
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 the State's
2 worsening transportation problems are imposing substantial costs
3 on the State's residents and businesses. Traffic congestion in
4 the State's major metropolitan areas has worsened over time and
5 in relation to comparable metropolitan areas in other states.
6 Traffic congestion diminishes air quality and safety; undermines
7 the State's economic health, its residents' quality of life, and
8 prosperity; and perpetuates poverty. The absence of a specific
9 and concrete plan by the State to address traffic congestion
10 ensures that it will continue to worsen. The purpose of this
11 Act is to minimize traffic congestion to contribute to the
12 economic growth of the State and to the well-being and safety of
13 all the State's residents.

14 SECTION 2. The Hawaii Revised Statutes is amended by
15 adding a new chapter to be appropriately designated and to read
16 as follows:



1 "CHAPTER

2 TRANSPORTATION PERFORMANCE AND ACCOUNTABILITY ACT

3 § -1 Major metropolitan traffic congestion reduction

4 objectives. (a) The traffic congestion reduction program shall
5 apply to all counties.

6 (b) The department of transportation shall adopt an
7 objective to provide freeway and arterial level of service E, as
8 defined in the Highway Capacity Manual 2000 edition of the
9 Transportation Research Board. Level of service E should be
10 expected at ninety-nine per cent of the intersections on all
11 islands, while they operate under normal conditions during peak
12 periods of traffic. Effective use of "traffic toolbox"
13 techniques shall be made including measures such as ramp
14 metering, freeway widening, urban underpasses, and integrated
15 traffic signal coordination. Capital intensive measures such as
16 new high occupancy toll or other managed lanes and tunnels shall
17 also be considered.

18 (c) The department of transportation shall adopt interim
19 objectives that improve the level of service for at least ten
20 miles of urban arterial streets or freeways per year.

21 (d) The department of transportation shall propose a cost-
22 effective plan to achieve the long-term and interim objectives



1 at the lowest possible cost. The principal purpose of the plan
2 shall be to identify the roadway resources and strategies that
3 would need to be implemented to achieve the long-term and
4 interim traffic congestion reduction objectives. The plan shall
5 include cost estimates and the cost per reduced-delay-hour
6 compared to the status quo case for the achievement of the long-
7 term and interim traffic congestion reduction objectives.

8 (e) The traffic congestion reduction plan shall not
9 include the use of tolling or road pricing except for capacity
10 expansion. No lanes currently operating without tolls shall be
11 converted to tolling or road pricing.

12 (f) To the maximum extent feasible, the department of
13 transportation shall apply a cost-per-delay-hour standard in
14 project evaluation within each of the counties. Costs shall
15 include only actual proposed monetary expenditures by the State
16 or other organizations making actual monetary expenditures with
17 respect to the projects under consideration.

18 (g) In all project planning, the department of
19 transportation shall consider the cost-per-reduced-delay-hour as
20 a factor in decision making. The department of transportation
21 shall require the use of the cost-per-delay-hour factor in any
22 major project planning by any authority, agency, or jurisdiction



1 receiving transportation funding from the State. Major projects
2 shall include any project with a projected cost of \$10,000,000
3 or more. While the program is focused appropriately on highway
4 improvements, any improvement that is less costly per reduced-
5 delay-hour than the highway improvement in the same corridor
6 shall be fundable under this program. All major projects shall
7 be re-evaluated two years after completion to determine actual
8 delay improvements and actual benefits and costs.

9 **§ -2 Statewide traffic flow improvement plan.** The
10 department of transportation shall develop a statewide traffic
11 flow improvement plan that shall:

- 12 (1) Provide effective incident management that reduces
13 annual incident congestion delay by at least twenty-
14 five per cent by June 30, 2012;
- 15 (2) Reduce delays caused by congestion on roadways that
16 are scheduled for improvement projects by an average
17 of ten per cent per year; and
- 18 (3) Reduce delays caused by congestion in construction
19 work zones by ten per cent per year.

20 **§ -3 Statewide infrastructure maintenance and**
21 **improvement program.** The department of transportation shall



1 develop a statewide infrastructure maintenance and improvement
2 program that shall:

3 (1) Annually maintain at least eighty per cent of the
4 State's road surface in acceptable ride quality
5 condition as measured by the International Roughness
6 Index;

7 (2) Annually maintain all bridges identified as weight
8 restricted or structurally deficient, or both, so that
9 no adverse effect arises from their safe use by
10 emergency vehicles, school buses, and vehicles serving
11 the area economy; and

12 (3) Provide for repair of all reported potholes located in
13 roadways within one day of the receipt of notification
14 ninety-eight per cent of the time except during
15 emergencies and adverse weather.

16 § -4 **Statewide safety enhancement program.** (a) For the
17 period up until June 30, 2016, the department of transportation
18 shall develop a program to reduce the:

19 (1) Highway injury rate, as measured by injuries per
20 100,000,000 vehicle miles traveled, by an average of
21 two per cent per year;



1 (2) Total number of highway injuries by one and a half per
2 cent;

3 (3) Highway fatality rate, as measured by fatalities per
4 one hundred million vehicle miles traveled, by an
5 average of two per cent per year; and

6 (4) Total number of highway fatalities by one and a half
7 per cent.

8 § -5 **Statewide transportation emergency preparedness**

9 **plan.** The department of transportation shall develop emergency
10 preparedness plans, including regional evacuation plans, to
11 respond to natural disasters, incidents related to homeland
12 security, and serious disruption of major arteries due to
13 infrastructure failure or serious traffic accidents.

14 § -6 **Partnership with academia.** The department of
15 transportation shall work cooperatively with the college of
16 engineering of the University of Hawaii in the creation of a
17 transportation research center and transportation programs that
18 integrate engineering education with congestion mitigation and
19 safety improvements in the state.

20 § 7 **Annual reporting.** The department of transportation
21 shall submit a written annual report to the legislature, which
22 shall be a public document that shall be posted on the



1 department's Internet website and retained for a minimum of
2 twenty-five years."

3 SECTION 3. There is appropriated out of the general
4 revenues of the State of Hawaii the sum of \$ or so much
5 thereof as may be necessary for fiscal year 2008-2009. The sum
6 appropriated shall be expended by the department of
7 transportation for the purposes of this Act.

8 SECTION 4. This Act shall take effect on July 1, 2008.
9

INTRODUCED BY:



JAN 22 2008



Report Title:

Transportation; Traffic Congestion Reduction

Description:

Requires department of transportation to implement traffic congestion reduction plans, a statewide traffic flow improvement plan, a statewide infrastructure maintenance and improvement program, and a traffic safety enhancement plan. Requires partnering with academia. Requires annual reports.

