

OFFICE OF PLANNING STATE OF HAWAII

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DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
DIRECTOR
OFFICE OF PLANNING

Statement of
MARY ALICE EVANS
Director, Office of Planning
before the
SENATE COMMITTEE ON WAYS AND MEANS
Wednesday, February 17, 2021
10:00 AM
State Capitol

in consideration of
SB 1402, SD 1
RELATING TO TRANSPORTATION.

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee:

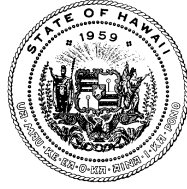
The Office of Planning (OP) **supports** SB 1402, SD1. The Office of Planning supports the modernization of Hawai'i's ground transportation infrastructure by providing metrics, considerations, and assistance to the department of transportation in creating motor vehicle, bicycle, and pedestrian facilities.

By modernizing the state's ground transportation system and providing Complete Street and multimodal interconnected solutions, bicyclists, pedestrian, transit-users, and motorists can co-exist safely and efficiently. Integration of these methods of transportation will enable the State of Hawai'i to achieve a safer, more efficient, accessible, and sustainable transportation system, in manners consistent with the local communities.

This measure will also align with the State's efforts to reduce greenhouse gas emissions toward the Zero Emissions Clean Economy target by 2045. Hawai'i's 2016 Greenhouse Gas Emissions Report, published in December 2019, identified that transportation represented the largest share – 51% – of the total of energy sector emissions statewide. Specifically, ground transportation accounted for 47% of the transportation emissions, with much of the increase found in vehicle miles traveled (VMT).

SB 1402, SD 1 supports these greenhouse gas reduction efforts and increases Hawai'i's climate resiliency while implementing sustainable design practices by improving the availability of green infrastructure, decreasing urban heat, and encouraging greenhouse gas reduction and sequestration throughout Hawai'i.

The Office of Planning is actively working on the sustainable development and climate adaptation of the state to meet the needs of the present without compromising the ability of future generations of Hawai'i to meet their own needs. The Office of Planning looks forward to supporting the Hawai'i Department of Transportation to achieve these sustainable and climate resilient endeavors.



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
Honolulu, HI 96801-3378
doh.testimony@doh.hawaii.gov

**Testimony in SUPPORT of S.B. 1402, S.D. 1
RELATING TO TRANSPORTATION**

SENATOR DONOVAN M. DELA CRUZ, CHAIR
SENATE COMMITTEE ON WAYS AND MEANS

Hearing Date: February 17, 2021

Room Number: Videoconference

1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of
2 Transportation (DOT) regarding the implementation and fiscal impacts of this bill.

3 **Department Testimony:** The DOH supports Senate Bill 1402, Senate Draft 1 (S.B. 1402, S.D.
4 1) which would modernize Hawaii's ground transportation infrastructure by providing metrics,
5 considerations, and assistance to the DOT in creating motor vehicle, bicycle, and pedestrian
6 facilities.

7 S.B. 1402, S.D. 1 proposes to amend Chapter 264, HRS to include sections that would
8 establish a network of safe bicycle and pedestrian highways connecting communities throughout
9 each island and providing connections within each community. The DOH recognizes the critical
10 role that transportation policy and the resultant built environment play in promoting physical
11 activity, and access to healthy food and public space. The development of physical and built
12 environments that encourage walking and bicycling is a strategic way to make physical activity
13 an integral and routine part of daily life.

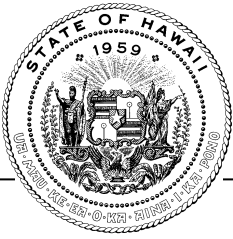
1 Despite Hawaii’s favorable climate, geography, and reputation for active outdoor living,
2 only 24.6% of Hawaii residents met federal guidelines for physical activity.¹ More needs to be
3 done across the state to plan and build supportive infrastructure for active living.

4 S.B. 1402, S.D. 1 is in alignment with several of the Hawaii State Physical Activity and
5 Nutrition Plan 2030 objectives, to increase the miles of low stress bicycle and pedestrian
6 infrastructure across the state, and for the state and each county to identify and adopt mode-share
7 goals and measurements that prioritize walking, and wheelchairs, and bicycling. The DOH looks
8 forward to a continued collaboration with the DOT to reach these critical public health goals.

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

10 **Offered Amendments:** None

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2018.



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

Wednesday, February 17, 2021
10:00 AM
Conference Room 211

In support of
SB 1402 SD1
RELATING TO TRANSPORTATION.
(Written Testimony Only)

Chair Deal Cruz, Vice Chair Keith-Agaran, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 1402 SD1, that directs the creation of separate vehicular, bicycle, and pedestrian highways, in which “intersections with other modes of transportation shall be minimized;” requires plans for contiguous bicycle and pedestrian networks to connect public schools and libraries in each school complex; requires plans for contiguous bicycle and pedestrian networks to connect business and shopping hubs to residential areas; directs the Department of Transportation to “provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods, improves economic vitality, public health, livability, and quality of life,” and requires reporting on a number of goals.

HSEO’s comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

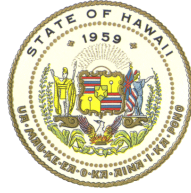
Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory,

transportation emissions in Hawaii were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target set forth in Section 225P-5, Hawaii Revised Statutes (HRS), “to sequester more greenhouse gases than emitted as soon as practicable, but no later than 2045,” programs that support the adoption of cleaner transportation options are necessary and important.

Modernizing ground transportation to include networks of non-vehicular transportation, and the other actions proposed by SB 1402 SD1, are positive steps that also have the potential to reduce long-term costs for local commuters and to contribute to community livability and equity objectives.

HSEO notes there is no funding provided to support this measure and respectfully defers to the Department of Transportation on implementation.

Thank you for the opportunity to testify.



STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission

Before the Senate Committee on
WAYS AND MEANS

Wednesday, February 17, 2021
10:00AM

State Capitol, Conference Room 211/Videoconference

In support of
SB 1402 SD1
RELATING TO TRANSPORTATION

SB 1402 SD1 proposes to modernize Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the department of transportation in creating motor vehicle, bicycle, and pedestrian facilities. Establishes a ground transportation modernization commission within the department of transportation. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission), I support this measure.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

Reducing emissions from ground transportation is one of the top priorities of the Commission. In 2018, it recognized that ground transportation contributes significantly to Hawaii’s share of greenhouse gas emissions. The Commission supports mechanisms to reduce overall vehicle miles traveled as well as converting all remaining vehicle based ground transportation to renewable, zero-emission fuels and technologies. This measure would be a significant step towards achieving these goals.

Co-Chairs:
Chair, DLNR
Director, Office of Planning

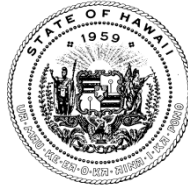
Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

As noted in DOT's 2020 Act 100 Report,

Although it accounts for only 22% of the total centerline miles of highways and roads, the State Highway System carries approximately 56% of the total 22.42 Million annual vehicle miles traveled in Hawaii.

These vehicle miles traveled (VMT) produce greenhouse gases responsible for the current climate crisis. Actions proposed in this measure would address the disproportionate impact that the current transportation system has on emissions by addressing VMT, and provide an opportunity for the state to step into a leadership role to address the climate crisis.

Thank you for the opportunity to offer testimony in support of this measure.



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN



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

February 17, 2021
10:00 A.M.
State Capitol, Teleconference

S.B. 1402 SD1
RELATING TO TRANSPORTATION

Senate Committee on Ways and Means

The Department of Transportation (DOT) **supports and offers comments** to S.B. 1402 SD1. S.B. 1402 SD1 modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the DOT in creating motor vehicle, bicycle, and pedestrian facilities and establishes a ground transportation modernization commission within the DOT.

The DOT supports efforts to improve the transportation network. The DOT has a comprehensive process in place to plan for and implement the State Highway System: the federally required Statewide Transportation Planning Process. This process ensures the DOT's actions are consistent with federal goals (the Federal Planning Factors) and regulations, and guides the development of the DOT's goals, long range plans, and stakeholder and public coordination. In addition, the DOT is currently implementing a multimodal transportation system and is working to address emerging issues such as sea level rise, climate change, equity, safety, changes in mobility patterns and preferences, and emerging technology. For example, guided by its bicycle and pedestrian plans, the DOT is working to implement bicycle and pedestrian facilities. Two notable achievements are meeting (often exceeding) its annual state requirement to spend 2% of eligible federal monies on bikeway expenditures and developing and implementing projects from its nationally recognized Statewide Pedestrian Master Plan. Similar to most State Departments of Transportation, the DOT faces the challenge that the needs of the State Highway System greatly outweigh resources. Through its long range planning and the Statewide Transportation Planning Process, the DOT is identifying priorities and strategies to most efficiently and effectively use its limited resources. For example, the DOT has prioritized safety and system preservation efforts over new capacity projects (e.g., adding lanes or building new roadways).

The DOT is working towards increased transparency and access to information via its website. For example, the DOT makes project information available on its website and

this past year, the Highways Division developed a webpage to share its Act 100 annual report, which shares performance measures it has established for its priority goal areas. The DOT proposes to include the additional reporting described by the bill in its Act 100 report.

The DOT has concerns with the proposed text for part (d) of HRS 264 that states “within each community or communities, the department shall ensure each county plans for and establishes, and the department plans for and establishes any state portions of” various roadway connections. The DOT works cooperatively with the Counties and does provide oversight where required by Federal regulations, but the DOT does not prescribe to the County how to carry out its transportation planning process or implement its roadway network. We recommend amending the requirement to require HDOT and the counties to coordinate on a comprehensive plan.

Thank you for the opportunity to provide testimony.



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**The State Legislature
The Senate
Committee on Ways and Means
Wednesday, February 17, 2021
10:00 a.m.**

TO: The Honorable Donovan Dela Cruz, Chair

RE: S.B. 1402, SD1 Relating to Transportation

Aloha Chair Dela Cruz and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a membership organization of people age fifty and over, with nearly 145,000 members in Hawai'i.

AARP Hawai'i supports S.B. 1402, SD1 which modernizes Hawaii's ground transportation infrastructure by providing metrics, considerations and assistance to the department of transportation in creating motor vehicle, bicycle, and pedestrian facilities. It establishes a ground transportation modernization commission within the department of transportation.

This bill demonstrates a commitment to provide safe and enjoyable streets for all users of the road. These policies are vital to improving the mobility and access of a wide range of individuals. By modernizing the state's ground transportation system and providing Complete Street solutions, bicyclists, pedestrian, transit-users, and motorists can co-exist safely and efficiently. Integration of these modes of travel can propel Hawaii to be a leader in having a more efficient, environmental-friendly transportation system for all users, and in manners consistent with the local communities. Complete Streets policies ensure that these principles are part of the planning, design, construction, or reconstruction of roads, and all transportation projects should aim to create a comprehensive, integrated, and connected network to accommodate all modal needs in a manner that is suitable to their context, whether that is rural, suburban or urban. Thank you very much for the opportunity to support S.B. 1402, SD1.

Sincerely,

A handwritten signature in black ink, appearing to read "Keali'i Lopez".

Keali'i Lopez, AARP Hawai'i



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Wednesday, February 17, 2021 — 10:00 a.m.

Ulupono Initiative strongly supports SB 1402 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 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 strongly supports SB 1402 SD 1, which modernizes Hawai'i's ground transportation infrastructure by providing metrics, considerations, and assistance to the Department of Transportation in creating motor vehicle, bicycle, and pedestrian facilities. We commend the legislature for taking this step to demonstrate policy leadership around transportation emissions at a State level, and helping provide the opportunity for national leadership by our Hawai'i Department of Transportation.

This challenge is difficult but very important. In Hawai'i, the overall cost of the vehicle economy (i.e., road, bridges, cars, etc.) is estimated to be \$21.8 billion a year – of which more than half, \$11.2 billion, is borne by the public sector.¹ This amounts to \$14,900 per taxpayer or \$24,000 per household, regardless of car ownership, in both direct (i.e., roadway improvements) and indirect (i.e., congestion, emissions and fatalities, etc.). Additional vehicle ownership costs amount to \$13,800 per taxpayer annually (approximately 17.25% of household income) – a cost that many are forced to undertake to access jobs in our community. Rather than car ownership being about freedom, it has become the price many pay to participate in our economy.

In addition to being a very costly system, it is not clear that our State's investments are improving mobility nor working towards our State's climate goals. Since 1990, the emissions of all sectors have gone down, except those in transportation. The reductions in aviation and marine emissions have been entirely offset by the increases in ground transportation – mostly through the increase in vehicle miles traveled (VMT).² Although only 22% of the total centerline miles of highways and roads are on the State Highway System, it carries approximately 56% of the total 22.42 million annual vehicle miles traveled in Hawai'i.³ We cannot meet our climate goals without reducing VMT on our state's systems and the current mandate and policy framework is not sufficient. For example, since 1993, Honolulu's population increased 23 percent and our lane miles

¹ <https://www.ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

² Hawai'i Greenhouse Gas Emissions Report for 2016, Final Report, December 2019 <https://health.hawaii.gov/cab/hawaii-greenhouse-gas-program/>

³ <https://highways.hidot.hawaii.gov/stories/s/2020-Act-100-Report-Homepage/xvth-36b8/>

grew 8 percent, but our congestion spiked 166 percent by 2018.⁴ This is a past trend but it is reflected in the future trends as well. The 2020 Hawai'i Department of Transportation operating budget documented an 11 percent increase in VMT by 2024.⁵

The proposed legislation helps to address the trends that are challenging state DOTs nationwide through the following:

- Codifying important desired community outcomes for our transportation agencies such as reducing transportation costs to local residents, minimizing injuries and fatalities, improving public health and quality of life, and addressing greenhouse gas emissions.
- Clarifying the State's responsibility towards active transportation network planning and implementation, particularly around access to schools, local commercial hubs/main streets, and active living improvements.
- Confirming that the ground transportation network should be about moving people, not vehicles, support complete streets more forcefully, reduce vehicle miles traveled, and begin to catalyze mode shifts away from single-occupancy vehicles.
- Focusing on being more equitable, improving safety, reducing user costs, improving public health, and reducing carbon emissions.

However, this bill can be improved upon in two ways:

- First by specifically asking for outcomes associated with each of the goals listed in Section 264. Although it is helpful to list the related projects and their status, the real question is what and how are the state transportation actions supporting moving people, providing complete streets, reducing VMT, etc. Thus, amend Section 264 (c) on page 9, line 20 to add:

“(4) A progress update outlining the department’s success in meeting the goals in subsection (a).”

- Second by replacing language in Section 264 (4) on page 8, line 13 to read as:

“(4) Decrease the percentage of single occupancy vehicles in the state’s mode share.”

Combined, these efforts help elevate the active transportation modes that have been historically undervalued and underserved and commit the State to climate leadership in transportation – ultimately helping to eliminate our vehicle dependency. We cannot meet our climate goals without changes in our State transportation policies, investments, projects, and programs.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ Transportation for America Congestion Con <https://t4america.org/maps-tools/congestion-con/>

⁵ <https://budget.hawaii.gov/wp-content/uploads/2018/12/26.-Department-of-Transportation-FB19-21-PFPrev2.pdf>



**American
Heart
Association.**

**American Heart Association testimony in SUPPORT of SB 1402, SD 1
“Relating to Transportation”**

The American Heart Association supports SB 1402, SD 1 Relating to Transportation.

Regular physical activity is one of the most important things people can do to improve their cardiovascular health; however, population levels of physical activity remain low in the United States.

Chairman of the Board

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President

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Andrew S. Rosen

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Jennifer Walker

Connecting activity-friendly routes to everyday destinations, such as work, school, shopping centers, parks, public transportation hubs and the like, people increase their physical activity levels by walking, biking or rolling, which ultimately improves cardiovascular health in all populations.

The American Heart Association particularly supports Page 8, Line 15 of the bill that requires that outlines project goals and requires that **“When planning, designing, and implementing ground transportation infrastructure, the department shall consider and pursue goals in each project to...Provide equity for all communities and users.”**

In November 2020, the American Heart Association published a Presidential Advisory, *“Call to Action: Structural Racism as a Fundamental Driver of Health Disparities,”* that found Structural racism is a major cause of poor health and premature death from heart disease and stroke. The advisory reviews the historical context, current state and potential solutions to address structural racism in the U.S., and outlines steps the Association is taking to address and mitigate the root causes of health care disparities.

Serving Hawaii since 1948

Our Mission:

“To be a relentless force for a world of longer, healthier lives.”

The Association is focusing more aggressively on overcoming societal barriers created by structural racism because they contribute significantly to the disproportionate burden of cardiovascular risk factors (including high blood pressure, obesity and Type 2 diabetes) in Black, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, and Hispanic/Latino people compared with white people in the U.S. While overall death rates from heart disease and stroke declined over the past two decades until a recent plateau, these gains were not equitably shared among people of color.

For more information on the AHA’s educational or research programs, visit www.heart.org or contact your nearest AHA office.

By prioritizing Hawaii’s communities with higher levels of health disparities, SB 1402 will contribute to the elimination of those disparities and will help to improve the health of *all* of Hawaii’s people.

Mahalo for this opportunity to share our thoughts and comments, and we encourage your support for SB 1402, SD 1.

Respectfully submitted,

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Donald B. Weisman
Hawaii Government Relations/Communications Director



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Misty Pacheco, DrPH
University of Hawai'i at Hilo,
Department of Kinesiology and
Exercise Sciences

Garret Sugai
Kaiser Permanente

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

Date: February 16, 2021

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

Re: Support for SB 1402, SD1, Relating to Transportation

Hrg: February 17, 2021 at 10:00 AM via Videoconference

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 1402, SD1**, which will help to modernize Hawaii's ground transportation infrastructure, thus improving public health and addressing climate change.

Modernizing Hawaii's ground transportation is good for health and the environment.

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 make our roads safer for all users, lower the cost of transportation and reduce greenhouse gas emissionsⁱⁱ. This would also align the state's complete streets policy.

Establishing metrics, considerations, and goals for the ground transportation modernization will help with accountability. This aligns with the National Complete Streets Partnership's recommendations that effective complete streets policy include "clear accountable expectations," and "performance standards that are specific, equitable, and available to the publicⁱⁱⁱ."

Mahalo for the opportunity to submit testimony in **support of SB 1402, SD1**.

Mahalo,

A handwritten signature in black ink that reads 'Jaylen Murakami'.

Jaylen Murakami
Advocacy and Outreach Coordinator

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 National Complete Streets Coalition *Elements of a Complete Streets Policy* (2018)

LATE

SB-1402-SD-1

Submitted on: 2/16/2021 11:53:33 AM

Testimony for WAM on 2/17/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Testifying for Hawaii Bicycling League	Support	No

Comments:

The Hawaii Bicycling League strong supports SB1402, along with many others, such as the Hawaii Auto Dealers Association.

We urge the restoration of the ground transportation commission as an ADVISORY body to DOT. By bringing all stakeholders in as advisors, DOT can get input for coordination and better ideas.

The DOT Highways Division has demonstrated the understanding of and belief in the goals incorporated in this bill. Highways division leaders can organize and lead the advisory commission of important stakeholders to coordinate plans and targets to implement this bill.

SB1402 is a visionary bill to transform Hawaii's ground transportation system to be safer, more efficient, and healthier than at present. With our climate, that transportation system would be the best in the WORLD. Safely distanced/separated networks of travel for people who take transit, walk, bike and drive exist in places like the Netherlands and Denmark. They enjoy high standards of living, health and happiness. It can be done in Hawaii with the policies in this bill. This bill builds on goals to promote clean energy and fight climate change. It supports what the youth and future generations desire for a good life.



ALOHA CARE

LATE

Date: Wednesday, February 16, 2021

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

From: Paula Arcena, Vice President, External Affairs
Peggy Mierzwa, Senior Policy Analyst, External Affairs

RE: **SB1402 SD1 SUPPORT** Relating to Transportation

AlohaCare appreciates the opportunity to provide testimony in **support** of SB1402 SD1. This measure would help to modernize Hawaii's ground transportation infrastructure by providing metrics, considerations, and assistance to the Department of Transportation in creating motor vehicle, bicycle, and pedestrian facilities. This coordinated approach to the impact of transportation systems is an important step in addressing many of the areas of which transportation affects.

Founded in 1994, AlohaCare is a community-rooted, non-profit health plan serving 73,000 Medicaid and dual-eligible health plan members on all islands. It is the only state health plan exclusively serving Medicaid patients. Our mission is to serve individuals and communities in the true spirit of aloha by ensuring and advocating access to quality health care for all. We believe that health is about supporting whole-person care, including access to housing and food security, to build a stronger, healthier Hawaii.

On page 5, one of the purposes of modernizing Hawaii's ground transportation infrastructure and moving Hawaii forward into the twenty-first century "by improving public health and quality of life". The infrastructure of where people live directly correlates to their well-being. In communities with higher health disparities there is historically less and more poorly maintained sidewalks, less lighting, no dedicated bike lanes, which lead to overall dangerous conditions to walk or bike. In areas with lower income, walking, biking and public transportation are more highly utilized and more individuals are hurt or killed because of the lack of safe conditions. Furthermore, these dangerous facilities do not allow for individuals to safely play and exercise, increasing poor health outcomes.

Lack of physical movement leads to higher rates of obesity, heart disease, high blood pressure and diabetes. These infrastructure and poor cardiovascular health conditions are disproportionately found in areas with the highest rates of the most vulnerable and disadvantaged residents. All people deserve safety while traveling by foot, bicycle or public transit. This bill takes major steps to provide equity to all users. In addition to improving public health, this measure creates a path to more clearly address the state's transportation costs, greenhouse emissions, and decrease injuries and fatalities.

Supporting wellness and health in our community is a multi-pronged approach, and we support the variety of ways in which we can achieve strong, resilient communities.

Mahalo for considering to move SB1402 SD1, a comprehensive approach to transportation planning forward.

1357 Kapiolani Blvd., Suite 1250, Honolulu, Hawaii 96814
Call: 973-0712 • Toll-free: 1-877-973-0712 • Fax: 808-973-0726 • www.AlohaCare.org



LATE

SENATE COMMITTEE ON WAYS AND MEANS

February 17, 2021, 10:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF SB 1402

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee members:

Blue Planet Foundation **supports SB 1402**, which seeks to modernize Hawai'i's ground transportation infrastructure by providing additional metrics, considerations, and assistance to the department of transportation for incorporating mobility considerations into its planning activities. This bill offers important direction for the department to plan for and increase access to more diverse modes of clean transportation that can reduce greenhouse gas emissions, lower transportation costs for residents, increase safety, and provide new pedestrian and bicycle infrastructure in car-centric communities that currently lack access to such mobility choices.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for renewable energy, energy efficiency, and clean transportation, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust.

Hawai'i is in the midst of a transition to a 100% clean energy future, and the state's ground transportation sector must follow suit. While Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, we are falling short on decarbonizing our ground transportation sector. Greenhouse gas emissions from transportation have been climbing steadily for years prior to the coronavirus pandemic. In 2019, more gasoline was sold in the islands than in 2018.¹ Without deliberate and forward-thinking leadership, we risk accelerating this trend of increased transportation emissions as Hawai'i residents go back to school and the office and as tourists return, especially with lower than usual oil prices.

Senate Bill 1402 will clarify the State's role in planning and implementing infrastructure to support an increased shift away from personal vehicles to more sustainable modes of transportation. Coordinated efforts will be required to develop the pedestrian infrastructure and connectivity we need to safely and efficiently move people throughout our communities. The

¹ "Monthly Energy Trends," DBEDT, <http://dbedt.hawaii.gov/economic/energy-trends-2>.

State-led planning and reporting required in this bill will support residents in choosing to move away from vehicle dependency while saving them money and reducing their transportation-related climate impacts.

Thank you for the opportunity to provide testimony.



Young Progressives Demanding Action
P.O. Box 11105
Honolulu, HI 96828

February 16, 2021

RE: Testimony in Support of SB 1402

Aloha Chair and Committee Members,

The Young Progressives Demanding Action is writing in support of Senate Bill 1402 (S.B. 1402), which looks to promote equity and address climate change through:

1. Dramatically increasing planning and infrastructure dedicated to separated and protected transit, pedestrian and bicycle networks connecting communities throughout the state, as well as local networks better connecting schools, residential areas, and commercial centers.
2. Create explicit expectation that new ground transportation plans and projects consider goals including “improve public health” and “provide equity to all users”
3. Include a summary statement that “The department shall provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods, improves economic vitality, public health, livability, and quality of life.”

One of the largest transportation challenges for historically marginalized communities face is their disproportionate transportation costs. Due to the State’s lack of priority and substantial investment in non-auto transportation, many residents are forced to own and pay for their vehicles, experience long transit travel times, and/or utilize unsafe pedestrian and bicycle infrastructure (or lack thereof).

On average, owning a vehicle in Hawai’i costs almost \$9,000 a year. Many residents cannot afford to purchase a vehicle, and also pay these additional yearly costs. However, if residents opt to ride TheBus on O’ahu, their commute time on average is twice that of someone who drives, with those living west of the primary urban center experiencing much higher commute

times by public transportation than residents living elsewhere on the island (American Communities Survey, 2018). If we look at who rides the bus, it's some of our most vulnerable and disadvantaged residents:

- Our kūpuna makeup 37% of bus riders (ages 55+)
- 53% are women
- Rider Ethnicity:
 - 39%: Asian
 - 19%: White/Caucasian
 - 19% Two or more races/ethnicities
 - 18%: Native Hawaiian or Other Pacific Islander
 - 3%: Black/African American
 - 2%: Hispanic or Latino
 - 0%: American Indian or Alaskan Native*
- Annual Household Income:
 - 18%: \$50,000 - \$74,999
 - 15%: \$35,000 - \$49,999
 - 15%: Less than \$10,000
 - 13%: \$25,000 - \$34,999
 - 10%: \$75,000 - \$99,999
 - 9%: \$100,000 - \$149,999
 - 8%: \$15,000 - \$24,999 \$10,000 - \$14,999
 - 2%: \$150,000 - \$199,999
 - 2%: \$200,000 or more
- Employment Status:
 - 53%: Employed full-time (more than 40 hours/week)
 - 18%: Employed part-time (less than 40 hours/week)
 - 13%: Retired
 - 9%: Unemployed
 - 7%: Other
- 22% of riders rely solely on the bus for transportation and do not have other alternatives if bus service is not available.

Source: 2019 Public Transit Title VI Program, City and County of Honolulu Department of Transportation Services Public Transit Division

It's time that we prioritize transit users, by providing infrastructure that will help to increase the efficiency and reliability of our bus system, and benefit some of our most disadvantaged residents.

While detailed data on people walking and biking is not as readily available as those taking TheBus, we know that walking and biking provide a more affordable and healthy way to get around. However, when safe, comfortable, and convenient pedestrian and biking infrastructure does not exist, we force people to either rely on their vehicles or risk their lives.

Unfortunately, in Hawai'i, we've seen an average of about 108 fatalities on our roads, bridges, and paths from 2012 to 2019 (Hawai'i Department of Transportation, 2020). Many of the people dying in our crashes are our kūpuna, with Hawai'i leading the nation in the rate of older pedestrian fatalities (ages 60+) (Honolulu Age Friendly Cities Plan, 2015). Overall, the state ranks 13th in the country for pedestrian fatalities, among all age groups (Honolulu Age Friendly Cities Plan, 2015).

It's time to also properly fund safe, comfortable, and convenient pedestrian and bicycle infrastructure to provide residents the opportunity to engage in a healthy and affordable way to get around.

We urge you to support S.B. 1402 as we need to prioritize safe transit, pedestrian and bicycle facilities to reduce transportation costs for residents, improve quality of life, and reduce the deaths and serious injuries on our roads, bridges, and pathways.

Thank you again for the opportunity to submit testimony.

Mahalo,

Young Progressives Demanding Action
action@ypdahawaii.org

SB-1402-SD-1

Submitted on: 2/15/2021 9:54:24 PM

Testimony for WAM on 2/17/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
David Smith	Individual	Support	No

Comments:

Mahalo for this excellent proposal. DOT seems intent on turning our highways into freeways, with wall to wall paving, lights and concrete walls, and no pedestrian or bike safety measures. A contiguous system of safe, green, corridors is needed to move away from car-centric transportation system. We need to transition our streets and highways into more ecologically friendly byways, with green infrastructure and streets designed for safety, not speed. Please adopt this measure.

LATE

SB-1402-SD-1

Submitted on: 2/16/2021 3:07:31 PM

Testimony for WAM on 2/17/2021 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Paul Bernstein	Individual	Support	No

Comments:

Aloha Chair Dela Cruzm Vice Chair Agaran, and Ways and Means Committee Members:

I am submitting testimony in support of SB 1402 as we need to accelerate the Department of Transportation's efforts to reduce Hawaii's greenhouse gas emissions from the transportation sector and improve overall mobility.

When it comes to reducing greenhouse gas emissions from ground transportation Hawaii is moving in the wrong direction with VMT continuing to increase and greenhouse gas emissions declining only because of the pandemic. State DOT needs to take responsibility and leadership for reducing Hawaii's GHG emissions from transportation if we are to meet our goals of 100% renewable by 2045. Bill 1402 is a good start toward ensuring that this goal will be met by changing the goals that need to be considered for transportation projects.

Though more is needed, Bill 1402 will open the doors to better evaluation of future projects so that they will be much more likely to reduce VMT and emissions while improving overall transportation services. Furthermore, the building out of a contiguous bicycle and pedestrian network is critical to the equity, health, and sustainability of our transportation system. Bill 1402 will help make this network a reality.

Mahalo nui loa for hearing my thoughts on Bill 1402.

Kind regards,

Paul Bernstein, PhD