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LEGISLATIVE REFERENCE BUREAU
State of Hawaii
State Capitol, Room 446
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Written Comments

SCR146 **REQUESTING THE LEGISLATIVE REFERENCE BUREAU TO CONDUCT A STUDY ON GREEN TRANSPORTATION AND PUBLIC INFRASTRUCTURE**

Testimony by the Legislative Reference Bureau
Charlotte A. Carter-Yamauchi, Director

Presented to the Senate Committees on Agriculture and Environment and Transportation

Tuesday, March 29, 2022, 3:20 p.m.
Conference Room 224 & Videoconference

Chairs Gabbard and Lee and Members of the Committees:

Good afternoon Chairs Gabbard and Lee and members of the Committees, my name is Charlotte Carter-Yamauchi and I am the Director of the Legislative Reference Bureau. Thank you for providing the opportunity to submit written comments on S.C.R. No. 146, Requesting the Legislative Reference Bureau, to Conduct a Study on Green Transportation- and Public-Infrastructure.

The purpose of this measure is to request that the Legislative Reference Bureau, in consultation with the Department of Transportation, conduct a study on best practices and successful efforts to green transportation and public infrastructure in jurisdictions outside of Hawaii. As part of the study, the measure requests that the Bureau include:

- (1) A survey of successful efforts in other jurisdictions to green transportation and public infrastructure; and
- (2) An analysis of the procedural steps necessary for the State and counties to green existing and planned transportation and public infrastructure.

The measure also requests that the Legislative Reference Bureau submit a report of its findings and recommendations, including any proposed legislation, to the Legislature no later than twenty days prior to the convening of the Regular Session of 2023, and that the

Department of Transportation is requested to provide statistics and other information as may be requested by the Legislative Reference Bureau to assist in the timely completion of the study.

The Bureau takes no position on this measure but submits the following comments for your consideration.

As a general matter, the Bureau notes that it does not possess any specific expertise in the fields of green transportation and public-infrastructure, or any familiarity or expertise in the development, implementation, and reliability of such fields. Consequently, if tasked with completing such a broad ranging study on this specialized subject matter within the timeframe provided, the Bureau would most likely need to contract the services of an entity with expertise in such matters in order to produce any research product that would be of any probative value to the Legislature. Unfortunately, the Bureau's operating budget does not contain any excess funds to contract these services nor does it have an exemption from the State Procurement Code to expedite the contracting of services so that the study could possibly be completed prior to the commencement of the 2023 Regular Session.

Furthermore, even if funding was made available and a Procurement Code exemption was provided to expeditiously procure the services of a suitable contractor, the parameters of the study would still need to be more narrowly focused in order to obtain the requested information in the time allotted. For example, the study requests that the Bureau include "[a] survey of successful efforts in other jurisdictions to green transportation and public infrastructure." However, the measure does not provide any criteria by which the Bureau is to determine what qualifies as "successful efforts" of green transportation and public infrastructure.

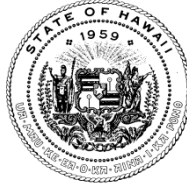
In addition, the measure requests that the Bureau conduct an analysis of the procedural steps necessary for the State and counties to green existing and planned transportation and public infrastructure. It would seem that such a task would require an inherent knowledge of and expertise in not only the myriad existing and planned transportation programs and public infrastructure projects of the State and counties and knowledge of each jurisdiction's transportation needs and infrastructure development requirements, but also knowledge of and expertise in the alternative energy generation capacity for transportation purposes of each jurisdiction.

If the Committee is interested in obtaining the information that is presumably being sought in the measure in a more expeditious timeframe than the Bureau would be able to provide, it may consider requesting that the executive and county agencies that directly provide oversee such government programs work together on formulating a prospectus on the requested topics and submitting the information to the Legislature for its consideration. However, regardless of which strategy the Committee decides on taking, the Bureau still believes that the parameters of the study need to be more narrowly focused.

The Bureau believes that unless it is provided with adequate funding and either an exemption from the State Procurement Code or additional time is provided to procure the services of a suitable contractor and complete the study, and that the parameters of the study

are more narrowly focused, the Bureau will be unable to provide the services requested under this measure.

Thank you again for the opportunity to submit written comments.



TESTIMONY BY:

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March 29, 2022
3:00 P.M.
State Capitol, Teleconference

S.C.R. No. 146
RELATING TO REQUESTING THE LEGISLATIVE REFERENCE BUREAU TO
CONDUCT A STUDY ON GREEN TRANSPORTATION AND PUBLIC
INFRASTRUCTURE

Senate Committee on Transportation
Senate Committee on Agriculture and Environment

The Department of Transportation (DOT) **supports** this concurrent resolution that requests the Legislative Reference Bureau to conduct a study on green transportation and public infrastructure.

The DOT as a whole and each modal division is actively working through various initiatives to support green transportation and to achieve the state's clean energy goals. In 2015, the DOT entered into a 20-year energy savings contract that guaranteed a 40-percent reduction of energy use at state airports, harbors, and highway facilities through the installation of energy-efficient systems and photovoltaic panels. The combined DOT investment in the energy savings contract is \$305 million with a projected savings of \$775 million in energy costs over the life of the contract.

The DOT Highways Division is committed to meeting the state's clean energy goals by reducing emissions from DOT's internal operations. These actions include:

- Development and implementation of an innovative statewide fleet electrification contract. The contract allows all participating agencies to obtain electric vehicles and related charging infrastructure in exchange for user fees. This has enabled the DOT to install charging stations and the charging service quickly and efficiently with no upfront equipment costs. In addition, the DOT pursues strategies to support the expansion of electric vehicle charging facilities across the state.
- Pursuit of green materials such as carbon entrained concrete, plastic roads, pavement containing high levels of recycled asphalt, and other pavement strategies to extend the lifespan of roads and reduce the environmental impacts of construction. Through these strategies, DOT has been able to share specifications for carbon entrained concrete for flatwork and structures. The use

of 150 cubic yards of this concrete mix reduces enough carbon dioxide in the atmosphere to offset the emissions from 1,600 miles of highway driving.

The DOT Highways Division has also implemented multi-modal integration and transportation demand management (TDM) strategies to address the emissions produced by vehicles traveling on the State Highway System. Implementation of Complete Streets through existing policies, procedures, internal coordination, and external coordination with counties and advocacy groups; improvement of bicycle and pedestrian safety, access, and network connectivity are primary considerations for all projects in DOT. Other programs include ridesharing which offers the least expensive way to reduce rush-hour traffic congestion by moving more people in fewer cars. To encourage ridesharing, DOT provides High Occupancy Vehicles Lanes (HOV) such as the Zipperlane which are reserved for vehicles carrying two or more people, buses, and motorcycles. The Highways Division is leading a pilot project to connect rural communities statewide through broadband. The broadband program will leverage federal highways and broadband funding to provide increased connectivity for the State highway system by expanding broadband services; access to devices; and access to a staffed help desk. A major goal of this pilot is to provide opportunities for Hawaii residents in traditionally underserved communities to work and learn from home.

Act 96, SLH 2006, already requires each agency, to the extent practicable, to design and construct state facilities meeting the Leadership in Energy and Environmental Design (LEED) Silver Certification or two green globes rating system or another comparable state-approved, nationally recognized standard or system.

The DOT Airports Division's new facilities have achieved or are on track to achieve LEED Silver Certification. In addition, the Daniel K. Inouye International Airport (HNL) has received its 5th Airport Carbon Accreditation Level 2 certification from the Airports Council International, for the calendar year 2019, recognizing HNL's reduction in energy use and carbon emission, and its ongoing commitment to sustainability. Renewal in the calendar year 2020 was deferred due to the pandemic.

The DOT Harbors Division has put together a process of pursuing a sustainability vision for multiple buildings through LEED BD+C Certification. DOT Harbors Division will be able to transform the existing buildings into facilities that provide healthier spaces for its occupants, reduced demand on energy and water resources, and improved impact on the surrounding community. A preliminary review of the LEED BD+C credit scorecard for a building facility currently in the planning and scoping phase indicates that LEED Silver certification is attainable, and with additional planning and resources, LEED Gold certification is within reach.

Thank you for the opportunity to provide testimony.



Written Testimony before the

JOINT SENATE COMMITTEE ON TRANSPORTATION AND
COMMITTEE ON AGRICULTURE AND ENVIRONMENT
Tuesday, March 29, 2022 (3:20pm)

**SCR 146 / SR 130: REQUESTING THE LEGISLATIVE REFERENCE BUREAU TO
CONDUCT A STUDY ON GREEN TRANSPORTATION AND PUBLIC INFRASTRUCTURE.**

Chairs Lee & Gabbard, Vice Chairs Inouye and Nishihara, Members of the Committee on Transportation and Committee on Agriculture and Environment:

Trees for Honolulu's Future (TFHF) is a non-profit organization with a vision for a tree-filled island that preserves and enhances our quality of life, especially in the face of climate change.

We support the above-referenced resolutions, which requests the Legislative Reference Bureau (LRB) to conduct and submit a study prior to the convening of session next year that includes: (1) a survey of successful efforts in other jurisdictions to green transportation- and public-infrastructure; and (2) an analysis of the procedural steps necessary for the State and counties to green existing and planned transportation- and public-infrastructure.

No surprise to any of the committee members, trees create multiple benefits well documented by research. Trees create shade and use evapotranspiration to lower temperature. Trees also recharge groundwater and decrease surface runoff protecting our reefs. Trees trap pollutants and store CO2. Trees calm traffic. They are critical infrastructure. Numerous jurisdictions have recognized this and are making tremendous progress in greening their cities while providing necessary infrastructure.

TFHF would gladly serve as a resource for the LRB should these resolutions pass and a study be undertaken.

Former Vice President Al Gore said it best when he wrote in the September 20, 2019, New York Times: *"And so far, the best available technology for pulling carbon dioxide from the air is something called a tree."* We are running out of time to address climate change. Trees and green infrastructure will help.

We ask that these resolutions passed by these Committee and forwarded to the full Senate for adoption. Thank you for caring for and working toward a better future.

Mahalo,

Daniel Dinell, President

HONOLULU is HOT TREES are COOL

Visit us: www.TreesForHonolulu.org Contact us: info@TreesForHonolulu.org Voice/Fax/Text: 808-707-6353
P.O. Box 12051, Honolulu, Hawaii 96828

SCR-146

Submitted on: 3/26/2022 12:42:44 PM

Testimony for AEN on 3/29/2022 3:20:00 PM

Submitted By	Organization	Testifier Position	Testify
Beth Anderson	Individual	Support	Written Testimony Only

Comments:

Dear Chair and Committee Members,

I encourage you to support SCR 146. This Resolution that hopefully evolves into a Bill is a win-win when considering all it encompasses. Beautification of transit corridors is sorely needed in many areas and the positive benefits are numerous. The cooling effects of tree canopies obtained by incorporating sustainable design into infrastructure helps mitigate climate change effects and studies have shown crime rates are lower and quality of life improves in areas where more trees and greenery are added to the street and urban landscape. Other positive effects as described in this Resolution such as carbon capture, water capture to replenish the water table and decreasing urban temperatures are badly needed as climate change is beginning to wreak havoc on our natural resources, economy, and once livable environment. Development of any area should include requirements for installation of a significant amount of greenery and trees.

Aloha,

Beth Anderson