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

February 12, 2020
11:00 A.M.
State Capitol, Room 423

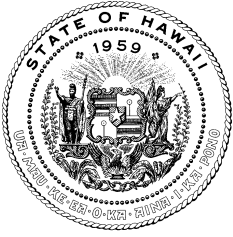
H.B. 2461
RELATING TO TRAFFIC CONGESTION

House Committee on Transportation

The Department of Transportation (DOT) **supports** H.B. 2461 with concerns. H.B. 2461 requires the DOT in collaboration with other public agencies, to research and develop methods to reduce traffic congestion and motor vehicle fuel emissions in the State.

The DOT recognizes the importance of exploring alternatives to reduce traffic congestion and motor vehicle fuel emissions in Hawaii. However, since the report will require us to evaluate not only congestion and motor vehicle fuel emissions, but also incentives, which could impact State revenue, we are concerned that the current deadline to report our findings will not allow us to complete a thorough and collaborative research and evaluation process. In addition, the bill does not provide funding—the development of these recommendations will require resources of funding and staff time.

Thank you for the opportunity to provide testimony.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of **SCOTT J. GLENN, Chief Energy Officer**

before the
HOUSE COMMITTEE ON TRANSPORTATION
Wednesday, February 12, 2020
11:00 AM
State Capitol, Conference Room 423

Comments in consideration of **HB 2461** **RELATING TO TRAFFIC CONGESTION.**

Chair Aquino, Vice Chair Hashimoto, and Members of the Committee, the Hawaii State Energy Office (HSEO) appreciates the intent and offers comments on HB 2461 that requires the Department of Transportation, in collaboration with other public agencies, to research and develop methods to reduce traffic congestion and motor vehicle fuel emissions in the State.

Emissions from ground transportation such as passenger cars, light trucks, motorcycles, and heavy-duty vehicles still account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tons of carbon dioxide equivalents, accounting for 51 percent of energy sector emissions. Ground transportation accounted for 47 percent of transportation emissions. For Hawaii to meet its target to sequester more greenhouse gases than we emit as soon as practicable but no later than 2045, programs that support the adoption of cleaner transportation options are extremely important.

Reducing vehicle miles traveled is one of the key strategies identified on page 9 of the Hawaii Clean Energy Initiative Transportation Energy Analysis Electric, which at the time of publishing in August 2015, could provide potential fossil fuel reductions of 29-35 million gallons per year. Tactics including but not limited to transit-oriented development and implementation of transit demand management programs by employers can support the reduction of vehicle emissions in line with the target to sequester more greenhouse gases than we emit as soon as practicable but no later than 2045.

We look forward to working with the Department of Transportation on this topic.

Thank you for the opportunity to testify.



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Wednesday, February 12, 2020 — 11:00 a.m. — Room 423

Ulupono Initiative supports HB 2461, Relating to Traffic Congestion.

Dear Chair Aquino and Members of the Committee:

My name is Amy Hennessey, and I am the Senior Vice President of Communications & External Affairs at Ulupono Initiative. We are a Hawai'i-based impact investment firm that strives to improve our community's quality of life by creating more locally produced food; increasing affordable clean renewable energy and transportation options; and better managing waste and fresh water resources.

Ulupono supports HB 2461, which requires the Department of Transportation in collaboration with other public agencies, to research and develop methods to reduce traffic congestion and motor vehicle fuel emissions in the State.

Hawai'i's transportation greenhouse gas emissions have remained stagnant for the past 30 years. Essentially all the improvements in energy efficiency in ground transportation have been offset through increased vehicle miles traveled. Much remains in terms of articulating a specific road map that explores the transportation policies, planning, and investment changes needed to help meet the state's clean energy and transportation goals. For example, continued planning to help shift away from single occupancy automobile travel and policy that prioritizes moving people over vehicles and embracing projects that prioritize multimodal accessibility, not just travel time.

Ideally, this study would also be integrated into the forthcoming state transportation plan and clearly articulate the State's plan for meeting our climate goals, reducing congestion, and improving our community's multimodal access.

Thank you for this opportunity to testify.

Respectfully,

Amy Hennessey, APR
Senior Vice President, Communications & External Affairs

Investing in a Sustainable Hawai'i

LATE

HB-2461

Submitted on: 2/12/2020 7:41:57 AM

Testimony for TRN on 2/12/2020 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Dylan P. Armstrong	Individual	Support	No

Comments: