

TESTIMONY BY:

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

February 10, 2022
3:00 P.M.
State Capitol, Teleconference

S.B. 2834
RELATING TO TRANSPORTATION

Senate Committee on Transportation

The Department of Transportation (DOT) offers **comments** on this measure that proposes to establish the Transportation Improvement and Modernization Commission to help ensure the department achieves state goals and outcomes.

The DOT Highways Division already reports progress on established metrics and goal achievement, evaluates its projects, and engages with stakeholders representing all users of its highway facilities. Goals are set based on federal mandates, state requirements, and policies set by Governor and the Legislature. Further, several provisions in the legislation are duplicative of existing federal and state requirements. As such, this measure is unnecessary.

The existing DOT processes and reporting are designed to promote transparency and accountability. In compliance with federal requirements, the DOT already establishes targets for safety, bridge condition, pavement condition, and system reliability. These federal requirements prescribe the manner in which targets are set, data collected, and progress assessed, including stringent penalties for non-compliance. The Strategic Highway Safety Plan, also required by the Federal Highway Administration, examines trends in safety and sets forth priorities for the DOT on how to reduce fatalities and serious injuries in Hawaii. In compliance with state requirements, the DOT posts its Act 100 report on its website that is updated in near real time. For example, anyone can access this report to find the number of motor vehicle fatalities and serious injuries for the current year, as well as comparisons against national averages and trends. The same report also identifies all the infrastructure projects that serve as safety countermeasures, including new guardrails, median barriers and edge lines, raised crosswalks, speed humps, and high friction surface treatments. Non-infrastructure initiatives are also captured in the report. The same information is available for each of the established division goals. These data points are all available at <https://hidot.hawaii.gov/highways>.

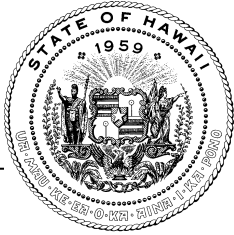
The measure emphasizes project evaluation, and this is already accomplished through existing processes. In December 2021, the DOT implemented its new Mid-Range Plan that assesses how a project will meet goals, priorities, and address existing needs. The processes and criteria built into this plan address safety, system preservation, multimodal integration, economic vitality, system efficiency, resiliency, equity, environment, and funding. In addition, the DOT is part of both the Oahu Metropolitan Planning Organization and Maui Metropolitan Planning Organization, and both implement several of the proposed actions set forth in S.B. 2834.

The DOT currently engages and consults with the stakeholders identified in this measure as members of the proposed commission, but there are many other stakeholders with whom DOT engages who are excluded from the commission. Among these are the groups who lead the movement of freight over highways like Hawaii Transportation Association, organizations that drive economic growth and development (including Land Use Research Foundation of Hawaii, chambers of commerce, business round tables), engineering organizations (including but not limited to Institute of Transportation Engineers, American Society of Civil Engineers, and American Council of Engineering Companies of Hawaii), pedestrian advocates, neighborhood boards, and utilities. All these stakeholders are directly impacted by transportation projects and should be involved in providing input into direction and benchmarks.

The preamble of this bill highlights concerns about safety, specifically pedestrian safety, congestion, and transportation costs. Contrary to what is suggested by this language, the DOT has dedicated safety, bicycle and pedestrian, and congestion relief programs, and also provides transportation infrastructure to serve the surrounding land uses and provide mode options for users to choose from. DOT has dedicated its resources to going beyond fulfilling its infrastructure requirements, but to addressing the State's primary issues such as reducing speeding on the Statewide system to reduce fatalities for all highway users, broadband connectivity to provide access opportunities in underserved areas, affordable housing and housing development, access to jobs for those who cannot afford to live in the downtown east side areas, and building resilience to climate change.

Given the above finds this measure unnecessary.

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

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
SENATE COMMITTEE ON TRANSPORTATION

Thursday, February 10, 2022
3:00PM
State Capitol, Video Conference

COMMENTS
SB 2834
RELATING TO TRANSPORTATION.

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SB 2834, which establishes the Transportation Improvement and Modernization Commission to help ensure the Department of Transportation achieves states goals and outcomes while improving reporting to provide better transparency for elected leaders and the public; and names the Chief Energy Officer as a member of the Commission.

HSEO's testimony is guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

Emissions from 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 tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045", planning and implementation of clean transportation alternatives are essential. To address transportation emission the HSEO engages with stakeholders to implement policies and programs to support the decarbonization of transportation.

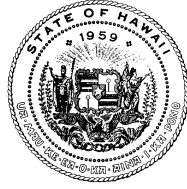
A coordinated effort is needed amongst a wide range of stakeholders to make meaningful progress in transitioning the transportation sector. The HSEO will continue to work with relevant agencies and stakeholders to support the goals of Chapter 225-P and take holistic actions to achieve the decarbonization of the transportation sector.

HSEO collaborated with the Hawaii Department of Transportation (HDOT) – Highways on successful applications for the designation of alternative fuel corridors on the islands of Hawaii, Kauai, Lanai, Maui, Molokai, and Oahu opening the door to federal funding opportunities. To support the implementation of VMT reduction and active transportation strategies the HSEO collaborated with the State Climate Change Mitigation and Adaptation Commission on a grant from the United State Climate Alliance to fund a Vehicle Miles Travelled and Active Transportation Specialist.

Should this measure move forward, the inclusion of the Chief Energy Officer will support HSEO's collaboration with Hawaii Department of Transportation and other state and county agencies on development and implementation of strategies to reduce vehicle miles travelled (VMT) through mode-shift, active transportation, and other associated means.

HSEO defers to the appropriate agency on fiscal and administrative impacts.

Thank you for the opportunity to testify.



STATE OF HAWAII
DEPARTMENT OF HEALTH
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WRITTEN TESTIMONY ONLY

**Testimony COMMENTING on S.B. 2834
RELATING TO TRANSPORTATION**

SENATOR CHRIS LEE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION

Hearing Date: February 10, 2022

Room Number: Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) for fiscal implications of implementation.

3 **Department Testimony:** The DOH offers comments on Senate Bill 2834 (S.B. 2834) which
4 would establish the Transportation Improvement and Modernization Commission to help ensure
5 that the DOT achieves their stated goals and outcomes while improving reporting to provide
6 better transparency for elected leaders and the public.

7 S.B. 2834 is aligned with several of the DOH Healthy Hawaii Strategic Plan 2030
8 physical activity objectives, to increase the miles of low stress bicycle and pedestrian
9 infrastructure across the state, and for the state and each county to identify and adopt mode-share
10 goals and measurements that prioritize walking, wheelchairs, and bicycling.

11 The DOH looks forward to continued collaboration with the DOT and would actively
12 participate in the Transportation Improvement and Modernization Commission, if established, to
13 ensure that health metrics and health equity are included in any performance measures.

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

15 **Offered Amendments:** None



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION
Thursday, February 10, 2022 — 3:00 p.m.

Ulupono Initiative supports SB 2834, 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 the 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 supports SB 2834, which establishes the Transportation Improvement and Modernization Commission to help ensure the Department of Transportation achieves State goals and outcomes while improving reporting to provide better transparency for elected leaders and the public.

The transportation industry is facing many challenges. Transportation agencies have been faced with new calls to prioritize safety through vision zero commitments at the federal and state level, coupled with demands for accountability through performance metric reporting. Although new federal funding is expected over the next few years, it is not clear that our agencies have the staff to deploy and implement all of the new potential projects at hand. Many state departments of transportation (DOTs), as a result, have elected to just “burn through” the existing project lists on the state transportation improvement program (STIP) list, rather than consider the transformative possibilities. Longer term funding considerations still remain including the long-term solvency of the federal highway trust fund. Added to this are climate concerns, cost-of-living concerns, public health, and mobility justice.

Hawai'i DOT is facing all of these issues and more. Act 131 (2021)¹ required more robust reporting on the outcomes associated with transportation decision-making, including larger community issues such as climate emissions, public health, user costs, etc. In

¹ https://www.capitol.hawaii.gov/Archives/measure_indiv_Archives.aspx?billtype=SB&billnumber=1402&year=2021

addition, Hawai'i DOT is at the forefront of climate adaptation analyses, noting that about 58 percent of our State's roadway system is exposed to climate change stressors.² Furthermore, Hawai'i DOT is facing a structural imbalance between collected user fees and the full list of potential roadway needs in the state. Our work in the Vehicle Economy Study for Hawai'i noted that the maintenance backlog is twice the size of the annual capital investment.³ This coupled with the majority of the road system subject to climate impacts means that significant discussion is needed about the type of statewide transportation system we want to have in the future – to what extent does it make sense to preserve a system that is fundamentally at risk – both geographically and financially.

It is not fair to assume that the State Transportation Plan is sufficient to address these challenges nor is a mechanism by which we can ensure accountability. Although the DOT's Act 100 reports are helpful, they rarely dive into the fuller list of community outcomes prescribed in Act 131 (2021).⁴ There is very little documentation from the DOT on longer-term trends – are we safer? More or less congested? Is the system more resilient? Are people more vehicle dependent than they were 20 years ago? Our pedestrian fatality ranking has gone from 17th to 6th in the past twenty years⁵, VMT has increased by 39 percent,⁶ and congestion, at least in Honolulu, is up 166 percent⁷ - all of this against a population increase of 33 percent. These are important questions that need to be more publicly deliberated and explored and seem to not have been covered in the current state transportation update.⁸

As a result, the need for this Commission is clear. It is not to replace other decision-making bodies about our transportation investment program, but rather to help guide state level conversations on what is happening in transportation.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

² <https://hidot.hawaii.gov/wp-content/uploads/2021/07/HDOT-Climate-Resilience-Action-Plan-and-Appendices-May-2021.pdf>

³ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

⁴ note that the reporting requirement from this legislation have not been met by the current administration as not Act 131 report was posted in advance of the 2022 legislative session.

⁵ <https://www.fars.nhtsa.dot.gov/States/StatesPedestrians.aspx>

⁶ <https://www.fhwa.dot.gov/policyinformation/statistics.cfm>

⁷ <https://t4america.org/maps-tools/congestion-con/>

⁸ <https://jacobs.maps.arcgis.com/apps/MapSeries/index.html?appid=e28c0631f49740038000571945c45d2c>

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February 10, 2022

3:00pm

State Capitol Teleconference

SB 2834

Relating to Transportation Improvement and Modernization Commission

SUPPORT

Senate Committee on Transportation

Aloha Chair Lee and Members of the Senate Transportation Committee,

The Hawaii Bicycling League supports Senate Bill 2834. [According to](#) the League of American Cyclists and The Alliance for Biking and Walking, Hawaii has an overall Data Transparency Score of C+. It has a D for description clarity and a D for open data.

We have heard reports from our members that they have spent countless volunteer hours organizing to get funding for bike projects only to find out later that the money or the project was secretly removed. The government officials agree to funding to appease the citizens then we wonder why nothing gets done since we can't follow the paper trail.

With more transparency we can better organize to ensure our endless hours don't go to waste. It will allow the projects get done that the people want which will benefit the citizens and the State as a whole.

Thank you for the opportunity to provide testimony.

Sincerely,

A handwritten signature in purple ink that reads 'Janel Sterbentz'.

Janel Sterbentz

Advocacy Team Leader



LATE

February 10, 2022

**TESTIMONY BEFORE THE SENATE COMMITTEE ON TRANSPORTATION
ON SB 2834 RELATING TO TRANSPORTATION**

Thank you Chair Lee and committee members. I am Gareth Sakakida Managing Director of the Hawaii Transportation Association (HTA) with over 350 members involved with the commercial ground transportation industry.

Hawaii's commercial ground transportation industry is heavily impacted by any improvements or modernization projects by the Department of Transportation.

Truckers and tour vehicle operators are the efficient "mass transit" options for the movement of properties and passengers throughout Hawaii. This feature means we have unique operational needs that a commission such as the one proposed here critically needs.

We propose that Hawaii Transportation Association or members of the trucking / tour vehicle industry be added to the proposed paragraph (f) on page 5.

The breadth of membership is similar to the Oahu Metropolitan Planning Organization's Technical Advisory Committee's make up. Hawaii Transportation Association does sit on OMPO's TAC.

Mahalo.



Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
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since 2017

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LATE

Submitted to
The Committee on Transportation
Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
08 February 2022

Bikeshare Hawaii (BSH) is Honolulu's Bikeshare System (aka Biki) and has generated almost 5 million cycling trips statewide by over 300,000 cyclists during the last five years.

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 in their community when we include such in our Biki Blast newsletter each month.

BSH submits the following comments on and supports the current version of this Senate Bill currently under discussion by the Hawaii State Legislature's Committee on Transportation (10 February):

SB 2834: Relating to Transportation

BSH supports the adoption and implementation of SB 2834 which will establish the State of Hawaii **Transportation Improvement and Modernization Commission** to help ensure the State of Hawaii Department of Transportation achieves states['] goals and outcomes while improving reporting to provide better transparency for elected leaders and the public.

SB 2834 once implemented should enhance the reporting of transportation information through one entity which will help the community (as consumers of our roadway, harbors and airports) better understand transportation trends and success of state investment in this topic area.

Mahalo,

A handwritten signature in black ink that reads "Boulanger".

Todd Boulanger
Executive Director

SB-2834

Submitted on: 2/9/2022 11:36:33 AM

Testimony for TRS on 2/10/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Nathaniel Kinney	Testifying for Hawaii Regional Council of Carpenters	Support	No

Comments:

We are in support of a commission to help DOT achieve its goals and to fast-track necessary construction projects for vital infrastructure.

SB-2834

Submitted on: 2/7/2022 2:14:01 PM

Testimony for TRS on 2/10/2022 3:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Gerard Silva	Individual	Oppose	No

Comments:

The State High ways people Know what to do. How about leting them do there job with out all the Bull Shit interference