

OFFICE OF PLANNING STATE OF HAWAII

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DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

Statement of
MARY ALICE EVANS
Director, Office of Planning
before the
HOUSE COMMITTEE ON FINANCE
Wednesday, March 31, 2021
1:30 PM
State Capitol

in consideration of
SB 1402, SD 2, HD1
RELATING TO TRANSPORTATION.

Chair Luke, Vice Chair Cullen, and Members of the Committee:

The Office of Planning (OP) **supports** SB 1402, SD 2, HD 1. The Office of Planning supports the modernization of Hawai'i's ground transportation infrastructure by requiring the department of transportation to create motor vehicle, bicycle, and pedestrian highway and pathway networks.

By modernizing the state's ground transportation system and providing Complete Street and multimodal interconnected solutions, bicyclists, pedestrian, transit-users, and motorists can co-exist safely and efficiently. Integration of these methods of transportation will enable the State of Hawai'i to achieve a safer, more efficient, accessible, and sustainable transportation system, in manners consistent with the local communities.

This measure will also align with the State's efforts to reduce greenhouse gas emissions toward the Zero Emissions Clean Economy target by 2045. Hawai'i's 2016 Greenhouse Gas Emissions Report, published in December 2019, identified that transportation represented the largest share – 51% – of the total of energy sector emissions statewide. Specifically, ground transportation accounted for 47% of the transportation emissions, with much of the increase found in vehicle miles traveled (VMT).

SB 1402, SD 2, HD 1 supports these greenhouse gas reduction efforts and increases Hawai'i's climate resiliency while implementing sustainable design practices by improving the availability of green infrastructure, decreasing urban heat, and encouraging greenhouse gas reduction and sequestration throughout Hawai'i.

The Office of Planning is actively working on the sustainable development and climate adaptation of the state to meet the needs of the present without compromising the ability of future generations of Hawai'i to meet their own needs. The Office of Planning looks forward to supporting the Hawai'i Department of Transportation to achieve these sustainable and climate resilient endeavors.



SB1402 SD2 HD1
RELATING TO TRANSPORTATION
Ke Kōmike Hale o ka ‘Oihana ‘Imi Kālā
House Committee on Finance

Malaki 31, 2021

1:30 p.m.

Lumi 308

The Office of Hawaiian Affairs (OHA) **SUPPORTS WITH AMENDMENTS** SB1402 SD2 HD1, which proposes goals for the development of highways, bike pathways, and pedestrian highways. OHA appreciates that these goals will help to improve public health, enhance access to alternative modes of transportation, mitigate environmental impacts, and promote social determinants of health that can improve health outcomes and the quality of life for Native Hawaiians and other state residents.

OHA’s most recent strategic plan included a strategic priority of Maui Ola (Health), which represents our longstanding and continued commitment to improving the quality of life of Native Hawaiians. In furtherance of this priority, and in line with the Hawai‘i State Planning Act’s priorities under Hawai‘i Revised Statutes (HRS) § 226-20, OHA supports a “social determinants of health” approach to health policy, which takes a holistic and systemic view in assessing and addressing health in Hawai‘i’s communities. OHA notes that **HRS § 226-20 requires all state agencies to strive for the elimination of the health disparities of Native Hawaiians and other communities, by identifying and addressing the social determinants of health that contribute to such disparities.**

Research shows that Native Hawaiians continue to experience disparate health outcomes compared to the rest of the state population, with Native Hawaiians having the highest prevalence of chronic diseases like asthma, obesity, and diabetes.¹ These health disparities are correlated with disparities in areas recognized as **social determinants of health**, such as housing, education, social services, leisure, individual rights, culture, and public safety. For example, in addition to having poorer health outcomes, Native Hawaiians have a lower median family income despite their higher participation in the labor force.² **Community design, including complete streets equitably designed for pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities, is one of the social determinants of health that may have a significant effect on health**

¹ See OFFICE OF HAWAIIAN AFFAIRS, NATIVE HAWAIIAN HEALTH FACT SHEET 2015 VOL. I, CHRONIC DISEASE , available at <https://www.oha.org/wp-content/uploads/Volume-I-Chronic-Diseases-FINAL.pdf>.

² See OFFICE OF HAWAIIAN AFFAIRS, INCOME INEQUALITY IN THE WAKE OF THE GREAT RECESSION (2016) available at <https://www.oha.org/wp-content/uploads/2014/05/Income-Inequality-and-Native-Hawaiian-Communities-in-the-Wake-of-the-Great-Recession-2005-2013.pdf>.

outcomes for certain communities: the lack of safe, walkable and bikeable streets, conducive to outdoor physical activity and associated physical and mental health benefits, can have a significant impact on the health of a community's residents.³ **By promoting the planning of accessible and equitable systems for ground transportation, including contiguous networks of safe pedestrian and bicycle pathways, this measure would help to address social determinants of health associated with our transportation infrastructure, which would in turn help to mitigate the health disparities seen in Native Hawaiian and other communities.**

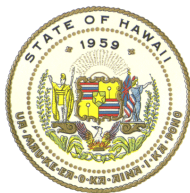
Accordingly, OHA supports this measure, and respectfully recommends that there be a commitment to adopt a sustainable development model of practice that achieves racial equity and sustainable growth for all⁴ by amending the language found on page 9, line 4, to read as follows:

“ (5) Provide equity for all communities and users with the adoption of a sustainable development model of practice that achieves racial equity and sustainable growth for all;”

Therefore, OHA urges the Committee to **PASS WITH AMENDMENTS** SB1402 SD2 HD1. Mahalo for the opportunity to testify on this important measure.

³ BARBARA McCANN & SUZANNE RYNNE, EDs., COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES 2, 4-5, 10 (2010) available at <https://planning-org-uploaded-media.s3.amazonaws.com/publication/online/PAS-Report-559.pdf>.

⁴ JULIE NELSON, EQUITABLE DEVELOPMENT AS A TOOL TO ADVANCE RACIAL EQUITY (2016).



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

**Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission**

**Before the House Committee on
FINANCE**

**Wednesday, March 31 2021
1:30pm
State Capitol, Conference Room 308/Video Conference**

**In support of
SB 1401 SD2 HD2
RELATING TO TRANSPORTATION**

SB 1402 SD2 HD2 proposes to direct the department of transportation to fashion a complete streets policy and reporting requirements. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission), I support this measure.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels. The department of transportation is a member of the Commission.

Reducing emissions from ground transportation is one of the top priorities of the Commission. In 2018, it recognized that ground transportation contributes significantly to Hawaii’s share of greenhouse gas emissions. The Commission supports mechanisms to reduce overall vehicle miles traveled as well as converting all remaining vehicle based ground transportation to renewable, zero-emission fuels and technologies. This measure would be a significant step towards achieving these goals.

As noted in DOT’s 2020 Act 100 Report,

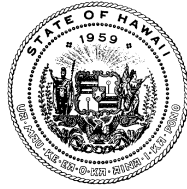
Co-Chairs:
Chair, DLNR
Director, Office of Planning

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

Although it accounts for only 22% of the total centerline miles of highways and roads, the State Highway System carries approximately 56% of the total 22.42 million annual vehicle miles traveled in Hawaii.

These vehicle miles traveled (VMT) produce greenhouse gases responsible for the current climate crisis. Actions proposed in this measure would address the disproportionate impact that the current transportation system has on emissions by addressing VMT, and provide an opportunity for the state to step into a leadership role to address the climate crisis.

Thank you for the opportunity to offer testimony in support of this measure.



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony in SUPPORT of S.B. 1402, S.D. 2, H.D. 1
RELATING TO TRANSPORTATION**

REPRESENTATIVE SYLVIA LUKE, CHAIR
HOUSE COMMITTEE ON FINANCE

Hearing Date: March 31, 2021

Room Number: Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) regarding the implementation and fiscal impacts of this bill.

3 **Department Testimony:** The DOH supports Senate Bill 1402, Senate Draft 2, House Draft 1
4 (S.B. 1402, S.D. 2, H.D. 1) which would modernize Hawaii's ground transportation
5 infrastructure by creating motor vehicle, bicycle, and pedestrian highway and pathway networks.

6 S.B. 1402, S.D. 2, H.D. 1 proposes to amend Chapter 264, HRS to include sections that
7 would establish a network of safe bicycle and pedestrian highways connecting communities
8 throughout each island and providing connections within each community. The DOH recognizes
9 the critical role that transportation policy and the resultant built environment play in promoting
10 physical activity, and access to healthy food and public space. The development of physical and
11 built environments that encourage walking and bicycling is a strategic way to make physical
12 activity an integral and routine part of daily life. The measure also addresses health and
13 economic equity for communities that lack contiguous transportation modes to safely navigate
14 and access basic needs such as healthy food, healthcare, education, and employment.

15 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
16 only 24.6% of Hawaii residents met federal guidelines for physical activity.¹ More needs to be

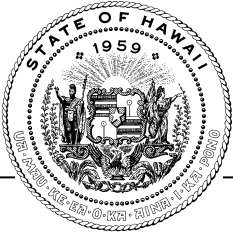
¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2018.

1 done across the state to plan and build supportive infrastructure for active living and to improve
2 public health.

3 S.B. 1402, S.D. 2, H.D. 1 is in alignment with several of the Hawaii State Physical
4 Activity and Nutrition Plan 2030 objectives, to increase the miles of low stress bicycle and
5 pedestrian infrastructure across the state, and for the state and each county to identify and adopt
6 mode-share goals and measurements that prioritize walking, accommodating wheelchairs, and
7 bicycling. The DOH looks forward to a continued collaboration with the DOT to reach these
8 critical public health goals.

9 Thank you for the opportunity to testify on this measure.

10 **Offered Amendments:** None



HAWAII STATE ENERGY OFFICE
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

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Web: energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Wednesday, March 31, 2021
1:30 PM
State Capitol, Conference Room 308 and Via Videoconference

In SUPPORT of
SB 1402, HD1
RELATING TO TRANSPORTATION.
(Written Testimony Only)

Chair Luke, Vice Chair Cullen, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 1402, HD1, directing the modernization of Hawai'i's ground transportation infrastructure by developing plans for motor vehicle, bicycle, and pedestrian networks; coordinating with the various counties; and reporting to the Legislature on progress.

Emissions from ground transportation 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 total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target set forth in Section 225P-5, Hawaii Revised Statutes (HRS), "to sequester more greenhouse gases than emitted as soon as practicable, but no later than 2045," programs that support the adoption of cleaner transportation options are necessary and important.

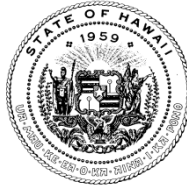
Specifically addressing infrastructure to achieve those goals is also consistent with HRS Section 226-18(a)(2): "Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all: ... (2) Increased energy security and self-sufficiency through the

reduction and ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation..."

HSEO views SB 1402, HD1, as a positive step. HSEO notes there is no funding provided to support this measure and respectfully defers to the Department of Transportation regarding implementation.

Thank you for the opportunity to testify.

DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

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

LATE

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

March 31, 2021
1:30 P.M.
State Capitol, Teleconference

**S.B. 1402, S.D. 2, H.D. 1
RELATING TO TRANSPORTATION**

House Committee on Finance

The Department of Transportation (DOT) **supports** S.B. 1402, S.D. 2, H.D. 1. S.B. 1402, S.D. 2, H.D. 1 which requires the DOT to create motor vehicle, bicycle, and pedestrian highway and pathway networks and creates annual reporting requirements.

The DOT supports efforts to improve the transportation network. The DOT has a comprehensive process in place to plan for and implement the State Highway System: the federally required Statewide Transportation Planning Process. This process ensures the DOT's actions are consistent with federal goals and regulations, and guides the development of the DOT's goals, long range plans, and stakeholder and public coordination. In addition, the DOT is currently implementing a multimodal transportation system and is working to address emerging issues such as sea level rise, climate change, equity, safety, changes in mobility patterns and preferences, and emerging technology. For example, guided by its bicycle and pedestrian plans, the DOT is working to implement bicycle and pedestrian facilities. Two notable achievements are meeting (often exceeding) its annual state requirement to spend 2% of eligible federal monies on bikeway expenditures and developing and implementing projects from its nationally recognized Statewide Pedestrian Master Plan.

Similar to most State Departments of Transportation, the DOT faces the challenge that the needs of the State Highway System greatly outweigh resources. Through its long-range planning and the Statewide Transportation Planning Process, the DOT is identifying priorities and strategies to most efficiently and effectively use its limited resources. For example, the DOT has prioritized safety and system preservation efforts over new capacity projects (e.g., adding lanes or building new roadways).

The DOT is working towards increased transparency and access to information via its website. For example, the DOT makes project information available on its website and this past year, the Highways Division developed a webpage to share its Act 100 annual

report, which shares performance measures it has established for its priority goal areas. The DOT proposes to include the additional reporting described by the bill in its Act 100 report.

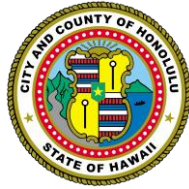
Thank you for the opportunity to provide testimony.

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

CITY AND COUNTY OF HONOLULU

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PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • INTERNET: www.resilientoahu.org



RICK BLANGIARDI
MAYOR

M ATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

WEDNESDAY, MARCH 31, 2021, 1:30 P.M.

STATE OF HAWAII
HOUSE COMMITTEE ON FINANCE

LATE

TESTIMONY ON SENATE BILL 1402, SD2, HD1
RELATING TO TRANSPORTATION

BY,

MATTHEW GONSER
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

Dear Chair Luke, Vice Chair Cullen, and Members of the Committee:

The City and County of Honolulu (City) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** Senate Bill 1402, SD2, HD1, the purpose of which is to modernize Hawai'i's ground transportation infrastructure to reduce transportation costs to local residents, minimize injuries and fatalities, improve public health and quality of life, and address greenhouse gas emissions.

The need to focus on transportation to achieve our climate goals at the City, State, and federal levels is clear; within the City alone, transportation accounts for 46% of our greenhouse gas emissions, with ground transportation accounting for 17% of O'ahu's 2018 emissions.¹ City plans and policies including Complete Streets, the *O'ahu Resilience Strategy*, and the upcoming *O'ahu Climate Action Plan* focus on the public health, climate mitigation, and cost-saving potential of equitable and inter-connected multimodal transportation infrastructure in and between our communities. Given that transportation across O'ahu is supported by a nexus of infrastructure from the local to the federal levels, the City welcomes the opportunity to collaborate and coordinate further with the State Department of Transportation through this measure to achieve the City's emissions reductions goals, and goals of 100% renewably-powered fleet by 2035 and ground transportation by 2045.

Thank you for the opportunity to testify in support of SB1402, SD2, HD1.

¹ City and County of Honolulu, *2020 Annual Sustainability Report*, <https://resilientoahu.org/sustainability-report>.



**American
Heart
Association.**

**American Heart Association testimony in SUPPORT of SB 1402,
SD2, HD1, "Relating to Transportation"**

The American Heart Association supports SB 1402, SD 2, HD1 Relating to Transportation.

Chairman of the Board

Glen Kaneshige

President

Michael Lui, MD

Board Members

Rick Bruno, MD, FACEP

Jackie De Luz

Brandt Farias

Jason Fujita

Mimi Harris

Zia Khan, MD

Brandon Kurisu

Arnold Martines

Michael Rembis, FACHE

Andrew S. Rosen

Timothy Slottow

Jennifer Walker

Regular physical activity is one of the most important things people can do to improve their cardiovascular health; however, population levels of physical activity remain low in the United States.

Connecting activity-friendly routes to everyday destinations, such as work, school, shopping centers, parks, public transportation hubs and the like, people increase their physical activity levels by walking, biking or rolling, which ultimately improves cardiovascular health in all populations.

The American Heart Association particularly supports Page 8, Line 15 of the bill that requires that that ***"When planning, designing, and implementing ground transportation infrastructure, the department shall consider and pursue goals in each project to...Provide equity for all communities and users."***

In November 2020, the American Heart Association published a Presidential Advisory, *"Call to Action: Structural Racism as a Fundamental Driver of Health Disparities,"* that found Structural racism is a major cause of poor health and premature death from heart disease and stroke. The advisory reviews the historical context, current state and potential solutions to address structural racism in the U.S., and outlines steps the Association is taking to address and mitigate the root causes of health care disparities.

The Association is focusing more aggressively on overcoming societal barriers created by structural racism because they contribute significantly to the disproportionate burden of cardiovascular risk factors (including high blood pressure, obesity and Type 2 diabetes) in Black, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, and Hispanic/Latino people compared with white people in the U.S. While overall death rates from heart disease and stroke declined over the past two decades until a recent plateau, these gains were not equitably shared among people of color.

By prioritizing Hawaii's communities with higher levels of health disparities, SB 1402, SD2, HD1 will contribute to the elimination of those disparities and will help to improve the health of *all* of Hawaii's people.

Mahalo for this opportunity to share our thoughts and comments, and we encourage your support for SB 1402, SD 2, HD1.

Respectfully submitted,

Hawaii Division | 677 Ala Moana Blvd., Ste. 600 | Honolulu | HI | 96813

Office: 808.377.6630 Toll Free: 866.205.3256

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"To be a relentless force for a world of longer, healthier lives."

For more information on the AHA's educational or research programs, visit www.heart.org or contact your nearest AHA office.

Donald B. Weisman
Hawaii Government Relations/Communications Director



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facebook.com/AARPHawaii

**The State Legislature
The House of Representatives
Committee on Finance
Wednesday, March 31, 2021
1:30 p.m.**

TO: The Honorable Sylvia Luke, Chair

RE: S.B. 1402, SD2, HD1 Relating to Transportation

Aloha Chair Luke and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a membership organization of people age fifty and over, with nearly 145,000 members in Hawai'i.

AARP Hawai'i supports S.B. 1402, SD2, HD1 which modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations and assistance to the department of transportation in creating motor vehicle, bicycle, and pedestrian facilities. It establishes a ground transportation modernization commission within the department of transportation.

This bill demonstrates a commitment to provide safe and enjoyable streets for all users of the road. These policies are vital to improving the mobility and access of a wide range of individuals. By modernizing the state's ground transportation system and providing Complete Street solutions, bicyclists, pedestrian, transit-users, and motorists can co-exist safely and efficiently. Integration of these modes of travel can propel Hawaii to be a leader in having a more efficient, environmental-friendly transportation system for all users, and in manners consistent with the local communities. Complete Streets policies ensure that these principles are part of the planning, design, construction, or reconstruction of roads, and all transportation projects should aim to create a comprehensive, integrated, and connected network to accommodate all modal needs in a manner that is suitable to their context, whether that is rural, suburban or urban. Thank you very much for the opportunity to support S.B. 1402, SD2, HD1.

Sincerely,

A handwritten signature in black ink, appearing to read "Keali'i Lopez".

Keali'i Lopez, AARP Hawai'i



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Wednesday, March 31, 2021 — 1:30 p.m.

Ulupono Initiative strongly supports SB 1402 SD 2 HD 1, Relating to Transportation.

Dear Chair Luke and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono strongly supports SB 1402 SD 2 HD 1, which modernizes Hawai'i's ground transportation infrastructure by providing metrics, considerations, and assistance to the Department of Transportation in creating motor vehicle, bicycle, and pedestrian facilities. We commend the legislature for taking this step to demonstrate policy leadership around transportation emissions at a State level, and helping provide the opportunity for national leadership by our Hawai'i Department of Transportation.

This challenge is difficult but very important. In Hawai'i, the overall cost of the vehicle economy (i.e., road, bridges, cars, etc.) is estimated to be \$21.8 billion a year – of which more than half, \$11.2 billion, is borne by the public sector.¹ This amounts to \$14,900 per taxpayer or \$24,000 per household, regardless of car ownership, in both direct (i.e., roadway improvements) and indirect (i.e., congestion, emissions and fatalities, etc.). Additional vehicle ownership costs amount to \$13,800 per taxpayer annually (approximately 17.25% of household income) – a cost that many are forced to undertake to access jobs in our community. Rather than car ownership being about freedom, it has become the price many pay to participate in our economy.

In addition to being a very costly system, it is not clear that our State's investments are improving mobility nor working towards our State's climate goals. Since 1990, the emissions of all sectors have gone down, except those in transportation. The reductions in aviation and marine emissions have been entirely offset by the increases in ground transportation – mostly through the increase in vehicle miles traveled (VMT).² Although only 22% of the total centerline miles of highways and roads are on the State Highway

¹ <https://www.ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

² Hawai'i Greenhouse Gas Emissions Report for 2016, Final Report, December 2019 <https://health.hawaii.gov/cab/hawaii-greenhouse-gas-program/>

System, it carries approximately 56% of the total 22.42 million annual vehicle miles traveled in Hawai'i.³ We cannot meet our climate goals without reducing VMT on our state's systems and the current mandate and policy framework is not sufficient. For example, since 1993, Honolulu's population increased 23 percent and our lane miles grew 8 percent, but our congestion spiked 166 percent by 2018.⁴ This is a past trend but it is reflected in the future trends as well. The 2020 Hawai'i Department of Transportation operating budget documented an 11 percent increase in VMT by 2024.⁵

The proposed legislation helps to address the trends that are challenging state DOTs nationwide through the following:

- Codifying important desired community outcomes for our transportation agencies such as reducing transportation costs to local residents, being more equitable, minimizing injuries and fatalities, improving public health and quality of life, and addressing greenhouse gas emissions.
- Clarifying the State's responsibility towards active transportation network planning and implementation, particularly around access to schools, local commercial hubs/main streets, and active living improvements.
- Confirming that the ground transportation network should be about moving people, not vehicles, support complete streets more forcefully, reduce vehicle miles traveled, and begin to catalyze mode shifts away from single-occupancy vehicles.

Combined, these efforts help elevate the active transportation modes that have been historically undervalued and underserved and commit the State to climate leadership in transportation, ultimately eliminating our vehicle dependency. We cannot meet our climate goals without changes in our State transportation policies, investments, projects, and programs.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ <https://highways.hidot.hawaii.gov/stories/s/2020-Act-100-Report-Homepage/xvth-36b8/>

⁴ Transportation for America Congestion Con <https://t4america.org/maps-tools/congestion-con/>

⁵ <https://budget.hawaii.gov/wp-content/uploads/2018/12/26.-Department-of-Transportation-FB19-21-PFPprev2.pdf>

SB-1402-HD-1

Submitted on: 3/29/2021 8:58:16 PM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Hawaii Bicycling League	Support	No

Comments:

The Hawaii Bicycling League strongly supports SB1402SD2HD1.

SB1402SD2HD1 is a visionary bill to transform Hawaii's ground transportation system to be safer, more efficient, and healthier than at present. With our climate, that transportation system would be the best in the WORLD.

Safely distanced/separated networks of travel for people who take transit, walk, bike and drive exist in places like the Netherlands and Denmark. They enjoy high standards of living, health and happiness. It can be done in Hawaii with the policies in this bill.

This bill builds on goals to promote clean energy and fight climate change. It supports what the youth and future generations desire for a good life.

We urge the restoration in the bill of the ground transportation commission as an ADVISORY body to DOT. By bringing all stakeholders in as advisors, DOT can get input for coordination and better ideas.

The DOT Highways Division has demonstrated the understanding of and belief in the goals incorporated in this bill. Highways division leaders can organize the advisory commission of important stakeholders to coordinate plans and targets to implement this bill.

SB-1402-HD-1

Submitted on: 3/29/2021 10:57:57 PM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ted Bohlen	Climate Protectors Hawaii	Support	No

Comments:

Establishing separate motor vehicle, bicycle, and pedestrian highway and pathway networks will encourage biking and walking, reducing greenhouse gas emissions and improving public health. Please pass this bill! Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)



HOUSE COMMITTEE ON FINANCE

March 31, 2021, 1:30 P.M.

Video Conference

TESTIMONY IN SUPPORT OF SB 1402 SD2 HD1

Aloha Chair Luke, Vice Chair Cullen, and Committee members:

Blue Planet Foundation **supports SB 1402**, which requires the department of transportation to create motor vehicle, bicycle, and pedestrian highway and pathway networks. This bill offers important direction for the department to plan for and increase access to more diverse modes of clean transportation that can reduce greenhouse gas emissions, lower transportation costs for residents, increase safety, and provide new pedestrian and bicycle infrastructure in car-centric communities that currently lack access to such mobility choices.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for renewable energy, energy efficiency, and clean transportation, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust.

Hawai'i is in the midst of a transition to a 100% clean energy future, and the state's ground transportation sector must follow suit. While Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, we are falling short on decarbonizing our ground transportation sector. Greenhouse gas emissions from transportation have been climbing steadily for years prior to the coronavirus pandemic. In 2019, more gasoline was sold in the islands than in 2018.¹ Without deliberate and forward-thinking leadership, we risk accelerating this trend of increased transportation emissions as Hawai'i residents go back to school and the office and as tourists return.

Senate Bill 1402 will clarify the State's role in planning and implementing infrastructure to support an increased shift away from personal vehicles to more sustainable modes of transportation. Coordinated efforts will be required to develop the pedestrian infrastructure and connectivity we need to safely and efficiently move people throughout our communities. The State-led planning and reporting required in this bill will support residents in choosing to move away from vehicle dependency while saving money and reducing their climate impacts.

Thank you for the opportunity to provide testimony.

¹ "Monthly Energy Trends," DBEDT, <http://dbedt.hawaii.gov/economic/energy-trends-2>.



Date: Wednesday, March 31, 2021 1:30PM

To: The Honorable Representative Sylvia Luke, Chair
The Honorable Representative Ty J.K. Cullen, Vice-Chair
Committee on Finance

From: Peggy Mierzwa, Senior Policy Analyst, External Affairs

RE: **SUPPORT SB1402 SD2 HD1** Relating to Transportation

AlohaCare appreciates the opportunity to provide testimony in **support** of SB1402 SD2 HD1. This measure would help to modernize Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the Department of Transportation in creating motor vehicle, bicycle, and pedestrian facilities. This coordinated approach to the impact of transportation systems is an important step in addressing many of the areas of which transportation affects.

Founded in 1994, AlohaCare is a community-rooted, non-profit health plan serving 73,000 Medicaid and dual-eligible health plan members on all islands. It is the only state health plan exclusively serving Medicaid patients. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating access to quality health care for all. We believe that health is about supporting whole-person care, including access to housing, food security, and safe transportation to build a stronger, healthier Hawaii.

On page 5, one of the purposes of modernizing Hawaii's ground transportation infrastructure and moving Hawaii forward into the twenty-first century "by improving public health and quality of life". The infrastructure of where people live directly correlates to their well-being. In communities with higher health disparities there is historically fewer and more poorly maintained sidewalks, less lighting, no dedicated bike lanes, which lead to overall dangerous conditions to walk or bike. In areas with lower income, walking, biking and public transportation are more highly utilized and more individuals are hurt or killed because of the lack of safe conditions. Furthermore, these dangerous facilities do not allow for individuals to safely play and exercise, increasing poor health outcomes.

Transportation is a social determinant of health. Lack of physical movement leads to higher rates of obesity, heart disease, high blood pressure and diabetes. The infrastructure of where people live directly correlates to their health. Lack of safe infrastructure and poor health are disproportionately found in areas with the highest rates of the most vulnerable and disadvantaged residents. This bill takes steps to provide equity to all users. In addition to improving public health, this measure creates a path to more clearly address the state's transportation costs, greenhouse emissions, and decrease injuries and fatalities.

Supporting wellness in our communities is a multi-pronged approach, and we support the variety of ways in which we can achieve healthy, resilient communities.

Mahalo hearing SB1402 SD2 HD1, a comprehensive approach to transportation planning forward.

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Garret Sugai
Kaiser Permanente

Date: March 30, 2021

To: Representative Sylvia Luke, Chair
Representative Ty J.K. Cullen, Vice Chair
Members of the House Finance Committee

Re: Support for SB 1402, SD2, HD1, Relating to Transportation

Hrg: March 31, 2021 at 1:30 PM via Videoconference

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1402, SD2, HD1**, which will help to modernize Hawai'i's ground transportation infrastructure through the creation of pedestrian, bicycle, and motor vehicle networks, thus improving public health and addressing climate change.

Modernizing Hawai'i's ground transportation is good for health and the environment.

Hawai'i must move away from an auto-centric society and invest in infrastructure that prioritizes public transportation, biking, and walking. Not only will this improve health by making active transportation more accessible, but it will make our roads safer for all users, lower the cost of transportation and reduce greenhouse gas emissionsⁱⁱ. This would also align the state's complete streets policy.

Establishing metrics, considerations, and goals for the ground transportation modernization will help with accountability. This aligns with the National Complete Streets Partnership's recommendations that effective complete streets policy include "clear accountable expectations," and "performance standards that are specific, equitable, and available to the publicⁱⁱⁱ."

Mahalo for the opportunity to submit testimony in **support of SB 1402, SD2, HD1**.

Mahalo,

A handwritten signature in cursive script that reads 'Jaylen Murakami'.

Jaylen Murakami
Advocacy and Outreach Coordinator

ⁱ Created by the legislature in 2012, the Obesity Prevention Task Force is comprised of over 60 statewide organizations, and works to make recommendations to reshape

Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents. The Hawai'i Public Health Institute (HIPHI) convenes the Task Force and supports and promotes policy efforts to create a healthy Hawai'i.

Hawai'i Public Health Institute is a hub for building healthy communities, providing issue-based advocacy, education, and technical assistance through partnerships with government, academia, foundations, business, and community-based organizations.

ⁱⁱ Atherton, E. & Osborne, B. (2016). Driving Public Health with Transportation. [Powerpoint Slides]

ⁱⁱⁱ National Complete Streets Coalition *Elements of a Complete Streets Policy* (2018)

SB-1402-HD-1

Submitted on: 3/29/2021 2:49:51 PM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Individual	Support	No

Comments:

I support modernizing Hawaii's ground transportation infrastructure in all the ways listed in the legislation.

John Rogers

Transportation Committee Chair Ewa Neighborhood Board #23

LATE

SB-1402-HD-1

Submitted on: 3/30/2021 7:49:45 PM

Testimony for FIN on 3/31/2021 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Pappas	Individual	Support	No

Comments:

Dear Chair Luke, Vice Chair Cullen, and Finance Committee members,

I strongly support SB1402 to ensure that equitable, low-cost means of transportation (walking, bicycling) are made available to people across the state of Hawaii. Emphasis on safety and connectedness of these pathways will make all the difference in their adoption. Please make these networks a priority as alternatives to vehicular traffic.

Thank you.

Jan Pappas - Aiea, Hawaii