JAN 1 9 2018

### A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

#### BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that Lahaina is situated 2 in West Maui and is a significant economic engine contributing 3 considerable amounts of general excise tax and transient 4 accommodations tax revenues, stemming from tourism activity, to 5 the economy of the State. The distance from central Maui to Lahaina is only twenty-four miles, yet the trip by motor vehicle 6 7 between the two points easily takes more than one hour. During 8 the whale watching season or during other peak visitor periods, 9 that trip takes considerably longer. The only road into and out of Lahaina is a two-lane, undivided state highway that is being 10 11 eroded into the ocean in several places.

In November 2012, the department of transportation
completed the first segment of the long-awaited Honoapiilani
highway project, also known as the Lahaina bypass, between
Hokiokio road and Keawe street. The department is moving ahead
on the next phase of a bypass around Lahaina, a \$38.6 million
project that will stretch south toward Olowalu to an area known



1

as "Cut Mountain" and is supposed to ease traffic congestion.
 However, without a further extension of the bypass north where
 the major visitor accommodations are located on the island, new
 gridlock and traffic bottlenecks will be created adversely
 affecting visitor business and resident traffic alike.

6 The legislature further finds that West Maui should be 7 connected to an extended Lahaina bypass road. The department of 8 transportation awarded a contract in June 2016, for construction 9 of the Lahaina bypass 1B-2 phase to start at the southeastern 10 terminus of the previous bypass phase (Lahaina bypass 1B-1) at 11 Hokiokio road and continuing approximately 2.7 miles to the 12 southeast to the proposed southern terminus at the Honoapiilani 13 highway (state route 30). The estimated contract completion 14 date is March 2018. However, the legislature believes the construction project does not completely connect West Maui to 15 16 the Lahaina bypass, particularly in times of emergencies when 17 first responders need to connect with a highway expeditiously in 18 order to save lives.

19 The purpose of this Act is to authorize the issuance of 20 general obligation bonds to add a north extension to the Lahaina 21 bypass road.



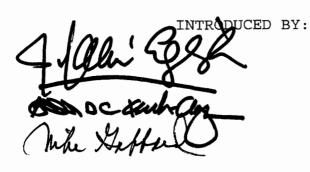
2

SECTION 2. The director of finance is authorized to issue general obligation bonds in the sum of \$70,000,000 or so much thereof as may be necessary and the same sum or so much thereof as may be necessary is appropriated for fiscal year 2018-2019 for design, plans, material, construction, and equipment for an extension of the Lahaina bypass road from north Keawe street to beyond Pu'ukoli'i road.

8 The sum appropriated shall be expended by the department of9 transportation for the purposes of this Act.

10 SECTION 3. The appropriation made for the capital 11 improvement project authorized by this Act shall not lapse at 12 the end of the fiscal biennium for which the appropriation is 13 made; provided that all moneys from the appropriation 14 unencumbered as of June 30, 2020, shall lapse as of that date. 15 SECTION 4. This Act shall take effect on July 1, 2018.

16



2018-0676 SB SMA-1.doc

1

#### Report Title:

Department of Transportation; GO Bonds; Lahaina Bypass Extension; Appropriation

### Description:

Authorizes the issuance of general obligation bonds for design, plans, material, construction, and equipment for an extension of the Lahaina bypass road from north Keawe street to beyond Pu'ukoli'i road.

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

