



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

DAVID Y. IGE
GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804
Web site: www.hawaii.gov/dbedt

Telephone: (808) 586-2355
Fax: (808) 586-2377

Statement of
LUIS P. SALAVERIA
Director
Department of Business, Economic Development, and Tourism
before the
HOUSE COMMITTEE ON TRANSPORTATION

Wednesday, February 17, 2016
10:00 a.m.
State Capitol, Conference Room 309

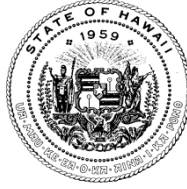
in consideration of
HB 2086
RELATING TO TRANSPORTATION

Chair Aquino, Vice Chair LoPresti, and Members of the Committee.

The Department of Business, Economic Development and Tourism (DBEDT) respectfully offers comments on House Bill 2086, which amends the statewide transportation plan to include bicycle facilities as part of the transportation system components, and requires the Department of Transportation to develop a survey on travel behavior and each county to develop transportation mode sharing plans.

DBEDT supports incorporating bicycle facilities as part of the transportation system components, and as part of a holistic approach to transportation planning. Last year, DBEDT convened transportation stakeholders in a series of meetings culminating in the Hawaii Clean Energy Initiative (HCEI) Transportation Energy Analysis (HTEA) report. The substance of HB 2086 is a recommended strategy identified in the HTEA report to reduce the use of petroleum in Hawaii's ground transportation sector. Additionally, the HTEA report highlighted the importance of gathering key data as well as coordination between key stakeholders such as the Department of Transportation (DOT) and County transportation agencies. DBEDT respectfully defers to the DOT with regards to implementation hurdles and budgetary needs.

Thank you for the opportunity to provide these comments regarding HB 2086.



Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

LATE

LATE

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

February 17, 2016
10:00 a.m.
State Capitol, Room309

**H.B. 2086
RELATING TO TRANSPORTATION**

House Committee on Transportation

The Department of Transportation (DOT) **supports the intent** of this bill which supports multimodal transportation options and the benefits they provide. The bill proposes to amend the statewide transportation plan to include bicycle facilities as part of the transportation system components by 2020, requires the Department of Transportation to develop a survey on travel behavior and requires each county to develop transportation mode sharing plans and to update these plans every five years beginning in 2025.

The HDOT currently has a multimodal program, including its Complete Streets Policy, Bike Plan Hawaii, and the Statewide Pedestrian Master Plan. The HDOT recently put more emphasis on these programs through its discussions with DBEDT and members of a Sustainable Transportation Committee which has been meeting quarterly since May, 2015. The HDOT has improved its mission by adding sustainability within it, and is currently redefining its goals based on the improved mission statement. Therefore, the DOT is moving in the direction this bill supports.

Also, the Statewide Transportation Plan referenced in Section 279A-2, HRS is a policy document. Its chief focus is the development of an updated set of goals and objectives that can guide system level plans and master plans of each of the three modes of transportation - air, water, and land - including facility and project plans. Bicycle facilities are and will continue to be encompassed as part of the overall surface transportation system.

We support the addition of data in the planning process. However, we believe there may be more cost effective options to a statewide household transportation survey. We would recommend that the use of existing data sources such as census data be allowed. The American Community Survey Report, Modes Less Traveled – Bicycling and Walking to work in the US Includes bike and ped data for Oahu from 2008 through 2012. Census explorer also includes applicable data for the State of Hawaii.

We support the consideration of mode share targets and metrics in setting Statewide transportation priorities. We caution that these metrics alone cannot be used to set the priorities though. They should be considered along with other measures and factors that we base our system reliability on, such as economic vitality, safety, system preservation, modal integration, environment, system reliability, access to opportunity, etc. This ensures a comprehensive and balanced assessment of the program and the consideration of all modes, safety, and the preservation of environment and assets.

Thank you for the opportunity to provide testimony.

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 16, 2016 8:37 AM
To: TRNtestimony
Cc: plindsey@honolulu.gov
Subject: Submitted testimony for HB2086 on Feb 17, 2016 10:00AM

HB2086

Submitted on: 2/16/2016

Testimony for TRN on Feb 17, 2016 10:00AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Michael D. Formby	C&C Dept. Transportation Svcs	Support	No

Comments: The City and County of Honolulu Department of Transportation Services supports mode share plans as the State and Counties shift to robust multimodal transportation systems.

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.

Do not reply to this email. This inbox is not monitored. For assistance please email webmaster@capitol.hawaii.gov

Bernard P. Carvalho, Jr.
Mayor



Michael A. Dahilig
Director of Planning

Nadine K. Nakamura
Managing Director

Ka'āina S. Hull
Deputy Director of Planning

PLANNING DEPARTMENT
County of Kaua'i, State of Hawai'i
4444 Rice Street, Suite A-473, Līhu'e, Hawai'i 96766
TEL (808) 241-4050 FAX (808) 241-6699

LATE

Testimony before the House Committee on Transportation
HB2086 Relating to Transportation

February 17, 2016 at 10:00 am Conference Room 309

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

Chair Aquino and Honorable 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.



HOUSE COMMITTEE ON TRANSPORTATION

February 17, 2016, 10:00 A.M.

Room 309

(Testimony is 7 pages long)

TESTIMONY IN SUPPORT OF HB 2086

Aloha Chair Aquino, Vice Chair LoPresti and members of the Committee:

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

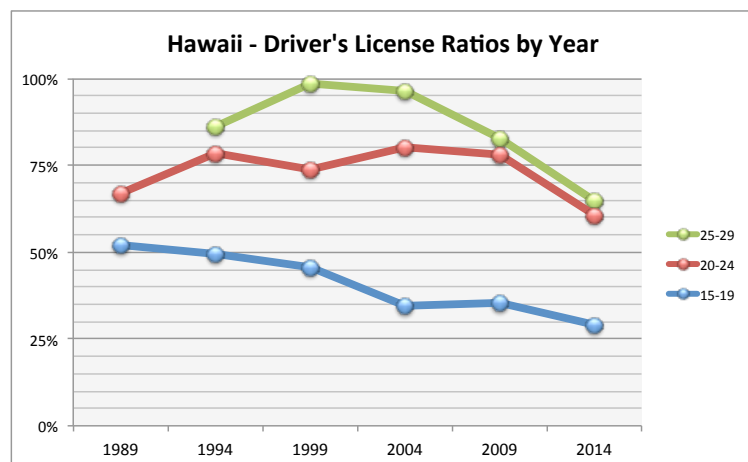
In addition to supporting testimony, Blue Planet Foundation has provided a number of recommended amendments based on conversations with HDOT, the Oahu MPO, the City and County of Honolulu, Federal Highways, and others. Suggested amendments begin on page 4.

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. The same trends are occurring nationally.

While the state’s population increased by 72,844 people from

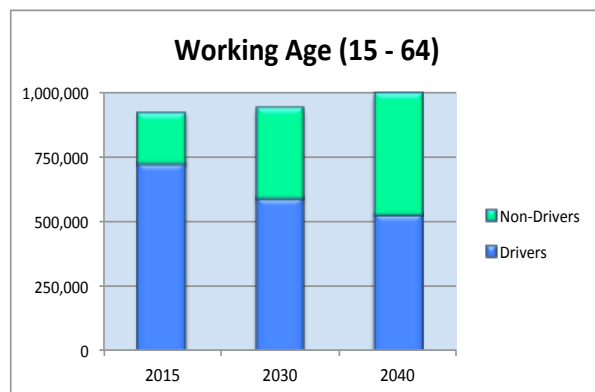
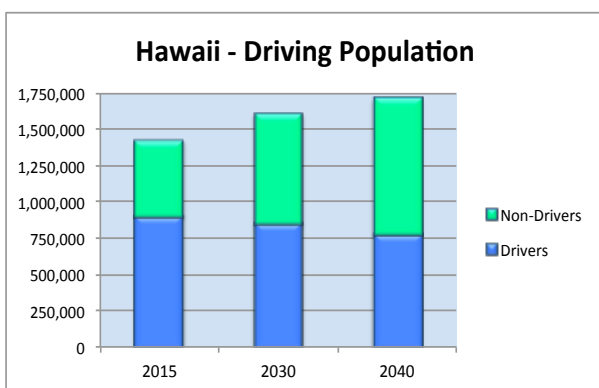


2011 to 2014, the number of driver's licenses in force actually decreased by 12,443; meaning that there was an increase in non-drivers of 85,287 during that three year period alone.

Projecting Forward

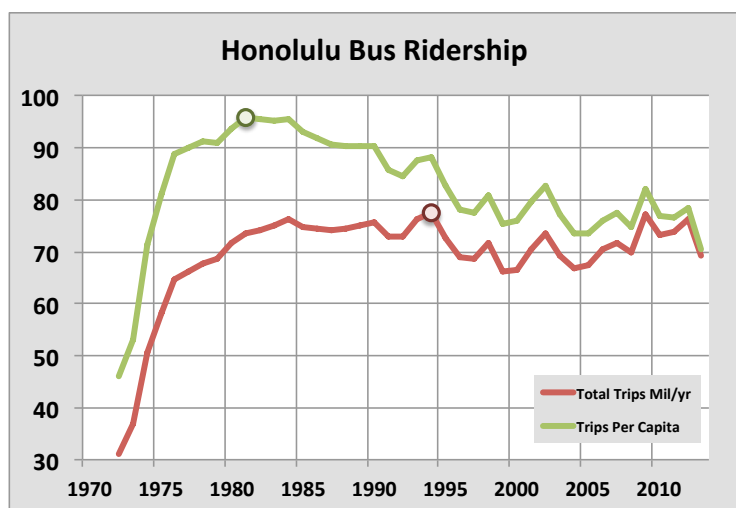
Blue Planet Foundation did a rudimentary population analysis, applying the recent trend of decreasing driver's licenses conservatively to DBEDT's age cohort population projections to 2040. Our preliminary analysis indicates that if these trends continue we will need to make some serious changes to our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

A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

[Section 1 unchanged]

SECTION 2. Section 279A-2, Hawaii Revised Statutes, is amended to read as follows:

"§279A-2 **Statewide transportation plan.** (a) ~~The~~ **In accordance with 23 CFR 450.214, the** state department of transportation shall prepare a new statewide transportation plan and shall submit said plan to the legislature in its ~~1978~~ **2020** session **and thereafter as often as the plan is updated.** The legislature shall adopt the plan by resolution. The plan shall be directed toward the ultimate development of a balanced, multi-modal statewide transportation system that serves clearly identified social, economic, and environmental objectives. The statewide transportation plan shall include the following system components:

- (1) The national system of interstate and defense highways, and highways within the state highway system;
- (2) Airports;
- (3) Harbors and water-borne transit;
- (4) Surface mass transit systems; [and]
- (5) Major county roads[.]; and
- (6) State and county bicycle facilities.

The department of transportation shall pay particular attention to the interfacing of the various modes of transportation.

(b) The statewide transportation plan shall:

(1) Include projected transportation needs for ~~a six-year~~ at least a twenty-year period and a schedule of priorities for the construction, modification, and maintenance of various segments of the statewide plan that involve either state-operated systems or county-operated systems that may require state financial assistance for a twenty-year period; and

(2) Comply with county and metropolitan planning organization transportation-related plans; county general plans; and all community, development, or community development plans adopted pursuant to the county general plan, to the extent that compliance does not affect the receipt of federal funds.

(c) ~~Both the six-year and twenty-year estimates shall be updated annually.~~ Pursuant to 23 CFR 450.216, the department of transportation shall develop a statewide transportation improvement program (STIP) which shall cover a period of no less than four years and shall be updated every three years. The STIP shall be used to schedule and program funding for construction, modification, and maintenance projects identified in the statewide transportation plan, subject to the availability of funding.

(d) The department of transportation shall work with the counties and metropolitan planning organizations to create a statewide household transportation survey. The survey shall ~~to~~ gather information on travel behavior statewide including transportation methods for both commute and non-commute trips. At a minimum, the

survey shall include trip information on the use of the following modes of transportation:

(1) Car, truck, or van including single occupant and carpool;

(2) Public transportation;

(3) Walking; and

(4) Bicycle.

~~(5) Moped and motorcycle; and~~

~~(6) Taxicab and rideshare.~~

The department shall work with the counties and metropolitan planning organizations to conduct the survey every ~~two~~ three years, beginning in ~~2017~~ 2018.

(e) Each county or metropolitan planning organization shall develop transportation mode share plans that include mode share targets based on the metrics established by the state department of transportation through data collected in the statewide household transportation survey. Mode share ~~targets~~ plans may include sub-county targets, such as for urban districts. Mode share targets for both commute and non-commute trips shall include:

(1) 'Fewer than' mode share targets for car, truck, or van and single occupant modes of transportation; and

(2) 'Greater than' mode share targets for public transportation, walking, and bicycle modes of transportation.

Mode share targets shall seek to increase non-automobile modes of transportation in order to reduce travel distances, transportation energy use, and household transportation costs and increase mobility and transportation equity for the residents of each county.

Each county mode share plan shall:

(1) Create mode share targets for the ~~next twenty-five years in five-year increments beginning in 2025~~ years 2024, 2030, and 2036;

(2) Delineate the transportation infrastructure, transportation and land-use policies, and programs and strategies necessary to achieve the county's mode share targets; and

(3) Be incorporated into county general, transportation, and land-use plans and metropolitan planning organization plans; and

~~(34)~~ Be completed and submitted to the state department of transportation by December 31, ~~2018 and every five years thereafter~~ 2019, with updates submitted every six years thereafter extending the planning horizon an additional six years.

(f) Beginning in ~~2025 and every five years thereafter, 2021,~~ each successive update of the statewide transportation plan shall include the county specific mode share targets created pursuant to subsection (e)."

SECTION 3. The department of transportation shall partner with one or more counties or metropolitan planning organizations to use \$500,000 of appropriate federal funds, or so much thereof as may be necessary for the planning and implementation of the statewide transportation survey.

Each county and or metropolitan planning organization shall apply to the department of transportation to use \$250,000 of appropriate federal funds, or so much thereof as may be necessary for the purpose of creating mode share plans and targets pursuant to this Act.

SECTION ~~34~~. Statutory material to be repealed is bracketed and stricken. New statutory material is underscored.

SECTION ~~45~~. This Act shall take effect on July 1, 2016.