



STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission

Before the Senate Committees on
TRANSPORTATION
and
WATER and LAND

Monday, February 10, 2020
2:00 PM
State Capitol, Conference Room 229

In support of
SENATE BILL 3132
RELATING TO SEA LEVEL RISE

Senate Bill 3132 proposes to direct the department of transportation to address transportation infrastructure already impacted by sea level rise, identify other vulnerable associate public infrastructure, create a plan for mitigating and adopting to sea level rise, and provide policy direction to the legislation on funding and strategies to address the impact of climate change on the State, and appropriates funds. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission), I offer the following comments in support of this measure, deferring to the Department of Transportation regarding funding.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

The Commission has established dealing with sea level rise and its impacts as one of its two focuses, and issued a statement on priority issues. Specifically, the statement pointed to actions that:

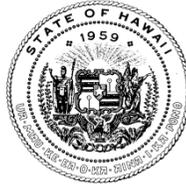
Co-Chairs:
Chair, DLNR
Director, Office of Planning

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

- Encourage agencies and non-governmental utility providers to identify and prioritize assets within the 3.2 ft SLR-XA or more as described in the State’s Sea Level Rise report, identify adaptation measures, and to provide a status update on this activity annually to the Climate Commission.
- Support legislation that funds State programs to meet mitigation goals, and to bring resources to assist in planning and implementation for sea level rise and other climate related impacts.

This measure acts on the Commission’s priority recommendations, and is a crucial component of Hawaii’s adaptation to the impacts of sea level rise.

Thank you for the opportunity to comment in support of this measure.



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

LATE

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

February 10, 2020
2:00 p.m.
State Capitol, Room 229

S.B. 3132
RELATING TO SEA LEVEL RISE

Senate Committee on Transportation and Committee on Water and Land

The Department of Transportation (DOT) **supports the intent** of S.B. 3132, which directs the DOT to address transportation infrastructure already impacted by sea level rise, identify other vulnerable associated public infrastructure, create a plan for mitigating and adapting to sea level rise, and provide policy direction to the legislation on funding and strategies to address the impact of climate change on the State. It appropriates funds to the DOT to assess potential highway realignments caused by sea level rise, determine liability costs, and prepare a comprehensive management plan.

The DOT recognizes the importance of supporting resiliency efforts to address sea level rise and other extreme weather events and is undertaking efforts to evaluate the vulnerabilities of our transportation system to sea level rise, coastal erosion, and other impacts of climate change and extreme weather. These efforts will guide our investments as we work to address existing issues and increase the resiliency of our transportation system. Our efforts include resource agencies, government stakeholders, infrastructure owners, environmental groups, and state and county land use leaders for input and direction.

However, the DOT also recognizes that, to be effective, the development of a long-term strategic plan to address existing issues and increase the resiliency of our transportation system cannot be an HDOT-centric plan, but will require collaboration with all stakeholders and resource agencies statewide to evaluate priorities on a statewide basis.

Thank you for the opportunity to provide testimony.



**SENATE COMMITTEES ON TRANSPORTATION, AND WATER AND LAND
State Capitol, Conference Room 229
415 South Beretania Street
2:00 PM**

February 10, 2020

RE: SENATE BILL NO. 3132, RELATED TO SEA LEVEL RISE

Chairs Inouye and Kahele, Vice Chairs Harimoto and Keith-Agaran, and members of the committees:

My name is Dwight Mitsunaga, 2020 President of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii. Our members build the communities we all call home.

BIA Hawaii is in strong support of S.B. 3132, which directs the Department of Transportation to address transportation infrastructure already impacted by sea level rise, identify other vulnerable associated public infrastructure, create a plan for mitigating and adapting to sea level rise, and provide policy direction to the legislation on funding and strategies to address the impact of climate change on the state. The bill would also appropriate funds to the department of transportation to assess potential highway realignments caused by sea level rise, determine liability costs, and prepare a comprehensive management plan.

The need to address the problem of sea level rise must be led by government. Relocating government infrastructure is a prerequisite in order for private developments to incorporate steps to address sea level rise in new projects. It will also allow existing developments to adjust over time to relocated government infrastructure. The City of Miami, for example, has been relocating roads and infrastructure above areas susceptible to sea level rise.

It is difficult for the private sector to consider sea level rise in new projects without some direction being provided by government agencies responsible for the infrastructure that would service the new project. We believe the proposed bill is a step in the right direction for government to lead the way in addressing sea level rise in Hawaii.

We appreciate the opportunity to provide our comments on this matter.



SB 3132, RELATING TO THE SEA LEVEL RISE

FEBRUARY 10, 2020 · SENATE TRANSPORTATION
COMMITTEE AND SEN. WATER AND LAND
COMMITTEE · CHAIRS SEN. LORRAINE R. INOUYE
AND SEN. KAIALI'I KAHELE

POSITION: Support.

RATIONALE: IMUAlliance supports SB 3132, relating to sea level rise, which directs the department of transportation to address transportation infrastructure already impacted by sea level rise, identify other vulnerable associated public infrastructure, create a plan for mitigating and adapting to sea level rise, and provide policy direction to the legislation on funding and strategies to address the impact of climate change on the State; and appropriates funds to the department of transportation to assess potential highway realignments caused by sea level rise, determine liability costs, and prepare a comprehensive management plan.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding.

Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, **approximately 38 miles of coastal roads** and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring, like seawalls.

Furthermore, according to research conducted by Michael B. Gerrard from Columbia Law School, modern-day slavery tends to increase after natural disasters or conflicts where large numbers of people are displaced from their homes. In the decades to come, says Gerrard, **climate change will very likely lead to a significant increase in the number of people who are displaced and, thus vulnerable, to human trafficking.** While the Paris Climate Agreement of 2015 established objectives to limit global temperature increases and several international agreements are aimed at combating modern-day slavery, it is highly uncertain whether they will be adequate to cope with the scale of the problem that is likely to occur as a result of climate change.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Therefore, our state should take steps to protect Hawai'i's coastal areas, including by taking steps to protect vulnerable transportation infrastructure in areas significantly affected by projected sea level rise. For the sake of our keiki, we cannot afford to wait to solidify strategies to preserve our island home for generations to come.

SB-3132

Submitted on: 2/7/2020 12:36:38 PM

Testimony for TRS on 2/10/2020 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Donna K Santos	Individual	Support	No

Comments:

SB-3132

Submitted on: 2/7/2020 3:15:57 PM

Testimony for TRS on 2/10/2020 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Noel Morin	Individual	Support	No

Comments:

Aloha,

I'm in strong support of SB3132.

The consequences of our climate crisis include the inevitable rise of sea levels. This will have a significant impact on many of our coastal areas, including major cities and towns. This rise in sea levels will increase the destruction potential of hurricane (already tending to be more powerful due to warming waters). We must start to act with more urgency to ensure that we are able to withstand the the consequences - persistent flooding, stronger storm surges, and coastal areas rendered uninhabitable.

Please pass SB3132.

Sincerely,

Noel Morin - Hilo

SB-3132

Submitted on: 2/9/2020 1:45:38 AM

Testimony for TRS on 2/10/2020 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jennifer Azuma Chrupalyk	Individual	Oppose	No

Comments:

The funds that should be appropriated, are funds to restore the environment and lessen the impact on tourism. Plant tamarinds which live for 300 years sustainably, along the coasts. Queen Lili'u loved this tree. Plant more 'ahu'awa and teach hawaiians it's use as cordage. The 'ahu'awa is an endemic soil retainer and prevents people from wandering where they don't belong.

Invest in the restoration of the native and endemic environment, which are all the plants that had sustained these islands for thousands of years and multitudes of people. Continue to invest in the ahupua'a system, possibly using Aha Moku as a committee, thus reviving the communities at large in the process.

And for God's sake, please stop the mining of sand! It's desecrating our iwi and becoming a loss in terms of sea level rise, as well as other environmental issues. Make them developers bring it in from somewhere else! Their money doesn't stay local, they are just here to profit. Don't be so quick to make these mistakes. Not everybody has the right frame of intention for Hawai'i. We have enough structures to house Hawai'i. Its just that people have been so oppressed for so long that they don't know how to stand straight anymore. Wages are not even up to code with the Fair Labor Laws! There are standards and in Hawai'i, there should be a fair market wage increase in minimum wages. Make education a requirement for those on welfare. Give new students a \$500 voucher for clothes to start school, and make them work with their case manager to make all other necessary arrangements.

Reform welfare to require at least 1 year documented residency prior to receiving services.

Make a 5 year window for open dental for the underinsured, and have case managers handle this too.

Now that people will have teeth and an education, they have less excuses to stagnate in value, and are tremendously less likely to deteriorate.

By the end of that 5 years, the trees will restore our coastlines, the 'ahu'awa will retain our soil and people will be in a much better position to afford the housing. This might

require you to take a heavier HUD load. One great housing development plan of reconciliation would be to develop homesteads, giving the recipients who have been on the list the longest, their home +1 generation, and only on 1/2 acre. Why? Because these people cannot afford to buy the house, so give them a house, but it can only go for one more generation, to assure turnover. Make it a subsidized mortgage through a participating agency, and third party oversight. Now, DHHL has rolling rental funds to work with.

Now that people see progress, the waiting list is moving, people are housed, their teeth are fixed, health is better, and education is preventing extreme poverty, you will see a change. A huge change. Its usually called stability and is included in step 1 of Maslow's Hierarchy of Needs, in the mental health world. I don't remember other names for it. Anyway, I hope that I opened the door for real solutions to be sought.

LATE

SB-3132

Submitted on: 2/9/2020 2:57:25 PM

Testimony for TRS on 2/10/2020 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
josephine tanimoto	Individual	Support	No

Comments:

Ms Jojo Tanimoto

PO Box 44337

Kamuela, Hawaii 96743

Re: SB 3132-Relating to SB 3132 Sea Level Rise

Thank you for the opportunity to share my comments. I am a member of the Aha Moku Island Council, I support this measure because I live near the Kawaihae Commercial Harbor. For the last 30 years+, this tsunami risk community has tried to acquire a By Pass roadway above the harbor-to no avail. This requires the north and south Kohala communities from Hawi to the harbor to share an emergency exit out of the communities along with the huge trucks and recreational boats with trailers through this community.

The situation now requires the harbor communities to backtrack all the way back to Hawi, down to Kamuela in order to reach the Queen Ka' ahumanu Highway (normally a 2 mile distance instead of approximately 50 miles).

Thank you for understanding our time and gas (\$4.15 per gallon) concerns.