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IN REPLY REFER TO:

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

April 5, 2016  
8:55 a.m.  
State Capitol, Room 211

**H.B. 2086, H.D. 2, Proposed S.D. 2  
RELATING TO TRANSPORTATION**

**Senate Committee on Ways and Means**

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The Department of Transportation (DOT) **strongly supports** H.B. 2086, S.D. 2 Proposed. This bill proposes to appropriate state general funds of \$37 million to the State Highway Fund for fiscal year 2017 to help DOT accomplish its primary mission and sustainability goals for the State Highway System.

The additional funding in FY 2017 will increase available resources to provide a safe, efficient, accessible, well maintained, and sustainable State Highway System for all users in the near term. The adjustment would help DOT with maintenance of the State's aging system, which was delayed by approximately two years when money was drawn from the State Highways Fund in 1996, 1997, 1998, 1999, 2000, 2001, 2003, and 2006.

At this time, the needs to operate and maintain the state highway system outweigh the available funding. The current revenue estimates for the State Highway Fund will not be able to support the operations and maintenance requirements of the State Highway System. Without adequate funding, special maintenance projects will continue to be deferred.

Deferral of special maintenance projects, will result in increased routine maintenance and emergency repair costs due to further deterioration and need for reconstruction. While special maintenance projects are eligible for federal funding, regular routine maintenance, including the annual minor repairs of roads and bridges due to degradation is not. Additionally, the DOT will be required to reprioritize projects and repurpose its focus toward safety, maintenance, and the work required to preserve the system we currently have. There would be little to no funding available to address congestion and delay.

The sooner the maintenance cycle on State roadways is reset, the less it will cost to keep State roads in good condition. If additional funding is not received, conditions on State interstates, highways, and roads are expected to degrade, and congestion is expected to worsen. Operationally, system preservation and repaving projects would focus on the roads in the poor condition status and pavement preservation for roads currently in good condition would be deferred. If the DOT fails to properly maintain the State Highway System, the State could be subject to sanctions by the Federal Highway Administration such as the loss of federal funds.

The additional State funding proposed in H.B. 2086, S.D. 2 Proposed would allow the DOT flexibility in making the required state match to the anticipated increase in federal funds from the Fixing America's Surface Transportation Act (FAST).

The DOT recognizes the need to explore alternative methods to collect revenue for the State Highway Fund. Fuel tax revenues for the State Highway Fund have been affected by the increased sales of fuel efficient and electric vehicles. These types of vehicles will continue to decrease the amount of fuel tax revenue collections significantly in the future. As the average fuel economy of motor vehicles improves in accordance with the Corporate Average Fuel Economy standards and the increase in electric, plug-in hybrid electric vehicles and alternative fuel vehicles, it is clear that the current gas fuel tax is not a sustainable option for future highway funding. The ability of the DOT to provide safe and efficient roadways to the public relies upon its ability to acquire the needed funding for all highway programs and projects. With the funding needs of the State Highway Program severely outweighing the revenues being generated through the state fuel tax, more innovative and diverse revenue generating programs are needed to sustain the State Highway Fund.

Enclosure A, reflects the needs of special maintenance projects (SMP) that may be impacted or deferred due to prioritization and available funding.

Enclosure B, reflects emergency work done by the districts funded in lieu of budgeted SMP projects.

Thank you for the opportunity to testify on this bill.

# Enclosure A

## SMP Projects State FY 2017

|                                 |   | Balance By     | Reduce by       | Balance                 |
|---------------------------------|---|----------------|-----------------|-------------------------|
|                                 |   | Island         |                 |                         |
| <b>Oahu</b>                     |   | Available Fund | \$ 35,471,500   |                         |
| 3                               | KAMEHAMEHA HIGHWAY REHABILITATION VICINITY OF KAPUHI STREET TO DAIRY ROAD, MP-  | \$ 8,000,000   | \$              | 964,107 \$17,241,221    |
| 4                               | MOKAPU SADDLE ROAD RESURFACING NANAMOANA STREET TO ONEAWA STREET PROJ. NO.  | \$ 16,000,000  | \$              | 15,471,500              |
| 5                               | FARRINGTON HIGHWAY & KAUKONAHUA ROAD REHABILITATION MAKALENA BRIDGE TO WEED CIRCLE (MP 3.03 TO MP 7.86) PROJ. NO. STP 0930 1(006) (FED AID) | \$ 7,600,000   | \$              | 517,374                 |
| 6                               | KALANIANA'OLE HIGHWAY RESURFACING WAIMANALO BEACH PARK TO HANAUMA BAY PARK MP 5.81 TO MP 12.40 PROJ. NO. NH 072 1(057) (FED AID)            | \$ 8,000,000   | \$              | 520,000                 |
| 7                               | KAMEHAMEHA HIGHWAY RESURFACING HAUULA HOMESTEAD RD TO NORTH PUNALUU   | \$ 700,000     | \$              | 757,298                 |
| 8                               | ALA MOANA BOULEVARD, PENSACOLA RELIEF DRAIN REPAIRS, CULVERT SLAB REPLACEMENT   | \$ 5,000,000   | \$              | (18,230,279)            |
| <b>BUILDINGS AND STRUCTURES</b> |   |                |                 |                         |
| 10                              | BRIDGE CORROSION PROTECTION PROGRAM   | \$ 500,000     |                 |                         |
| 11                              | SIGN STRUCTURAL INSPECTION PROGRAM  | \$ 250,000     |                 |                         |
| 12                              | H-3 MAINTENANCE   | \$ 800,000     |                 |                         |
| 13                              | H-3 TUNNEL FAN REFURBISHMENT PROJ. NO. H3H 01 16M   | \$ 5,000,000   |                 |                         |
| 14                              | Bridge Inspection   | \$ 120,000     |                 |                         |
| <b>OTHERS</b>                   |   |                |                 |                         |
| 15                              | LANDSCAPE IMPROVEMENT PROGRAM   | \$ 700,000     |                 |                         |
| 16                              | EPA EROSION CONTROL PROGRAM (INCLUDING: PEARL CITY BASEYARD IMPROVEMENTS)   | \$ 2,851,500   |                 |                         |
| 17                              | PE / CE Prior Years   | \$ 7,900,000   |                 |                         |
|                                 | Balance   | \$ 64,321,500  | \$ (46,900,000) | \$ 17,421,500           |
| <b>Kauai</b>                    |   |                |                 |                         |
|                                 |   | Available Fund | \$ 8,513,160    | \$ 75,148 \$ 6,309,724  |
| 19                              | NAWILIWILI RD: KANANI ST TO WAAPA PPM, INSTALL PAVEMENT MARKERS, REPLACE SIGNS AND RELATED WORK   | \$ 3,500,000   |                 | 2128290                 |
| 20                              | NAWILIWILI ROAD RESURFACING: WILCOX RD - HALAU ST   | \$ 3,500,000   | \$              | (2,203,438)             |
| 21                              | KUHIO HWY REPAIRS TO WAILUA RIVER BRIDGE  | \$ 4,500,000   |                 |                         |
| 22                              | KUHIO HWY RESURFACING: KAPUNA RD TO WAILAPA RD  | \$ 4,500,000   |                 |                         |
| 23                              | KAUMUALII HWY RESURFACING: KOLOA RD TO HOKUA RD   | \$ 1,500,000   |                 |                         |
| 24                              | PE / CE Prior Years   | \$ 1,100,000   |                 |                         |
|                                 | Balance   | \$ 18,600,000  | \$ (9,000,000)  | \$ 9,600,000            |
| <b>Mauli/Molokai/Lanai</b>      |   |                |                 |                         |
|                                 |   | Available Fund | \$ 14,898,030   | \$ 241,000 \$10,726,714 |
| 25                              | DAIRY RD RES VIC HALEAKALA HWY TO KUIHELANI HWY MP 0.0 TO MP 1.0  | \$ 1,648,000   | \$              | 147,978                 |
| 26                              | KAHULUI BEACH RD PPM KAAHUMANU AVE TO WAIEHU BEACH RD MP 0.0 TO MP 3.62   | \$ 2,000,000   | \$              | 57,831                  |
| 27                              | GRATER RD PPM MP 2.00 TO MP 10.10   | \$ 2,650,000   | \$              | 3,582,008               |
| 28                              | MOKULELE HWY PPM MP 3.43 TO MP 6.41   | \$ 100,000     | \$              | 50,000                  |
| 30                              | HANA HWY RESURFACING, HOOKIPA PARK - KAUPAKAUL RD, MP 8.89 - 16.23  | \$ 7,000,000   | \$              | 112,500                 |
| 31                              | KALAE HWY RESURFACING, MAUNALOA TO KALAUPAPA LOOKOUT, MP 0.00-5.79  | \$ 5,700,000   | \$              | (4,171,317)             |
| 32                              | KAMEHAMEHA V HWY RESURFACING, MP 13.33 - 16.50  | \$ 3,273,000   |                 |                         |
| 33                              | HONOAPIHLANI HWY IMPORVEMENTS KAPUNAKEA TO KEAWE ST   | \$ 2,000,000   |                 |                         |
| 34                              | KAHEKILI HWY RESURFACING: WAIEHU BGN RD - CAMP MALUHIA  | \$ 3,400,000   |                 |                         |
| <b>BUILDINGS AND STRUCTURES</b> |   |                |                 |                         |
|                                 | Bridge Inspection   | \$ 200,000     |                 |                         |
| <b>OTHERS</b>                   |   |                |                 |                         |
|                                 | Rock Scaling Various  | \$ 900,000     |                 |                         |
|                                 | PE / CE Prior Years   | \$ 1,200,000   |                 |                         |
|                                 | Balance   | \$ 30,071,030  | \$ (20,423,030) | \$ 9,648,000            |
| <b>Hawaii</b>                   |   |                |                 |                         |
|                                 |   | Available Fund | \$ 12,060,310   | \$ 757,298 \$ 8,287,935 |
|                                 | HAWAII BELT ROAD RESURFACING MP 21.27 TO MP 25.98   | \$ 1,850,600   | \$              | 3,015,078               |
|                                 | AKONI PULE HWY (RTE 270) PAVEMENT PREVENTIVE MAINTENANCE, MP 23.43-29.00  | \$ 1,092,600   | \$              | (3,772,378)             |
|                                 | HAWAII BELT ROAD (RTE 19) RESURFACING, MP 29.0 - 33.01  | \$ 3,339,900   |                 |                         |
|                                 | MAMALOAHOA HWY (RTE 11) PAVEMENT PREVENTIVE MAINTENANCE, MP 60.6 - 69.7   | \$ 4,504,500   |                 |                         |
|                                 | KOHALA MOUNTAIN ROAD PAVEMENT REPAIRS MP 6.44 TO MP 13.1  | \$ 4,842,450   |                 |                         |
| <b>BUILDINGS AND STRUCTURES</b> |   |                |                 |                         |
|                                 | Replace Deteriorated Guardrails and Posts, Various Locations (des)  | \$ 332,200     |                 |                         |
|                                 | Bridge Inspection   | \$ 60,000      |                 |                         |
|                                 | Guardrail Repairs, Various Locations, HWY-HM-2016-003   | \$ 400,000     |                 |                         |
| <b>OTHERS</b>                   |   |                |                 |                         |
|                                 | PE / CE Prior Years   | \$ 1,100,000   |                 |                         |
|                                 | Route 19, Embankment Slope Repairs at Kawali Gulch (con) (Fed-Aid)  | \$ 1,200,000   |                 |                         |
|                                 | Pavement Markings and Striping, Various Locations, Open-End Contract  | \$ 300,000     |                 |                         |

Tree Trimming & Removal, Various Locations, HWY-HM-2016-02

\$ 300,000

Balance

\$ 18,322,250

\$

(11,686,850)

\$

6,635,400

## ENCLOSURE B

The Highways Division spends approximately \$10M per year on major highway repairs due to unforeseen or weather related damage. Examples include Tropical Storm damage, rockfall and landslides, flooding, lava flow damage and bridge repairs. The total cost for the last 5 years (2011 to present) was approximately \$67.37M. This number does not include the smaller repairs or work done to open the highways to traffic like small landslides, boulders on the highway, sink holes, etc. (2011- \$10.7M, 2012 - \$18.5M, 2013 - \$5.2M, 2014 - \$18.67M, 2015 - \$11.3M and 2016 - \$4.3M.) The cost of this work however, does impact our budget by deferring maintenance work to future years.

### 2011

- March (Sendai, Japan) Tsunami - includes Ukumehame damage (Maui) \$7M CIP
- September Lumahai slip plane (Kauai) \$3.7M CIP

### 2012

- May Launiupoko shoreline erosion (Maui) \$6.5M CIP
- July Kekaha near Pacific Missile Range Facility Shoreline erosion (Kauai) \$7M CIP
- July Karsten Thot Bridge damage (Oahu) \$5M SMP

### 2013

- July Umauma Bridge damage (Hawaii) \$5.2M SMP

### 2014

- May H-3 Landslide (Oahu) \$100k O&M
- July Kuamoo Road Rockfall (Kauai) \$1.7M CIP
- August Tropical Storm Iselle (Hawaii and Maui)  
Debris and Prep for Storm \$320k O&M/submitted a FEMA request (statewide)  
Repairs on Hawaii \$150k SMP and Maui - \$500k SMP (permanent repairs in design with an estimate of \$15M CIP/ER funds)
- September Puna Lava Flow (Hawaii) \$90k O&M/submitted a FEMA request

### 2015

- April Kaaawa (Oahu) \$4.2M SMP
- September Wilson Tunnel Repairs (Oahu) \$1.2M SMP
- October Pensacola Relief Drain Damage (Oahu) \$1.2M SMP
- October Kaawalii Gulch Rockfall (Hawaii) \$70k SMP
- November H-3 Tunnel Fans (Oahu) \$4.6M SMP

### 2016

- Kaaawa 2 and Kaaawa 3 (Oahu) \$2M SMP
- Paumalu Bridge (Oahu) \$2.3M SMP

**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [WAM Testimony](#)  
**Cc:** [plindsey@honolulu.gov](mailto:plindsey@honolulu.gov)  
**Subject:** Submitted testimony for HB2086 on Apr 5, 2016 08:55AM  
**Date:** Monday, April 04, 2016 10:52:48 AM

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**HB2086**

Submitted on: 4/4/2016

Testimony for WAM on Apr 5, 2016 08:55AM in Conference Room 211

| <b>Submitted By</b> | <b>Organization</b>          | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|------------------------------|---------------------------|---------------------------|
| Michael D. Formby   | C&C Dept.Transportation Svcs | Support                   | No                        |

Comments: The City & County of Honolulu Department of Transportation Services supports HB2086, HD2, SD1. 1. The proposed infusion of \$37 million into the state highway fund is crucial to preserving our state highways system. 2. Money already in the federal pipeline cannot be used for many of the needed operations and maintenance projects DOT is planning. 3. This bill would give DOT time to prepare and present a strategy for sustaining the state highway fund in the future.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**Bernard P. Carvalho, Jr.**  
Mayor



**Michael A. Dahilig**  
Director of Planning

**Nadine K. Nakamura**  
Managing Director

**Ka'āina S. Hull**  
Deputy Director of Planning

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**Testimony before the Senate Committee on Ways and Means**  
**HB2086 Relating to Transportation**

April 5, 2016 at 8:55 am Conference Room 211

By Michael A. Dahilig  
Director of Planning, County of Kaua'i

Honorable Chair Tokuda and Members of the Committee:

On behalf of the County of Kaua'i Planning Department, I offer testimony in **SUPPORT** of this measure as it aligns State transportation policy with many of the mode-shift policies already adopted by the County as part of its transportation plan.

The County already has a multi-modal transportation plan incorporating bicycling as a critical means of reducing the convenient option of widening a highway. As the County's population continues to grow, the need for more transportation options becomes ever so more critical in order to alleviate traffic.

Although the County has these policies in place, the Kauai's network is heavily reliant on connectivity via State highways. Having a true bicycle network is difficult without the integration of these State facilities, and this bill would move the development and redevelopment of these highways in the right direction.

We respectfully request the committee **APPROVE** the measure as is, and forward to the next Committee for consideration. Mahalo for your consideration.



**SENATE COMMITTEES ON WAYS AND MEANS**

April 5, 2016, 8:55 A.M.

Room 211

(Testimony is 3 pages long)

**TESTIMONY IN SUPPORT OF HB 2086 HD2, SD1 OPPOSITION TO PROPOSED SD2**

Aloha Chair Tokuda, Vice Chairs Dela Cruz and members of the Committee:

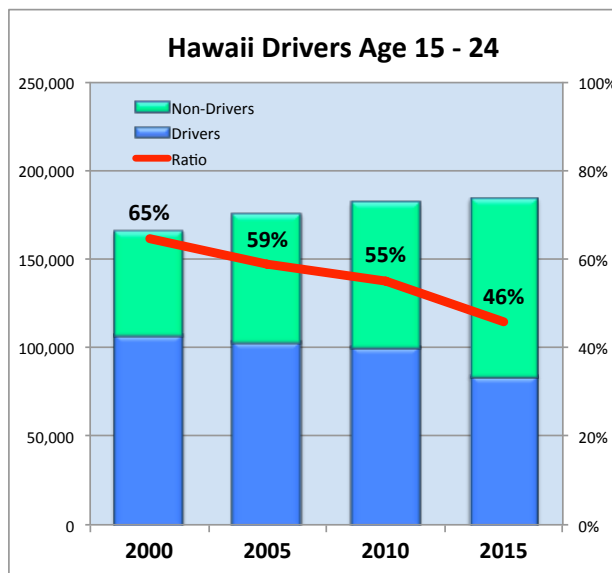
Blue Planet Foundation strongly supports HB 2086 HD2, SD1, which directs the department of transportation to work with the counties to create a statewide transportation survey and the counties to do transportation mode share planning and set transportation mode share targets.

Blue Planet Foundation does not support the proposed SD2 which would scrap the entire purpose and content of the current bill replacing it with language that provides general fund monies to the department of transportation. Blue Planet Foundation is not opposed to providing the department of transportation with the funding they need, but objects to the elimination of the original content and purpose of the bill.

**A New Trend**

Over the last ten to fifteen years, the state is experiencing a dramatic shift in which young people are getting their driver’s licenses in much lower ratios. Based on population and driver’s license data made available by DBEDT, in 1989, over 50% of the state’s 15 to 19 year old population had their licenses and by 2014 that number had fallen to just 29%.

The proportion of the state’s 20 to 24 year-olds with licenses fell from 80% in 2004 to just 61% in 2014; and the proportion of the state’s 25 to 29 year olds with licenses fell from 99% in 1999 to just 65% in 2014.





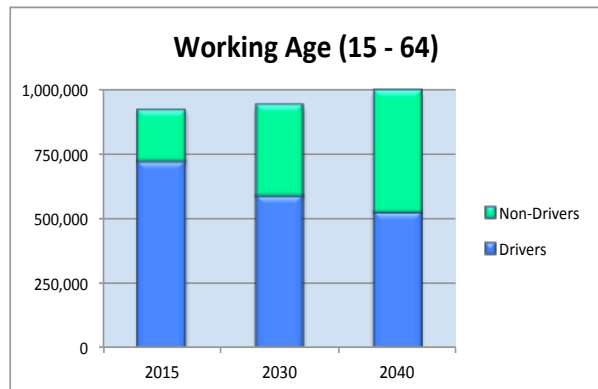
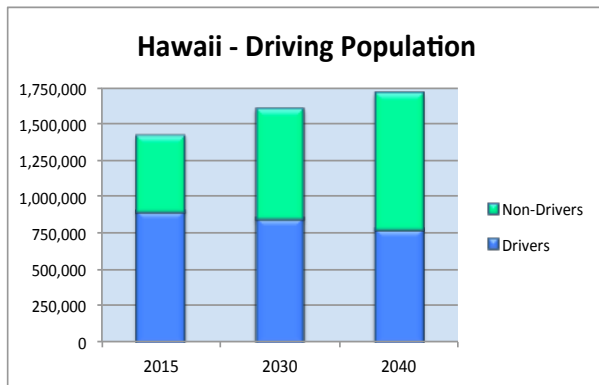
Between 2000 and 2015 the number of drivers age 15-24 fell by nearly 23,000 while the number of non-drivers increased by over 41,000. The ratio of drivers in this age cohort in the state fell from 65% to just 46% during that time. The same trends are occurring nationally.

While the state’s population increased by 72,844 people from 2011 to 2014, the number of driver’s licenses in force actually decreased by 12,443; meaning that there was an increase in non-drivers of 85,287 during that three year period alone.

**Projecting Forward**

Blue Planet Foundation did a rudimentary population analysis, applying the recent trend of decreasing driver’s licenses conservatively to DBEDT’s age cohort population projections to 2040. Our preliminary analysis indicates that if these trends continue we will need to make some serious changes to our transportation systems.

The total number of licensed drivers in the state could fall by over 125,000 persons while the non-driving population explodes by 418,000. The increase of non-drivers is likely to be even more dramatic in the working age population (15 to 64) where the number of drivers could decrease by 196,000 while the number of non-drivers increases by 268,000. This would mean that while people without driver’s licenses make up only 21% of a the state’s 15 to 64-year-old population today, that ratio could rise to nearly half (47%) by 2040.



Hawaii currently has very limited transportation options for those who do not drive.

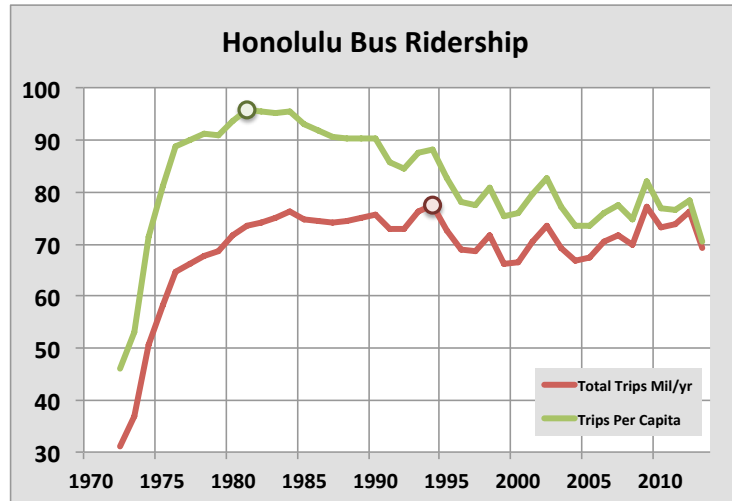
Honolulu’s TheBus has been ‘at-capacity’ since the early 1980’s. Due to the difficulty of expanding system capacity, annual ridership has been flat since 1984, and the system has seen steadily decreasing per capita ridership since 1981.

The Honolulu rail project will be the first real expansion of capacity in more than three decades.

In order to meet the mobility needs of Hawaii's population, transit capacity will need to be expanded on each of the neighbor islands and the infrastructure supporting other alternatives such as bicycling and walking will need to see similarly significant improvements.

### Transportation and Land-Use Planning

The state and a number of the counties have been making significant efforts in recent years to improve transportation and land-use planning with a number of efforts that include complete streets, transit-oriented development (TOD) and efforts to expand bike infrastructure.



However, the transportation planning process is still primarily dominated by a single metric: level of service (LOS). This metric simply looks at the number of cars moving on roadways and the speed at which they're moving. It can't tell you how overcrowded the buses are, or how many people are foregoing trips because they don't have access to a car or the transit system can't meet their needs.

We need to create better transportation planning metrics, policies, and processes that are based on systems analysis.

This bill seeks to give all state and county agencies with any involvement in transportation or land use policy a new set of metrics to help guide their planning and goal setting processes. The mode share data that will be gleaned from the statewide transportation survey will provide invaluable insight into the transportation habits and needs of its people.

The mode share planning process will give the counties and metropolitan planning organizations the opportunity to look at the big picture mobility needs of their populations and to set mode share targets that improve mobility for everyone, while minimizing household transportation costs and energy use, and making the most efficient use of available infrastructure.

Thank you for this opportunity to testify.



April 5, 2016

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON FINANCE  
ON HB 2086 HD2 SD 1 PROPOSED SD2 RELATING TO TRANSPORTATION**

Thank you Chair Tokuda and committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with over 350 transportation related members throughout the state of Hawaii.

We concur that the department needs funds to perform their function, therefore support this Proposed SD2.

We can see there are critical roads, tunnels, and bridge repairs throughout the state that greatly impact communities and need to be addressed.

Our transportation infrastructure is key to our standard of living in Hawaii and key to the commercial transportation industry's ability to maintain that standard of living for everyone. Our timely deliveries provide Hawaii's citizens with everything they consume, and we accomplish this by having a safe and maintained infrastructure.

So you see it is not only the motorists or the commercial transportation industry that are affected by these roads, tunnels, and bridges. Being that entire communities are dependent on transportation we believe it is reasonable to utilize general funds to ensure our infrastructure can be relied upon to continue supplying those communities.

Transportation alone cannot always sustain the entire budget. In addition to "normal" business taxes our industry also pays various fees specific to our industry operations:

- Federal heavy vehicle use tax;
- Federal excise tax on trucks, tractors, and trailers;
- State registration, fuel, and weight taxes;
- State PUC fees;
- State Airport fees (permittee; gross receipts; vehicle registration; merchandise delivery);
- State Harbor fees;
- State Tour Vehicle Surcharge;
- National Parks fee;
- County Loading Zone permits; and
- County fuel taxes and weight taxes.

Thank you.

**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [WAM Testimony](#)  
**Cc:** [ben@bikesharehawaii.org](mailto:ben@bikesharehawaii.org)  
**Subject:** Submitted testimony for HB2086 on Apr 5, 2016 08:55AM  
**Date:** Monday, April 04, 2016 2:21:08 PM

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**HB2086**

Submitted on: 4/4/2016

Testimony for WAM on Apr 5, 2016 08:55AM in Conference Room 211

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Ben Trevino         | Bikeshare Hawaii    | Comments Only             | No                        |

Comments: Thank you for hearing this very important bill. Bikeshare Hawaii has previously supported HB 2086 and it's efforts to establish mode share targets and a statewide survey to measure use of different transportation modes. It has also previously supported HDOT's revenue and funding mechanisms. Both elements are critical for Hawaii's transportation future. We continue to support both efforts, in this case, the the addition of an infusion of funds to preserve the highway system. However, we feel the retention of the original mode share targets and household survey, are absolutely necessary as part of this bill as well. These elements are key not only to multimodal future, but potentially to understanding how to reduce costs for HDOT in the future by providing people with less impactful, less costly, and less maintenance inducing forms of transportation. Supporting the highways without making these simultaneous efforts to give HDOT the metrics and tools they will need to address future transportation needs would be an enormous missed opportunity. We urge the restoration of the mode share and household survey elements of the bill and their continued support by WAM and other members of the Senate and House of representatives as well as the supporting HDOT highways with the funding infusion as suggested by the current SD2. Thank you for the opportunity to testify and for your work on this bill Ben Trevino Bikeshare Hawaii

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