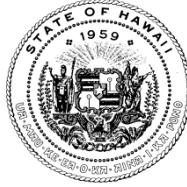


DAVID Y. IGE
GOVERNOR

LATE



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

February 8, 2019
10:00 am
State Capitol, Room 423

**H.B. 755
RELATING TO THE DEPARTMENT OF TRANSPORTATION.**

House Committee on Transportation

The Department of Transportation (DOT) supports the intent of H.B. 755 with concerns. We respectfully request full funding of our department's budget as contained in the Governor's Executive Budget presented in H.B. 694 / S.B. 126. H.B. 755 in combination with H.B. 2, H.D. 1 is not sufficient to fully fund DOT's requirements in its various programs. Without our requested funding, the DOT will not be able to fulfill its mission as manifested by the following, among others:

- DOT, especially Airports and Highways, will not be in full compliance with Federal rules and regulations;
- Without needed staff positions, DOT cannot operate at full capacity to provide a safe, efficient, and accessible inter-modal transportation system that ensures the safety and security of the air, land, and water transportation systems in the state;
- The state's major tourism industry, which relies on our airports, harbors, and highways, will be adversely impacted as mobility of visitors and goods will be curtailed.

Airports Division

H.B. 755 in conjunction with H.B. 2, H.D.1 restores the O&M base budget funding (with increases) and positions for TRN 195 Airports Administration. However, H.B. 2, H.D.1 amended by H.B. 755 eliminates permanent state funded FTE positions and funding in the below mentioned programs.

- Individual program funding variance as stated below:

FY 20

<u>TRN</u>	<u>MOF</u>	<u>HB2 HD1w/HB 755</u>	<u>Gov Exec.Budget (HB964/SB 126)</u>	<u>Variance</u>
102	B	\$152,180,076	\$186,015,958	(\$33,835,882)
104	B	\$5,292,006	\$10,034,990	(\$4,742,984)
111	B	\$12,181,486	\$24,033,752	(\$11,852,266)
114	B	\$19,360,133	\$31,108,925	(\$11,748,792)
116	B	\$855,079	\$1,718,173	(\$863,094)
118	B	\$49,500	\$719,500	(\$670,000)
131	B	\$29,748,658	\$38,998,002	(\$9,249,344)
133	B	\$611,833	\$1,021,833	(\$410,000)
135	B	\$2,129,747	\$3,163,247	(\$1,033,500)
141	B	\$1,161,323	\$4,211,323	(\$3,050,000)
143	B	\$877,850	\$1,017,850	(\$140,000)
151	B	\$2,041,561	\$3,486,561	(\$1,445,000)
161	B	\$16,197,022	\$26,250,190	(\$10,053,168)
163	B	\$1,841	\$46,841	(\$45,000)
195	B	\$303,035,902	\$266,176,154	\$36,859,748

FY 21

<u>TRN</u>	<u>MOF</u>	<u>HB2 HD1w/HB 755</u>	<u>Gov Exec.Budget (HB 964/SB 126)</u>	<u>Variance</u>
102	B	\$152,765,912	\$194,042,089	(\$41,276,177)
104	B	\$5,299,469	\$10,142,453	(\$4,842,984)
111	B	\$12,230,939	\$23,999,705	(\$11,768,766)
114	B	\$19,401,182	\$28,685,081	(\$9,283,899)
116	B	\$857,950	\$1,946,044	(\$1,088,094)
118	B	\$49,500	\$519,500	(\$470,000)
131	B	\$29,840,622	\$39,674,545	(\$9,833,923)
133	B	\$614,702	\$1,684,702	(\$1,070,000)
135	B	\$2,137,621	\$2,357,621	(\$220,000)
141	B	\$1,169,532	\$4,119,532	(\$2,950,000)
143	B	\$880,719	\$1,020,719	(\$140,000)
151	B	\$2,045,613	\$3,915,613	(\$1,870,000)
161	B	\$16,252,963	\$25,981,531	(\$9,728,568)
163	B	\$1,841	\$21,841	(\$20,000)
195	B	\$303,035,902	\$293,097,157	\$9,938,745

- Individual program position FTE variance as stated below:

FY20

TRN	MOF	HB2 HD1w/HB 755		Gov Exec.Budget (HB 964/SB 126)		Variance	
		Perm	Temp	Perm	Temp	Perm	Temp
102	B	617.00	2.00	685.00	2.00	-68.00	0.00
104	B	30.00	0.00	31.00	0.00	-1.00	0.00
111	B	85.00	0.00	86.00	0.00	-1.00	0.00
114	B	98.00	0.00	120.00	0.00	-22.00	0.00
116	B	5.00	0.00	4.00	0.00	1.00	0.00
118	B	0.00	0.00	0.00	0.00	0.00	0.00
131	B	172.00	0.00	175.00	0.00	-3.00	0.00
133	B	8.00	0.00	8.00	0.00	0.00	0.00
135	B	11.00	0.00	11.00	0.00	0.00	0.00
141	B	14.00	0.00	14.00	0.00	0.00	0.00
143	B	7.00	0.00	7.00	0.00	0.00	0.00
151	B	12.00	0.00	12.00	0.00	0.00	0.00
161	B	114.00	0.00	116.00	0.00	-2.00	0.00
163	B	0.00	0.00	0.00	0.00	0.00	0.00
195	B	131.00	1.00	133.00	1.00	-2.00	0.00

FY21

TRN	MOF	HB2 HD1w/HB 755		Gov Exec.Budget (HB 964/SB 126)		Variance	
		Perm	Temp	Perm	Temp	Perm	Temp
102	B	617.00	2.00	693.00	2.00	-76.00	0.00
104	B	30.00	0.00	31.00	0.00	-1.00	0.00
111	B	85.00	0.00	86.00	0.00	-1.00	0.00
114	B	98.00	0.00	120.00	0.00	-22.00	0.00
116	B	5.00	0.00	4.00	0.00	1.00	0.00
118	B	0.00	0.00	0.00	0.00	0.00	0.00
131	B	172.00	0.00	175.00	0.00	-3.00	0.00
133	B	8.00	0.00	8.00	0.00	0.00	0.00
135	B	11.00	0.00	11.00	0.00	0.00	0.00
141	B	14.00	0.00	14.00	0.00	0.00	0.00
143	B	7.00	0.00	7.00	0.00	0.00	0.00
151	B	12.00	0.00	12.00	0.00	0.00	0.00
161	B	114.00	0.00	116.00	0.00	-2.00	0.00
163	B	0.00	0.00	0.00	0.00	0.00	0.00
195	B	131.00	1.00	133.00	1.00	-2.00	0.00

The DOT respectfully requests the following amendments to H.B. 755 to meet the Airports Division needs as requested in the Governor’s Executive Budget:

- The Airports Division operational needs requires trade-off/transfers to best utilize available resources within the budget ceiling. Therefore, trade-off and transfers are necessary to best utilize existing budget authority to meet the division's operations and maintenance requirements. Trade-off/transfers for all programs should be included in an amendment to HB 755:
 - TRN 111/BD Hilo International Airport trade-off/transfers for this program reflect a decrease of (1.00) FTE \$91,430 (B) in FY 20 and FY 21.
 - TRN 114/BE Ellison Onizuka Kona International Airport trade-off/transfer for this program reflect an increase of 1.00 FTE \$91,430 (B) in FY 20 and FY 21.
 - TRN 116/BE Waimea-Kohala Airport: Trade-off/transfer for this program reflect a decrease of (1.00) FTE \$106,906 (B) in FY 20 and in FY 21.
 - TRN 131/BF Kahului Airport: Trade-off/transfer for this program reflect a decrease of (1.00) FTE \$81,235 (B) in FY 20 and in FY 21.
 - TRN 195/BB Airports Administration: Trade-off/transfer for this program reflect a net increase of 2.00 FTE \$188,141(B) in FY 20 and FY 21.
- Additional funding and positions as included in the Governor’s Executive Budget are needed to suffice individual program needs. A total of \$221,449,938 and 65.00 FTE positions in FY20 and \$253,794,322 and 73.00 FTE positions in FY21.

Harbors Division

The DOT Harbors Division supports the intent of H.B. 755, which allocates the base budgets to eleven (11) Harbors Division’s program ids. However, H.B. 755 combined with H.B. 2, H.D. 1 is not sufficient for Harbors Division’s requirements for its various programs.

- Individual program funding variance as stated below:

FY 20

TRN	MOF	HB2 HD1w/HB 755	Gov Exec. Budget (HB964/SB 126)	Variance
301	B	\$20,371,905	\$124,099,187	(\$103,727,282)
303	B	\$1,279,755	\$-	\$1,279,755
311	B	\$2,285,410	\$-	\$2,285,410
313	B	\$793,376	\$-	\$793,376
331	B	\$3,241,146	\$-	\$3,241,146
333	B	\$12,519	\$-	\$12,519
341	B	\$206,158	\$-	\$206,158
351	B	\$132,006	\$-	\$132,006

361	B	\$2,608,331	\$-	\$2,608,331
363	B	\$188,223	\$-	\$188,223
395	B	\$87,980,358	\$-	\$87,980,358

FY 21

<u>TRN</u>	<u>MOF</u>	<u>HB2 HD1w/HB 755</u>	<u>Gov Exec. Budget (HB964/SB 126)</u>	<u>Variance</u>
301	B	\$20,456,061	\$124,216,827	(\$103,760,766)
303	B	\$1,282,209	\$-	\$1,282,209
311	B	\$2,293,812	\$-	\$2,293,812
313	B	\$793,376	\$-	\$793,376
331	B	\$3,252,271	\$-	\$3,252,271
333	B	\$12,519	\$-	\$12,519
341	B	\$206,158	\$-	\$206,158
351	B	\$132,006	\$-	\$132,006
361	B	\$2,619,836	\$-	\$2,619,836
363	B	\$188,222	\$-	\$188,222
395	B	\$87,980,358	\$-	\$87,980,358

The DOT respectfully has concerns regarding H.B. 755. Additional special funds as included in the Governor’s Executive Budget are requested to meet the Harbors Division’s program needs of an additional \$5,000,000 for special maintenance projects in each of FY20 and FY21.

Highways Division

H.B. 755 amends H.B. 2, H.D. 1 by the following:

- Restores funding and positions for TRN 595 Highways Administration and TRN 597 Highways Safety.

H.B. 755 does not suffice Highways Division’s funding requirements for its various programs. The DOT respectfully has the following concerns regarding H.B. 755 in its current form:

- H.B. 2, H.D. 1 with amendments from H.B. 755 total Highways Division program state special funding for FY 20 is \$11,034,347 and FY 21 is \$7,010,268 more than the Governor’s Executive Budget (HB 964/SB 126) request. Due to the fiscal constraints of the state highway fund, the Highways Division FB 19-21 special fund request is less than H.B. 2, H.D.1 with amendments from H.B. 755.
- H.B. 2, H.D. 1 with amendments from H.B. 755 total Highways Division program federal funds (N) for FY 20 and FY 21 is \$597,229 in each fiscal year is less than the Highways Division’s executive budget request.

- Individual program funding variance as stated below:

FY 20

TRN	MOF	HB2 HD1w/HB 755	Gov Exec. Budget		Variance
			(HB964/SB 126)		
501	B	\$71,378,453	\$82,278,562		(\$10,900,109)
511	B	\$14,120,119	\$16,702,491		(\$2,582,372)
531	B	\$15,676,160	\$17,875,648		(\$2,199,488)
561	B	\$7,443,151	\$9,294,522		(\$1,851,371)
595	B	\$170,877,765	\$142,055,614		\$28,822,151
595	N	\$7,207,918	\$7,557,418		(\$349,500)
597	B	\$10,696,387	\$10,950,851		(\$254,464)
597	N	\$3,817,704	\$4,065,433		(\$247,729)
597	P	\$754,989	\$754,989		\$0

FY 21

TRN	MOF	HB2 HD1w/HB 755	Gov Exec. Budget		Variance
			(HB 964/SB 126)		
501	B	\$71,579,129	\$82,716,787		(\$11,137,658)
511	B	\$14,231,554	\$16,870,247		(\$2,638,693)
531	B	\$15,756,694	\$17,992,854		(\$2,236,160)
561	B	\$7,493,395	\$9,221,150		(\$1,727,755)
595	B	\$170,877,765	\$145,872,767		\$25,004,998
595	N	\$7,207,918	\$7,557,418		(\$349,500)
597	B	\$10,696,387	\$10,950,851		(\$254,464)
597	N	\$3,817,704	\$4,065,433		(\$247,729)
597	P	\$754,989	\$754,989		\$0

- Individual program position FTE variance as stated below:

FY20 & FY21

TRN	MOF	HB2 HD1w/HB 755		Gov Exec. Budget		Variance	
		Perm	Temp	Perm	Temp	Perm	Temp
		(HB 964/SB 126)					
501	B	175.00	0.00	195.00	0.00	-20.00	0.00
511	B	109.00	0.00	131.00	0.00	-22.00	0.00
531	B	75.00	1.00	89.00	1.00	-14.00	0.00
561	B	49.00	0.00	51.00	0.00	-2.00	0.00
595	B	112.00	5.00	112.00	5.00	0.00	0.00
595	N	0.00	1.00	0.00	1.00	0.00	0.00
597	B	31.20	0.00	31.20	0.00	0.00	0.00
597	N	6.00	0.00	6.00	0.00	0.00	0.00
597	P	0.80	0.00	0.80	0.00	0.00	0.00

The DOT respectfully requests the following amendments to H.B. 755 to meet the Highways Division's needs as requested in the Governors Executive Budget:

- H.B. 755 should consider the Governor's Executive Budget (H.B. 964/S.B. 126) adjusted Act 49/SLH 2017 as amended by Act 53/SLH 2018 by **excluding** the following in its base:
 - TRN 595/DB Highways Administration \$71,473,000 (B)
- The Highways Division operational needs requires trade-off/transfers to best utilize limited resources within the fiscally constraint budget ceiling. The Highways Division operations and maintenance budget authority is constraint to state highway fund revenue streams. Therefore, trade-off and transfers are necessary to best utilize existing budget authority to meet the division's operations and maintenance requirements. Trade-off/transfers for all programs should be included in an amendment to HB755:
 - TRN 501/DC Oahu Highways trade-off/transfers for this program reflect a net increase of \$7,967,013 (B) in FY 20 and \$8,204,562 (B) in FY 21.
 - TRN 511/DD Hawaii Highways trade-off/transfer for this program reflect a net increase of \$1,013,852 (B) in FY 20 and \$1,070,173 (B) in FY 21.
 - TRN 531/DF Maui Highways (Maui Office): Trade-off/transfer for this program reflect a net increase of \$998,445 (B) in FY 20 and \$1,187,360 (B) in FY 21.
 - TRN 531/DL Maui Highways (Lanai Office): Trade-off/transfer for this program reflect a net increase of \$82,025 (B) in FY 20 and \$9,327 (B) in FY 21.
 - TRN 531/DM Maui Highways (Molokai Office): Trade-off/transfer for this program reflect a net increase of \$322,134 (B) in FY 20 and \$242,589 (B) in FY 21.
 - TRN 561/DG Kauai Highways trade-off/transfers for this program reflect an increase of \$1,586,318 (B) in FY 20 and \$1,610,023 (B) in FY 21.
 - TRN 595/DB Highways Administration trade-off/transfers for this program reflect a net decrease of \$12,224,251 (B) in FY 20 and \$12,578,498 (B) in FY 21.
 - TRN 597/AB Highway Safety trade-off/transfers for this program reflect a net increase of \$254,464 (B) in FY 20 and in FY 21.
- Additional funding as included in the Governor's Executive Budget are needed to suffice individual program needs.
 - TRN 501/DB Oahu Highways
 - Additional funds for traffic control \$2,000,000 (B) in FY 20 and FY 21.
Over the past years traffic control for all Oahu District maintenance activities has been contracted out. This was done to remedy the problem whereby we did not have enough staff do the actual work required and at

the same time provide safe and efficient traffic control. A side benefit to this practice is that in emergency situations, the contractor can respond faster than in-house staff, and the state does not get into a situation regarding required rest (union issues) and exorbitant overtime. Contracting out traffic control also eliminates the potential hazards related to working directly with moving vehicles and therefore provides a safer work environment for state employees.

TRN 561/DH Kauai Highways

- Additional Equipment: Truck Mounted Crash Attenuator; On-Vehicle Disc Brake Lathe; 13X40 Metal Lathe; 4 Post Mobile Lift Wireless; 627 Hydraulic Iron Worker \$147,321 (B) in FY 20. The additional equipment will increase work place safety and/or efficiency.
 - Truck Mounted Crash Attenuator (\$25,153) - Enhances worker and public safety by deploying on vehicles prone to being struck from behind when working on the highway. Will significantly reduce injuries to employees and public and reduce damage to equipment by absorbing energy from collisions.
 - On-Vehicle Disc Brake Lathe (\$15,535) - Allows for machining of brake rotors without requiring removal of the rotor from the vehicle. Results in significant time savings as rotors can be machined while on the vehicle, which also lends itself to a superior work product as the rotor is turned while mounted in the position in which it will be operating. Thus, brake performance is enhanced for increased safety and longer brake life.
 - 13 x 40 Metal Lathe (\$6,328) - Necessary to machine repair parts which otherwise must be shipped off island for repair. Will increase efficiency in repair schedules to return equipment to duty sooner.
 - 4 Post Mobile Lift Wireless (\$81,400) - Purchasing a second lift will mean that mechanics will no longer be required to utilize an obsolete, dangerous concrete ramp outdoors in the weather to work underneath vehicles and equipment.
 - 627 Hydraulic Iron Worker (\$18,905) - Used for fabricating metal parts which must otherwise ordered from off island. Will increase efficiency in producing the parts as well as saving cost in the long run.

TRN 595/DB Highways Administration

- Highways Financial Management System \$10,703,600 (B) in FY 20 and \$875,000 (B) in FY 21. Request additional state highway special funds (B) for the development and implementation of a new Highways Financial Management System including implementation consultant services for the projects, grants, billing/accounts receivable, time sheet (by WBS),

purchasing and accounts payable modules, software license fees, hosting services, and various computer equipment.

- Statewide Special Maintenance Program \$44,000,000 (B) in FY 20 and \$58,000,000 (B) in FY 21. The Highways Special Repair and Maintenance Program is to preserve the initial capital investment and to prolong the life of the facility. Traffic, weather, and age are the major causes of the facility deterioration. The special R&M program is systematic maintenance program to prevent further and accelerated deterioration of the highway facility. The intent of the R&M program is to avoid major repairs and to minimize routine maintenance costs.
- Workforce Development and Training Program additional funds \$30,000 (B) in FY 20 and FY 21; \$50,000 (N) in FY 20 and FY 21. The Workforce Development & Training Program is a partnership between the Federal Highways Administration and DOT with the focus on planning and implementing a structured training program for DOT personnel. FHWA contribute 80% funding while DOT provides the 20% matching funds. The current STIP with effective date of April 26, 2018, item S15 - Technology Transfer & Technical Assistance Program, which is the Workforce Development & Training Program, has an annual funding of \$150,000 with \$120,000 Federal Funds and \$30,000 State Matching Funds. DOT needs to increase its matching funds from \$0 to \$30,000 per year to receive the \$120,000 of Federal Funds. The training workshops will focus on transportation related topics for DOT personnel to meet FHWA program requirements in the areas of planning, design, right-of-way, traffic operations, construction, materials testing, etc. Some of the workshops include: NEPA; Work Zone Safety; Field and Laboratory Materials Sampling and Testing; Pavement Management/Design; Bridge Design/Construction; Hydraulic Design/Construction.
- LTAP program additional funds \$80,000 (B) in FY 20 and FY 21; \$10,000 (N) in FY 20 and FY 21. The Hawaii Local Technical Assistance Program (LTAP) is part of a national effort created by the Federal Highway Administration to provide local agencies with information and training programs to address the maintenance of local roadways and bridges. The goal of LTAP is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers. The LTAP is an FHWA mandated program with a minimum of \$300,000 per year. The program is a 50/50 funding split of Federal & State Funding. In the past, State Funding was \$70,000 while Federal Funding was \$140,000 for a total of \$210,000 per year. State Funding must increase another

\$80,000 to \$150,000 while the Federal Funds must increase another \$10,000 to \$150,000 to meet FHWA requirements. The training workshops will focus on transportation related topics for the local county personnel and local private consultants / contractors to meet FHWA program requirements. Training workshops will focus on transportation related topics for the local county personnel and local private consultants / contractors to meet FHWA program requirements in the areas of planning, design, right-of-way, traffic operations, etc.

- ITS devices communication and server hosting services additional funds \$31,500 (B) in FY 20 and FY 21; \$289,500 (N) in FY 20 and FY 21. The DOT has been installing various devices on the Freeway system to support its Intelligent Transportation System Program. Specifically, the goal of these devices is to obtain real-time traffic information (speeds, travel times, etc.). This all feeds into our Traveler Information System (e.g. GoAkamai) which informs motorists of traffic conditions (e.g. congestion maps, traffic camera images, etc.). Starting in 2010, the DOT installed sensors and other travel time detection along H-1, H-2, and H-201. In 2017-2018, the DOT expanded the coverage to include the H-3, Pali and Likelike Highways, thus increasing the number of sites and the devices. The devices that have been installed rely on cellular communication services which incur monthly costs. Other recurring costs include server hosting facilities where information is archived and distributed to the public via the GoAkamai program.

TRN 597 Highways Safety:

- Fringe Benefit Increase of \$17,842 (N) in FY 20 and in FY 21. Request is to provide funding for fringe benefit increase due to insufficient base budget and collective bargaining. Additional collective bargaining amounts provided by B&F were not sufficient to cover additional costs.
- FAST Act 405d Impaired Driving MID project, additional funds of \$229,887 (N) in FY 20 and FY 21. As a result of applying for Impaired Driving Countermeasures Grants and meeting federal requirements (i.e., establishing an Impaired Driving Task Force and creating a comprehensive Impaired Driving Plan), DOT receives FAST Act 405d Impaired Driving Mid funding from the National Highway Traffic Safety Administration. The funding is used to address impaired driving issues and cover related activities such as conducting overtime DUI [Driving Under the Influence (of Alcohol and Drugs)] enforcement by county police departments, and a statewide impaired driving media campaign.

Lastly, the DOT is generally agreeable to a reduction of 58.00 FTE positions. However, the Highways Division would like to work with the committee on identifying

specific position reductions to make up the 58.00 FTE positions to minimize the impact on operations. Furthermore, the Highways Division humbly requests the committee to consider a cost neutral increase in routine maintenance funding to atone for the loss of the positions. The offset in funding will be used for the district's routine maintenance contract services.

General Administration

H.B. 755 combined with H.B. 2, H.D. 1 is not sufficient for DOT Administration's requirements for its various programs. The DOT respectfully has the following concerns regarding H.B. 755 in its current form:

- Individual program funding variance as stated below:

FY 20

TRN	MOF	HB2 HD1w/HB 755		Gov Exec. Budget	Variance
				(HB964/SB 126)	
995	B	\$21,548,225		\$21,081,473	\$466,752
995	N	\$15,233,067		\$18,064,184	\$(2,831,117)
995	R	\$423,067		\$743,067	(\$320,000)
695	B	\$1,842,173		\$1,842,173	\$0

FY 21

TRN	MOF	HB2 HD1w/HB 755		Gov Exec. Budget	Variance
				(HB 964/SB 126)	
995	B	\$21,549,899		\$21,083,147	\$466,752
995	N	\$15,233,067		\$18,206,911	\$(2,973,844)
995	R	\$423,067		\$743,067	(\$320,000)
695	B	\$1,842,173		\$1,842,173	\$0

- Individual program position FTE variance as stated below:

FY20 & FY21

TRN	MOF	HB2 HD1w/HB 755		Gov Exec. Budget		Variance	
				(HB 964/SB 126)			
		Perm	Temp	Perm	Temp	Perm	Temp
995	B	98	2	110	2	-12	0
995	N	0	0	1	0	-1	0

The DOT respectfully requests amending H.B. 755 to include the Governor's Executive Budget (H.B. 964 / S.B. 126) request for 111 permanent and 2 temporary positions for TRN995, and operating state special funds of \$21,081,473 in FY 20 and \$21,083,147 in FY 21.

Additional funding as included in the Governor's Executive Budget are needed for DOT Administration division below:

- \$320,000 (R) in Private contributions, specifically for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

The amount of \$320,000 represents the local match of 20%, with 80% federal funding expected to be received from the Federal Transportation Administration.

- Include recurring federal fund appropriation ceiling increase to support the Oahu Metropolitan Planning Organization Overall Work Program, the Transportation for Elderly and Disabled Program, and the Bus and Bus Facilities Program.

The inclusion of federal funds appropriations will enable the department to more efficiently allot and expend for federal programs.

Additional funding as included in the Governor's Executive Budget are needed to suffice Administration's program needs totaling \$3,151,117 in FY20 and \$3,293,844 in FY21.

Thank you for the opportunity to provide testimony.