



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

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**Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission**

**Before the Senate Committees on
TRANSPORTATION AND CULTURE AND THE ARTS
&
COMMITTEE ON AGRICULTURE AND ENVIRONMENT**

**In consideration of
SENATE BILL 1006
RELATING TO COASTAL ROADS**

Senate Bill 1006 appropriates funds for the Department of Transportation to engage climate change adaptation measures for the State's low-lying roads and highways. **The Climate Change Mitigation and Adaptation Commission (Commission) supports this bill.**

The Hawai'i Climate Change Mitigation and Adaptation Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties. As sea level rise continues to accelerate, the State of Hawai'i must maintain a constant and ongoing effort to adopt policies and programs to support adaptation to a changing world. The state must maintain a diligent focus on continual and ongoing improvement of community engagement, laws, regulations, and policies to meet the challenge ahead and safeguarding our cultural and natural resources while also providing adaptation tools to the people of Hawai'i in an equitable manner.

This bill meets the priorities as outlined in the following recommended actions from the 2022 update to the *Sea level Rise Vulnerability and Adaptation Plan*.

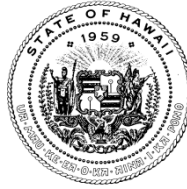
Recommended Action 1.8: Implement the recommendations of the February 2019 Office of Planning and Sustainable Development - Coastal Zone Management Program report titled "Assessing the Feasibility and Implications of Managed Retreat Strategies for Vulnerable Coastal Areas in Hawai'i": The state should establish and fund programs at the state and county level to incentivize relocation (e.g., willing-seller managed retreat) to benefit community resilience and protect public trust resources.

2022 Recommended Action 1.9: Conduct long-term strategic planning for maintenance, repair and replacement of critical infrastructure within the SLR-XA in advance of emergent need: State agencies should undertake long-term strategic planning initiatives to reduce the use of

emergency measures for maintenance and repair of facilities and infrastructure within the SLR-XA.

Updated 2017 Recommended Action 4.3: Explore legislative and policy mechanisms to designate funding for priority coastal lands and enable the use of a variety of practices and tools and utilize existing programs to acquire beaches and other coastal lands for recreational, cultural, ecosystem and resilience objectives.

Mahalo for the opportunity to testify in support of this measure.



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO
JAMES KUNANE TOKIOKA

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

February 13, 2023
1:20 P.M.
State Capitol, RM 224

**S.B. 1006
RELATING TO COASTAL ROADS**

Senate Committee on Transportation and Culture and the Arts
Committee on Agriculture and Environment

The Department of Transportation (DOT) **supports** S.B. 1006 which appropriates funds for the DOT to engage climate change adaptation measures for the State's low-lying roads and highways.

Climate change is happening around the world. Sea Level Rise, coastal erosion, flooding, and storm surge happen much more frequently and intensively. These hazards threaten the infrastructure globally, but the impacts are much more profound on islands.

The DOT recognized the needs for Hawaii to be more resilient to withstand and adapt to climate change. The DOT published the Highways' Climate Adaptation Action Plan that provides a roadmap for the DOT to make the highway system more resilient to climate related effects. It identified locations along the state highways that are exposed to the natural hazards, outlined strategies and actions to be implemented.

The following table shows the mileage of the State highway exposed to the climate hazards (to 3.2 feet Sea Level Rise).

Hazard	Roads (Miles)	Bridges (each)	Culverts (each)
Sea Level Rise	9.4	92	11
Annual wave flooding	23.9	50	7
Coastal erosion	23.7	22	6
Storm surge	74.1	120	2

Some of the areas subjected to the above-mentioned climate hazards include:

Kauai:

- portions of North, West, and East Kauai
- Kuhio Highway between Hanalei and Wainiha,
- Kaumuali Highway in Kekaha;
- Kuhio Highway by Wailua River and Kapaa

Oahu:

- portions of Farrington Highway on the Waianae Coast
- Kamehameha Highway on the North Shore and Windward shore (Kualoa to Laie)
- Kalaniana'ole Highway in Waimanalo

Maui:

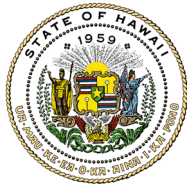
- portions of Honoapiilani Highway in West Maui (Lahaina to Olowalu)
- North Kihei Road by Kealia Pond.

The DOT has been addressing coastal erosion by various means and methods, such as temporary fixes (temporary rock revetments to address immediate health and safety risks), mid-term fixes (engineered rock revetments), innovative fixes (Sandsaver), and long-term fixes (realignments).

However, current funding levels are insufficient to construct long-term shoreline erosion mitigation projects. The additional funding will allow the DOT to deliver projects to mitigate impacts from sea level rise and the resulting erosion and flooding of our coastal roads and highways.

Thank you for the opportunity to provide testimony.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KENNETH S. HARA
DIRECTOR OF EMERGENCY
MANAGEMENT

JAMES DS. BARROS
ADMINISTRATOR OF
EMERGENCY MANAGEMENT

STATE OF HAWAII
KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF DEFENSE
KA 'OIHANA PILI KAUA
HAWAI'I EMERGENCY MANAGEMENT AGENCY
4204 DIAMOND HEAD ROAD
HONOLULU, HAWAI'I 96816-4420

STATE OF HAWAI'I
DEPARTMENT OF DEFENSE
HAWAI'I EMERGENCY MANAGEMENT AGENCY

TESTIMONY ON SENATE BILL 1006
RELATING TO COASTAL ROADS

BEFORE THE SENATE COMMITTEES ON **TRANSPORTATION AND CULTURE AND THE
ARTS AND AGRICULTURE AND ENVIRONMENT**

BY

JAMES DS. BARROS
ADMINISTRATOR
HAWAI'I EMERGENCY MANAGEMENT AGENCY

FEBRUARY 10, 2023

Aloha Chair Lee, Chair Gabbard, Vice-Chair Inouye, Vice-Chair Richards, and members of the committees:

I am James Barros, Administrator of the Hawai'i Emergency Management Agency (HI-EMA).

HI-EMA provides written testimony to **OFFER COMMENTS** on SB1006.

This measure would appropriate funds for the Department of Transportation (DOT) to engage in necessary climate change adaptation for the State's coastal roads and highways.

As an all-hazard agency, HI-EMA encourages efforts that help mitigate the effects of hazards faced by Hawai'i and its residents, which would include the risk of climate-change driving flooding of coastal roads. We broadly support initiatives to mitigate risk, improve the state's resiliency and better protect its people.

The agency notes that the purpose of DOT efforts to mitigate flood risk is closely aligned with the purpose of existing hazard mitigation planning and activities by the State and Counties. HI-EMA expects to complete the latest update of the State Hazard Mitigation Plan this year, and is working closely with our County partners on this effort. Aligning mitigation efforts through this framework helps to remove obstacles which can delay access to federal funding that may be available to support mitigation efforts.

HI-EMA respectfully requests that the committees consider adding language to encourage that spending from this appropriation should be aligned with the framework of hazard mitigation activity.

We support this bill provided that its passage does not replace or adversely impact priorities indicated in the administration's executive budget.

Thank you for the opportunity to provide testimony.

James Barros: james.barros@hawaii.gov; 808-733-4300



Environmental Caucus of The Democratic Party of Hawai'i

February 11, 2023

TO: Senator Chris Lee, Chair,
Senator Lorraine R. Inouye, Vice Chair, and Members of the
Committee on Transportation and Culture and the Arts

TO: Senator Mike Gabbard, Chair,
Senator Herbert M. "Tim" Richards, III, Vice Chair, and Members of the
Committee Agriculture and Environment

Re: **SB 1006 - Relating to Coastal Roads**

Hearing: Tuesday, February 14, 2023, at 1:20 pm, in Room 224 and via videoconference

POSITION: **Strong Support**

The Environmental Caucus has an enrolled membership of more than 7,000 politically active Hawaii voters. We strongly support this bill.

SB 1006 would appropriate \$500 million for fiscal year 2023-2024 and the same sum or so much thereof as may be necessary for fiscal year 2024-2025, a total of one billion dollars for the Department of Transportation to engage in climate change adaptation measures for the State's coastal roads and highways.

The State cannot waste a moment more before making plans to move or otherwise protect major transportation corridors which we know are going to be permanently affected by rising ocean waters due to Climate Change. On Oahu's North Shore, Kamehameha Highway is already constantly being flooded during the winter months. That highway is bordered on the ocean side by very narrow mini beaches and/or houses, and on the mauka side by houses with very little land fronting the road. Moving the Highway further inland will involve moving houses or buying properties and then building a new road, while the old road is expected to remain functional. Planning is already late, so we hope you will pass this very important measure this year.

This critical situation exists on the major coastal roads of all of the major islands. The crisis is as simple as it is urgent.



Environmental Caucus of
The Democratic Party of Hawai'i

Testimony on SB 1006 for TCA-AEN – Coastal Roads
Hearing: Tuesday, February 14, 2023
Page 2

SB 1006 addresses the urgent needs the State to deal with sea-level rise on our major highways on all the islands – the coastal highways. We cannot wait any longer. For these reasons, we strongly support this bill. Thank you for the opportunity to testify on the bill.

Martha E. Randolph and Alan B. Burdick,
State Central Committee Representatives,
for the Environmental Caucus

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burdick808@gmail.com 808-927-1500

SB-1006

Submitted on: 2/10/2023 5:00:21 PM

Testimony for TCA on 2/13/2023 1:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Nancy Davlantes	Individual	Support	Written Testimony Only

Comments:

The alarm has been sounded about this for years and been bolstered by recent events on Kamehameha Hwy here on Oahu en route to the North Shore. It's past time to put our money where our mouths have been.

SB-1006

Submitted on: 2/10/2023 7:12:21 PM

Testimony for TCA on 2/13/2023 1:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Andrew Crossland	Individual	Oppose	Written Testimony Only

Comments:

I oppose this Bill.

SB-1006

Submitted on: 2/12/2023 6:54:25 AM

Testimony for TCA on 2/13/2023 1:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Richard Todd Rentz	Individual	Oppose	Written Testimony Only

Comments:

Please provide peer reviewed studies regarding this climate change agenda that will support this bill.

SB-1006

Submitted on: 2/12/2023 10:29:38 AM

Testimony for TCA on 2/13/2023 1:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Donna Thompson	Individual	Oppose	Written Testimony Only

Comments:

Aloha,

I am opposed to the proposed coastal roads bill. It is too vague and does not demonstrate how the funds will be appropriated. There is too much room for misuse.

The basis of the bill is stemming from junk science, i.e. global warming which is the greatest HOAX of all time perpetuated by the World Economic Forum and United Nations to get the masses into a carbon based credit system. This system is tyrannical and will increase the gap between the haves and have nots. The climate is always changing and driven primarily by solar activity which is beyond human control. Why do global warming proponents such as Al Gore, John Kerry, and President Obama buy beach front villas when it was said over 20 years ago the sea levels would rise?

There has been no rise in sea level and recent data from NOAA is showing a slight cooling trend of -.019 Celsius per decade. <https://www.investors.com/politics/editorials/the-stunning-statistical-fraud-behind-the-global-warming-scare/>

This funding should be lessened and appropriated only for emergencies. Hawaii should consider using the remaining funding (not used per fiscal year) to encourage innovative technologies (not electric vehicles) but other forms of energy that has far less impact on the environment and that does require oversight of climate change committees.

Mahalo for your service,

Donna Thompson