

DAVID Y. IGE
GOVERNOR



LATE

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

S.B. 3274
RELATING TO TRANSPORTATION

Senate Committee on Transportation

The DOT **opposes** S.B. 3274 that proposes to establish an additional branch within the Department of Transportation (DOT) to prioritize pedestrian and bicycle infrastructure. S.B. 3274 posits that prioritizing pedestrian and bicycle infrastructure will reduce total cost of living, but does not take into consideration smart growth, land use planning and other strategies to encourage job creation to enable existing communities to become self-sustaining.

The DOT supports efforts to improve multimodal usage of its facilities through its project delivery groups partnering with dedicated staff focused on multimodal transportation, an existing bicycle and pedestrian program, and Complete Streets policy and procedures, which mandate improvements to shared use facilities whenever the department touches any portion of the system. When we rehabilitate a portion of the system, we take it as an opportunity to upgrade the project extents for all users. This is the most efficient and effective method of increasing bicycle and pedestrian connectivity, and one that is followed by other states and agencies.

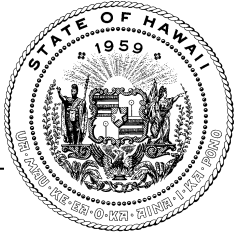
In addition, our dedicated multi modal staff utilize data to determine critical bike and pedestrian needs outside of established project areas, and initiate discrete projects to address safety and connectivity. These efforts are focused around areas that data indicates high potential for conflict between vehicles and those involved in active transportation, like schools and parks. This approach has allowed the DOT to increase bikeway miles by 53% between 2003 and 2020, and another 14% between 2020 and early 2022. As demonstrated by our annual Bikeway Projects and Expenditures

legislative report, the DOT has exceeded its requirement to expend 2% of eligible federal monies on bikeway expenditures each year.

In addition, according to the 2018 Benchmarking Report on Bicycling and Walking in the United States, Hawaii is already #7 out of 50 states for the combined percentage of workers who bike and/or walk to work. The Benchmarking Report lists Hawaii as #6 for walk to work and #10 for bike to work. Between 2010 and 2019, biking to work has remained at 0.5% nationally, and most states remained the same or decreased in their overall percentages of workers who bike to work.

Based on the results of the DOT's existing processes and programs, this bill to create a redundant branch is not necessary.

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
3:00 PM
State Capitol, Video Conference

COMMENTS
SB 3274
RELATING TO TRANSPORTATION.

Chair Senator Chris Lee, Vice Chair Senator Lorraine R. Inouye, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SB 3274, which establishes the Multimodal Transportation Branch of the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure.

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 United State 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 and all the other state and county agencies needed for the development and implementation of strategies to reduce vehicle miles travelled (VMT) through mode-shift, active transportation, and other associated means.

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.



HIPHI Board

Kilikina Mahi, MBA
Chair
KM Consulting LLC

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

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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

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 9, 2022

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

Re: Support for SB 3274, Relating to Transportation

Hrg: February 10, 2022 at 3:00 PM via videoconference

The Obesity Prevention Task Force, a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **support of SB 3274**, which establishes the Multimodal Transportation Branch within the Department of Transportation (DOT) 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



Email: communications@ulupono.com

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

Ulupono Initiative supports SB 3274, 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 3274, which establishes the Multimodal Transportation Branch of the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure.

It is imperative that Hawai'i increase its share of active transportation for both its health, climate and energy, and cost-of-living crises.

- **Health** – As cited in the Hawai'i Physical Activity and Nutrition plan, nearly 60 percent of Hawai'i adults and 14 percent of high school youths are overweight or obese. Over \$470 million in state medical costs are attributed to obesity.¹ Increasing overall opportunities to access bicycling and other forms of active transportation can be transformative.
- **Climate and Energy** – The International Council on Clean Transportation (ICCT) report outlined that we needed to invest more in active transportation infrastructure in order to meet our climate and clean energy goals. Combined with transit-oriented development, it was anticipated that these types of commitments could achieve 23 MGY in energy savings, approximately 31-37 percent of the recommendations needed to achieve our goals in 2030 within the transportation sector.²
- **Cost of living** – Our 2020 Vehicle Economy Study outlines the significant direct and indirect costs of our vehicle economy. Households in Hawai'i with two cars are usually spending \$16K in direct private costs, but also are paying in public costs an additional \$24K per year.³ Combined households bear the burden of over

¹ https://hhsp.hawaii.gov/assets/pdf/HHSP_PAN_Plan_WEB.pdf

² https://energy.hawaii.gov/wp-content/uploads/2011/09/Final_TransEnergyAnalysis_8.19.15.pdf

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

Investing in a Sustainable Hawai'i

\$40K/year, around 51 percent of pre-tax median household income. In addition, recent Eno Foundation analysis noted that most of the recent inflation over the past year, is due to vehicle ownership and operation. “[a]uto-related costs in December 2021 were 23.0 percent higher than in December 2021, and 9.2 percent above December 2019.” Providing convenient, affordable, healthy transportation options can help reduce our costs of living.⁴

We need to ensure the maximum build out of these walking, wheeling, biking, and transit-access networks to the fullest extent possible to meet these health, climate, and affordability challenges ahead.

Although Hawai‘i DOT-highways has undertaken the Bike Refresh and integrated Complete Streets elements into their projects, this work is not sufficient for the challenge at hand and is illustrated through a few key points:

- Lack of prioritization in Governor’s budget request – just \$1.2M was carved out for bikeway improvements in a total of \$592M in the Governor’s 2022 budget request,
- The Hawai‘i Climate Change Commission has identified about \$1B in unmet bicycling and pedestrian needs across the state (including those in County plans). Approximately \$100M are outstanding from the 2003 bike plan.
- Funding for sidewalk facilities is daunting on O‘ahu and likely the same for other counties. Unlike bicycle programs that have identified planners and program at the state and county levels, sidewalks remain hidden as a program priority. Although it isn’t clear that one bicycle planner for the entire state is sufficient for our needs.

It isn’t just about adding in a bike lane or sidewalk here or there; we need a wholesale commitment to building a full-fledged program of bike/ped project professionals to help build out this statewide 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

⁴ <https://www.enotrans.org/article/cost-of-driving-drives-cost-of-living-increases/>

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bicycle@HBL.org

February 10, 2022

3:00pm

State Capitol Teleconference

SB 3274

**Relating to Multimodal Transportation Funding
SUPPORT**

Senate Committee on Transportation

Aloha Chair Lee and Members of the Senate Transportation Committee,

The Hawaii Bicycling League supports Senate Bill 3274. Compared to other states, Hawaii spends very little on bike and pedestrian projects. According to [League of American Cyclists](#), Hawaii ranks 38th out of 50 for bike friendliness. On Oahu, we currently have only about 10% of our priority 1 bike plan bike projects completed, when at this point we should have 40% done.

We are way behind and it shows in the number of cyclists and pedestrians who are being injured and killed by motor vehicles. On Oahu, between 2020-2021 there were 146 cyclists injured and 3 killed by motor vehicles. 81% of those were not in a bike lane. Bike lanes [decrease crashes](#) by 50% and protected bike lanes by 90%.

A [study](#) by Coldwell Banker found that 78% of respondents want to live in areas that help reduce their gas bills. Households in auto-dependent communities devote 20% more to transportation than those with Complete Streets. Investing in bike and pedestrian infrastructure decreases street infrastructure costs, pollution, isolation, personal costs, traffic, obesity and asthma.

Thank you for the opportunity to provide testimony.

Sincerely,

A handwritten signature in purple ink that reads 'Janel Sterbentz'. The signature is fluid and cursive.

Janel Sterbentz

Advocacy Team Leader



February 10, 2022

**TESTIMONY BEFORE THE SENATE COMMITTEE ON TRANSPORTATION
ON SB 3274 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.

HTA supports safe and reliable system for all transportation modes.

We have concerns with the concept of mandating a percentage of all revenues be expended on a specific mode. We are concerned how that might affect our ability to address unforeseen needs for the system as a whole.

Mahalo.



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. The majority of our member riders (59%) report using shared bicycles for their work commute trip. This number actually improved recently by 9% points over 2 years as Honolulu developed its protected bikeway lanes (PBL) as a network. Public bikeshare has facilitated more of our members to **save money** by riding bikeshare each year with 63% of all members reporting such savings during our recent survey (vs. 58% in prior survey). 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.

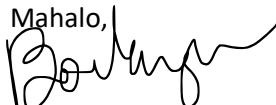
BSH submits the following comments on and supports the current version of this Senate Bill currently under discussion by the Hawaii State Legislature's Committee on Transportation (10 February):

SB 3274: Relating to Transportation

BSH supports the adoption and implementation of SB 3274 which will establish the **Multimodal Transportation Branch** of the State of Hawaii Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low user cost pedestrian and bicycle infrastructure. Honolulu's success in increased cycling proves that 'if you build it well, they will cycle'...such a branch could help expand such success to other urban districts in the state.

SB 3274 once implemented should also enhance the reporting of transportation information through one entity which will help the community (as consumers of our roadways) better understand transportation trends and success of state investment in this topic area.

BSH also will update its testimony on SB3274 once the "unspecified percentages" are proposed by the DOT and community.

Mahalo,

Todd Boulanger
Executive Director

Todd Boulanger,
Executive Director

Ranked
as a Top US
Bikeshare Service
by NACTO
since 2017

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SB-3274

Submitted on: 2/8/2022 11:39:07 AM

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

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Chad K Taniguchi	Individual	Support	Yes

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 under existing structures and 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.

This bill goes further by creating a multimodal branch within DOT tasked with prioritizing walking, biking, transit and other forms of transportation for all users; helping move the DOT toward multimodal goals, and seeking more resources for such efforts.

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

Please support SB3274.

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa, aka Bike Mom
808-395-3233

HEARING: 3 p.m. Thursday, February 10, 2022

SUBJECT: SB 3274, Multimodal Transportation Branch - **SUPPORT**

Aloha Chair Lee and Committee Members,

Thank you for allowing me the opportunity to provide testimony on SB 3274, which would establish a multimodal transportation branch within the DOT to increase funding and focus on safe and low user cost pedestrian and bicycle infrastructure.

I have witnessed many of the things noted in the introduction to this bill. Hawaii was last in spending down federal Safe Routes to School funds (and may still have remaining money).

When the H1 on and off ramps near Ainakoa Avenue were repaved about 12 years ago, a triangled area over which bicyclists drive was not repaved. I was told it was because it would have added \$100,000 to the cost. Nearby sidewalks were repaired, but bicyclists were left to continue to use the bumpy roadway.

Before a new lane was added to Kalaniana'ole Hwy. between Keahole Street and Hawaii Kai Drive (in 2012) for traffic turning right from Keahole, I attended every public meeting on the subject and brought up concerns about bicyclists and pedestrians. I asked that infrastructure be included that would make the roadway safer for all users. Nothing was done, and instead of improvements, that intersection is now much worse for bicyclists.

The shoulders on Kalaniana'ole Hwy. between Hawaii Kai and Waimanalo are horrendous and have not been repaired in well over a decade. They are bumpy, often weedy, sometimes full of sand and gravel, and narrow. The Waimanalo Neighborhood Board supported fixing up the roads in 2007, but again these areas have been neglected. (Attached is the Bicycle Safety Resolution that was adopted by the Waimanalo Neighborhood Board.)

Safety improvements for pedestrians and bicyclists can be as easy as properly placing construction signs, so that they do not protrude into paths used by cyclists or pedestrians. In addition, planning for all roadway users helps keep the cost low.

Please vote "yes" on SB3274.

Bicycle Safety Resolution

Waimanalo Neighborhood Board

WHEREAS, the voters passed Charter Amendment 8 by approximately 77% in the general election asking the city to make pedestrian and bicycle safety a priority, and

WHEREAS, there are a large number of bicyclists that ride through the beautiful countryside in Waimanalo, and

WHEREAS, many of the roads used by bicyclists and residents are poorly maintained, especially the area around the 7-11 store in Waimanalo, and

WHEREAS, it is the duty of the state and county to ensure that the roads and paths that are marked as bike routes are safe and well maintained, and

WHEREAS, there has been an increase in area traffic in Waimanalo and the surrounding communities bringing a greater chance of accidents with bicyclists occurring, and

WHEREAS, it is in the best interest of the City and County of Honolulu and State of Hawaii to encourage people to exercise, especially children, and

WHEREAS, the year-round good weather makes it possible to commute to work and school by bicycle, thus decreasing the number of cars on the road

Therefore BE IT RESOLVED, that the Waimanalo Neighborhood Board asks the Mayor of the City and County of Honolulu and its relevant Departments and the State of Hawaii's Department of Transportation to improve conditions for bicyclists by:

1. Developing new bike paths, routes or bikeways in all communities.
2. Maintaining and improving where possible all existing bike lanes and routes in Windward Oahu.
3. Placing bike racks in all city, county and state parks.
4. Implementing procedures for the safe placement of temporary construction signs so as not to intrude in bike lanes.
5. Restriping, painting and cleaning the bike lanes on Kalaniana'ole Hwy. and all major streets and roads from Sandy Beach to Castle Junction.
6. Regularly trimming trees, bushes and grass and clearing of sand and gravel that encroach on bike lanes and shoulders along Kalaniana'ole Hwy. and all major streets and roads from Sandy Beach to Castle Junction.
7. Resurfacing Waikupanaha St. from Ahiki to Kumuhau Street.
8. Including input from the bicycling community on ways to improve safety for bicyclists during construction projects and the final design.
9. Including additional bicycle safety questions in the state driver's license exam.
10. Replacing broken guard rails along Kalaniana'ole Hwy.

BE IT ALSO RESOLVED, that copies of this Resolution go to: the Mayor, City Council members, the Department of Transportation Services, Department of Planning and Permitting, Department of Parks and Recreation, Kailua and Kaneohe Neighborhood Boards, Hawaii Bicycling League, State Department of Transportation, Senator Hemmings and Representative Waters.

SB-3274

Submitted on: 2/7/2022 2:08:10 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:

Wast of Money and Time!

SB-3274

Submitted on: 2/9/2022 10:21:20 AM

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

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Lauren Nelson	Individual	Support	No

Comments:

Establishing a Multimodal Transportation Branch of the Department of Transportation is vital to increasing transportation equity within Hawaii and ensuring the health of our state.