

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
RELATING TO TRANSPORTATION**

REPRESENTATIVE HENRY J.C. AQUINO, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: March 19, 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 (S.B. 1402,
4 S.D. 2) which would modernize Hawaii's ground transportation infrastructure by providing
5 metrics, considerations, and assistance to the DOT in creating motor vehicle, bicycle, and
6 pedestrian facilities.

7 S.B. 1402, S.D. 2 proposes to amend Chapter 264, HRS to include sections that would
8 establish a network of safe bicycle and pedestrian highways connecting communities throughout
9 each island and providing connections within each community. The DOH recognizes the critical
10 role that transportation policy and the resultant built environment play in promoting physical
11 activity, and access to healthy food and public space. The development of physical and built
12 environments that encourage walking and bicycling is a strategic way to make physical activity
13 an integral and routine part of daily life.

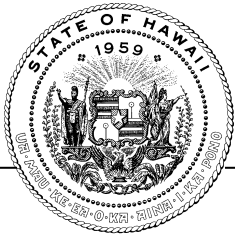
14 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
15 only 24.6% of Hawaii residents met federal guidelines for physical activity.¹ More needs to be
16 done across the state to plan and build supportive infrastructure for active living.

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

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

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

7 **Offered Amendments:** None



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 TRANSPORTATION
Friday, March 19, 2021
10:00 AM
State Capitol

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

Chair Aquino, Vice Chair Iligan, and Members of the Committee:

The Office of Planning (OP) **supports** SB 1402, SD 2. 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 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.


OFFICE OF HAWAIIAN AFFAIRS
‘Ōlelo Hō‘ike ‘Aha Kau Kānāwai
Legislative Testimony

SB1384
RELATING TO EDUCATION
Ke Kōmike Hale o ka Ho‘ona‘auao
House Committee on Education

Malaki 18, 2021

2:00 p.m.

Lumi 309/430

The Office of Hawaiian Affairs (OHA) **SUPPORTS** SB1384, which would facilitate the state’s kuleana to ‘Ōlelo Hawai‘i by allowing for consistent and continued representation for Hawaiian medium early learning providers on the state’s Early Learning Board (ELB). The perpetuation of ‘Ōlelo Hawai‘i is critical to the evolving culture, health, and well-being of Native Hawaiians, and this measure may be crucial to ensuring the continued use and growth of ‘Ōlelo Hawai‘i in Hawai‘i and beyond. **As such, OHA urges the Committee to pass this measure, and respectfully recommends removing the sunset provision in order to more fully realize its intended benefits.**

Although our state is constitutionally mandated “to promote the study of Hawaiian culture, history, and language[,” and ‘Ōlelo Hawai‘i has been an official state language since 1978,¹ much remains to be done to ensure the re-normalization of the Hawaiian language in the Hawaiian Islands. Ensuring that our early learning system and policies recognize the importance of ‘Ōlelo Hawai‘i immersion – which may also have significant developmental benefits – for Hawai‘i’s infants, toddlers, and preschoolers is essential to this goal. Accordingly, it is critical to have continuous and consistent representation of Hawaiian medium early learning providers on the ELB.

However, the ELB seat for a “representative of Hawaiian medium early learning providers,” historically filled by the ‘Aha Pūnana Leo, is currently limited only to two, two-year consecutive terms.² Thus, the “Hawaiian medium early learning provider” representative may not serve more than a maximum of four consecutive years. This poses a significant challenge for a representative with the requisite experience and institutional knowledge to consistently fill this position, and has limited the ability of the ‘APL representative from building the institutional knowledge and presence necessary to effectively advocate for the importance and value of a Hawaiian medium early education. Notably, this seat is currently empty and the ELB is suffering from the lack of ‘APL’s voice, which has otherwise consistently ensured that all ELB members understand and recognize

¹ HAW. CONST. ART. XV SEC. 4.

² HRS §302L-1.6(10) sets a two-year term for the representative of Hawaiian medium early learning providers; HRS § 26-34(a) provides that “[n]o person shall be appointed consecutively to more than two terms as a member of the same board or commission[.]”

the essential role of ‘Ōlelo Hawai‘i medium programming in the development and education of Hawai‘i’s growing keiki.

By exempting the Hawaiian-medium representative from the general two-term limit in HRS § 26-34(a), SB1384 will accordingly enable a representative of Hawaiian medium early education to maintain a consistent Hawaiian voice on the ELB, and thereby help to fulfill the greater mission to perpetuate and normalize the state’s official language of ‘Ōlelo Hawai‘i.

OHA does note that this measure is currently drafted with a sunset date of June 30, 2025. Such a sunset date may limit the ability of the “Hawaiian medium early learning provider” representative to maintain a continuous and consistent presence on the ELB in subsequent future years. **Accordingly, we respectfully urge the Committee to remove the language from this measure that would impose a repeal date of June 30, 2025, as found on page 3, lines 1-2.**

The strength and endurance of ‘Ōlelo Hawai‘i is intrinsically connected to the health and wellbeing of the Native Hawaiian people, and it is part of what makes Hawai‘i an authentic, unique, and beautiful place for all our local keiki to enjoy, learn, and ultimately thrive. **E ola mau ka ‘Ōlelo Hawai‘i!**

Accordingly, OHA urges the Committee to **PASS** SB1384. Mahalo nui for the opportunity to testify on this important issue.

LATE

SB-1402-SD-2

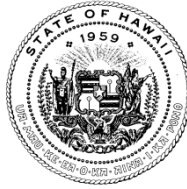
Submitted on: 3/18/2021 11:26:19 AM
Testimony for TRN on 3/19/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Rachel Roper	Hawaii Department of Transportation	Support	No

Comments:

I am with the DOT and available for comments. Director Butay or Deputy Director Sniffen will be the primary testifiers.

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

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

March 19, 2021
10:00 A.M.
State Capitol, Teleconference

**S.B. 1402 S.D. 2
RELATING TO TRANSPORTATION**

House Committee on Transportation

The Department of Transportation (DOT) **supports and offers comments** to S.B. 1402 S.D. 2. S.B. 1402 S.D. 2 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 (the Federal Planning Factors) 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.



**American
Heart
Association.**

**American Heart Association testimony in SUPPORT of SB 1402, SD 2
“Relating to Transportation”**

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

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.

Chairman of the Board

Glen Kaneshige

President

Michael Lui, MD

Board Members

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Jason Fujita

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Brandon Kurisu

Arnold Martines

Michael Rembis, FACHE

Andrew S. Rosen

Timothy Slottow

Jennifer Walker

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 outlines project goals and requires 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.

Serving Hawaii since 1948

Our Mission:

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

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.

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

By prioritizing Hawaii’s communities with higher levels of health disparities, SB 1402 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.

Respectfully submitted,

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

Office: 808.377.6630 Toll Free: 866.205.3256

Donald B. Weisman
Hawaii Government Relations/Communications Director



WAIKIKI NEIGHBORHOOD BOARD NO. 9

/o NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BLVD. SUITE 160 • HONOLULU, HAWAII, 96817
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET: <http://www.honolulu.gov>

The Waikiki Neighborhood Board supports the concept of the following bill: SB1402

At the February 9, 2021 Regular Meeting of the Waikiki Neighborhood Board the Board voted in favor of the concept of this bill.

This Bill would seem to support issues like Complete Streets implantation and require Counties to plan for future construction and funding for critical pedestrian and transportation safety.

Robert J. Finley
Robert J. Finley
Chair



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**The State Legislature
The House of Representatives
Committee on Transportation
Friday, March 19, 2021
10:00 a.m.**

TO: The Honorable Henry Aquino, Chair

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

Aloha Chair Aquino 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 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.

Sincerely,

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

Keali'i Lopez, AARP Hawai'i

FAITH ACTION FOR COMMUNITY EQUITY
ENVIRONMENTAL JUSTICE TASK FORCE

House Committee on Transportation
March 19, 2021 at 10:00 am
Via Videoconference and Conference Room 423

SUPPORTING SB 1402 SD 2

The Environmental Justice Task Force of Faith Action for Community Equity supports SB 1402 SD2, which will improve the health and safety of our communities while reducing our dependence on imported fossil fuels for transportation.



Date: Friday, February 19, 2021

To: The Honorable Representative Henry J.C. Auino, Chair
The Honorable Representative Greggor Ilagan, Vice-Chair
Committee on Transportation

From: Peggy Mierzwa, Senior Policy Analyst, External Affairs

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

AlohaCare appreciates the opportunity to provide testimony in **support** of SB1402 SD2. 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 SD1, a comprehensive approach to transportation planning forward.

1357 Kapiolani Blvd., Suite 1250, Honolulu, Hawaii 96814
Call: 973-0712 • Toll-free: 1-877-973-0712 • Fax: 808-973-0726 • www.AlohaCare.org



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Friday, March 19, 2021 — 10:00 a.m.

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

Dear Chair Aquino 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, 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 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

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/>

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

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, 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.
- Focusing on being more equitable, improving safety, reducing user costs, improving public health, and reducing carbon emissions.

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 helping to eliminate 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

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-PFPrev2.pdf>

SB-1402-SD-2

Submitted on: 3/17/2021 11:05:31 PM

Testimony for TRN on 3/19/2021 10:00:00 AM

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

Comments:

To: The Honorable Henry Aquino, Chair, The Honorable Greggor Ilagan, Vice Chair, and Members of the House Committee on Transportation

From: Climate Protectors Hawaii (by Ted Bohlen)

Re: Hearing **SB1402 SD2– RELATING TO TRANSPORTATION**

Hearing: Friday, March 19, 2021, 10:00 a.m., by videoconference

Aloha Chair Aquino, Vice Chair Ilagan, and members of the House Committee on Transportation:

The Climate Protectors Hawaii is a group focused on reversing the climate crisis. The Climate Protectors Hawaii **SUPPORTS SB1402 SD2!**

As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis, with more intense storms, loss of protective coral reefs, food insecurity, and rising sea levels destroying our shorelines. We must do all we can to reduce our carbon footprint and become carbon negative as soon as possible.

This bill would require the Department of Transportation to establish various motor vehicle, bicycle, and pedestrian highway networks throughout the State.

More specifically, this measure would:

- (1) Require the planning for, and establishment of, motor vehicle, bicycle, and pedestrian highway networks throughout the State;
- (2) Require the Department of Transportation to plan for, establish, and, if applicable, ensure that each county plans for and establishes, inter-community bicycle and pedestrian networks and pedestrian exercise and active health pathways; and
- (3) Establish goals and metrics to guide the Department of Transportation in its planning and establishment of these networks and pathways.

This bill would help guide the State to reducing our emissions of greenhouse gases.

Please pass this bill! Mahalo!

Climate Protectors Hawaii (by Ted Bohlen).



HIPHI Board

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May Okihiro, MD, MS
John A. Burns School of
Medicine, Department of
Pediatrics

Misty Pacheco, DrPH
University of Hawai'i at Hilo,
Department of Kinesiology and
Exercise Sciences

Garret Sugai
Kaiser Permanente

Date: March 18, 2021

To: Representative Henry J.C. Aquino, Chair
Representative Greggor Ilagan, Vice Chair
Members of the House Transportation Committee

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

Hrg: March 19, 2021 at 10:00 AM via Videoconference

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1402, SD2**, 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**.

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)



Testimony of Lauren Armstrong
Maui MPO Executive Director
On behalf of Maui MPO Policy Board

Before the House Committee on Transportation

March 19, 2021 at 10:00am
Conference Room 423 & via videoconference

SB1402 SD2 RELATING TO TRANSPORTATION

Honorable Henry J.C. Aquino, Chair
Honorable Greggor Ilagan, Vice Chair
Honorable Members of the House Committee on Transportation

The Maui MPO Policy Board offers testimony in **support of SB1402 SD2, with comments**. SB1402 SD2 modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations and assistance to the DOT in creating motor vehicle, bicycle and pedestrian facilities.

The purpose of this bill aligns with Maui MPO's efforts to improve safety, promote health, increase sustainability and improve affordability and quality of life, as outlined under goals of the *Hele Mai Maui 2040 Transportation Plan*. Maui MPO works closely with the Hawai'i Department of Transportation and County of Maui to manage a coordinated, comprehensive and continuous transportation planning process for ground transportation on the island of Maui, in accordance with federal regulations.

As such, **please consider amending the bill as follows:**

“(b) Within each community or communities, the department shall coordinate with the applicable county **and metropolitan planning organization** to develop a comprehensive plan for the establishment of any portion of the following within the department or county's jurisdiction, as applicable...”

Thank you for the opportunity to testify.

Sincerely,

Lauren Armstrong
Executive Director, Maui MPO
On behalf of Maui MPO Policy Board



HOUSE COMMITTEE ON TRANSPORTATION

March 19, 2021, 10:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF SB 1402 SD2

Aloha Chair Aquino, Vice Chair Ilagan, 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>.



LATE

March 18, 2021

Good Morning,

My name is Jess Thompson, and I am the Executive Director of PATH—People’s Advocacy for Trails Hawaii. PATH is a Hawaii-county based nonprofit and our **mission** is to safely connect people and places on **Hawaii Island** with pathways and bikeways.

SB 1402 bill provides DOT with a framework that promotes clean air, better health outcomes, more transportation options, and safer roadways for all people using a mobility device, walking, rolling, or driving. This is why PATH strongly supports this bill.

Thank you for your commitment to the peoples of Hawai’i. **Please vote yes on SB 1402.**

Mahalo,

Jessica Thompson

Executive Director

PATH

LATE

SB-1402-SD-2

Submitted on: 3/18/2021 10:44:03 AM

Testimony for TRN on 3/19/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
matthias kusch	Hilo bay front trails, inc	Support	No

Comments:

As president of the Hilo bayfront trails nonprofit organization, myself and our Board of Directors support SB 1402 to better address multi model transportation on our state highway system.

Thank you,

Matthias Kusch



Healthy Eating Active Living
Community Coalition
of Kauai County

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*Transportation Planner County of
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*Kauai District Health & Physical
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Tommy A. Noyes
Kauai Path

Valerie Saki
Hawaii Public Health Institute

Marie Williams, MCRP, AICP
County of Kauai Planning Dept.

Ex-Officio

Bev Brody, PT
Coalition Director

March 18, 2021

LATE

**Get Fit Kauai’s testimony in STRONG SUPPORT of SB 1402, SD 2
“Relating to Transportation”**

Thank you for the opportunity to testify in writing to voice **strong support for SB 1402 SD 2** which requires the DOT to modernize Hawaii’s ground transportation infrastructure by creating motor vehicle, bicycle, and pedestrian facilities.

My name is Bev Brody and I am the Director of Get Fit Kauai, the Healthy Eating Active Living Coalition of Kauai County. Get Fit Kauai strives to eliminate health disparities in our community by providing access to healthy food and increasing the opportunities for physical activity and healthy living through policy, systems and environmental change.

According to the CDC, more than 1 in every 10 premature deaths in the United States can be explained by a lack of physical exercise. The CDC recommends that adults ages 18-64 get at least 150 minutes a week of moderate-intensity physical activity (such as brisk walking or biking) or 75 minutes a week of vigorous-intensity physical activity (such as jogging or running), but less than half of Americans actually meet these recommendations.

The built environment influences a person’s level of physical activity. Inaccessible or nonexistent sidewalks and bicycle or walking paths contribute to sedentary lifestyles. How the built environment (infrastructure) is designed holds tremendous potential for addressing many current public health concerns, including obesity, cardiovascular disease, diabetes, asthma, injury, depression, violence, and social inequities.

This bill establishes a commitment that every ground transportation project will make the street network better and safer for people walking, biking, driving, riding transit, and moving actively with assistive devices—making Hawaii a healthier and safer place to live.

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

Mahalo,

BBrodySkerik

Bev Brody
Get Fit Kauai – Director

H.E.A.L. (Healthy Eating Active Living)
Community Coalition of Kauai County
808-212-4765
www.getfitkauai.com

LATE

SB-1402-SD-2

Submitted on: 3/18/2021 10:55:49 PM

Testimony for TRN on 3/19/2021 10:00:00 AM

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

Comments:

The Hawaii Bicycling League strong supports SB1402SD2, along with many others.

SB1402SD2 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-SD-2

Submitted on: 3/17/2021 2:18:43 PM

Testimony for TRN on 3/19/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrea Quinn	Individual	Support	No

Comments:

Dear Honorable Committee Members,

Please support SB1402.

Thank you,

Andrea Quinn

SB-1402-SD-2

Submitted on: 3/18/2021 6:38:29 AM

Testimony for TRN on 3/19/2021 10:00:00 AM

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 NB #23

LATE

SB-1402-SD-2

Submitted on: 3/18/2021 3:10:20 PM

Testimony for TRN on 3/19/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Heidi Teraoka	Individual	Support	No

Comments:

I support SB1402 for the improvement of accessible transportation and health. Thank you for this opportunity.