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TRANSCRIPT OF PUBLIC TESTIMONY

AND

QUESTION & ANSWER SESSION

ABOUT THE

PA'IA RELIEF ROUTE

SCOPING MEETING

Held in Pa'ia, Maui, Hawaii

Pa'ia Community Center

Hana Highway

Wednesday, July 7, 2010

BEFORE: SANDRA J. GRAN, CSR NO. 424  
Registered Professional Reporter

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P R O C E E D I N G S :

MR. TATSUGUCHI: All right. I would like to begin the testimonies. When you step forward, please speak into the microphone, state your name and organization you represent, and also watch out for the wires when you come up here. Thanks.

Our first testimony will be from Council Member Molina.

COUNCIL MEMBER MOLINA: Thank you very much. Now I know how it feels to be given three minutes to testify.

First of all, I want to thank the State and SSFM for keeping this process very open and, you know, making sure that you hear the community's input as to where this long awaited bypass will take place. And finally to see this thing come to fruition after many, many years, you know. Myself along with many, many others have talked about, you know, getting, you know, something like this going. And hopefully the wait is not as long as the folks in West Maui are experiencing. But I appreciate the process and, you know, thank you for, you know, having the group discussions and making it very friendly and open to the public.

So I just want to, you know, congratulate all of you and please keep up the good work. And thank you for putting a timetable and having a very structured process and being very open to public testimony. So, you know, please keep up the

1 momentum, keep up the great work and, again, please make sure  
2 you get input from everybody, because as you very well know,  
3 the folks out here on the North Shore is very -- this is a  
4 very vocal and very involved community. So please keep that  
5 in mind and continue the process.

6 MR. TATSUGUCHI: Thank you, Council Member Molina.  
7 The next testifier is Frank Domingo.

8 MR. DOMINGO: Good evening. My name is Frank  
9 Domingo and I live -- I am 82 years old and I live at  
10 Hamakuapoko at this time and then in Kuau. And I just want to  
11 let you know that this Pa'ia bypass road is something that  
12 some of you weren't even born when it was brought up. 1955, I  
13 think, the Territory of Hawaii and Mr. Bell (sp) was the state  
14 highway engineer or the head of the state highway, and they  
15 had talked about having this bypass road.

16 Now, it came to a point where it's just going from  
17 here to there to there to there. But the original highway  
18 that was planned was to have shot over from Baldwin Park, come  
19 across where Princess Teddy used to be above Pa'ia, right  
20 above the town, come over to this side here. And that's where  
21 they decided to build the homes. In the beginning when it  
22 was -- the plan was that all the -- when the road came up to  
23 this side above here, all the land below the highway would  
24 have been for housing. Then they started this housing here  
25 and along the route was supposed to be a place in Kuau with a

1 park and everything, but some nice guy went and buy the land  
2 by the beach and took over the beach, so the beach area was  
3 closed. But there was still that open area in Kuau where you  
4 could have that park.

5 And then on the road that was planned for -- which  
6 would come down to Kuau and Pa'ia, you know, all these homes  
7 up here. So you can see that the homes were built -- are  
8 built in already. But that was the plan, that everything  
9 below the road would be housing and would go all the way  
10 across to where it would meet Ho'okipa Park. Over here in  
11 Pa'ia the plan was that the country club, the golf course  
12 would be enlarged to be a first class country club. And all  
13 the homes in that area was specially designed or designated to  
14 be people with money. So that's how the -- it was planned.

15 And then in Pa'ia, all the homes below the highway  
16 facing the ocean, those places would have been designated  
17 apartment zoning. And the plan was that all the people that  
18 live by the ocean -- at that time, you know, they could talk  
19 big. Yeah? That they would ask them if they would like to  
20 exchange their property and live up here. And so in Pa'ia,  
21 Lower Pa'ia right below the highway, all that thing facing the  
22 ocean would be apartment housing. And then the country club  
23 would have been enlarged. And so everything was planned so  
24 that it would sort of fit in the infrastructure of all the  
25 people living in this area.

1           But in my opinion -- I didn't know that this island  
2 or this section here would be growing so bad that it's so big.  
3 Yeah? At one time, you know, you could count the cars going  
4 to Kuau. And if you wanted to buy a piece of land, you can  
5 buy it for 15 cents or a dollar a square foot, maybe less than  
6 that. But now? Huh. So the thing is that unless you guys  
7 can -- they come up with this -- all this thing about where  
8 you want to have a highway, the thing is that remember when  
9 you take the highway, you going to -- if you're going to have  
10 to cut into what is sugar land, then you remember that it is  
11 going to take away, something away from somebody else. But in  
12 this original plan was not much sugarcane would have been  
13 affected. And there was no even EIS at that time. So if they  
14 had built this thing up before all of this came up, we  
15 wouldn't have had a highway. But when we had the first  
16 meeting, and that was at the five station here in Kuau --  
17 Pa'ia, it used to be the courthouse, some of the merchants  
18 really objected to having the bypass.

19           Yeah. Three minutes? Hey, I never hear you bring  
20 the bell, brah.

21           Anyway, that was the -- that was some of the  
22 problems we had in the beginning. Some of the merchants were  
23 opposed to the highway because there was very minimum traffic  
24 coming through, so everything that came through Pa'ia was  
25 their livelihood. But now I don't know how the merchants feel

1 about the bypass road. And I don't know even where you guys  
2 going to put it, but the further you get away from Pa'ia Town  
3 you just defeating the purpose. Because the main purpose is  
4 to build the bypass to enlarge Pa'ia Town where it could grow  
5 to where it should be. Because you take away the highway  
6 about ten miles away, what's going to do the Pa'ia? So you  
7 got to build the thing close, like they did over here.

8 So your clock not running, yeah? Okay. It's your  
9 clock, anyway.

10 But, anyway, that's the idea about this whole thing,  
11 is that you can go the next 50 years and still talk about  
12 having a highway, but I've been through this fifty-something  
13 years already. And I thought that the first plan was the most  
14 reliable and the most viable plan that was accepted not only  
15 by the Territory of Hawaii, but also the sugar plantation.  
16 They were receptive to that. But now I couldn't tell you how  
17 receptive everybody is about it, see?

18 So a lot of you people never was born in Pa'ia or  
19 live in this area, so you can talk everything you want, but if  
20 you lived in this area like I did -- I'm 82 years old, so I've  
21 seen a lot of things that happened. And so this bypass road  
22 is going to be going on until -- another 50 years. Thank you,  
23 but I wish you well.

24 And I would like you to know that my initials is not  
25 SSFM or dot com or C.O.D. or something like that because I

1 don't know about computers. So when you ask me, "Can you go  
2 on the website?" I tell 'em, "Yeah. My call sign is D-O-M,  
3 dom, dom, dot, dot."

4 MR. TATSUGUCHI: All right. Thank you, Mr. Domingo.

5 We went through the list of testifiers. If there's  
6 anyone else wishing to testify, you can come up.

7 UNIDENTIFIED SPEAKER: There's nobody else signed  
8 up?

9 MR. TATSUGUCHI: That was it.

10 Please.

11 MR. NIKHILAWANDA: Thank you very much. My name is  
12 Nikhilawanda and I want to appreciate that you're here. This  
13 has been a long awaited -- Frank, thank you for talking about  
14 that it's been 60 years that people have been waiting for it.  
15 I've been here for 24 years and out in Haiku and Pauwela for  
16 about 20.

17 Anyway, since we have three minutes and you'll  
18 probably keep me to that, just really quickly, I'm glad that  
19 Frank testified, because you can see how in a community how  
20 divided and different opinions we would have. If the makai  
21 side of the road is going to be all houses, then I would say  
22 the road should hug the ocean along the cliffs. Because I  
23 don't want to see a road that all you see when you look makai  
24 are houses, houses, houses. So, definitely, when you build  
25 the road, you want to build it so that there's open space.

1 You can see how in Kuau, you can see going up to Kula how  
2 we've lost some of the views. And in the Haiku-Pa'ia  
3 Community Plan it's really strong about the view plains.

4 However, with that being said, I think the road --  
5 It can't be ten miles away, Frank, because Makawao is only  
6 seven miles away. I think the road should be as far mauka of  
7 Pa'ia as possible. I believe that the road that was built in  
8 Oahu at Haleiwa, they've done a pretty good job where the  
9 people were concerned at Haleiwa about losing business. And  
10 over time, I believe -- and I might not get this exactly  
11 right -- the road is -- sort of gears you towards Haleiwa and  
12 then if you want to, you pull off on the bypass.

13 Now, people like myself who live out in Pauwela and  
14 people in Haiku; we just want to go home, don't necessarily  
15 want to go through Pa'ia and stop and go shopping, although I  
16 go to Mana Food and other places. So we should have that  
17 right to not have to go bumper to bumper and stop. However,  
18 I'm sensitive to the businesses, so you need the balance. And  
19 that balance, of course, is what is missing.

20 We've lost all this parking in Pa'ia, continually we  
21 lose more and more parking, and yet there's more and more  
22 businesses. I remember when I was on the Board of Variances  
23 and Appeals, we had to give a variance to a business 'cause  
24 they had no off-street parking. So, of course, all these  
25 businesses get off-street parking, so parking is important.

1 I don't want to see apartments. I don't live  
2 here -- I'm always surprised when people who are born and  
3 raised here want to see California/mainland type housing here.  
4 I just don't get it. I would like to see all kinds of gated  
5 communities banned from Maui.

6 Now, as far as the road, someone mentioned to me  
7 today, really interesting, that it should be coming off -- I  
8 think it's Firebreak Road off of the Haleakala Highway, but I  
9 could also see it from Stable Road or Kala Road, you know,  
10 from there. That makes more sense to me. But going as close  
11 to Maliko Gulch -- And, also, it's always sad when you hear  
12 about building another road when there are already roads. So  
13 I would see a lot of -- say align it somehow going past the  
14 old Maui High off of Baldwin Avenue, I believe that's about a  
15 mile and a half or two miles up. That makes sense. Make sure  
16 the road --

17 And we have time and it is going to be built,  
18 because now the State is gearing -- it's on the list. I hear  
19 'em on the show on KAOI on Tuesday mornings, you know, at 7:00  
20 the state department is there and they talk about this road is  
21 finally getting that push so it will happen. But this -- what  
22 was pointed out by the previous speaker is exactly it. We  
23 don't plan on Maui. We just do things. So all these houses  
24 are being built -- they build this development where you can't  
25 walk and ride to Pa'ia, you have to come down to the Hana

1 Highway and then drive in. That was done intentionally. It  
2 puts more, you know, cars on the road. So I really like the  
3 fact that they want a pedestrian/bicycle -- Some of the people  
4 in Haiku talk about being able to ride horses. They still do  
5 that. And I remember as I'm sure some of you remember when  
6 there were as many horses as cars in Makawao.

7 So, anyway, build the road -- build it, a couple of  
8 years, take the input. Keep it away from the ocean. Keep it  
9 mauka of the town. Yes, Pa'ia can grow, but plan for the  
10 growth so that you just don't have housing developments like  
11 Kihei. Who would have believed that Kihei would be like it is  
12 today. I'm sure some of you when you were born here would  
13 have never believed Kihei would be the way it is today.

14 So, anyway I see him walking over, so that's  
15 basically the point is mauka, build it. It's going to be  
16 built. Balance off the needs of the cane company, but I bet  
17 you five years from now they're not growing sugar cane.  
18 They'll be growing something else. It is ag. land, keep it  
19 ag., but let's grow some food that we can eat and bring the  
20 Mana Foods and Whole Foods and all of that. So a lot of  
21 issues.

22 And, Mike, yeah, now you see what it's like to have  
23 three minutes.

24 Anyway, thank you very much.

25 MR. TATSUGUCHI: Thank you.

1 Do we have anyone else who wants to provide  
2 testimony?

3 MR. HOLTER: Yeah. My name is Lance Holter. I'm a  
4 PRAG member. I'm the chair of the Sierra Club.

5 I just want to remind for the record that  
6 simultaneously as we've been meeting, also the Maui Island  
7 Plan has been meeting for the last couple -- a couple years  
8 and they have a preferred route, which was -- it's listed as  
9 one of the alternatives, I think it's O, and it has a -- It  
10 was made up of some good membership. They spent an immense  
11 amount of time working on this plan. I support that plan  
12 folded into the work that we've been doing. And I want to  
13 stress that it's not a bypass, but it's an alternate route  
14 around Pa'ia and that the route along the coast retains its  
15 urban -- its rural flavor and it can become a scenic local  
16 roadway.

17 The other day we were trying to turn left into a  
18 house on the highway here at night and we were trying to make  
19 a left-hand turn and cars were speeding along the road here  
20 really dangerously. And we were trying to get into this  
21 driveway and we pulled in and -- and, anyways, it was  
22 upsetting for everybody because they threw this cup of ice tea  
23 at the back of our car. But, anyway, it's because they're  
24 speeding along this scenic route.

25 So I want to stress that we want -- and we have met

1 in this PRAG many, many times. We want to keep this alternate  
2 route that goes -- keeps it -- keeps a rural flavor, allows  
3 people to go to Upcountry up to Makawao, to Upper Pa'ia, also  
4 to Haiku and beyond and yet we keep the ability for people to  
5 pass through Pa'ia and shop and stop and participate here.

6 So please keep in mind the Maui Island Plan that's  
7 been worked over for the last -- almost three years I think  
8 now. They have done a tremendous amount of work and they  
9 deserve acknowledgment to fold these two plans together.  
10 Thank you.

11 MR. TATSUGUCHI: All right. Thanks.

12 Are there any more?

13 MS. PERREIRA: I'm Jocelyn Perreira and I'm speaking  
14 as a member that served on the Pa'ia-Haiku Citizen Advisory  
15 Committee.

16 And I would like to state that contrary to some of  
17 what's been discussed up here earlier, if you go back and you  
18 look at the 12 months of study by that group, it was touted as  
19 one of the best community plans. They studied the route. And  
20 what I saw as the consensus of the PRAG group is not a  
21 mauka-mauka road or a makai road, but something in the middle  
22 that comes somewhere by the mill. And I think that was very  
23 well studied.

24 Mr. Domingo, with all due respect to you, I do think  
25 that not all of what you related was just for historical

1 purposes. We have graveyards along the shorelines. And my  
2 family, my grandparents lived in Kuau, my grandfather was the  
3 irrigation boss for HC&S Hamakuapoko, third in command at  
4 HC&S, so I know that they did not do all that planing for  
5 houses just along the shoreline and they did have problems  
6 moving the cemeteries and people were not going to exchange  
7 the cemeteries where their loved ones were to go get land  
8 mauka.

9 I do want to say that I think it's very dangerous to  
10 combine the heavy equipment with the regular vehicular  
11 traffic. I think that's a real concern. I know that -- and  
12 I'm restating this and this has been validated over the years  
13 after year after year, because, frankly, we were involved -- I  
14 personally was involved from when this wasn't even on the  
15 radar screen. They had no road planned for Pa'ia. The road  
16 was going to be down in Makena. The road is now on the radar  
17 screen. I would like to thank Chris Green, who worked very  
18 hard on that, and Mr. Jack Thomson, also, to place it so that  
19 we actually have a bypass that we're talking about today.

20 So I do think that we need to be reasonable and  
21 practical. And having that road -- I think looking back at  
22 where the citizen advisory committee, who had 11 months of  
23 extensive study, kind of earmarked where the road needed to  
24 go, was kind of spot on. And the last thing I wanted to say  
25 was so far as the General Maui Island Plan, they had

1       investigative research committees and there was an  
2       investigative research committee that did a transportation  
3       preferred route. Unfortunately, they ran out of time and not  
4       much of the public had any input into what the preferred route  
5       was at all. And now you're going to have to wait 'til it gets  
6       to the county council so that the public actually has a chance  
7       to give more input.

8               Even though the general plan members had the plan  
9       before them, they didn't vote on it, number one. And, number  
10       two, it didn't get circulated to the general community for  
11       public input. So I just wanted to state that as factual. And  
12       I want to thank the members of the committee who worked real  
13       hard to give input. And it was real delightful to hear the  
14       different perspectives because I think we learned a lot. Even  
15       though it might not be our individual perspective, we learned  
16       a lot from those who had different -- differing points of  
17       view. So thank you for that.

18               MR. TATSUGUCHI: Thank you, Jocelyn. Jocelyn, can  
19       you sign in? Thank you.

20               Do we have any other (pause) --

21               MR. PALMER: William Palmer is my name. I live on  
22       the Hana Highway. And I want to let you know that the scenic  
23       route, this is the only scenic there is, okay, is right here  
24       through here. There's a small window that you can see when  
25       you pass the new little Kuau Beach Park, but that's it until

1 you get past Mama's. So anybody that wants to think this is  
2 going to be a scenic route through here, that's wrong. It's  
3 not a scenic route. So that's all I want to let you know.  
4 Designate that as a scenic route as an alternative route --  
5 and I don't see that as an alternate route. I see that as the  
6 route. That is going to be the thoroughfare from East Maui to  
7 Central Maui and we shouldn't relate to it as anything other  
8 than that it is thoroughfare. And it needs to be dealt with  
9 not as a little country road with, you know, little -- it's  
10 going to be -- it should be the corridor that everything from  
11 East Maui moves into central valley and points beyond for  
12 their employment. So it's not a scenic route. Thank you.

13 MR. TATSUGUCHI: All right. Thanks.

14 Do we have any more -- anyone else wants to provide  
15 testimony? All right. We've completed the testimony part.

16 Okay. Nobody -- Right now we're going to do the  
17 question and answers. We don't have any questions submitted  
18 to our sign-in desk, so is there anyone who -- in the audience  
19 who would like to ask a question?

20 UNIDENTIFIED SPEAKER: Is this on the State's STIP?

21 MR. TATSUGUCHI: Okay. The question is: Is this  
22 project on the -- on the STIP? Okay. The STIP is the DOT --  
23 FHWA's and State's DOT's federal budget. And the planning was  
24 on the previous STIP years. We do have design set for 2013 on  
25 the STIP and right-of-way funds for 2014. All right?

1 UNIDENTIFIED SPEAKER: Thank you.

2 MR. TATSUGUCHI: Are there any more questions?

3 MS. PERREIRA: I have a comment on one of the slide  
4 presentations that Cheryl made. It stated, "To enhance  
5 Pa'ia's quality of life." I think you have to include Haiku's  
6 quality of life, because people who are on this roadway that  
7 want to get to Haiku, as Nikhilawanda mentioned, if they have  
8 a shorter time that they don't have to be traversing through  
9 all the existing traffic pattern, it will enhance their  
10 quality of life.

11 MR. TATSUGUCHI: Okay. We'll take that as a  
12 comment. Any more questions?

13 UNIDENTIFIED SPEAKER: I apologize. I came in just  
14 a few minutes ago from another hearing, but just hearing the  
15 testimony, so you're getting -- I'm hearing, you know, three  
16 or four different perspectives from three or four people. And  
17 I do want to thank -- and thank you, Lance, for saying that --  
18 the people on committee who worked so hard on getting this and  
19 people have been wanting it for years. And specifically,  
20 Lance, thank you for your research for years on whether  
21 Sunnyside and Kala Road are really we own it or it's a private  
22 road. And we've never gotten a clear answer on that.

23 But I want to know about the time frame because I  
24 just hear behind me someone said 2013. So it looks like this  
25 is really on the -- you know, it's on the agenda of the State

1 to really move on this. What's the potential for funds  
2 being -- lapsing or being pulled out or all of those things?  
3 That this is really a major project for Maui.

4 MR. SUMADA: Okay. Ken was right in what he said  
5 about it being on the STIP. Right now the STIP from 2011 to  
6 2014 is out for public review and public input. A few weeks  
7 ago a bunch of us came out to four places, let's see;  
8 Upcountry, Kihei, Lahaina and at the -- Freddy's office in  
9 Kahului to present the STIP for 2011 to 2014. That's the  
10 unconstrained STIP. Okay? We get about 150 million -- 140,  
11 150 million from federal funds every year. That takes care of  
12 state highways projects and also county road projects on all  
13 islands. We have to divvy that money up.

14 Right now for the 2011 to 2014 STIP there are almost  
15 three times as many projects as we have money available.  
16 Okay? So a few weeks ago, as I said, I came out to visit -- a  
17 bunch of us came out to present this. So this road, this  
18 project, just as Ken said, is on for 2013 for design and 2014  
19 for land acquisition for the right-of-way. Okay?

20 Now, in August, the first week in August, I think  
21 the 9th through the 12th -- August 9th through the 12th we're  
22 going to come out again and present the constrained STIP. In  
23 other words, our wish list was this much. We need to narrow  
24 it down to what's within our budget. Just like how you  
25 operate in your personal household, you know, you can only

1 spend so much. So we're going to constrain the STIP and  
2 that's -- we're going through that process right now in  
3 Honolulu. We received input through those public meetings and  
4 there is written input submitted, so we're taking all those  
5 into account.

6 So I encourage you folks to come out and attend  
7 those meetings in August. I don't know if we're still taking  
8 testimony on the STIP. Probably, Ken?

9 MR. TATSUGUCHI: I think so. You can submit.

10 MR. SUMADA: Yeah. So if you folks want to write us  
11 at DOT, you can send us a letter or get on our website to  
12 submit input that encourages us to keep funding this project  
13 for design and land acquisition in 2013 and 2014. I strongly  
14 encourage you to do that.

15 At one of the meetings, I think Kihei -- Kihei? --  
16 there was only six people that came. I forget how many in  
17 Lahaina. In Kahului, Freddy, at your office maybe there were  
18 about seven or eight, I think, people came. You know, the  
19 people that show up and make input, it's -- it is important to  
20 us. I can tell you in Hilo on the Big Island, two people  
21 showed up. And in Waimea on the Big Island, there was  
22 twenty-some people that showed up. Okay? So, you know,  
23 Waimea, they're concerned about their community, as all of us  
24 are, but, you know what, they're making a statement. Okay?

25 That's why I'm saying -- at the beginning of the

1 meeting when I emphasized I appreciate you folks coming out to  
2 hear this information firsthand. I was serious. You folks  
3 care about your community. We want to hear from you. So  
4 please make input. We welcome that. And so, anyway, that's  
5 kind of the schedule, August 9th through 12th.

6 UNIDENTIFIED SPEAKER: Jiro.

7 MR. SUMADA: Yes, Michael.

8 UNIDENTIFIED SPEAKER: Yeah. With regards to the  
9 mini road that the County and the State and A&B put together  
10 years ago to provide temporary relief 'cause at the time, you  
11 know, there was a lot of outcry from the North Shore with  
12 regards to the traffic congregation. Now that you've targeted  
13 the date of 2015, have you had a chance to network with the  
14 landowner, A&B, as to what will be the fate of that road once  
15 we get the permanent bypass in? Will that still be left open  
16 for people live along upper Baldwin Avenue and Skill Village?  
17 Have you looked at that issue? Are you going to close it off  
18 once the major bypass is put in? And who --

19 MR. SUMADA: Well, I -- I -- personally, I don't --  
20 Can you guys answer the question whether we're going  
21 to keep the mini bypass open once we finish this Pa'ia Relief  
22 Route?

23 To my knowledge, I haven't -- I don't know of  
24 discussions with the HC&S or A&B about keeping that open.

25 UNIDENTIFIED SPEAKER: Would it be feasible to keep

1 it open as well as the bypass?

2 MR. SUMADA: I think we can certainly talk about it  
3 with the landowner. Right now it's privately owned. Through  
4 their good graces they're willing to allow public traffic on  
5 the roadway. If it's going to be made into a permanent  
6 roadway, if I was in their shoes, I would want to talk about  
7 turning it over to the State or the County. And if that's the  
8 case, then we need to involve the County in that, too, so --  
9 But surely discussions can proceed along those lines. At  
10 least we can ask.

11 UNIDENTIFIED SPEAKER: Okay. Thank you. And I want  
12 to make sure that it's kept temporary because this is what we  
13 need for the long term, a permanent bypass. 'Cause you know  
14 how things -- we're told -- the community's told things, "Oh,  
15 this is just a temporary fix," and then 30 years later it's  
16 still there. So I'm glad, you know, that you guys are  
17 committed and targeted that date of 2015 to make sure that  
18 this community gets that long awaited and not just, "This is  
19 our solution," so -- Anyway, thank you.

20 MR. SUMADA: Lance, you first.

21 MR. HOLTER: William and I just shared something  
22 about how dangerous it is when you're eastbound on Hana  
23 Highway to make a left-hand turn. And I wasn't real skillful  
24 in describing the left-hand turn that I was making a couple of  
25 nights ago, but it's -- Because this is the main thoroughfare

1 and people are really traveling down it really fast, when it's  
2 dark and you're trying to turn left, it's really incredibly  
3 dangerous because all the traffic is going along the coast.  
4 So when I say "scenic," I mean slow down, take your time, it  
5 becomes a residential road. Because it is very dangerous  
6 because you're stopping, trying to turn left, people are going  
7 along 60, 70 miles an hour and you're trying to turn left  
8 waiting for the traffic. Because all the traffic is coming  
9 and going. So this would make it really much more safer to  
10 have the road out -- you know, this alternative route as soon  
11 as possible, because it is very, very dangerous.

12 MR. SUMADA: Okay. Thank you. Frank.

13 MR. DOMINGO: Yeah. You know, you guys are all  
14 talking about this, yeah, and he's talking about the highway  
15 is dangerous here. Actually, it's not dangerous. It's just  
16 that people don't pay attention. But if you going to make a  
17 left turn like I always do from -- if I'm going to turn right  
18 before Kuau Plaza, I put my signal light on from Kuau Store  
19 and then you see the cars line up.

20 But like he said, there will be some crazy that will  
21 come and pass the five cars that was in the back of me. And  
22 then when I hear boom, boom; I turn into my garage and I park  
23 my car and I come outside and see what happened. So when the  
24 policeman asked me what happened, I say I don't know. But,  
25 no, this is -- what he said is true, they're speeding.

1           But all of this talk about highways and everything,  
2 did you guys know that the -- there was a railroad train that  
3 ran from Kahului, Wailuku, all the way to Maui High and Haiku.  
4 It was there. Kahului Railroad. And if you go down to Upper  
5 Pa'ia, you will see a sign, Pa'ia Railroad Station. It's  
6 right by the mill, the old mill. And then right by Kahului it  
7 would be where that old store -- What is that? Puunene Store  
8 or the shopping center used to be Kahului Railroad Company and  
9 they used to ran that -- they ran the train for to go to  
10 school, for the kids to go to school from Maui High. And the  
11 kids from Maui High, Pa'ia, Haiku come from.

12           MR. SUMADA: Okay, Frank. Thank you.

13           MR. DOMINGO: Maybe we need one train now.

14           MR. SUMADA: Okay. I want to remind folks this is  
15 the question-and-answer period.

16           Yes, ma'am.

17           UNIDENTIFIED SPEAKER: I have a question about quite  
18 a lot of the funding for this road is going to be Federal  
19 funds; is that right?

20           MR. SUMADA: That's correct. It's 80 percent  
21 Federal and 20 percent State match.

22           UNIDENTIFIED SPEAKER: Yeah. We never mention that,  
23 we never talk about that, but it makes quite a lot of  
24 difference, you know, when you're talking about Maui money as  
25 opposed to Federal money.

1 MR. SUMADA: Okay. Thank you, ma'am.

2 William, did you have something?

3 MR. PALMER: I had a couple of things. Just to say  
4 firsthand, like I said, I live on the Hana Highway and I can  
5 testify to you that even when the State or the County comes by  
6 and cleans the side of the road, it makes it much more  
7 dangerous because these fools now have the idea that they can  
8 go around you on a one-way road. I had a gentleman smash into  
9 the high wall on the right side trying to go around me as I'm  
10 trying to make a left turn into my driveway. Come up off the  
11 side of the hill and smash into the pickup truck in front of  
12 me. So I can tell you firsthand that it's a very dangerous  
13 road especially if you're turning in there. And people behind  
14 you -- you got to watch your mirror because they don't see you  
15 and they come down on you at 60 miles an hour and it is  
16 dangerous.

17 And the other thing I wanted to ask you is when you  
18 get down to the very last thing is purchasing the  
19 right-of-way, how do you determine -- You're talking about a  
20 30-year window now, this thing is going to satisfy us, our  
21 transportation needs for 30 years. How do you go about making  
22 the differential between what you're going to build and the  
23 right-of-way you're going to buy? Now, do you buy  
24 right-of-way that's going to allow for at least a four-lane  
25 highway in the future or a six-lane highway in the future and

1 build a two lane in that right-of-way, or do you just buy a  
2 two-lane right-of-way and say, well, you know, you're going to  
3 have to buy more land off the landlord later?

4 I would really rather see you buy a bigger corridor,  
5 a bigger right-of-way and own the land for future development  
6 so you can add to the lanes as the need dictates, than buy a  
7 two-lane corridor and put a two-laner in there and then when  
8 it's obsolete in ten years go, "Gee, what do we do now?"  
9 We've got to go back and acquisition more land from the  
10 landowner. So if we're going to massage these guys into a  
11 land deal for this right-of-way, I think we should try to  
12 figure out -- I was just interested in how you sit down and  
13 allocate the funds for -- and the construction projects from  
14 the rough grading and the acquisition of the land to the  
15 grading to the whole -- the whole thing. It must be a  
16 tremendous amount of financial works that goes into something  
17 like that. But how do you determine how much corridor to buy.

18 MR. SUMADA: Well, we're going to project -- and,  
19 Staff, you guys correct me if I'm wrong. But we're going to  
20 project out that 20-year window, 30-year window on the needs,  
21 the traffic needs for the area and the number of lanes to  
22 accommodate that that include, also, the existing Hana Highway  
23 and based on our standards for developing a state highway,  
24 we'll purchase the adequate enough right-of-way to build that  
25 full build-out.

1           Now, whether we phase the construction to only  
2 build, say -- say, for example, a four-lane need, right, of  
3 the -- this Pa'ia Relief Route. If we phase it and we build  
4 two lanes, then we'll do it in such a way that when we -- if  
5 and when we do build a four-lane roadway for a full build-out,  
6 we can do that without interrupting that traffic for the two  
7 lanes. So we'll buy enough land to accommodate the full need,  
8 the full build-out based on the projected traffic counts.

9           MR. PALMER: Your needs are based on our growth  
10 numbers from the past or they're based on Oahu's growth  
11 numbers or --

12           MR. SUMADA: It's all in the -- the population  
13 projects are all involved in the EIS study.

14           MS. SOON: It's based on your County land use  
15 planning and the amount of growth that is being accommodated  
16 for this area and your Maui General Plan and your development  
17 plan for this area. So the numbers of how many people live  
18 here and how many people would use the road for whatever  
19 purpose will be reflected by what the land use choices are by  
20 the County.

21           MR. PALMER: And they project that out over the next  
22 30 years?

23           MS. SOON: Yes.

24           MR. SUMADA: Okay. Any more questions?

25           Yes, sir.

1 MR. NIKHILAWANDA: Yes. A follow-up with the money  
2 discussion. First of all, when you build the road from two to  
3 four, don't build it to three like the Haleakala. Build it  
4 two and then four. Just wanted to point that out.

5 Now, I'm glad someone mentioned about the 80/20, but  
6 always remember, the 80 percent still comes from our pocket,  
7 but it's true it's 80 percent.

8 So when you were talking and you just said we have  
9 three times as many projects as the needs, so things are going  
10 to get culled and there's going to be people in -- all over  
11 the state, including other places in Maui that are going to  
12 say, "Hey, this is the most important." So I'm not sure who,  
13 you know -- and that's why a lot of us are always real  
14 sensitive when we think people over on Oahu are deciding  
15 what's important on Maui, because there's been a couple of  
16 roads that were not as important. Okay?

17 So back to this road that obviously everyone over  
18 here thinks is very important. When you say you only have one  
19 third of the amount of money, is that money from the State or  
20 is that including the 80 percent coming from the Federal  
21 government? And is there going to be -- in the culling  
22 process my fear is that when you describe these 15 routes,  
23 that you're going to choose the cheapest route or one of the  
24 least expensive routes. And let's not do that, because,  
25 again, the comment over there was made let's envision what

1 it'll be like in 20 years. Whatever the thing is; 20, 30.  
2 And I understand that that's, again, part of the problem with  
3 the State and Maui County, is that we plan for two or three  
4 years in the future or our figures in growth is not accurate  
5 and then we have the kind of things that's happening now. So  
6 I'm just --

7 So the specific is with that surrounding  
8 information, is that going to be looked on as far as that this  
9 road is a need and is including the 80 percent from the  
10 Federal government and that this road will somehow get to that  
11 level of importance and it won't be culled and you won't pick  
12 the cheapest route just because that's what's cost effective?

13 MR. SUMADA: Okay. Several questions within what  
14 you're talking about.

15 MR. NIKHILAWANDA: Yeah, I -- yeah.

16 MR. SUMADA: To answer your first one, we're  
17 focusing on the 2011 to 2014 STIP. Okay? That's the  
18 budgeting program that we use. In order to get on the  
19 program, the project needs to have the State or County match  
20 either committed to or in place through the county council's  
21 action or approval of their budget or the State's -- the  
22 legislature having an appropriation or approval in the  
23 process. So they have to have that match in place already to  
24 even be on the STIP. Okay? So when we divvy up the 150  
25 million or 140 million that we get from the Feds, the matching

1 is already considered in that. Okay?

2 In addition, the projects need to be ready to go in  
3 the year that they program for either planning, design or land  
4 acquisition or the construction. So we look at -- we talk to  
5 the County -- Milton Arakawa and company and we talk to the  
6 other public works chiefs from the other islands and our own  
7 staff deals with state highways and we look at what projects  
8 are planned when and are they -- are they ready in the year  
9 that they're planned. So if they're not even ready for design  
10 to even start, then we're not going to put it in that year,  
11 we're going to put it in the year that they projected to to be  
12 ready to do that. Okay?

13 So now your question was -- what was the latter part  
14 one?

15 UNIDENTIFIED SPEAKER: The cheapest route.

16 MR. NIKHILAWANDA: Least expensive.

17 MR. SUMADA: The cheapest route. You know, in the  
18 PRAG group, the Pa'ia Relief Advisory Group, this subject has  
19 come up many times and if -- because we've talked about all  
20 kind of different options and the -- as far as not only in  
21 alignment, but we've talked conceptually about the  
22 cross-section of the road or the different roadway components.  
23 There was even talk about whether the -- once the road is  
24 built, that state highways can just keep Hana Highway, you  
25 know, from the -- Kahului all the way to -- to Maliko Gulch

1 even though this by -- this relief route is constructed and  
2 will be the primary route -- highway for state highways to  
3 take care of.

4 But, anyway, the answer to that question is it  
5 will -- it will come up during design as far as what types of  
6 facility will be ultimately built. There does -- and we will  
7 go -- we're going to take public testimony or public input  
8 during that process, but there does need to be some  
9 practicality considered. Because if you ask for the Taj  
10 Mahal, which -- if that's what the department feels is  
11 appropriate for the community with the public's input, it will  
12 cost so much money, but when we only get \$150 million from the  
13 Feds every year, right, we have to share that with all the  
14 different islands for county roads and then all the different  
15 islands for state highways. Right? So how do you divvy that  
16 up in a fair and equitable way when on this island you have so  
17 many motorists, on the Big Island they got so many motorists,  
18 and on Oahu they have so many motorists?

19 Now, for years the Oahu -- the taxpayer has been  
20 subsidizing the construction or the STIP, the projects on the  
21 neighbor islands because Oahu has the majority of the  
22 population. Okay? So while we've been able to do the Lahaina  
23 Bypass and on the Big Island there's this Queen Kaahumanu  
24 project and on Kauai there's this Kuhio Highway and Kaunualii  
25 Highway projects that are fairly large. They range from 30

1 million to 70 million. The Oahu community is also asking for  
2 their fair share. And we get this from the state legislators  
3 every once in a while and we're getting to hear more of it  
4 recently.

5 So there does need to be some practical thought put  
6 into exactly what level of roadway's proposed for this Pa'ia  
7 Relief Route. And that's -- I'm going to leave it at that.  
8 The PRAG group is going to have input, like Cheryl said, even  
9 after this meeting or they're going to have input into the  
10 type of road that's designed, so we'll see. We'll see.

11 So any other questions?

12 Yes, Lance.

13 MR. HOLTER: Yeah. So when this route is made, when  
14 the alternate route, the main route into Haiku; will there be  
15 money within this that will also -- Because we're looking  
16 at -- we're got Baldwin Park, we've got Pa'ia Bay, we've got  
17 shopping and residential uses in Pa'ia, we've got the  
18 churches, we've got the cemeteries, we've got Kuau Store,  
19 we've got residential areas out here, then we have Mama's Fish  
20 House, then we have the scenic areas for Mama's Fish House all  
21 the way to Ho'okipa. So that becomes -- Will there be money  
22 in this where we can actually create a bypass because now the  
23 traffic will be slower, it'll be residential and will there be  
24 money that we can now incorporate into creating a safe bike  
25 path along the shoulders of the roads?

1 MR. SUMADA: You know, I don't know if we've thought  
2 that far ahead about having this Pa'ia Relief Route project  
3 fund a bicycle facility on Hana Highway. The original  
4 intent -- and correct me if I'm wrong, our staff here -- is  
5 that once this Pa'ia Relief Route is built, that Hana Highway  
6 will be turned over to the County. Okay? Now, whether Milton  
7 Arakawa and company wants to do a bike path or -- we're going  
8 to negotiate the turnover of that, so we'll see.

9 Jocelyn.

10 MS. PERREIRA: Yeah. I think it's really important  
11 that we can make sure the public gets the right information,  
12 because sometimes listening on the radio one can get nervous  
13 from the callers that call in that don't have the right  
14 information or trying to give you guys some input and they  
15 live all the way in Kula. You know what I mean?

16 So one of the things, the reason for the bypass as  
17 we understand it from the PRAG committee was that perhaps a  
18 bike route would be separate from the roadway because of the  
19 danger from the bike paths that's where the trucks and whatnot  
20 will go. And then maybe with the lower road, you would have  
21 that incorporated some -- I know that monies was talked about  
22 to make sure we have a bike path, but I think -- you know,  
23 when you guys start talking about -- you know, the worst  
24 possible thing can happen in this -- and I want to say this  
25 because it's really important because this happened on Maui.

1 The Pukalani Bypass Road was supposed to have been built years  
2 and years ago and they were well on their way. And a few  
3 individuals that couldn't come to consensus, okay -- When he's  
4 talking about project ready on the shelf. "Are you ready to  
5 go? You got money? "Ready now. Going." Make sure that this  
6 projection is on the shelf and ready to roll because  
7 otherwise, just what you saying, all these places in Honolulu  
8 going to start saying, "I want. I want. I want," and then  
9 the next thing you know, we're going to be one tiny little  
10 voice in an avalanche of voices. And we need this road. No  
11 matter what anybody's feelings is, we need to come to  
12 consensus, a reasonable consensus because we need this road.

13 MR. SUMADA: Okay. Now -- and, Lance, you know, I  
14 want to throw out, too, because I'm trying to think how to  
15 achieve what you're trying to -- what you propose. Another  
16 way of looking at it is we build the Pa'ia Relief Route to --  
17 and that's a state highway facility and we turn over Hana  
18 Highway to the Maui County Public Works to take care of, you  
19 know, they have access to the same Federal funding to propose  
20 a bike route or a bike facility along that. That's still  
21 funded by the 80/20 money from the Feds. So that's another  
22 way. It's just a matter of timing, you know. I think what  
23 you're proposing is while it's being constructed, the Pa'ia  
24 Relief Route is constructed at the same time or with the same  
25 project funds a bike path be built on Hana Highway.

1 MR. HOLTER: What I see now is how this becomes a  
2 slower local residential road where we're no longer dealing  
3 with 70-mile-an-hour traffic going both ways. Now it's, you  
4 know, beach access, it's residential friendly, it becomes a  
5 local community road which incorporates this idea of needing  
6 bike paths and so forth because now it's a community road.  
7 The speed limit goes down to whatever, I don't know, 45 or  
8 something, less.

9 UNIDENTIFIED SPEAKER: It's 30 now.

10 MR. HOLTER: Okay. Thirty. Well, they're not doing  
11 that. They're doing 70. You try and turn left, if someone's  
12 stopped behind you, the people that come behind you don't see  
13 your turn signal, so boom.

14 MR. SUMADA: I think you're right, Lance, in that  
15 the whole concept of the relief route is you that you separate  
16 the commuter traffic that wants to get from Kahului to Hana or  
17 vice versa --

18 MR. HOLTER: And truck traffic.

19 MR. SUMADA: -- and truck traffic from the  
20 residential or the recreational users that are along the  
21 coastline that you would hope would drive a little slower.  
22 Walter.

23 UNIDENTIFIED SPEAKER: I guess I can speak at least  
24 to some degree about Lance's concern about a separate bike  
25 path. I don't see how it can fit within the scope of this

1 project, again, as mentioned, when it's turned over to the  
2 County, it will be up to Milton folks' prerogative on how that  
3 should be done.

4 For the sake of asking a silly question, how many  
5 people rode here tonight other than me?

6 UNIDENTIFIED SPEAKER: What?

7 UNIDENTIFIED SPEAKER: Rode on a bicycle.

8 MR. HOLTER: I was going to ride, but I had too much  
9 stuff.

10 UNIDENTIFIED SPEAKER: That's why you have a bag.

11 UNIDENTIFIED SPEAKER: The question I have, I guess,  
12 you know -- Lance, you know about it and I know about it, but  
13 the North Shore Greenway, which is a project on the books  
14 since the Lingle administration in which the third phase of  
15 four was completed between Pa'ia Bay and Baldwin Beach Park.  
16 Have any of you had a chance to walk on that or experience  
17 that? That was part of the Mayor's Bicycle Advisory Committee  
18 and there's one phase left. If that phase could be completed,  
19 that would be a separate path from Pa'ia all the way to Kanaha  
20 Beach Park. And we're only one phase shy of completing that.  
21 So, well, yes, it would be next to extend to Kuau and beyond  
22 or have some kind of facility tied into this relief route,  
23 let's get finished what we've already started and we've  
24 already put money towards.

25 That being said, that's not the only other project.

1 We have the one in Kihei that's been on the books for the  
2 Kihei Greenway which has been for at least 20 years or coming  
3 up on 20 years, because that was in a plan back in 1991, that  
4 was put together by the community. And what makes it seem  
5 even more crazy is we have an administration that's still  
6 pushing and putting money for -- to build a bike path along  
7 Baldwin Avenue for the downhill tours. So you have to excuse  
8 me for kind of my cynicism in some of this, but I see some of  
9 the priorities in regards to bicycling facilities for  
10 bicyclists who actually ride here being somewhat skewed in a  
11 lot of the talk.

12 So I wanted to at least bring that up that if we do  
13 want to have a path, let's work with Milton folks to get that  
14 last section completed for cyclists and others who aren't as  
15 experienced as I am who can make use of that path. That's a  
16 perfect facility for them. For cyclists with a lot more road  
17 experience, I'm going to ride to Kahului tonight. I have no  
18 fear of doing that. I'm an experienced cyclist. I can do  
19 that. So both of those facilities will help to get people out  
20 of their cars, get people more active and, hopefully, if this  
21 is -- you know, we have Mokulele Bike Path, we can get North  
22 Shore done and start Kihei and get that done, then we'll  
23 provide options for those people who do not want to ride along  
24 the highway.

25 MR. SUMADA: Okay. Thank you, Walter.

1           Okay. You know, we'll take a few more questions.  
2 We're going to stay later in case you have -- those of you  
3 that are kind of shy and maybe don't want to ask in front of  
4 everybody else. If we kind of focus on questions and --

5           Yes, William.

6           MR. PALMER: I just want to make testimony about  
7 turning this into a little neighborhood road. I own a  
8 property on Old Haleakala Highway and for years I was told,  
9 "Oh, it's going to be a bedroom community. It's going to be  
10 part of the community. This -- Old Haleakala Highway, oh,  
11 don't worry about it. When the new highway opens up, don't  
12 worry about it, this is going to go back to a little" --

13           Guess what? Never going to happen. It's not going  
14 to happen. And I don't hold out much luck for us being able  
15 to control quick traffic moving along this thoroughfare,  
16 either, because even though we're going to build a nice new  
17 one up there, it's probably not going to be totally adequate  
18 and they're not going to be able to shut this one down to a  
19 trickle, either. So I fear it's going to be much more  
20 difficult to turn this into a quiet neighborhood street. It's  
21 harder than you may think. So I hope we can do it. I would  
22 like to see stop signs and speed tables.

23           MR. SUMADA: Okay. Thank you.

24           Any other questions?

25           You know, if not, Ken, I'll turn it back over to

1 you.

2 MR. TATSUGUCHI: Thank you for your questions. That  
3 concludes the formal portion of our meeting. Thank you for  
4 your participation. It is now 7:32 p.m. I declare this  
5 meeting to be closed. Thank you.

6 (The proceedings were adjourned at 7:29 p.m.)

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C E R T I F I C A T E

STATE OF HAWAII )  
 ) SS.  
CITY AND COUNTY OF MAUI )

I, Sandra J. Gran, Certified Shorthand Reporter for the State of Hawaii, hereby certify that the proceedings were taken down by me in machine shorthand and was thereafter reduced to typewritten form under my supervision; that the foregoing represents to the best of my ability, a true and correct transcript of the proceedings had in the foregoing matter.

I further certify that I am not an attorney for any of the parties hereto, nor in any way concerned with the cause.

DATED this 22nd day of July, 2010, in Maui, Hawaii.

*Sandra J. Gran*

Sandra J. Gran  
Hawaii CSR 424  
Notary Public for Hawaii  
Commission No. 200-198  
My Commission Expires: 5/14/12

