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.<sup>2</sup>

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

<sup>2</sup> <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  
Senate Transportation Committee

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

Date: March 15, 2022

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

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Aloha Chair Lee and Senate Transportation 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,

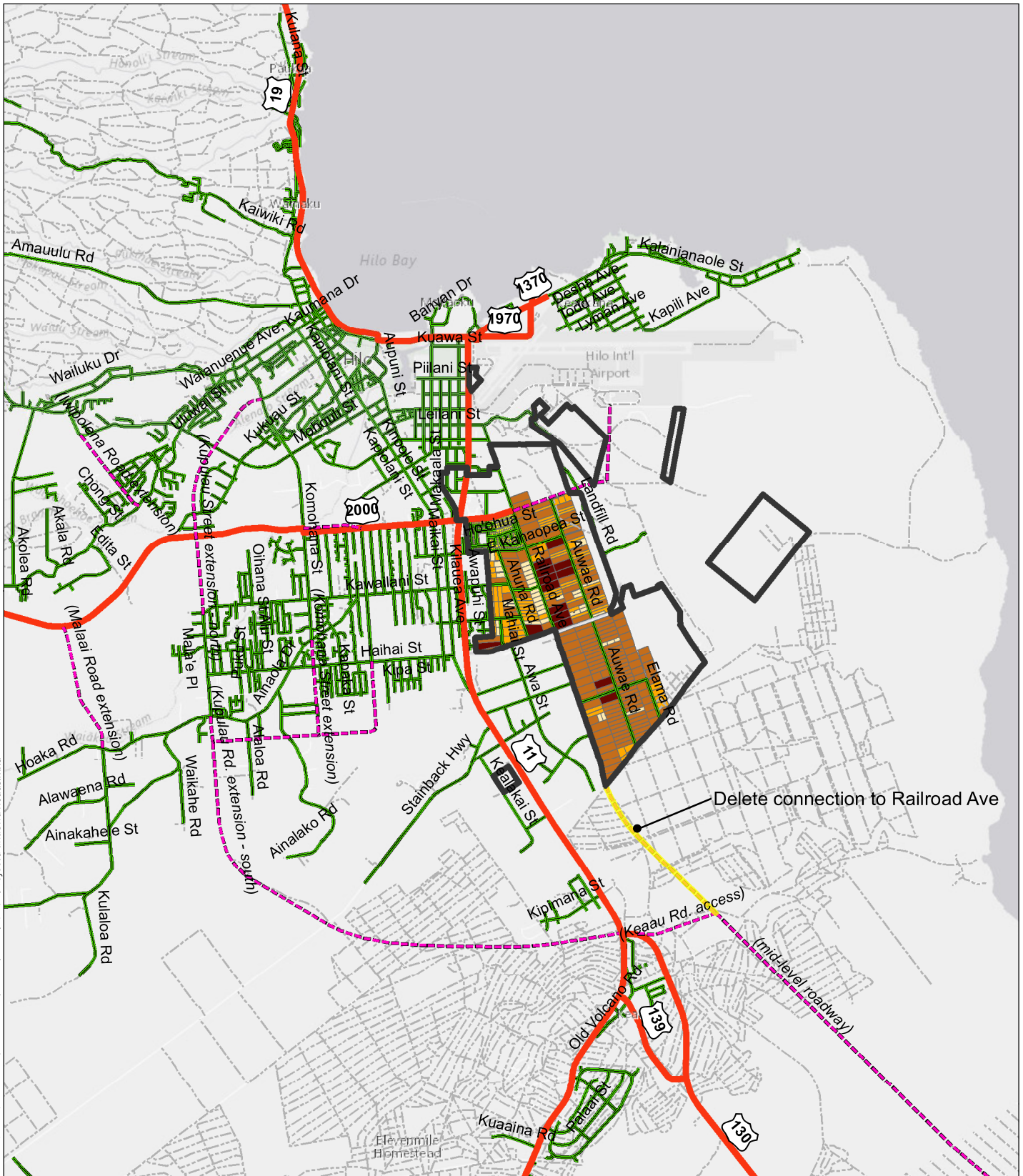


Maile Lu'uwai  
President  
Keaukaha Pana'ewa Farmers Association  
[maile@luuwailaw.com](mailto:maile@luuwailaw.com)  
808.280.0083



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.

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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

**HB-1403-HD-1**

Submitted on: 3/13/2022 10:23:29 AM

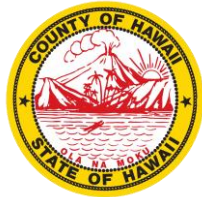
Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Tucker	Testifying for Friends of Puna's Future	Support	Written Testimony Only

Comments:

The need for a plan for PMAR has long been understood by all levels of government. The lava events of 2014 and 2018 as well as our hurrican damage only highlight the need for an alternate route in Hawaii's fastest growing district. Ten years ago the need for PMAR was identified in the Puna Community Development Plan (PCDP). Ten years is a long time to neglect a primary issue in the district. I support this bill.

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



Phone: (808) 323-4277  
Fax: (808) 329-4786  
Email: [maile.david@hawaiicounty.gov](mailto:maile.david@hawaiicounty.gov)

## 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

March 14, 2022

Honorable Chris Lee, Chair  
Honorable Lorraine R. Inouye, Vice Chair  
Committee on Transportation  
415 South Beretania  
Honolulu, HI 96813

Re: H.B. No. 1403 HD1 – Relating to An Alternate Route Site Selection Survey in Puna

Honorable Chair Lee and Vice Chair Inouye:

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 HD1 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

**HB-1403-HD-1**

Submitted on: 3/12/2022 3:26:48 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
james ozone	Individual	Comments	Written Testimony Only

Comments:

An alternate route is sorely needed, but there is effectively nowhere to put it -- simply consider these three constraints while looking at a map:

- Residents of subdivisions don't want a highway "near their house"
- DHHL homesteads don't want to sustain "the burden" of a highway
- Shipman objects to a highway "through their land"

It might be more productive to survey ways that Lower Puna can evolve beyond a "bedroom community" by creating more commercial-zoned land, freeing the 20-acre parcels in HPP for "neighborhood commercial" uses, establishing a "satellite County office" in Pahoa, and building an emergency room with a helipad for medevac to Hilo or Oahu. It's really time to stop pretending that Puna doesn't need any services.

**HB-1403-HD-1**

Submitted on: 3/12/2022 9:45:55 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lawrence Oberman	Individual	Support	Written Testimony Only

Comments:

Something needs to be done about our 1950's roadway system.

Passing the buck back and forth with the county needs to end.

At least compel HDOT to widen 130 to 4 lanes and put in roundabouts or maybe a modern highway.

**HB-1403-HD-1**

Submitted on: 3/12/2022 10:02:59 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Beth Block	Individual	Support	Written Testimony Only

Comments:

Puna is one of the fastest growing areas of the state. There are twice as many people living on my road now as there was six years ago. We need an alternative route from Pahoa to Hilo, both to alleviate traffic and to provide an alternative route in case of emergency. I urge you to pass HB1403.



**HB-1403-HD-1**

Submitted on: 3/13/2022 9:35:39 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Barbara Cigainero	Individual	Support	Written Testimony Only

Comments:

Dear Committee Chair and Members. Thank you for the opportunity to provide testimony in support of HB 1403. This bill would provide for site surveys for the best route for an alternate route from the Puna Region to Hilo. I live in a very large subdivision known as Hawaiian Paradise Park. In the mornings it already takes 30 minutes or more to just get out of the subdivision and onto Hwy 130. Once on Highway 130 there is already stop and go traffic to get into Hilo. If we have evacuate our area due to a hurricane, tsunami, wild fire, lava flow or any other disaster there will be thousands of people trapped in their cars for hours on end. This may put people in harms way or in dangerous road rage situations; Please do not abandon us. There is already debate as to which route may be most suitable which is why the site surveys are needed. Mahalo for your consideration.

Barbara Cigainero Keaau, HI 96749

**HB-1403-HD-1**

Submitted on: 3/13/2022 2:54:56 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
J.P. Hall	Individual	Support	Written Testimony Only

Comments:

I am in favor of passage of this bill. We are very long overdue for a Puna Makai route for reasons of safety, economics, quality of life, health, education, and more. There is no time to waste in advancing this issue. Mahalo

**HB-1403-HD-1**

Submitted on: 3/14/2022 9:30:38 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Andrea Poschman	Individual	Support	Written Testimony Only

Comments:

We are long overdue for an alternate route out of lower Puna.

**HB-1403-HD-1**

Submitted on: 3/14/2022 10:09:26 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Thomas A Galarneau	Individual	Support	Written Testimony Only

Comments:

I have lived in lower puna for over 20 years and watched as the traffic has become impossible. There have been many studies over the years but not much accomplished. The obvious choice is Railroad Avenue but has been blocked by the large landowners and some who live on that street in HP at the expense of the majority of residents. It's time for the county/state to stand tall.

More and more people are building here right now and this is going to get dangerous if something isn't done soon besides studying the obvious.

**HB-1403-HD-1**

Submitted on: 3/14/2022 10:11:56 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Rick Giese	Individual	Comments	Written Testimony Only

Comments:

I have lived in Puna since 1999. We needed an alternaet route to Hilo then, we need one even more now. It's long overdue. Please begin the process. Thank you.

**HB-1403-HD-1**

Submitted on: 3/14/2022 10:22:11 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Becky Jones	Individual	Support	Written Testimony Only

Comments:

Finding alternative route options for the Puna District is overdue. This bill must pass. This morning I had an appointment in Hilo and believing the morning rush hour to be over and knowing there was no scheduled roadwork, I left Ainaloa at 9:00 for a 9:30 appointment on Kilauea Ave. I did not arrive until 9:50am--no accidents, no roadwork, and no disruptions. It took me 50 minutes (driving over the speed limit when space allowed). It is inconceivable to think that the new normal is to plan for a 1 hour commute to travel less than 20 miles. We are not Oahu. I am retired and have the luxury of planning my day around the high traffic times, but what of the single working mothers stuck in traffic who have a deadline to pick up their children from the after school program, or the person trying to get to the ER while in pain? This issue will become critical in the event of a natural disaster or as the population continues to grow. Anything less than approving this bill will be a clear signal to your constituents that the people are not in the forefront of your decision making process.

Patti Pinto  
PO Box 711382  
Mountain View, HI 96771  
[pintonian@gmail.com](mailto:pintonian@gmail.com)

March 14, 2022

**Testimony in support of HB1403.**

Over the past 20 years there have been several attempts to address the issue of the clear need for an additional route in Puna. There have been planning efforts, research, and community discussions. And there have also been groups that oppose transit through or into their communities. In this respect, there is little change except that populations have grown and will continue to grow; commute times have increased and exposure to emergency response problems have increased as well.

A study is our first step to finding a route and addressing the concerns of impacted populations. The need for a second route is now so critical that the necessity of moving forward is undeniable and the impacts on communities must be addressed, alternatives sought, and trade-offs considered.

Please support this bill moving forward. This is for a study and that is what is needed in order to begin to solve this critical transportation problem

**HB-1403-HD-1**

Submitted on: 3/14/2022 11:31:10 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
cheryl	Individual	Support	Written Testimony Only

Comments:

Dear Honorable Hawai'i Senate Transportation Committee Members:

I submit this testimony in support of PMAR. I am a permanent resident and property owner in Puna District, and directly impacted by the decisions regarding PMAR.

It is my hope that the HSTC will approve bill HB 1403. We need PMAR can no longer be delayed. The impacted Puna Community I love and deeply care about has severely limited alternative exit routes. Safe walking and biking routes do not exist either, much less accommodation of vehicular traffic.

Many members of our community have genetic diabetic conditions. As a diabetic, I must exercise everyday! It is too dangerous to walk or bike Kahakai Blvd! Vehicles significantly exceed the speed limit and endanger keiki and adults.

In addition, I don't need to remind the honorable legislators about the 2018 eruption. It is time to listen to community working class constituents, not just the wealthy constituents who fund politicians. Please, it is time to exercise wisdom and do what is a far compromise for all stakeholders.

Mahalo for your consideration,

Cheryl Sebay

P.s. I am traveling on the mainland to visit 'ohana who have health issues. But, PMAR is a significant priority too. I must take the time to participate in the political process.



**HB-1403-HD-1**

Submitted on: 3/14/2022 1:53:57 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Julia Lindbergh	Individual	Support	Written Testimony Only

Comments:

I am IN favor of HB 1403. Julia Lindbergh, RN

**LATE**

**HB-1403-HD-1**

Submitted on: 3/15/2022 9:32:44 AM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Joan Pieper	Individual	Support	Written Testimony Only

Comments:

The survey is the least that they need to do. They need to do this now. Traffic is getting worse with the amount of new homes being built. We built our home in HPP in 1993. At that time we were the only house on our road between Makuu and Paradise. Now there is hardly a vacant lot left. All the other subdivisions are experiencing the same growth.

If there were ever a need to evacuate this area the roads would fill up quickly and traffic would come to a halt.

Why do we have to wait until year 2050 for this to be effective. We need this now. Even what we built to handle this problem would be obsolete by year 2050. Probably need a rail system by then.

**LATE**

**HB-1403-HD-1**

Submitted on: 3/15/2022 9:49:34 AM  
Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Edward Pieper	Individual	Support	Written Testimony Only

Comments:

This is very necessary. The traffic has gotten so bad. The number of homes in Lower Puna have increased so much. I moved in HPP in 1993. We were the only home on our road between Makuu and Paradise. Now there are hardly any lots without homes on them. The other subdivisions have seen rapit growth also.

Also, in case of a need for evacuation, having only one road out of here would make evacuation impossible.

**LATE**

**HB-1403-HD-1**

Submitted on: 3/15/2022 1:39:08 PM

Testimony for TRS on 3/15/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Esteban	Individual	Support	Written Testimony Only

Comments:

I support moving forward on this bill I believe it will help the follow our people and economic impact.