

SB-2295-HD-2

Submitted on: 3/29/2022 1:07:29 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
laurel brier	Kauai women's caucus	Support	Written Testimony Only

Comments:

DOT must consider Sea Level Rise and the impacts of climate change in How it builds and where it builds. It's being aware, considering consequences and being good planners.



Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
by NACTO
since 2017

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The Finance Committee,
Representative Sylvia Luke, Chair
Representative Kyle Yamashita, Vice Chair
31 March 2022

Aloha kakou!

Bikeshare Hawaii (BSH) is Honolulu's Bikeshare System (aka Biki) and has generated over 5 million human powered cycling trips by over 300,000 cyclists during the last five years. The majority of our member riders (59%) report using shared bicycles for their work commute trip. Biki's members (many of which have lived in Hawaii over 20 years, 58.6%) are always excited to learn more about the local transportation trends and environmental improvements in their community when we include such in our monthly newsletter.

SB2295 SD2 HD2: Relating to Transportation - SUPPORT

BSH supports the adoption and implementation of SB2865, Relating to The Department of Transportation. Requiring the HDoT to plan for certain sea level rise in all future or amended transportation highway, harbor, and airport projects to conform to carbon concrete standards.

We hope this will ensure that a more holistic and ecological approach is taken for future/amended transportation projects and possibly avoid the major issues that some of our current coastal transportation facilities are currently facing due to our fossil fueled approach to subsidized mobility*. [2021 Ulupono Initiative, *The Costs of the Vehicle Economy in Hawai'i* study found that only 48.8% of costs of system are borne directly by drivers in this state.]

Furthermore, the adoption and transition to environmentally more friendly concrete will have secondary net benefits, such as reducing the petroleum oil runoff from fresh 'tar' coated roadway surfaces AND over the long-term as the oil / bitumen particles are worn away by vehicle friction and through planned repair activities. Such then become legacy non-exhaust 'emissions' along with styrene butadiene tire rubber. (The ICUN estimates that 28.3% of primary microplastics worldwide that end up on the oceans are from synthetic rubber in tires.) Future asphaltic roadway formulations may also increase other unintended 'runoff' emissions through the consequences of introducing new sources of waste materials, such as plastics into the roadbed which will release more **microplastics/ heavy metals** as road dust into our land and marine food webs. (This is now the second highest source of transport microplastics emissions in Germany after tires.) The negative impact of long-term release of microplastics into our food web has been well studied BUT not its use in roads. As they say: 'garbage in = garbage out'.

Mahalo nui,

A handwritten signature in black ink, appearing to read "Boulanger", written in a cursive style.

Todd Boulanger
Executive Director

SB-2295-HD-2

Submitted on: 3/29/2022 10:05:49 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

Yes - of course we need to plan for sea level rise. It is already happening.