

JAN 24 2007

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 citizens and businesses. Traffic congestion in
4 the state's major metropolitan areas has worsened over time in
5 relation to comparable metropolitan areas in other states.
6 Traffic congestion diminishes the air quality and safety.
7 Traffic congestion undermines the state's economic health, its
8 citizens' quality of life and prosperity and perpetuates
9 poverty.

10 The purpose of this Act is to minimize traffic congestion
11 in order to improve the economic growth of the State and the
12 well-being and safety of its citizens.

13 SECTION 2. Chapter 279A, Hawaii Revised Statutes, is
14 amended by adding a new section to be appropriately designated
15 and to read as follows:

16 "§279A Transportation performance and accountability
17 act. (a) The state department of transportation shall endeavor



1 to minimize traffic congestion through adoption of the following
2 system components:

3 (1) The department shall adopt an objective to reduce
4 traffic congestion in the major metropolitan areas of
5 the state within twenty-five years of enactment.

6 (2) The department shall adopt interim objectives that
7 reduce travel time in the major metropolitan areas.

8 (3) The department shall propose a cost-effective plan to
9 achieve the long-term and interim objectives at the
10 lowest possible cost. The principal purpose of the
11 plan shall be to identify the roadway resources and
12 strategies that would need to be implemented to
13 achieve the long-term and interim traffic congestion
14 reduction objectives. The plan shall include cost
15 estimates and the cost per reduced delay hour compared
16 to the status quo case for the achievement of the
17 long-term and interim traffic congestion reduction
18 objectives.

19 (b) The traffic congestion reduction plan shall not
20 include the use of tolling or road pricing except where it is
21 already in use or for capacity expansion. No lanes currently
22 operating without tolls shall be converted to tolling or road



1 pricing except as such tolls are restricted to new users and the
2 funds raised are devoted to capacity expansion and improvement
3 on the roadway so tolled.

4 (c) To the maximum extent feasible, the department shall
5 apply a cost-per-delay-hour standard in project evaluation
6 within each of the major metropolitan areas. Cost shall include
7 only actual proposed monetary expenditures by the state or other
8 organizations making actual monetary expenditures with respect
9 to the projects under consideration.

10 (d) In all of its project planning, the department shall
11 consider the cost-per-reduced-delay-hour as a factor in
12 decision-making. The department shall require the use of the
13 cost-per-delay-hour factor in the major project planning by any
14 authority, agency, or jurisdiction receiving transportation
15 funding from the state. Major projects shall include any
16 project with a projected cost of \$10 million or more. While the
17 program is focused appropriately on highway improvements, any
18 improvement that is less costly per reduced delay hour than the
19 highway improvement in the same corridor shall be fundable under
20 this program. All major projects shall be re-evaluated two
21 years after completion to ascertain actual delay improvements
22 and actual benefits and costs.



1 (e) The department shall provide effective incident
2 management that reduces annual incident congestion delay by at
3 least 25 per cent within five years from date of enactment.

4 (f) The department shall reduce delays caused by
5 congestion on roadways that are scheduled for improvement
6 projects or construction by 10 per cent per year.

7 (g) The department shall annually maintain at least eighty
8 per cent of the state's road surface in acceptable ride quality
9 condition as measured by the International Roughness Index.

10 (h) The department shall annually maintain all bridges
11 identified as weight restricted or structurally deficient so
12 that there is no adverse effect of their safe use by emergency
13 vehicles, school buses, and vehicles servicing the area economy.

14 (i) The department shall repair all reported potholes
15 located on state roadways within one day of the receipt of
16 notification 98 per cent of the time except during emergencies
17 and adverse weather.

18 (j) The department shall reduce the injury rate, as
19 measured by injuries per 100 million vehicle mile traveled
20 (VMT), by an average of 2 per cent per year over the next ten
21 years and to reduce the number of injuries by 1.5 per cent per
22 year over the next ten years.



1 (k) The department shall reduce the fatality rate, as
2 measured by fatalities per 100 million VMT, by an average of 2
3 per cent per year over the next ten years and to reduce the
4 number of fatalities by 1.5 per cent per year over the next ten
5 years.

6 (l) The department shall develop emergency preparedness
7 plans, including regional evacuation plans, to respond to
8 natural disasters, incidents related to homeland security, and
9 serious disruption of major arteries due to infrastructure
10 failure or serious traffic accidents.

11 (m) The information contained in the annual report shall
12 be reported to the legislature and the citizens of the State of
13 Hawaii on an annual basis, which would require the department to
14 obtain information from other agencies along the lines of the
15 information they already report to federal agencies, such as the
16 Bureau of the Census and the Federal Transit Administration.

17 (n) The department shall submit to the legislature a
18 condition and performance report modeled on and employing the
19 data that the department of transportation submits to the
20 Federal Highway Administration to support the federal Condition
21 and Performance Report prepared under Congressional mandate.
22 This department of transportation report will contrast the



1 state's trends to the national trend situation in all areas
2 introduced by the national report.

3 (o) The department shall utilize the support and expertise
4 of the statewide transportation council, the Metropolitan
5 Planning Organization, and other state departments and agencies
6 in the implementation of this Act.

7 (p) The department shall, to the maximum extent feasible,
8 integrate implementation of this Act with the statewide
9 transportation plan and other existing planning processes and
10 programs of the State and counties."

11 SECTION 3. New statutory material is underscored.

12 SECTION 4. This Act shall take effect upon its approval.

13 INTRODUCED BY: 

14

Report Title:

Transportation Improvement

Description:

Establishes the Transportation Performance and Accountability Act.

