

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 Senate Committee on
TRANSPORTATION

Tuesday, February 9, 2021
3:05PM
State Capitol, Conference Room 224

In support of
SB 1402
RELATING TO TRANSPORTATION

SB 1402 proposes 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. Establishes a ground transportation modernization commission within the department of transportation. **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.

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.

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

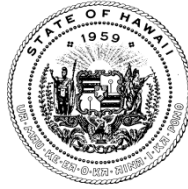
Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General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

As noted in DOT's 2020 Act 100 Report,

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.



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 9, 2021
3:05 P.M.
State Capitol, Teleconference

S.B. 1402
RELATING TO TRANSPORTATION

Senate Committee on Transportation

The Department of Transportation (DOT) **supports and offers comments** to S.B. 1402. S.B. 1402 modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the DOT in creating motor vehicle, bicycle, and pedestrian facilities and establishes a ground transportation modernization commission within the DOT.

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.

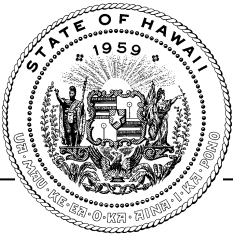
Similar to most State Departments of Transportation, the DOT faces the challenge that the needs of the State Highway System greatly outweigh resources. Through its long range planning and the Statewide Transportation Planning Process, the DOT is identifying priorities and strategies to most efficiently 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 is concerned with the bill's proposed requirement to establish a ground transportation modernization commission within the DOT. The DOT feels this would create duplicative oversight and therefore an inefficient use of resources. The DOT already must gain approval from the Legislature for its funding.

The DOT has concerns with the proposed text for part (d) of HRS 264 that states "within each community or communities, the department shall ensure each county plans for and establishes, and the department plans for and establishes any state portions of" various roadway connections. The DOT works cooperatively with the Counties and does provide oversight where required by Federal regulations, but the DOT does not prescribe to the County how to carry out its transportation planning process or implement its roadway network. We recommend amending the requirement to require HDOT and the counties to coordinate on a comprehensive plan.

Thank you for the opportunity to provide testimony.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-3807
Fax: (808) 586-2536
Web: energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
SENATE COMMITTEE ON TRANSPORTATION

Tuesday, February 9, 2021
3:05 P.M.
House Conference room via videoconference

Comments in consideration of
HB 1402
RELATING TO TRANSPORTATION

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments on HB 1402, that strives 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, and establish a ground transportation modernization commission within the department of transportation. Modernizing ground transportation to support infrastructure and create multi-modal and other facilities will not only reduce long-term costs for local commuters, it will also help meet Hawaii's goals to eliminate fossil fuels in ground transportation and sequester more greenhouse gasses than the State emits by 2045.

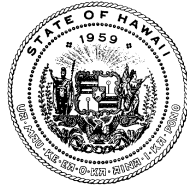
SB 1402 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation.

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 directed by HRS §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;”

Planning for the State’s infrastructure aligns with the ultimate elimination of fossil fuels, particularly in areas that are being targeted for near term decarbonization strategies, such as the modernization of transportation in SB 1402, is a positive step towards addressing this issue. HSEO notes there is no funding provided to support this measure and respectfully defers to the Department of Transportation.

Thank you for the opportunity to testify.



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

Testimony COMMENTING on S.B. 1402
RELATING TO TRANSPORTATION

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

Hearing Date: February 9, 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 offers comments on Senate Bill 1402 (S.B. 1402) which
4 would modernize Hawaii's ground transportation infrastructure by providing metrics,
5 considerations, and assistance to the DOT in creating motor vehicle, bicycle, and pedestrian
6 facilities.

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

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

4 S.B. 1402 is in alignment with several of the Hawaii State Physical Activity and Nutrition
5 Plan 2030 objectives, to increase the miles of low stress bicycle and pedestrian infrastructure
6 across the state, and for the state and each county to identify and adopt mode-share goals and
7 measurements that prioritize walking, and wheelchairs, and bicycling. The DOH looks forward
8 to continuing our collaboration and would actively participate in the proposed ground
9 transportation modernization commission.

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

11 **Offered Amendments:** None

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

LATE

SB-1402

Submitted on: 2/8/2021 3:26:12 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Testifying for Transportation Chair, Ewa neighborhood Board #23	Support	No

Comments:

Aloha Chair Senator Lee, Vice Chair Senator Inouye and members of the Transportation Committee,

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

SB-1402

Submitted on: 2/7/2021 12:02:35 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dyson Chee	Testifying for Hawai'i Youth Climate Coalition	Support	No

Comments:

On behalf of the Hawai'i Youth Climate Coalition, thank you for the opportunity to testify in support of SB1402.



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Tuesday, February 9, 2021 — 3:05 p.m.

Ulupono Initiative strongly supports SB 1402, Relating to Transportation.

Dear Chair Lee 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, 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 and establishes a ground transportation modernization commission within the Department of Transportation. 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

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/>

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 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.
- Help provide additional leadership and support through a transportation modernization commission.

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

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>



John Uekawa, President
Dave Rolf, Executive Director

HADA Testimony in SUPPORT OF THE CONCEPT of SB1402
RELATING TO TRANSPORTATION

Presented to the Senate Committee on Transportation
at the Public Hearing 3:05 p.m. Tuesday, February 9, 2021 in Room 224
VIA VIDEO CONFERENCE
Hawaii State Capitol

by David H. Rolf for the members of the Hawaii Automobile Dealers Association

Chair Lee, Vice Chair Inouye and members of the committee:

HADA dealers are in support of this bill.

Personal transportation in motor vehicles accounts for the majority of ground transportation miles travelled in Hawaii.

The retail auto industry in Hawaii is helping to introduce electric vehicles and autonomous vehicles into Hawaii's multi-modal transportation mix.

We believe that input from our industry can provide helpful information for the discussion on transportation. The members of the Hawaii Automobile Dealers Association respectfully request the opportunity to participate in the Ground Transportation Modernization Commission.

Our dealers look forward to working with all in drafting the roadmap that is needed for all to see how the distance to a renewable energy goal can be covered in the shortest amount of time. We look forward to working alongside all on this transition. Many factors are now coming into the marketplace that will foster a more rapid EV transition.

We thank you for the opportunity to provide support for this measure and request the opportunity to offer our help through participation in the discussions on the Commission that SB1402 proposes to form.

Respectfully submitted,

David H. Rolf, for the Members of the Hawaii Automobile Dealers Association

68 new car dealerships, 4,383 direct jobs, \$5.8 billion total sales, \$269 million State Gross Excise Taxes paid

ADDRESS

3442 Wai'ala'e Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756

**FAX**

808-735-7989

EMAIL

bicycle@HBL.org

February 8, 2021

Hawaii State Senate Transportation Committee

Re: SB 1402 Hawaii Bicycling League SUPPORTS

Aloha Committee Members,

Hawaii Bicycling League strongly supports SB 1402 to help move Hawaii forward in achievement of our sustainability, health and affordability goals.

Transportation preferences are changing and HDOT currently lacks the support, resources and tools to leverage this positive change. Historically and currently, HDOT's primary focus is on the flow and safety of motorized vehicle traffic, with miniscule resources dedicated to alternative road users. This becomes quite clear when you see that 26% of 2020 Transportation Alternative Program (TAP) funds lapsed or were transferred to other projects. Alternative road users want and deserve more significant representation within HDOT, which SB 1402 helps provide.

Additionally, there is indisputable rationale for modernizing our transportation network. However, without measurement, reporting and other supporting tools in place, it is nearly impossible to identify an existing situation, set goals, and determine progress. HBL strongly supports creating goals and having measurement tools in place for tracking and reporting. *"If you can't measure it, you can't improve it", Peter Drucker.*

What's more, SB 1402's creation of a Ground Transportation Modernization Committee will help HDOT more readily evolve towards having a focus inclusive of a broad population of road users.

Please support SB 1402.

Sincerely,

A handwritten signature in blue ink that reads "Lori L. McCarney". The signature is written in a cursive, flowing style.

Lori L McCarney
Executive Director



Young Progressives Demanding Action
P.O. Box 11105
Honolulu, HI 96828

February 8, 2021

RE: Testimony in Support of SB 1402

Aloha Chair and Committee Members,

The Young Progressives Demanding Action is writing in support of Senate Bill 1402 (S.B. 1402), which looks to promote equity and address climate change through:

1. Dramatically increasing planning and infrastructure dedicated to separated and protected transit, pedestrian and bicycle networks connecting communities throughout the state, as well as local networks better connecting schools, residential areas, and commercial centers.
2. Create explicit expectation that new ground transportation plans and projects consider goals including “improve public health” and “provide equity to all users”
3. Establish a modernization commission to develop goals and provide support to HDOT.
4. Include a summary statement that “The department shall provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods, improves economic vitality, public health, livability, and quality of life.”

One of the largest transportation challenges for historically marginalized communities face is their disproportionate transportation costs. Due to the State’s lack of priority and substantial investment in non-auto transportation, many residents are forced to own and pay for their vehicles, experience long transit travel times, and/or utilize unsafe pedestrian and bicycle infrastructure (or lack thereof).

On average, owning a vehicle in Hawai‘i costs almost \$9,000 a year. Many residents cannot afford to purchase a vehicle, and also pay these additional yearly costs. However, if residents opt to ride TheBus on O‘ahu, their commute time on average is twice that of someone who drives, with those living west of the primary urban center experiencing much higher commute times by public transportation than residents living elsewhere on the island (American

Communities Survey, 2018). If we look at who rides the bus, it's some of our most vulnerable and disadvantaged residents:

- Our kūpuna makeup 37% of bus riders (ages 55+)
- 53% are women
- Rider Ethnicity:
 - 39%: Asian
 - 19%: White/Caucasian
 - 19% Two or more races/ethnicities
 - 18%: Native Hawaiian or Other Pacific Islander
 - 3%: Black/African American
 - 2%: Hispanic or Latino
 - 0%: American Indian or Alaskan Native*
- Annual Household Income:
 - 18%: \$50,000 - \$74,999
 - 15%: \$35,000 - \$49,999
 - 15%: Less than \$10,000
 - 13%: \$25,000 - \$34,999
 - 10%: \$75,000 - \$99,999
 - 9%: \$100,000 - \$149,999
 - 8%: \$15,000 - \$24,999 \$10,000 - \$14,999
 - 2%: \$150,000 - \$199,999
 - 2%: \$200,000 or more
- Employment Status:
 - 53%: Employed full-time (more than 40 hours/week)
 - 18%: Employed part-time (less than 40 hours/week)
 - 13%: Retired
 - 9%: Unemployed
 - 7%: Other
- 22% of riders rely solely on the bus for transportation and do not have other alternatives if bus service is not available.

Source: 2019 Public Transit Title VI Program, City and County of Honolulu Department of Transportation Services Public Transit Division

It's time that we prioritize transit users, by providing infrastructure that will help to increase the efficiency and reliability of our bus system, and benefit some of our most disadvantaged residents.

While detailed data on people walking and biking is not as readily available as those taking TheBus, we know that walking and biking provide a more affordable and healthy way to get around. However, when safe, comfortable, and convenient pedestrian and biking infrastructure does not exist, we force people to either rely on their vehicles or risk their lives.

Unfortunately, in Hawai'i, we've seen an average of about 108 fatalities on our roads, bridges, and paths from 2012 to 2019 (Hawai'i Department of Transportation, 2020). Many of the people dying in our crashes are our kūpuna, with Hawai'i leading the nation in the rate of older pedestrian fatalities (ages 60+) (Honolulu Age Friendly Cities Plan, 2015). Overall, the state ranks 13th in the country for pedestrian fatalities, among all age groups (Honolulu Age Friendly Cities Plan, 2015).

It's time to also properly fund safe, comfortable, and convenient pedestrian and bicycle infrastructure to provide residents the opportunity to engage in a healthy and affordable way to get around.

We urge you to support S.B. 1402 as we need to prioritize safe transit, pedestrian and bicycle facilities to reduce transportation costs for residents, improve quality of life, and reduce the deaths and serious injuries on our roads, bridges, and pathways.

Thank you again for the opportunity to submit testimony.

Thank you again for the opportunity to submit testimony.

Mahalo,

Young Progressives Demanding Action
action@ypdahawaii.org



1001 Bishop Street | Suite 625 | Honolulu, HI 96813-2830
1-866-295-7282 | Fax: 808-536-2882
aarp.org/hi | aarphi@aarp.org | twitter.com/AARPHawaii
facebook.com/AARPHawaii

**The State Legislature
The Senate
Committee on Transportation
Tuesday, February 9, 2021
3:05 p.m.**

TO: The Honorable Chris Lee, Chair

RE: S.B. 1402 Relating to Transportation

Aloha Chair Lee 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 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.

Sincerely,

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

Keali'i Lopez, AARP Hawai'i



American Heart Association.

LATE

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

The American Heart Association supports SB 1402, 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

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.

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

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.

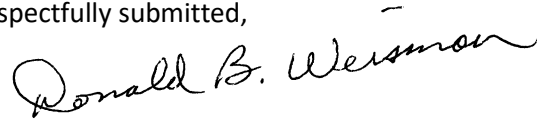
For more information on the AHA’s educational or research programs, visit www.heart.org or contact your nearest AHA office.

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.

The American Heart Association also stands ready, should this bill pass, to contribute a volunteer expert to serve on the Ground Transportation Modernization Commission created by the legislation to assist with planning and guidance.

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

Respectfully submitted,

A handwritten signature in black ink that reads "Donald B. Weisman". The signature is written in a cursive style with a horizontal line above the "i" in "Weisman".

Donald B. Weisman
Hawaii Government Relations/Communications Director



LATE

HIPHI Board

Kilikina Mahi, MBA
Chair
KM Consulting LLC

Michael Robinson, MBA, MA
Immediate Past Chair
Hawai'i Pacific Health

JoAnn Tsark, MPH
Secretary
John A. Burns School of
Medicine, Native Hawaiian
Research Office

Debbie Erskine
Treasurer
Kamehameha Schools

Keshia Adolpho, LCSW
Molokai Community Health
Center

Keawe'aimoku
Kaholokula, PhD
John A. Burns School of
Medicine, Department of
Native Hawaiian Health

Mark Levin, JD
William S. Richardson School
of Law

Rachel Novotny, PhD, RDN, LD
University of Hawai'i at
Mānoa, College of Tropical
Agriculture and Human
Resources

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

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

Date: February 8, 2021

To: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Members of the Senate Transportation Committee

Re: Support for SB 1402, Relating to Transportation

Hrg: February 9, 2021 at 3:05 PM in Conference Room 224

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1402**, which will help to modernize Hawaii's ground transportation infrastructure, thus improving public health and addressing climate change.

Modernizing Hawaii'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 also 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." The inclusion of a Department of Health representative on the modernization commission will ensure public health will be considered as Hawaii moves its ground transportation infrastructure into the 21st century.

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

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 hawaii'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)

LATE

SB-1402

Submitted on: 2/9/2021 12:00:04 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

SB1402 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.

During his tenure of accomplishments Ed Sniffen, the current DOT Highways Division Director, has demonstrated his understanding of and belief in the goals incorporated in this bill. Ed is uniquely suited to organize and lead the Commission of important stakeholders to coordinate plans and targets to implement this bill.

SB-1402

Submitted on: 2/8/2021 12:20:10 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Paul Bernstein	Individual	Support	No

Comments:

Aloha Chairman Lee and Transportation Committee Members:

I am submitting testimony in support of SB 1402 as we need to accelerate the Department of Transportation's efforts to reduce Hawaii's greenhouse gas emissions from the transportation sector and improve overall mobility.

When it comes to reducing greenhouse gas emissions from ground transportation Hawaii is moving in the wrong direction with VMT continuing to increase and greenhouse gas emissions declining only because of the pandemic. State DOT needs to take responsibility and leadership for reducing Hawaii's GHG emissions from transportation if we are to meet our goals of 100% renewable by 2045. Bill 1402 is a good start toward ensuring that this goal will be met by changing the goals that need to be considered for transportation projects.

Though more is needed, Bill 1402 will open the doors to better evaluation of future projects so that they will be much more likely to reduce VMT and emissions while improving overall transportation services. Furthermore, the building out of a contiguous bicycle and pedestrian network is critical to the equity, health, and sustainability of our transportation system. Bill 1402 will help make this network a reality.

Mahalo nui loa for hearing my thoughts on Bill 1402.

Kind regards,

Paul Bernstein, PhD