

**HB-1950-HD-1**

Submitted on: 2/24/2020 12:15:45 PM

Testimony for FIN on 2/25/2020 12:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lexie campos	Individual	Support	No

Comments:

Aloha Chair Luke, Vice Chair Cullen, and Members of the FIN Committee,

My name is Josh Brown and I have been living in Ewa Beach for 36 years now. I stand in strong support of HB1950 because it would find out whether or not a private-public partnership to create an underwater tunnel for residents like me is feasible. If found feasible, it would severely cut the commute time from Ewa to Honolulu.

Each day, I have to leave my house at 4:50 am so that I can get to my workplace in Downtown Honolulu on time. It takes more than two hours to get to Downtown daily, and, taking into consideration the time it takes to get back as well, the whole commute cycle is vicious, stressful, and extremely long.

I have heard multiple stories from my neighbors about waking up at 2 or 3 am, especially those with families, to make it to their schools and jobs in Honolulu. Having an underwater tunnel would greatly help the thousands of residents that live in Ewa. I urge you to pass HB1950, for the sake of the people we call 'ohana.

I would like to respectfully disagree with those stating that we don't need an underwater tunnel due to the rail system. I disagree because that rail system only benefits residents from a certain part of Oahu and doesn't affect Ewa. As an Ewa resident, I feel as though the underwater tunnel is what will really help us.

Thank you for your time and consideration,

Josh Brown

**HB-1950-HD-1**

Submitted on: 2/24/2020 12:18:34 PM

Testimony for FIN on 2/25/2020 12:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Fiona Mata	Individual	Support	No

Comments:

To Chair Luke, Vice Chair Cullen, and Members of the FIN Committee,

My name is Fiona Mata and I would like to take this opportunity to testify in **STRONG SUPPORT** of HB 1950 once again. The upcoming decades will bring tens of thousands of new homes to the Leeward Coast and nearby areas of West Oahu. Traffic experts predict that vehicular congestion will double or triple because of the growth in population. Completion of Honolulu's rail transit project, potential implementation of toll roads, and other traffic mitigation efforts, while helpful, will not be enough to provide the additional transportation capacity for West Oahu residents, such as myself.

The underwater tunnel constructed at an appropriate location will provide residents of the Leeward Coast and West Oahu with a much more direct route to downtown Honolulu, which will reduce travel time and save transportation expenses. It will also take away almost half of the current traffic on the H1 freeway, thus expediting traffic from the H2 freeway. But this scenario is for the future, should the feasibility study be conducted. We will never know if it is even possible or not if no feasibility study is conducted, so I strongly urge you to pass this bill so that we can have a chance of decongesting our roads.

Thank you for your consideration of this worthy bill.

Mahalo,

Fiona Mata



**TESTIMONY BY:**

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**LATE**

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

February 25, 2020  
12:30 PM  
State Capitol, Room 308

**H.B. 1950, H.D. 1**  
**RELATING TO AN UNDERWATER TUNNEL AND SUPPORTING ROADWAYS TO**  
**PROVIDE A MORE DIRECT CONNECTION BETWEEN EWA AND DOWNTOWN**  
**HONOLULU**

House Committee on Finance

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The Department of Transportation offers **comments** to H.B. 1950, H.D. 1. We have serious concerns regarding the feasibility of this effort due to:

- Jurisdiction of the right of way that would need to be acquired.
- Potential national security concerns related to the location of the proposed route being in close proximity to Hickam Air Force Base and Pearl Harbor Naval Station. All potential routes for the tunnel would overlap with the Pearl Harbor Channel.
- Cost and construction feasibility. Using estimates from similar projects, such as the Alaskan Way Viaduct tunnel in Seattle and Central Artery/Tunnel Project in Boston, cost estimates for this project range between \$10 billion and \$35 billion for a 5-mile tunnel.
- Challenges in connecting the termini of the tunnel with existing roadway facilities in Ewa and Honolulu.
- Potential for the tunnel to create gridlock at its termini due to the increased flow of traffic being introduced at those locations.

In general, we don't believe this is a viable solution. Spending time studying this takes valuable resources away from addressing priorities that will improve safety, upgrade the condition of the system, increase capacity and reduce congestion, and improve access for bicyclists and pedestrians.

Thank you for the opportunity to provide testimony.

**LATE**

**HB-1950-HD-1**

Submitted on: 2/25/2020 12:34:56 PM

Testimony for FIN on 2/25/2020 12:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Rayne	Individual	Oppose	No

Comments: