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## HOUSE RESOLUTION

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REQUESTING THE RELEVANT LEGISLATIVE COMMITTEES TO AMEND THE LAW TO ALLOW THE COUNTY SURCHARGE ON STATE TAXES TO BE USED FOR PROJECTS THAT HAVE A POSITIVE IMPACT OR DECREASE IN COSTS OF A TRANSIT CORRIDOR PROJECT SO AS TO INCLUDE HOT LANES AS A CONCURRENT SOLUTION TO TRAFFIC CONGESTION.

1 WHEREAS, the City and County of Honolulu's Department of  
2 Transportation Services (DTS) and the Federal Transit Authority  
3 (FTA) have prepared an alternative analysis (AA) and are  
4 preparing an Environmental Impact Statement (EIS) for a proposed  
5 project to provide high capacity transit service; and  
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7 WHEREAS, the alternative analysis was never seriously  
8 explored because of the city Administration's conclusion that it  
9 would not be eligible for sharing in the tax surcharge revenue;  
10 and  
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12 WHEREAS, as a consequence, the alternative of HOT, or for  
13 including HOT within the mix of technologies to generate a best  
14 transit corridor solution, was handicapped and its technical  
15 advantages masked by a lower financing evaluation score; and  
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17 WHEREAS, the City and County of Honolulu Corporation  
18 Counsel in a October 30, 2006 written statement concluded that  
19 the statute does allow, as currently written, that "in the case  
20 of building bus stations used to connect riders from locations  
21 off the transit route with transit stations, ... the revenues ...  
22 can be used to build such stations"; and  
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24 WHEREAS, HOT lanes combine rolls of facilitating  
25 connections of riders to transfer and parking sites, as well as  
26 being a principle component of a transit project; and  
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28 WHEREAS, additional structures and technology developments,  
29 such as those embodied in HOT lane descriptions in the



1 literature, and successfully built in cities elsewhere, have  
2 been demonstrated to be valuable and low cost components  
3 essential to overall transit improvement; and  
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5 WHEREAS, it is to the advantage of the State to have a mix  
6 of component transport ideas, such as rail, bus, ferry, transit  
7 management, and private mobility services for example, that can  
8 be judged on the same footing, one to another, and composed as a  
9 unified, best-performing and cost effective project; and  
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11 WHEREAS, Hawaii Revised Statutes 46-16.8 states that the  
12 "county surcharge on state tax shall not be used to build or  
13 repair public roads or highways, bicycle paths, or support  
14 public transportation systems already in existence prior to July  
15 12, 2005"; and  
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17 WHEREAS, the state economy, the shape of development on  
18 Oahu, energy conservation, congestion relief, and tax burden  
19 should not suffer as a result of a financing evaluation criteria  
20 unnecessarily prejudiced by this law; now, therefore,  
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22 BE IT RESOLVED by the House of Representatives of the  
23 Twenty-fourth Legislature of the State of Hawaii, Regular  
24 Session of 2007, the Senate concurring, that the House standing  
25 committee on Transportation and the Senate standing committee on  
26 Transportation and Government Operations are requested to  
27 revisit Hawaii Revised Statutes section 46-16.8 by including  
28 language stating the county surcharge may be used to build or  
29 repair public roads that will have an anticipated positive  
30 impact or decrease in costs of a transit corridor project, so as  
31 to include HOT lanes as a concurrent solution to relieving  
32 traffic congestion; and  
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34 BE IT FURTHER RESOLVED that certified copies of this  
35 Concurrent Resolution be transmitted Mayor of the City and  
36 County of Honolulu, the Honolulu City Council, chairperson of  
37 the House committee on Transportation, chairperson of the Senate  
38 committee on Transportation and Government Operations, the  
39 Speaker of the House of Representatives, and the Senate  
40 President, the state Department of Transportation, the city  
41 Department of Transportation Services, and the Governor.



H.R. NO. 120

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OFFERED BY: Collen Mey

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