

**Re: Maui Country Road Improvment** 📎

**Hwy Stip Projects** to: stephen kroon <stephen.kroon@gmail.com>

07/28/2014 08:28 AM

Sent by: **Patrick Tom**

Cc: Ken Tatsuguchi, Ferdinand Cajigal, Cary Yamashita

Bcc: Jill M Tanabe

Mr. Kroon,

I have forwarded your comment to the County of Maui's Department of Public Works for their information and use. They are responsible for Kokomo Road. They have roadway management systems to help them identify and prioritize roadways in need. They may already be aware of the roadway condition, but must carefully manage their limited funding as well.

Patrick Tom  
STIP Manager

stephen kroon

stephen kroon <stephen.kroon@gmail.com>

07/26/2014 11:06:27 AM



**stephen kroon**

**<stephen.kroon@gmail.com**

**>**

07/26/2014 11:06 AM

To Hwy.Stip.Projects@hawaii.gov,

cc

Subject Maui Country Road Improvment

Aloha,

Please rebuild Kokomo road in Haiku. This road is so rutted out that vehicles often jump the center line mid curve. There have already been accidents. The road is dangerous. Heavy rainfall is funneled down the road and erodes beneath the surface. The road should be rebuilt with adequate drainage to make a longer lasting road.

Mahalo

Stephen Kroon

**Re: No maps or funding for new upcountry to Kihei highway?** 📎

**Hwy Stip Projects** to: David Kahn <dmkahn@gmail.com>

07/28/2014 08:21 AM

Sent by: **Patrick Tom**

Cc: Ken Tatsuguchi, Ferdinand Cajigal

Bcc: Jill M Tanabe

Mr. Kahn,

The updated proposed financially constrained STIP does list the 1st phase of the Kihei UpCountry Highway project in a future year. Please see the link to the latest financially constrained 15-18 STIP.

<http://hidot.hawaii.gov/highways/files/2014/04/140722-15-18-STIP.pdf>

Patrick Tom  
STIP Manager

David Kahn

David Kahn <dmkahn@gmail.com>

07/25/2014 03:35:52 PM



**David Kahn**  
<dmkahn@gmail.com>

07/25/2014 03:35 PM

To Hwy.Stip.Projects@hawaii.gov,  
cc

Subject No maps or funding for new upcountry to Kihei highway?

I didn't see any listing or maps for the new upcountry to Kihei Highway, even though funds for land acquisition have been allocated by the legislature.

Is this an omission from the plan or is there really no plan to complete this highway in the next several years?

David Kahn  
Makawao, HI

Re: ATTN: 15-18 STIP Survey -----Maui STIP Vote 📎

Hwy Stip Projects to: Saman Dias <Saman@Pedegomaui.com>

06/25/2014 03:01 PM

Sent by: Patrick Tom

Cc: Ken Tatsuguchi, Ferdinand Cajigal

Bcc: Jill M Tanabe

Saman Dias,

Thank you for your comments and participation in our planning and programming process. We will use all the comments we receive and mix them into the information we have from our management systems, our own statewide priorities and project readiness to find the balance when we financially constrain the 2015-2018 (+2) STIP.

Bike Plan Hawaii identifies for us where bike facility improvements/additions are needed. Then there is a process that prioritizes the highest priorities of Bike Plan Hawaii for implementation. Some improvements are inexpensive enough and easy enough to be funded quickly with only state or county funds. If an improvement is relatively large and federal aid is needed for implementation, a stand alone bike facility project would have to compete with all the other projects seeking federal aid assistance.

It is also the state's policy to assess the feasibility of implementing Bike Plan Hawaii in each of our existing highway projects as it is sometimes easier to include bike facility improvements in larger projects as a small part of the scope than it is to create stand alone bike improvement projects.

Similarly, it is the state's policy to assess the feasibility of implementing complete street principles in all of our highways projects. If it is eligible and feasible to add complete street scope of work to a project, it will be done.

Patrick Tom  
STIP Manager

"Saman Dias"

"Saman Dias" <Saman@Pedegomaui.com>

06/17/2014 02:44:36 PM



"Saman Dias"

<Saman@Pedegomaui.com>

06/17/2014 02:44 PM

To <hwy.stip.projects@hawaii.gov>,

cc

Subject ATTN: 15-18 STIP Survey -----Maui STIP Vote

Aloha!

Highways Planning Branch

Please Submit my STIP priorities vote to the Maui County Survey collection. If the priority is not included in this submission then it ranks LOW for me.

I really want to emphasize the very important need for **Complete Streets** design and planning on all DOT projects. Please include in your future design and construction..

Thank you!



Saman Dias

**Pedego Maui**

Office: (808) 633-8553 ext 100

Cell: 925-765-3592

[www.pedegomaui.com](http://www.pedegomaui.com)



Copy of Complete Streets STIP priorities.xlsx



To:  
Cc:  
Bcc:  
Subject: Fw: ATTN: 15-18 STIP Survey -----Maui STIP Vote

**Hwy Stip**  
**Projects/HWY/HIDOT**  
Sent by: Patrick Tom

06/25/2014 02:39 PM

To "Lee Chamberlain" <Lee@pedegomaui.com>@STATEHIUS,  
cc ""David Goode"" <David.Goode@co.maui.hi.us>, ""Eng Traffic"" <Eng.Traffic@co.maui.hi.us>, hwy.stip.projects@hawaii.gov, ""Rowena Dagdag-Andaya"" <Rowena.Dagdag-Andaya@co.maui.hi.us>, Ken Tatsuguchi/HWY/HIDOT@HIDOT, Ferdinand Cajigal/HWY/HIDOT@HIDOT  
Subject Re: ATTN: 15-18 STIP Survey -----Maui STIP Vote 📎

Lee Chamberlain,

Thank you for your comments and participation in our planning and programming process. We will use all the comments we receive and mix them into the information we have from our management systems, our own statewide priorities and project readiness to find the balance when we financially constrain the 2015-2018 (+2) STIP.

Bike Plan Hawaii identifies for us where bike facility improvements/additions are needed. Then there is a process that prioritizes the highest priorities of Bike Plan Hawaii for implementation. Some improvements are inexpensive enough and easy enough to be funded quickly with only state or county funds. If an improvement is relatively large and federal aid is needed for implementation, a stand alone bike facility project would have to complete with all the other projects seeking federal aid assistance.

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Similarly, it is the state's policy to assess the feasibility of implementing complete street principles in all of our highways projects. If it is eligible and feasible to add complete street scope of work to a project, it will be done.

Patrick Tom  
STIP Manager

"Lee Chamberlain"	"Lee Chamberlain" <Lee@pedegomaui.com>	06/15/2014 02:08:49 PM
-------------------	----------------------------------------	------------------------



**"Lee Chamberlain"**  
**<Lee@pedegomaui.com>**  
06/15/2014 02:08 PM

To <hwy.stip.projects@hawaii.gov>,  
cc ""Eng Traffic"" <Eng.Traffic@co.maui.hi.us>, ""David Goode"" <David.Goode@co.maui.hi.us>, ""Rowena Dagdag-Andaya"" <Rowena.Dagdag-Andaya@co.maui.hi.us>  
Subject ATTN: 15-18 STIP Survey -----Maui STIP Vote

Highways Planning Branch

Please Submit my STIP priorities vote to the Maui County Survey collection. If the priority is not included in this submission then it ranks LOW for me.

I really want to emphasize the very important need for **Complete Streets** design and planning on all DOT projects. Please include in your future design and construction..

Respectfully  
Lee Chamberlain



Maui ResidentCopy of Complete Streets STIP priorities.xlsx

Re: HDOT-HWY; 15-18 STIP Survey for Maui; west Maui  
Hwy Stip Projects

to:  
Jeff Rebugio  
05/28/2014 11:24 AM  
Cc:  
Ferdinand Cajigal, Alvin Takeshita, Ken Tatsuguchi, Ross Hironaka, Kevin BK McMorrow  
Bcc:  
Jill M Tanabe  
Hide Details  
From: Hwy Stip Projects/HWY/HIDOT Sort List...  
To: Jeff Rebugio <jeff@kaanapaliland.com>,  
Cc: Ferdinand Cajigal/HWY/HIDOT@HIDOT, Alvin Takeshita/HWY/HIDOT@HIDOT, Ken  
Tatsuguchi/HWY/HIDOT@HIDOT, Ross Hironaka/HWY/HIDOT@HIDOT, Kevin BK  
McMorrow/HWY/HIDOT@HIDOT  
Bcc: Jill M Tanabe/HWY/HIDOT  
Mr. Rebugio,

Thank you for your comments and participation in our planning and programming process. We will use all the comments we receive and mix them into the information we have from our management systems and our own statewide priorities to find the balance when we financially constrain the 2015-2018 (+2) STIP.

Regarding your specific comments on the Lahaina Bypass, I am copying Alvin, our Highways Administrator, Freddie, our Maui District Engineer, and the engineers on Oahu who are developing Phase 1C, for their information. While a project may be ready to go at a certain time, fitting it within the limited funding and priorities for the entire state is the challenge.

Patrick Tom  
STIP Manager

-----Jeff Rebugio <jeff@kaanapaliland.com> wrote: -----

To: "hwy.stip.projects@hawaii.gov" <hwy.stip.projects@hawaii.gov>  
From: Jeff Rebugio <jeff@kaanapaliland.com>  
Date: 05/23/2014 11:55AM  
Subject: HDOT-HWY; 15-18 STIP Survey for Maui; west Maui

Greetings Mr. Alvin Takeshita, Highways Administrator,

Thank you for presenting at your West Maui STIP meeting last week in Lahaina. Please see attached STIP Survey for Maui (XLS File) with comments added.

The main point / comment I have is in regards to the Lahaina Bypass (aka Honoapiilani Highway Realignment). Kaanapali Land Management Corp (as successor to Amfac) has worked with HDOT-Hwy on the planning and development of the Lahaina Bypass. We understand, and have been in discussions with Maui District Engineer, Freddie Cajigal and some of the Oahu design engineers and planners, that pre-design work on Phase 1C (Keawe Street segment northward to the Kaanapali Connector) is in process (using private funds/contributions). This involves land surveying (establishing the right-of-way) as well as an archaeological pedestrian survey to confirm the AIS contained within the EIS of the project. We anticipate this 'pre-design' work to be completed within the next 60 days, and will facilitate the design phase of the work. We also understand HDOT-Hwy engineers have already assembled a project team to undertake the design work on this Phase 1C segment (again, I have met a few of the key members). In looking at the land encompassing this Phase 1C, there are no large valleys/gulches to

bridge across, and therefore, the highway design is relatively straightforward. I encourage the HDOT-ROW people to contact us to discuss the process and logistics of ROW acquisition as soon as possible.

With HDOT's design team in-place; with the pre-design work nearly complete; and we are committed with ROW, there is no reason why this Phase 1C should not be re-stated on the STIP as ROW – FY 2015; and CON – FY 2016.

Thank you for your time and effort. We look forward to your next meeting in West Maui. Please do not hesitate to call or email if you have any questions or would like to further discuss the comments.

Aloha,

--Jeff

Jeffrey Rebugio, PE

VP, Kaanapali Land Management Corp

808.661.9652 office

jeff@kaanapaliland.com

[attachment "140403-15-18-STIP-Maui-survey-04142014 \_KLMC input 20140523.xlsx" removed by Hwy Stip Projects/HWY/HIDOT]





-PA PY

# West Maui Taxpayers Association

P.O. Box 10338 • Lahaina, HI 96761 • Office (808) 661-7990 • Fax (808) 661-7992 • Visit [www.WestMaui.org](http://www.WestMaui.org)

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John Seebart

## TESTIMONY STIP 2015-2018

April 24, 2014

State Dept. of Transportation  
Highways Planning Branch  
869 Punchbowl Street, Rm. 301  
Honolulu, HI 96813  
ATTN: 15-18 STIP Survey

15-18 STIP SURVEY  
APR 24 2014  
P 4:08

I am submitting testimony on behalf of WMTA (West Maui Taxpayers Association) a grass roots volunteer community organization that has been active for over 40 years in supporting a wide variety of issues that affect both residents and visitors.

Prior to WMTA, I was the President of LBN (Lahaina Bypass Now) a community group that worked with the DOT to make the Lahaina Bypass a reality.

It is essential that the DOT make future Bypass Phases a top priority as it is, in our opinion, the single most important highway project on Maui. Currently, the next two Phases of the Bypass are on the STIP moving the Bypass both north and south.

There are compelling reasons to favor one direction over another. Both are essential and need to be done for the future transportation health of, not only West Maui, but the entire island, as the Bypass affects fully 40% of all the workers who work in West Maui, who commute every day, but also those visitors who come, every day, to Lahaina and points north.

When Governor Abercrombie was in Lahaina for the dedication of the first two Phases of the Bypass, in his remarks, he said the State was "totally committed" to complete the future Phases of the Lahaina Bypass, as a priority, and, as Governor, he would support those efforts.

WMTA feels very strongly that the DOT needs to put the continuation of the Lahaina Bypass at the top of the transportation list.

Aloha!

Bob Pure

Vice President, West Maui Taxpayers Association

PO Box 10338 – Lahaina, HI 96761

Ph: 808-661-7990

WMTA is a non profit 501 c 4. WMTA, as a dedicated Lobbyist organization, has a mission for our West Maui Community. The objectives of this Organization are to associate the interests, concerns, and efforts of residents and taxpayers of the West Maui area, and others interested in the orderly development and improvement of the area, in a cooperative effort. whether provided by, or to be provided by, the State or County governments, or by others.

DIR 0802

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION



2014 MAY 27 A 9:06

# KCA

Kihei Community Association

"Working together to shape our Community's future"

May 14, 2014

State of Hawaii, Department of Transportation  
AliiAIMoku Building Room 509  
869 Punchbowl Street  
Honolulu, HI 96813

RE: 2014 Statewide Transportation Improvement Program, STIP

Dear Sirs:

Several of the Kihei Community Association, KCA, members attended the Island of Maui Statewide Transportation Improvement Program for Fiscal Years 2015-2018. We attended the session held in Kihei. We appreciated the ability to provide input into the Department of Transportation proposed program for federal funds for the upcoming years. We felt the Department of Transportation staff were well prepared and did a good job at presenting the STIP program.

However, the members of the KCA that attended felt the need to express opinions of how the process could be improved. We offer the following suggestions not so much as criticism but in order to provide a better way for local input to improve our transportation systems.

1. The Kihei Community Association has a community plan that lists South Maui's priorities for state and county transportation projects. This plan is entitled "Kihei/Makena Community Plan" and is on the following web site at "<http://maui-communities.weebly.com/kihei-makena-south-maui.html>". (The Kihei-Makena Community Plan, 1998, is part of a planning hierarchy which includes the Maui General Plan and the Hawaii State Plan.) This plan was developed with considerable community and County input and remains as our priority projects. These projects should get priority in the STIP.
2. Rating of County wide projects by rating of "high, medium, and low", when you represent south Maui, may not produce a fair rating as we are very aware of our projects close to home, and we may not be aware of the need for projects on the other side of the island. In addition we are unsure as the use of these ratings once they are tallied.

3. Some of the projects that we feel are very important are not included in the list of projects, such as the Kihei bypass. Since the project is not in the list we cannot comment on the priority of a project like this. We know the project is in the long range plan, but there appears to be no way to move a project like this ahead of another project that we consider not as important.
4. The list we were furnished is "cost constrained". We were advised that there is insufficient funding to do all of the projects in this proposed STIP listing. However on examination of some of the projects, the estimated costs appeared to be estimated somewhat high. An example would be a traffic signal for over one million dollars. Limiting the number of projects by over estimating the project costs would result in loss of funding if more projects should have been made "shovel ready".
5. Projects that make the past cuts and are funded sometimes fail to be ready for construction and the project drops. The project is then not funded then needs to re compete in the upcoming years. Waipiilani Bikepath is an example of this problem. Funding was programmed for 2013 and the right of way was not cleared. The project is now perhaps funded in 2018. If a project is once worthy of being funded, it would seem to have a priority over projects that has not been previously funded.

Again, we offer these suggestions for your consideration. It is our intent to work with the county and state to assure that important transportation needs are met to the limit of our resources. If you desire any additional information on our above suggestions, please feel free to contact the Kihei Community Association or to review our position on Transportation on our web page "gokihei.org".

Sincerely,



Mike Moran

President Kihei Community Association

NEIL ABERCROMBIE  
GOVERNOR



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

FORD N. FUCHIGAMI  
INTERIM DIRECTOR

Deputy Directors  
RANDY GRUNE  
AUDREY HIDANO  
ROSS M. HIGASHI  
JADINE URASAKI

IN REPLY REFER TO:  
HWY-PS 2.8054

September 15, 2014

The Honorable Alan M. Arakawa  
Mayor  
County of Maui  
200 South High Street  
Wailuku, Hawaii 96793-2155

Dear Mayor Arakawa:

Subject: Fiscally Constrained Draft Statewide Transportation Improvement Program  
(STIP) for Fiscal Years 2015 – 2018 (+2)

Thank you for the comments on the above-mentioned subject in your letter dated August 7, 2014. We have the following responses to your comments.

1. North Kihei Road Shoreline Protection. We recognize the need for the North Kihei Road Shoreline Protection project. With the limited funds available, we are implementing shoreline protection projects as identified in our State Highway Shoreline Protection Plan. Should funding become available and the project is ready to go for construction, it is possible to re-include this project in the STIP. Please coordinate with our Maui District Office regarding the possible rerouting of North Kihei Road.
2. Paia Bypass Road – Paia Alternative Route. We recognize the transportation benefits of a Paia Bypass Road. With limited funds available, we are implementing priority capacity projects that are identified in our Highway Capacity Program for Maui. Currently, this plan identifies Hana Highway and the Lahaina Bypass as the priorities. Should funding become available and the project is ready to proceed to the next phase, it is possible to advance it in the STIP.
3. Kihei Mauka Bypass – Mokulele Highway to Kanani Road. Currently, the Kihei Mauka Bypass is identified as a future capacity need in the Maui Long Range Land Transportation Plan. Unfortunately, this new roadway is ineligible for federal-aid funding at this time and cannot be included on the STIP. The roadway must be first functionally classified to be eligible for federal aid funding and inclusion on the STIP. In general, to functionally classify future roadways, there should be a reasonable expectation that construction of the future roadway would start within four years of the approval of its functional classification.

The Honorable Alan M. Arakawa  
September 15, 2014  
Page 2

HWY-PS 2.8054

If you have any questions, please contact Ken Tatsuguchi, Head Planning Engineer, Highways Division, at (808) 587-1830.

Very truly yours,



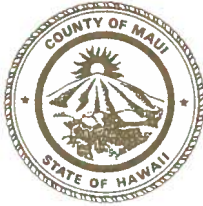
Alvin A. Takeshita  
Highways Administrator

c: County of Maui Department of Public Works  
County of Maui Department of Planning  
County of Maui Department of Transportation

bc: HWY-M, HWY-C, HWY-PS

PT:th

ALAN M. ARAKAWA  
MAYOR



**OFFICE OF THE MAYOR**

Ke'ena O Ka Meia  
COUNTY OF MAUI – Kalana O Maui

August 7, 2014

200 South High Street  
Wailuku, Hawai'i 96793-2155  
Telephone (808) 270-7855  
Fax (808) 270-7870  
e-mail: [mayors.office@mauicounty.gov](mailto:mayors.office@mauicounty.gov)

HIGHWAYS DIVISION  
PLANNING BRANCH

14 AUG 14 AM 1:06

RECEIVED  
STATE DEPARTMENT  
OF TRANSPORTATION

Mr. Ken Tatsuguchi, Head Planning Engineer  
Highways Division Planning Branch  
State of Hawaii Department of Transportation  
869 Punchbowl Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Tatsuguchi,

**SUBJECT: FISCALLY CONSTRAINED DRAFT STATEWIDE  
TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR  
FISCAL YEARS 2015 – 2018 (+2)**

Thank you for providing Maui County with an opportunity to review and comment on the July 11, 2014 fiscally constrained Draft Statewide Transportation Improvement Program (STIP) for Fiscal Years 2015 – 2018 (+2). In the fiscally constrained Draft STIP, nine of Maui County's 15 State - Federal Highway Administration (FHWA) projects have been deferred, and one project has been deleted. After carefully reviewing these changes, we offer the following comments:

1. North Kihei Road Shoreline Protection Project (in the vicinity of Kealia Pond). This project was removed from the Draft STIP. Maui County objects to this deletion.

Maui County notes that North Kihei Road along Kealia Pond is highly susceptible to tsunami inundation and sea level rise. Various sections of Route 310 are situated within a wetland area, and in immediate proximity to a chronically eroding shoreline with erosion rates up to 1.4 feet per year. As a result, coastal flooding will be more frequent, and will affect larger areas more land-ward of the shoreline. Please note that Maui County does not support shoreline hardening as a road protection option in this environmentally sensitive area. Rather, Maui County supports a two-pronged approach to shoreline protection and transportation planning along North Kihei Road in the vicinity of Kealia Pond.

First, SDOT should quickly initiate a planning, design, and permitting process for protection of North Kihei Road through beach renourishment and dune restoration to avoid possible future emergency requests for shoreline hardening structures. This project should be funded in the early years of the STIP for Fiscal Years 2015 – 2018 (+2).

Second, SDOT and the County should begin conceptual planning for the re-routing of North Kihei Road mauka of Kealia Pond in accordance with the recently adopted Maui Island Plan, and the Kihei-Makena Community Plan. While relocating the highway away from the ocean will take years to implement, it is the only option that provides a permanent solution to the threat of tsunami, sea level rise and coastal erosion. This project will also provide a significant environmental benefit to the island, and recreational benefits to Maui Residents. The State should fund conceptual planning for the rerouting of North Kihei Road mauka of Kealia Pond in the outer years of the STIP for Fiscal Years 2015 – 2018 (+2).

2. Paia Bypass Road – Paia Alternative Route. In the Draft STIP, SDOT pushed the funding for the design of this important project back from Fiscal Year 2018 to Fiscal Year 2019.

The Paia Alternate Route project has received a significant amount of discussion, public review, and comment over the last (10) years. The project is widely supported by Maui County residents. The project is included in both the recently adopted Maui Island Plan, and the Paia-Haiku Community Plan. The project is also included in the Draft Maui County Federal-Aid Highway System Transportation Plan 2035.

For years, Maui island residents have endured Level of Service (LOS) F conditions along Hana Highway through Paia Town. Traffic congestion on this critical roadway has undermined Paia Town's economic base, and eroded resident quality of life. Maui County feels strongly that this project should be funded in Fiscal Year 2018, as originally planned.

3. Kihei Mauka Bypass – Mokulele Highway to Kanani Road. Unlike the two projects above, the Kihei Mauka Bypass has not been included in the various drafts of the STIP for Fiscal Years 2015 – 2018 (+2). Maui County is bringing this project to the attention of SDOT because of recent input received from the South Maui

Community as well as the approval of large projects in the area including the Kihei High School and the North Kihei Residential Project.

The Kihei Mauka Bypass project is included in the recently adopted Maui Island Plan as well as the Draft Maui County Federal-Aid Highway System Transportation Plan 2035. The Kihei Mauka Project is necessary to accommodate an expected 40 – 50 percent increase in population growth in the South Maui region over the next 20 years. Several large projects such as the Kihei High School, North Kihei Residential, Kihei Mauka, Maui R&T Park, Honua`ula, and Makena Resort expansion will need the Kihei Mauka Bypass to maintain a reasonable level of transportation service in South Maui. The County recommends that funding for conceptual planning and design of this project be included in STIP for Fiscal Years 2015 – 2018 (+2).

Thank you for considering our comments. Should you require further clarification, please contact John F. Summers, Planning Program Administrator, Planning Department, at 808-270-7734.

Sincerely,



Alan M. Arakawa  
Mayor

xc: Ford Fuchigami, Interim Director, State Department of Transportation  
David Goode, Director of Public Works  
Jo Anne Johnson Winer, Director of Transportation  
William Spence, Planning Director  
Michele Chouteau McLean, Deputy Planning Director (PDF)  
Clayton I. Yoshida, AICP, Planning Program Administrator (PDF)  
John Summers, Planning Program Administrator (PDF)  
Jeffrey P. Dack, Current Planning Supervisor (PDF)  
James A. Buika, Coastal Resources Planner (PDF)  
Public Works Department Engineering Division  
General File

WRS:JFS:JP

S:\ALL\LONGR\John\JFS\State Department of Transportation Planning\State Transportation STIP\FY 15 - 18\Constrained STIP - July 2014\080514 Maui Comments on Fiscally Constrained Draft STIP for FY 15-18.doc





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

FORD N. FUCHIGAMI  
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JADINE URASAKI

IN REPLY REFER TO:  
**DIR 0802**  
**HWY-PS 2.7601**

July 25, 2014

Mr. Mike Moran  
President  
Kihei Community Association  
P. O. Box 662  
Kihei, Hawaii 96753

Dear Mr. Moran:

Subject: 2015-2018 Statewide Transportation Improvement Program (STIP)

Thank you for your letter dated May 14, 2014. We appreciate your involvement in the development of the new Federal Fiscal Year 2015 to 2018 (+2) STIP. We have the following responses to your comments.

1. Priorities for STIP projects are considered through our highway management programs and include project readiness. Consistency with other planning documents is integrated as best as possible.
2. Feedback from public input helps to give us a sense of importance in each community. Input from the community usually does not supersede the priorities identified through our technical management systems, but rather give us additional information for financial constraint of the program. For example, if a decision was needed to defer a project, all other things being equal, we would prefer to defer a project with less public support.
3. Please continue to coordinate with the State and County on projects that exceed the STIP 4-year horizon. The State and County have management systems that identify needs within a program (bridge, pavement, capacity, etc).
4. The costs listed in the STIP are best estimates available. As cost estimates are refined through the project development process, the STIP is adjusted appropriately as more funds are needed or as funds are freed up. The STIP is revised about two times a year.
5. The State or County determines, through the use of their management systems, the priority of a project that will be deferred out of a programmed fiscal year.

Mr. Mike Moran  
July 25, 2014  
Page 2

HWY-PS 2.7601

If you have any questions, please contact Ken Tatsuguchi, Engineering Program Manager,  
Highways Division, at (808) 587-1830.

Very truly yours,



FORD N. FUCHIGAMI  
Interim Director of Transportation

c: David Goode, Department of Public Works

bc: HWY-M, HWY-PS

PT:th

DIR 0802

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION



2014 MAY 27 A 9:06

# KCA

Kihei Community Association

"Working together to shape our Community's future"

May 14, 2014

State of Hawaii, Department of Transportation  
AliiAIMoku Building Room 509  
869 Punchbowl Street  
Honolulu, HI 96813

RE: 2014 Statewide Transportation Improvement Program, STIP

Dear Sirs:

Several of the Kihei Community Association, KCA, members attended the Island of Maui Statewide Transportation Improvement Program for Fiscal Years 2015-2018. We attended the session held in Kihei. We appreciated the ability to provide input into the Department of Transportation proposed program for federal funds for the upcoming years. We felt the Department of Transportation staff were well prepared and did a good job at presenting the STIP program.

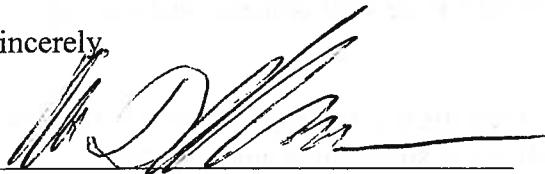
However, the members of the KCA that attended felt the need to express opinions of how the process could be improved. We offer the following suggestions not so much as criticism but in order to provide a better way for local input to improve our transportation systems.

1. The Kihei Community Association has a community plan that lists South Maui's priorities for state and county transportation projects. This plan is entitled "Kihei/Makena Community Plan" and is on the following web site at "<http://maui-communities.weebly.com/kihei-makena-south-maui.html>". (The Kihei-Makena Community Plan, 1998, is part of a planning hierarchy which includes the Maui General Plan and the Hawaii State Plan.) This plan was developed with considerable community and County input and remains as our priority projects. These projects should get priority in the STIP.
2. Rating of County wide projects by rating of "high, medium, and low", when you represent south Maui, may not produce a fair rating as we are very aware of our projects close to home, and we may not be aware of the need for projects on the other side of the island. In addition we are unsure as the use of these ratings once they are tallied.

3. Some of the projects that we feel are very important are not included in the list of projects, such as the Kihei bypass. Since the project is not in the list we cannot comment on the priority of a project like this. We know the project is in the long range plan, but there appears to be no way to move a project like this ahead of another project that we consider not as important.
4. The list we were furnished is "cost constrained". We were advised that there is insufficient funding to do all of the projects in this proposed STIP listing. However on examination of some of the projects, the estimated costs appeared to be estimated somewhat high. An example would be a traffic signal for over one million dollars. Limiting the number of projects by over estimating the project costs would result in loss of funding if more projects should have been made "shovel ready".
5. Projects that make the past cuts and are funded sometimes fail to be ready for construction and the project drops. The project is then not funded then needs to re compete in the upcoming years. Waipiilani Bikepath is an example of this problem. Funding was programmed for 2013 and the right of way was not cleared. The project is now perhaps funded in 2018. If a project is once worthy of being funded, it would seem to have a priority over projects that has not been previously funded.

Again, we offer these suggestions for your consideration. It is our intent to work with the county and state to assure that important transportation needs are met to the limit of our resources. If you desire any additional information on our above suggestions, please feel free to contact the Kihei Community Association or to review our position on Transportation on our web page "gokihei.org".

Sincerely,



Mike Moran  
President Kihei Community Association

NEIL ABERCROMBIE  
GOVERNOR



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

FORD N. FUCHIGAMI  
INTERIM DIRECTOR

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RANDY GRUNE  
AUDREY HIDANO  
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JADINE URASAKI

IN REPLY REFER TO:

DIR1200  
HWY-PS 2.8053

September 15, 2014

Mr. Mike Moran  
President  
Kihei Community Association  
P. O. Box 662  
Kihei, Hawaii 96753

Dear Mr. Moran:

Subject: 2014 August Revised Statewide Transportation Improvement Program (STIP)

Thank you for your letter dated August 7, 2014 supporting various highway projects. We appreciate your involvement in the development of the new Federal Fiscal Year 2015 to 2018 (+2) STIP.

Your comments are mainly regarding projects under the jurisdiction of the County of Maui; therefore, we have forwarded your letter and this response to the County of Maui, Department of Public Works for their information and consideration.

The Piilani Bypass project will be a Maui County project. The County will develop, prioritize and schedule it within its own highway program. They must balance their capacity needs verses their system preservation needs. They must also work with the state to get the new roadway prioritized within the Maui capacity program, which identifies capacity needs for the entire county. For federal-aid eligibility, the county would then need to go through a separate process to functionally classify the future roadway before any phase can be considered to be programmed on the STIP.

If you have any questions, please contact Patrick Tom, STIP Manager, Highways Division, at (808) 587-6355.

Very truly yours,

A handwritten signature in black ink, appearing to read "Ford N. Fuchigami".

FORD N. FUCHIGAMI  
Interim Director of Transportation

c: Cary Yamashita -County of Maui, Department of Public Works (w/copy of incoming)  
bc: HWY-M, HWY-PS  
PT:th

DIR 1200



14 AUG 13 P3:20

August 7, 2014

State of Hawaii, Department of Transportation  
AliiAIMoku Building Room 509  
869 Punchbowl Street  
Honolulu, HI 96813

DIRECTOR'S OFFICE  
DEPT. OF  
TRANSPORTATION  
2014 AUG 12 P 8:53

RE: 2014 August Revised STIP

Dear Sirs:

The Kihei Community Association has attended the local meeting and has reviewed the latest revision to the State Transportation Plan. As the community group representing Southwest Maui, we would like to submit our view of the State's program. We understand comments on the revisions are due to be submitted to the state by the fifteenth of August, 2014.

The Kihei Community Plan encompasses the southwest coastal portion of Maui from Maalaea to (Makena) La Perouse Bay. It appears that there are eight specific roadway projects that are shown in the State's program. Our review and comments on these projects are as follows:

**Project MC-13 Kihei Bikeway, Phase 2 (Route 3115 MP 1.39 to MP 1.49)** We fully support this project.

**Project MC 15, Koukouai Bridge Modifications, Piilani Highway (Route 3700)** We also support this project.

**Project MC 17, Kulanihakoi Bridge Replacement (Route 3100) South Kihei Road.** This project is critical to the Kihei Community Association as it is one of only two bridges that cross the Kulanihakoi Gulch. These two bridges are the only public roads into South Kihei, Wailea, and Makena areas of Maui. The existing

bridge is temporarily supported with the aid of steel plates without which the bridge is in danger of failing. We consider this to be an emergency project which should be constructed as soon as possible. In addition the recent preliminary designs fail to provide an aesthetically pleasing structure, which perhaps with additional funding could be achieved. We believe there is sufficient funding in the other South Maui Projects to achieve this goal.

In summary, we fully support this structure with quicker start of construction and sufficient funding to improve the structure's aesthetics.

**Project MC 25 North-South Collector Road (Route 3115 MP 1.21 to MP 1.99)**

While we support this project, we feel it should be constructed earlier. We think that Project MC 31 Pavement Rehabilitation could be delayed to make this project constructed in 2016.

**Project MC 26 North South Collector Road (Route 3115, MP2.73 to MP 3.86)**

We also would like this project to be constructed in an earlier year.

**MC31 Pavement Rehabilitation, Various Roads, South Maui.** We support this project but the two above projects should be constructed earlier with the use of this funding. The pavement surfaces should be adequate for the next few years.

**MC 32 Pikea Avenue (Route 3165 MP 0 to MP 0.6)** This project might be constructed by the developer of a project in the next few years. A better use of this funding would be to use the funds to do the engineering and environmental studies for the Piilani Bypass project detailed in your 2035 Transportation Plan in March 2014. We have expanded the request for the Bypass later in this letter. If the developer fails to proceed with the proposed project the work could be done at that later time.

**MC 34 Waipuilani Bikepath.** This project which was funded, but not built, should have a funding priority since it was previously fully funded in the STIP. Failure to secure the right of way caused the delay, but the project had been promised two years ago.

**Deleted Project**

We note that project MS11, North Kihei Road, (Route 310) Shoreline protection from the previous STIP is no longer a funded project.



## **CRITICAL PROJECT NOT INCLUDED IN THE STIP**

Project not included in the STIP which we feel should be included in some manner is the Piilani Bypass Project mentioned above. Kihei is expected to grow 20 percent in the next 20 years. The only north/south roadways that serve the area from North Kihei Road to La Perouse Bay are South Kihei Road and the Piilani Highway. These north/south roads are nearing capacity. The state has no available funds till after 2035 for this project.


Mauka of the Piilani Highway are several projects in the development stages. If there was an approved alignment of the bypass, it would be possible to have a dedication of right of way for this facility as part of the development agreements. Without an approved alignment with environmental clearance, the public at some time in the future will be required to fund this right of way. This will result in possibly making the cost of the facility out of reach and resulting in gridlock on the current road systems.

We realize this roadway is designated at this time as a County facility. However, it appears to be functionally a state facility much like the Lahaina bypass and the Paia bypass. The Piilani bypass would operate more like a state facility than South Kihei Road which is in part a State Highway.

We also realize that this request does not meet the current rigid standard for a shovel ready project; however, if the state would look at the real transportation needs of South Maui, they would clearly see the need for this work prior to the development of property mauka of the Piilani Highway.

Again, we wish to thank the state for the outreach effort to South Maui. We appreciate the difficulty in development of the cost constrained program. It is our intent to try to help the state program the most cost effective program for the community within the funds available. Our above comments are with that concept in mind.

Mahalo

  
Mike Moran

President Kihei Community Association

cc: Don Couch  
David Goode