



TESTIMONY BY:
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STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 19, 2024
3:00 p.m.
State Capitol, RM 224 Videoconference

H.B. 2175 H.D. 1
RELATING TO THE KAAAWA-HAUULA COMMUNITY-BASED LONG-RANGE
TRANSPORTATION PLAN

Senate Committee on Transportation and Culture and the Arts

The Hawaii Department of Transportation (HDOT) **supports H.B. 2175 H.D.1** which appropriates funds for the HDOT and requires the involvement of community members and organizations in the development of a community-based long-range transportation plan for the Kaaawa and Hauula communities, but would like to offer **comments**.

Unavoidably, climate change, sea level rise, and coastal erosion pose a constant risk to the integrity of our vital coastal Kamehameha Highway, which is the only route connecting the windward communities of Kaneohe, Kahaluu, Kaaawa, Punaluu, Hauula and Laie. Kamehameha Highway has been undermined multiple times at various locations due to wave action. The coastal erosion is severe in Kaaawa and Hauula, where Kamehameha Highway is in very close proximity to the shoreline.

To keep Kamehameha Highway operational and avoid cutting off highway access, HDOT performed many emergency and short to mid-term fixes to address the undermining of the Highway. HDOT also has a large mid-term (25 years design-life) project for the Kualoa, Kaaawa, Punaluu and Hauula communities which will address approximately 3 miles of the critical erosion areas along Kamehameha Highway.

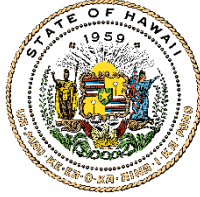
We understand that these projects are not the long-term solution for the windward communities when it comes to coastal erosion. However, these projects can provide protection to Kamehameha Highway while the various government departments, communities, and other stakeholders get together and develop a long-range transportation plan. HDOT supports both the community-based and long-range approach to transportation planning that this measure proposes.

However, HDOT proposes to extend the due date of the Kaaawa- Hauula community-based long-range transportation plan to the legislature to no later than December 31, 2026, due to the complexity of the long-range plan process and the coordination needed between various government agencies and stakeholders.

Thank you for the opportunity to provide testimony.

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
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KAAHOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

Testimony of
DAWN N. S. CHANG
Chairperson

Before the Senate Committee on
TRANSPORTATION AND CULTURE AND THE ARTS

Tuesday, March 19, 2024
3:00 p.m.

State Capitol, Conference Room 224 & Videoconference

In consideration of
HOUSE BILL 2175, HOUSE DRAFT 1
RELATING TO THE KAAAWA-HAULA COMMUNITY-BASED LONG-RANGE
TRANSPORTATION PLAN

House Bill 2175, House Draft 1 proposes to appropriate funds for and requires the involvement of community members and organizations in the development of a community-based long-range transportation plan for the Ka'a'awa and Hau'ula communities. **The Department of Land and Natural Resources (Department) strongly supports this measure provided that its passage does not replace or adversely impact priorities indicated in the FY 2025 Executive Supplemental Budget Request.**

The Department strongly supports all initiatives for community-engaged planning to address the imminent threat to the safety and economic well-being of communities impacted by sea level rise and coastal erosion. Kamehameha Highway is experiencing wave overwash and ongoing erosion which threatens the integrity of the roadway, resulting in emergency measures to protect this vital infrastructure at the expense of beach health throughout the Ko'olauloa Moku. Department staff looks forward to working with the Hawai'i Department of Transportation (HDOT) and impacted communities faced with difficult choices which place natural resource protection and the maintenance of transportation infrastructure at odds.

Mahalo for the opportunity to provide testimony in support of this bill.



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Transportation and Culture and the Arts

03/19/24 3:00PM

CR 224 & Videoconference

HB 2175 HD1

Relating to the Kaaawa-Hauula Community-Based Long-Range Transportation Plan

Dear Chair Lee, Vice Chair Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Measure HB2175 HD1** which appropriates funds for and requires the involvement of community members and organizations in the development of a community-based long-range transportation plan for the Kaaawa, Punaluu, and Hauula communities.

This measure is consistent with several goals of the Oahu Regional Transportation Plan including preserving and maintaining the transportation system, promoting an equitable transportation system, and adapting our transportation network to be resilient to the effects of climate change. We support the measure's requirement to engage with and incorporate feedback from community-based organizations. It is imperative to address the safety and economic well-being of Oahu's Windward community and protect a vital segment of the island's transportation network compromised by erosion due to climate change.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP) that encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.

HB-2175-HD-1

Submitted on: 3/16/2024 12:57:13 PM

Testimony for TCA on 3/19/2024 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Paulette C Feeney	Individual	Support	Written Testimony Only

Comments:

As a concerned citizen of Hauula, I can say we are literally "close to drowning" out here. I've seen the ocean take away our beaches and now threaten our one highway in out out of here over the past twenty years. We need this measure to study alternate routes and improve the viability of our current one.

Thank you,

Paulette C. Feeney, 53-866 Kamehameha Hwy Apt D, Hauula

HB-2175-HD-1

Submitted on: 3/17/2024 2:46:58 AM

Testimony for TCA on 3/19/2024 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Serena Stefanic-Phillip	Individual	Support	Written Testimony Only

Comments:

I support Bill HB2175

HB-2175-HD-1

Submitted on: 3/18/2024 12:46:59 PM

Testimony for TCA on 3/19/2024 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Bill Mohar	Individual	Support	Written Testimony Only

Comments:

Aloha,

I am writing to express my support for HB2175 relating to a long range transportation plan for the Hauula-Kaaawa corridor.

Kamehameha Hwy is crumbling in many areas and past efforts to repair/mitigate the damage has been performed in an apparent series of stopgap measures that last only for a short time. What is needed is a well thought out plan/study which will ensure reliable ingress/egress through the area into the foreseeable future.

Additionally, it is vital that the local communities be involved in these studies.

Kamehameha Hwy is the the only access we have to the rest of Oahu. We need need more than stopgap measures to ensure the safety of our communities.

Mahalo,

Bill Mohar

Punalu'u

LATE

HB-2175-HD-1

Submitted on: 3/18/2024 5:59:14 PM

Testimony for TCA on 3/19/2024 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kamuela Akeo	Individual	Support	Written Testimony Only

Comments:

Delegates of the State,

The necessity of transportation across the coastal stretch of Kamehameha highway is important.

However, I strongly recommend the Senate to fund the study of multiple options in their research.

This side of the coast is highly prone to large tsunamis from California, Oregon and Alaska. Consider the April 1st. 1946 tsunami.

The displacement of families and residents along the highway would be disastrous. No amount of money or options of resettlement would be accommodating. The Hawaiian Civic clubs and greater Hawaiian Community would be distressed.

Further in the interests of Tourism as well as the economic benefits of transportation, perhaps a niche approach to this problem should be considered. Have the delegates considered that perhaps in addition to fixing the road, a ferry system be created in relation to the coastal nature of this part of Oahu? Roads while useful are the result of a continental bias on our archipelago. This option has the potential to alleviate traffic, save the government money, and to bolster Tourism.

Respectfully submitted,

Kamuela Akeo

Kaluanui Koolauloa Hauula Oahu Hawaii