



EXECUTIVE CHAMBERS
HONOLULU

DIR 1.10185

LINDA LINGLE
GOVERNOR

July 1, 2006

The Honorable Calvin K. Y. Say, Speaker
And Members of the House of Representatives
Twenty -Third State Legislature
State Capitol, Room 431
Honolulu, Hawaii 96813

Dear Mr. Speaker and Members of the House:

For your information and consideration, I am transmitting herewith two (2) copies of the Department of Transportation's Monthly Progress Report on the Lahaina Bypass Project and the Motor Vehicle Use Reduction Plan, as required by Senate Concurrent Resolution No. 74, Session Laws of Hawaii 2006. Pursuant to Section 93-16, Hawaii Revised Statutes, I am also informing you that the report may be viewed electronically at www.state.hi.us/dot/administration/legislature.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Lingle".

LINDA LINGLE

Enclosures

bc: DOT:

Director/Deputy Director (1) *B.M.*
Planning, Programming & Budgeting Office (1)
Harbors Division (1)
Legislative Coordinator (1)
Computer Systems & Services Office (1)
Hawaii State Public Library System (15)
University of Hawaii (1)



EXECUTIVE CHAMBERS
HONOLULU

DIR 1.10186

LINDA LINGLE
GOVERNOR

July 1, 2006

The Honorable Robert Bunda, President
And Members of the Senate
Twenty -Third State Legislature
State Capitol, Room 003
Honolulu, Hawaii 96813

Dear Mr. President and Members of the Senate:

For your information and consideration, I am transmitting herewith two (2) copies of the Department of Transportation's Monthly Progress Report on the Lahaina Bypass Project and the Motor Vehicle Use Reduction Plan, as required by Senate Concurrent Resolution No. 74, Session Laws of Hawaii 2006. Pursuant to Section 93-16, Hawaii Revised Statutes, I am also informing you that the report may be viewed electronically at www.state.hi.us/dot/administration/legislature.

Sincerely,

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Harbors Division (1)
Legislative Coordinator (1)
Computer Systems & Services Office (1)
Hawaii State Public Library System (15)
University of Hawaii (1)

DEPARTMENT OF TRANSPORTATION'S
REPORT TO THE LEGISLATURE

ON

SENATE CONCURRENT RESOLUTION NO. 74,
SESSION LAWS OF HAWAII 2006

SUBJECT: MONTHLY PROGRESS REPORT ON THE LAHAINA BYPASS PROJECT
AND THE MOTOR VEHICLE USE REDUCTION PLAN, BEGINNING
JULY 1, 2006.

INTRODUCTION

Pursuant to Senate Concurrent Resolution No. 74, Session Laws of Hawaii 2006 (SCR 74), the Department of Transportation is required to submit:

1. A detailed implementation timeline for the expedited construction and completion of the Lahaina Bypass Project, no later than October 1, 2006;
2. A completed plan containing strategies to reduce motor vehicle use into and out of Lahaina, no later than 20 days prior to the convening of the Regular Session of 2007; and
3. Monthly progress reports on the status of the Lahaina Bypass Project and the motor vehicle use reduction plan, beginning on July 1, 2006.

This Report is the first monthly progress report on the status of the Lahaina Bypass Project and the motor vehicle use reduction plan.

LAHAINA BYPASS PROJECT:

- **OFFICIAL HIGHWAYS DIVISION PROJECT REFERENCE TITLE AND NUMBER**

HONOAPIILANI HIGHWAY REALIGNMENT, PHASE-1A, FUTURE
KEAWE STREET EXTENSION TO LAHAINALUNA ROAD, NH-030-1(35)

- **HISTORY AND BACKGROUND**

Traffic queuing during the morning and afternoon rush is creating backlogs on existing roadways in the Lahaina area. Moreover, this condition is expected to worsen over time. To alleviate congestion, a 4-lane bypass highway from Puamana Park to Honokowai is being proposed.

Implementation will be done in phases. Phase-1A of the Lahaina Bypass Project is the construction of a 2-lane segment from Lahainaluna Road to the future Keawe Street Extension (extension done by the Maui County). Phase 1A will alleviate immediate traffic congestion and improve circulation in the Lahaina and Lahainaluna areas. In future phases, the new 2-lane roadway will be lengthened, based on traffic demands and as future funding becomes available. When most of the 2-lane roadway is built, the final 2-lanes will be added in the last phase(s) to complete the 4-lane bypass.

- **SPECIAL CONDITIONS AND SCOPE OF WORK FOR PHASE 1-A**

Phase-1A is Design-Build Project. Design-Build is a method of project delivery in which the owner furnishes the project definition and contracts it out to one entity involving design consultants and construction contractors (single point of responsibility). This Design-Build team will work together to prepare the contract documents and provide the finished product.

The plan is to construct a 2-lane highway along the original Ikena Avenue alignment. This work will include installing a 2-lane bridge over Kahoma Stream, a grade separation structure to allow the new bypass highway to go under Lahainaluna Road, retaining walls, sound walls, landscaping, lighting, and other miscellaneous improvements.

- **STATUS**

The Department of Transportation (DOT) opened bids in early 2005. The first ranked offeror subsequently requested that it be allowed to withdraw its proposal without penalty. The DOT denied the offeror's request to withdraw, rescinded the award to the first ranked offeror, and issued a request for best and final offers (BAFO). Unfortunately, a bid protest was submitted. Consequently, a hearing was conducted and the DCCA hearings officer issued a decision that DOT was allowed to rescind the award but was not allowed to do the BAFO after disclosing offers that have been submitted. Based on the DCCA's hearings officer's decision, the DOT cancelled the Project solicitation and decided to re-advertise the Project with some modifications to the requirements. The DOT is currently preparing to readvertise the Request for Proposal (RFP) documents.

MOTOR VEHICLE USE REDUCTION PLAN:

- **HISTORY AND BACKGROUND**

The 2005 Legislature authorized Department of Transportation (DOT) to operate and market the statewide “Commuter Vanpool Program.” To implement this authority, the State requested an obligation of funds from the Federal Highway Administration (FHWA) and has added this project on the Statewide Transportation Improvement Program (STIP) for 2006.

Program Funding Source

The major annual funding source for the Commuter Vanpool Program is from the Federal Transit Administration (FTA). The National Transit Database (NTD) report determines the amount of funds. The State reports round trip miles of Oahu vanpool participants to the NTD and it is this “mileage report” that is used to calculate the amount of FTA funds Hawaii DOT will receive.

- Under this program, a vanpool is defined as a group of commuters who live in the same geographical area and travel to work or training in the same geographical area, and who have the same start and end times at work. This includes individuals who form their own vanpool groups, as well as nonprofit and public and private sector groups that subsidize vanpools. The term may also include commuter choice programs that meet the definition of vanpool.
- As of the 2000 Census and in accordance with FTA urban zone requirements, Oahu is the only island that meets the population requirements for FTA funds.

- **SCOPE OF WORK**

The objectives of the project are to (1) successfully operate and market a commuter vanpool program which will reduce the number of single-occupant vehicles on the highway during rush hour, and (2) increase the number of vanpools on the road so that the program can become self sufficient through rider fees and reimbursements from FTA funding.

- **SPECIAL CONDITIONS**

DOT has retained a consultant, VPSI, Inc., who will implement and administer the Vanpool Hawaii Program. In addition, we are in the planning stages of the Car

Use Reduction plan. Along with the County of Maui Department of Transportation, we are exploring various methods to reduce motor vehicle use to and from Lahaina. Our proposed goals are to increase awareness of ridesharing possibilities for Maui residents and increase commuting by increasing busridership and vanpooling.

- **PROJECTED SCHEDULE AND COST**

PLANNING - Demographic Study by Van Pool Contractor:

- Cost: \$2,500
- Start Date: May 23, 2006
- Completion Date: September 2006

IMPLEMENTATION – Actual contact with affected Maui residents and businesses:

- Cost: \$10,000
- Start Date: September 2006
- Completion Date: To be determined