

DAVID Y. IGE
GOVERNOR



CRAIG K. HIRAI
DIRECTOR

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EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
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ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY
TESTIMONY BY CRAIG K. HIRAI
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE SENATE COMMITTEE ON WAYS AND MEANS
ON
SENATE BILL NO. 3274, S.D. 1

February 24, 2022
10:00 a.m.
Room 211 and Videoconference

RELATING TO TRANSPORTATION

The Department of Budget and Finance (B&F) offers comments on this bill.

Senate Bill No. 3274, S.D. 1, requires the Department of Transportation (DOT) to increase funding, pursue grants, and work on projects focusing on safe and cost-efficient pedestrian and bicycle infrastructure. This bill allocates an unspecified percentage of all funds expended by DOT each biennium for safe and protected pedestrian and bicycle infrastructure. This bill also appropriates an unspecified amount of general funds in FY 23 for the establishment of two full-time equivalent grant writing positions whose primary goal shall be to pursue, coordinate, and maximize funding from federal sources, such as the Infrastructure Investment and Jobs Act.

B&F suggests that Highways Special Funds seem to be a more appropriate funding source rather than general funds.

Additionally, B&F notes that, with respect to the general fund appropriation in this bill, the federal Coronavirus Response and Relief Supplemental Appropriations Act requires that states receiving Elementary and Secondary School Emergency Relief

(ESSER) II funds and Governor's Emergency Education Relief II funds must maintain state support for:

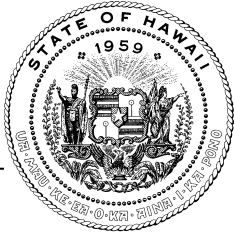
- Elementary and secondary education in FY 22 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

Further, the federal American Rescue Plan (ARP) Act requires that states receiving ARP ESSER funds must maintain state support for:

- Elementary and secondary education in FY 22 and FY 23 at least at the proportional level of the state's support for elementary and secondary education relative to the state's overall spending, averaged over FYs 17, 18 and 19; and
- Higher education in FY 22 and FY 23 at least at the proportional level of the state's support for higher education relative to the state's overall spending, averaged over FYs 17, 18 and 19.

The U.S. Department of Education has issued rules governing how these maintenance of effort (MOE) requirements are to be administered. B&F will be working with the money committees of the Legislature to ensure that the State of Hawai'i complies with these ESSER MOE requirements.

Thank you for your consideration of our comments.



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 WAYS AND MEANS

Thursday, February 24, 2022
10:00 AM
State Capitol, Conference Room 211 & Videoconference

**COMMENTS
SB 3274 SD1
RELATING TO TRANSPORTATION**

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SB 3274 SD1, which requires the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure and appropriates funds for two grant writing positions.

Emissions from ground transportation accounts for over half of energy emissions as noted in the 2017 Greenhouse Gas Inventory. Ground transportation accounted for forty seven percent of the transportation emissions. For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," significant reductions in emissions from ground transportation will need to be made in the near to medium term. To achieve those reductions Hawai'i will need to reduce the energy intensity of mobility.

Highlighted in the Hawaii Clean Energy Initiative Transportation Energy Analysis, one of the strategies expected to have the greatest impact on energy consumption is to reduce vehicle miles traveled (VMT).¹ A robust, equitable, and interconnected active transportation network that includes greenways, where residents and visitors can safely

¹ https://energy.hawaii.gov/wp-content/uploads/2011/09/Final_TransEnergyAnalysis_8.19.15.pdf

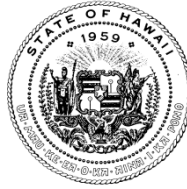
and comfortably walk, ride a bike, or take transit for all or many of their daily needs is essential to achieving VMT reductions and making progress towards climate goals. These will provide economic, public health, and environmental dividends for years to come—and help Hawai'i meet its climate and clean energy goals in a resilient and equitable manner.

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 U.S. Climate Alliance to fund a Vehicle Miles Travelled and Active Transportation Specialist. The position will support HSEO's collaboration with Hawai'i Department of Transportation (HDOT) and all the other state and county agencies needed for the development and implementation of strategies to achieve energy efficiency in transportation, primarily via reducing vehicle miles travelled (VMT) through mode-shift, active transportation, and other associated means.

The HSEO is currently coordinating with HDOT to satisfy the requirements of the Infrastructure Investment and Jobs Act for deployment of electric vehicle charging infrastructure. One of the requirements of the IJA, now commonly referred to as the Bipartisan Infrastructure Law or "BIL", is to achieve certification that existing alternative electric vehicle corridors in the state have been fully built out. HSEO and HDOT worked closely on the designation of alternative fuel corridors throughout Hawai'i and continue to collaborate on the deployment of necessary electric vehicle charging infrastructure to complete the corridors.

A coordinated effort is needed amongst a wide range of stakeholders to make meaningful progress in reducing VMT. The HSEO will continue to work with relevant agencies and stakeholders to support the state's commitment to the Paris Agreement and HRS section 226-18(a)(2) which pursues "the ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation."

Thank you for the opportunity to testify.



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

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

February 24, 2022
10:00 A.M.
State Capitol, Teleconference

S.B. 3274, S.D. 1
RELATING TO TRANSPORTATION

Senate Committee on Ways and Means

The Department of Transportation (DOT) offers **comments** to S.B. 3274, S.D. 1 that proposes to set a minimum expenditure requirement on pedestrian and bicycle infrastructure.

The DOT supports efforts to improve multimodal transportation and has an existing bicycle and pedestrian program, Complete Streets policy and procedures, and dedicated staff to work on multimodal transportation. The department has exceeded the requirement to spend 2% of eligible federal funds on bikeway expenditures for the past 7 years and doesn't expect that to change given the priorities of the State and Federal governments and departmental policies. Based on the current programming and expenditures, this bill is unnecessary.

The DOT implements bicycle and pedestrian projects as stand-alone projects and as part of larger transportation projects. The priorities are set through an ongoing technical process coupled with community and public input to identify needs and priorities and develop recommended projects. The internal process includes coordination when projects are identified for budgeting, meetings with project managers during project development, and regular data review. Stakeholder coordination includes frequent meetings and coordination with advocacy groups. The DOT also complies with all American Disabilities Act requirements. The existing processes ensure that bicycle and pedestrian improvements are deployed efficiently and effectively and that the needs of all users are considered when implementing projects. As a result, the DOT has increased bikeway miles by 53% between 2003 and 2020, and another 14% between 2020 and early 2022.

Further, to maximize federal funding opportunities for the bicycle and pedestrian facilities, the department contracts with the University of Hawaii for grant writers to support both the department and the counties. This contract was established prior to

enactment of the Infrastructure Investment and Jobs Act. Therefore, the additional positions that would be provided by the bill are unnecessary.

It is important to note that several points in the preamble are misleading. First, the DOT considers land and housing costs the most significant factors in cost of living, and notes that its three modal divisions are very aware of how costs of transportation impact the cost of living for all Hawaii's residents. The department proactively aims to minimize these impacts through its projects. Second, the preamble suggests that the DOT lacks dedicated staff for its bicycle and pedestrian projects; this is categorically incorrect as the DOT Bicycle and Pedestrian Coordinator has and continues to work closely with the various offices in the Highways Division to effectively manage this program. Third, the DOT has not recently lapsed federal funding for infrastructure. Any lapsed funds for bicycle and pedestrian projects were due to project difficulties by community grant recipients. The DOT is revising this program to facilitate successful program delivery for counties and community organizations.

Thank you for the opportunity to provide testimony.



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Thursday, February 24, 2022 — 10:00 a.m.

Ulupono Initiative supports SB 3274 SD 1, Relating to Transportation.

Dear Chair Dela Cruz 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 3274 SD 1, which requires the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure and appropriates funds for two grant writing positions.

Although Hawai'i DOT-highways has undertaken the Bike Refresh and integrated Complete Streets elements into their highway projects, more work is needed to help prioritize and build out the complete bicycle and pedestrian network needed to meet our climate, health, and cost of living challenges. The Hawai'i Climate Change Commission has identified about \$1B in unmet bicycling and pedestrian needs, covering both state and county plans. It isn't just about adding in a bike lane or sidewalk here or there; but rather a commitment and funding support to help build out this statewide active transportation network across the state as well as in partnership (which could include funding) with our County partners.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

Investing in a Sustainable Hawai'i

SB-3274-SD-1

Submitted on: 2/23/2022 9:35:50 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Lori McCarney	Testifying for Hawaii Bicycling League	Support	No

Comments:

Aloha Members of the Senate Ways and Means Committee,

Hawaii Bicycling League strongly supports SB 3274 SD1.

Our State is woefully behind other States in providing its citizens the opportunity to choose safe, healthy and affordable transportation options. The League of American Bicyclists in their latest report ranked Hawaii 38th in the country. This is extraordinarily low, considering our temperate climate, relatively short distances and scarcity of land.

We also need to build safe routes to our rail system for pedestrians and bicycles to optimize use of that mode of transportation.

Evolving our Department of Transportation from a focus on motorized vehicles towards a focus on a diverse array of transportation modes is a significant task. SB 3274 will help enable this necessary and important evolution.

Thank you for the opportunity to submit testimony.

Lori McCarney

Executive Director

HIPHI Board

Kilikina Mahi, MBA
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KM Consulting LLC

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Native Hawaiian Research Office

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Carissa Holley, MED
Hale Makua Health Services

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

Misty Pacheco, DrPH
University of Hawai'i at Hilo

Michael Robinson, MBA, MA
Hawai'i Pacific Health

Kathleen Roche, MS, RN, CENP
Kaiser Permanente

Dina Shek, JD
Medical-Legal Partnership
For Children in Hawai'i

Garret Sugai
Pharmacare Hawai'i

Titiimaea Ta'ase, JD
State of Hawai'i, Deputy Public Defender

HIPHI Initiatives

Coalition for a
Tobacco-Free Hawai'i

Community Health
Worker Initiative

COVID-19 Response

Hawai'i Drug & Alcohol Free
Coalitions

Hawai'i Farm to School Hui

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Food Security Coalition

Date: February 23, 2022

To: Senator Donovan M. Dela Cruz, Chair
Senator Gilbert S.C. Keith-Agaran, Vice Chair
Members of the Committee on Ways and Means

Re: Support for SB 3274, SD1, Relating to Transportation

Hrg: February 24, 2022 at 10:00 AM via videoconference

The Obesity Prevention Task Force, a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **support of SB 3274, SD1**, which requires the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure.

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. It also aligns with the recent legislation to modernize Hawaii's ground transportation infrastructureⁱⁱⁱ.

Thank you for the opportunity to provide testimony.

Mahalo,



Amanda Fernandes, JD
Policy and Advocacy Director

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 Act 131, Session Laws of Hawai'i 2021

SB-3274-SD-1

Submitted on: 2/23/2022 9:58:28 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Douglas Perrine	Individual	Support	No

Comments:

The scarcity of safe bicycle lanes on Hawaii streets is shocking and inexcusable. No citizen should be required to risk their life in order to utilize public thoroughfares in a healthy and non-polluting manner. I fully support SB 3274.

LATE

SB-3274-SD-1

Submitted on: 2/24/2022 1:10:12 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Chad K Taniguchi	Individual	Support	No

Comments:

As executive director of the Hawaii Public Housing Authority from 2007-2010 it was a source of pride that our team of staff, residents, and volunteers helped turn around a chronic \$7M annual deficit into a \$2M positive balance in 3 years. Only later did I fully realize that doing great work with inadequate resources was not enough.

Ed Sniffen and his team at DOT have done tremendous work over the last 8 years at DOT. Safety is now elevated as the highest priority. The Leeward Bikeway finally began construction after languishing for more than 30 years! Speed humps on highways have lowered speeds, which leads to saving lives. Increasing shoulder widths where possible have created safer places for people to walk and bike. Complete Streets and Vision Zero legislation have elevated multimodal transportation and safety to even higher levels. Red light safety cameras are planned to be operational this year.

This bill goes further by specifying funds for walking and biking transportation infrastructure. This is similar to a law passed in 2006, which designated 2% of eligible federal funds for bicycling infrastructure. That 2006 law was modeled after a successful Oregon law that transformed Oregon into one of the most bike friendly states. This bill goes further by including both walking and biking infrastructure and covers all DOT funds. To fight climate change, enable healthy travel, and improve transportation safety, please approve this bill.

This bill will solidify the progressive philosophy under current DOT leadership and codify it for the future.

Please support SB3274.