

JAN 19 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
6 Lahaina is only twenty-four miles, yet the trip by motor vehicle
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
10 of Lahaina is a two-lane, undivided state highway that is being
11 eroded into the ocean in several places.

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



1 as "Cut Mountain" and is supposed to ease traffic congestion.
2 However, without a further extension of the bypass north where
3 the major visitor accommodations are located on the island, new
4 gridlock and traffic bottlenecks will be created adversely
5 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
15 construction project does not completely connect West Maui to
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.



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.

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

SECTION 3. The appropriation made for the capital improvement project authorized by this Act shall not lapse at the end of the fiscal biennium for which the appropriation is made; provided that all moneys from the appropriation unencumbered as of June 30, 2020, shall lapse as of that date.

SECTION 4. This Act shall take effect on July 1, 2018.

INTRODUCED BY:

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S.B. NO. 2245

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.

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