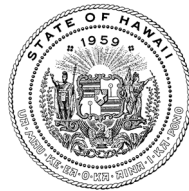


JOSH GREEN, M.D.
GOVERNOR



LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

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

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY
TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON TRANSPORTATION
ON
HOUSE BILL NO. 1418

February 7, 2023
10:30 a.m.
Room 312 and Videoconference

RELATING TO TRANSPORTATION

The Department of Budget and Finance (B&F) offers comments on House Bill (H.B.) No. 1418.

H.B. No. 1418 amends Chapter 286, HRS, to add three new sections to:

- Establish a Safe Routes for People Implementation Program (SRPIP) to develop strategies and facilitate transportation-related projects that will ensure that keiki and kupuna are able to safely walk, bike, or roll to common destinations through the Vision Zero policy adopted by the Department of Transportation (DOT) and county transportation departments.
- Establish a Safe Routes for People Implementation Committee (SRPIC) to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities.
- Establish a Safe Routes for People Special Fund (SRPSF) into which funds shall be deposited, including funds appropriated by the Legislature, received through federal grants or appropriations; grants, gifts, and donations made to the SRPIP for deposit

into the fund; and interest earned or accrued on moneys deposited in the fund. The moneys in the SRPSF shall be administered and expended by DOT to fund projects selected and approved by the SRPIC and distributed to the counties for the implementation of projects selected and approved by the SRPIC, provided that the SRPIC may require matching funds from a respective county based on the nature and funding requirements of the proposed project.

This measure also appropriates \$30,000,000 or so much thereof as may be necessary for FY 24 from the general fund to be deposited into the SRPSF and appropriates \$30,000,000 or so much thereof as may be necessary from the SRPSF for FY 23-25 to fund the establishment, implementation, and operation of the SRPIP and the SRPIC.

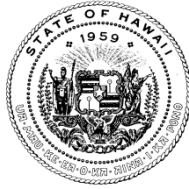
Lastly, this measure amends Section 246-18, HRS, to allow State Highway Fund moneys to be expended to establish protected walkways.

It is noted that the date for the SRPSF appropriation appears to span multiple fiscal years; as such, it is unclear for what fiscal period this appropriation is intended.

As a matter of general policy, B&F does not support the creation of any special fund which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work, and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Regarding H.B. No. 1418, it is not clear why the SRPIP and the SRPIC cannot be implemented

using general funds and it is likely that the SRPSF would not be self-sustaining as there is no defined revenue source for the special fund.

Thank you for your consideration of our comments.



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR

Deputy Directors
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO
JAMES KUNANE TOKIOKA

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

February 7, 2023
10:30 AM
State Capitol, Room 312 & Videoconference

H.B. 1418
RELATING TO TRANSPORTATION

House Committee on Transportation

The Department of Transportation (DOT) **supports the intent** of H.B. 1418 and offers comments. H.B. 1418 establishes an additional program and committee that would be connected to the Department for administrative purposes only to develop strategies and facilitate transportation-related projects. It also appropriates funds and amends Hawai'i Revised Statutes Chapter 264-18 to require five percent of federal and state highway funds to be expended on establishment of multiuse, bike lanes, and bike paths and installation of signage and safety devices along bikeways.

Providing a safe transportation system is integral to the DOT's mission and safety is addressed in every project that is implemented. While the DOT supports creating and maintaining a transportation system that provides safe mobility for all modes and users, we are concerned that this bill creates processes that are duplicative and would conflict with the DOT's existing efforts.

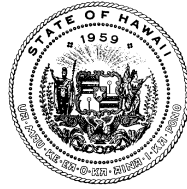
Safety is the State's #1 priority. We have reported on our robust educational enforcement and engineering programs which we implemented to successfully save lives over years. We are proud partners with all counties who are equally dedicated to zero deaths on our roadways. We meet regularly with the four counties and metropolitan planning organizations to discuss project implementation, safety focus, and opportunities for funding from the Infrastructure Investment and Jobs Act funding and programs, including discretionary grant opportunities for safety such as Safe Streets and Roads for All. In this past federal fiscal year, DOT transferred \$25,000,000 to the four counties to provide funding for transit rolling stock and bus operations. The DOT will be providing up to \$60,000,000 of additional funding this fiscal year.

The problem DOT has is not lack of process, but a lack of funding. Additional funds dedicated specifically to bicycling and pedestrian safety are key to improving alternative modes of transportation. The DOT recommends appropriating \$50,000,000 in general funds to the DOT to address bicycle and pedestrian facilities on State and County transportation systems. The funding could be utilized immediately to advance the highest priority initiatives as identified by legislators, community members, and existing

bike and ped plans from counties and the State. The priorities can be set based on recommendations from the Safe Routes for People committee if established.

The DOT supports the intent of this measure to improve safety for vulnerable users of the system. Establishing a one-time infusion of capital specifically for this improvement, and a committee to recommend improvements would be beneficial to the communities we serve and advance the State's Vision Zero approach.

Thank you for the opportunity to provide testimony.



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

**Testimony COMMENTING on H.B. 1418
RELATING TO TRANSPORTATION**

REPRESENTATIVE CHRIS TODD, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: February 7, 2023

Room Number:

Conference Room 312
& Videoconference

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

3 **Department Testimony:** The DOH offers comments on House Bill 1418 (H.B. 1418) to
4 establish a Safe Routes for People (SRFP) implementation program to develop strategies and
5 facilitate transportation-related projects and funding that will ensure keiki and kupuna are able to
6 safely walk, bike, or roll to common destinations. The measure would also establish a SRFP
7 implementation committee, establish a SRFP Special Fund, allow State Highway Fund moneys
8 to be expended to establish protected walkways, and increases the minimum amount of State
9 Highway Funds required to be expended by the DOT on ground transportation projects from two
10 per cent to five per cent.

11 Despite Hawaii's favorable climate, geography, and reputation for active outdoor living,
12 only 24.8% of Hawaii residents, in 2019, met federal guidelines for physical activity.¹ More
13 needs to be done across the state to fund, plan, and build supportive infrastructure for active
14 living. The design of roads that integrate options like walking and bicycling is a public health
15 concern since the built environment can promote or hinder physical activity. People who are
16 physically active generally have better health outcomes and are at less risk for serious chronic
17 diseases and conditions; often the same conditions closely linked to severe COVID-19

¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2019.

1 outcomes.² The Centers for Disease Control and Prevention (CDC) initiative *Active People,*
2 *Healthy Nation* identifies eight key strategies to promote physical activity.³ Among these, the
3 top two are “activity friendly routes to everyday locations” and “access to places for physical
4 activity.”

5 Physical activity is also essential to the development of the whole child and in
6 establishing positive health behaviors throughout the lifespan.⁴ In 2019, just 13% of Hawaii
7 High School students and 17% of Hawaii Middle School students met the federal guidelines for
8 physical activity.^{5,6} SRFP programs create communities where children and people of all ages
9 can walk, bike, and roll safely and are associated with increased active transportation, including
10 an increase in the number of students walking or biking to and from school.

11 H.B. 1418 aligns with several of the DOH Healthy Hawaii Strategic Plan 2030
12 Community Design and Access objectives that promote physical activity through supportive
13 built environment and transportation policies that prioritize walking, wheelchairs, and bicycling.
14 The measure is also consistent with the DOE Wellness Guidelines for which the DOH as a
15 partner agency conducts a yearly Safety and Wellness Survey that evaluates the implementation
16 of the guidelines in all DOE schools. The Wellness Guidelines include objectives to support
17 active transport by encouraging students and staff to walk and/or bike to school.

18 The DOH looks forward to continued collaboration with the DOT and commits to
19 actively participate in the SRFP implementation committee if established, to ensure that health
20 metrics and health equity are included in any performance measures.

² CDC *About Physical Activity*. 2021.

³ CDC *Active People Healthy Nation*. 2020.

⁴ Elliott, E., Greenberg, J., Battista, R., Guerrero, H.G. (2021). *Physical Activity Recommendations for Children and Adolescents: More Important Than Ever*. US Physical Activity Alliance. Washington, DC: US.

⁵ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical activity - meet federal guidelines, High Schools, State-level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

⁶ Hawaii State Departments of Health and Education, Hawaii Health Data Warehouse, Youth Risk Behavior Survey. '[Physical Activity - meet federal guidelines, Middle Schools, State-Level, 2019].' Hawaii-IBIS <http://ibis.hhdw.org/ibisph-view>. Accessed on [January 27, 2023].

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

2 **Offered Amendments:** None

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

711 KAPIOLANI BOULEVARD, SUITE 1600
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

RICK BLANGIARDI
MAYOR



J. ROGER MORTON
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON
TRANSPORTATION

Tuesday, February 7, 2023, 10:30 AM, Via Videoconference

TO: Representative Chris Todd, Chair, and Members of the Committee on
Transportation

RE: COMMENTS ON HOUSE BILL 1418, RELATING TO TRANSPORTATION

The Department of Transportation Services (DTS) of the City and County of Honolulu (City) provides the following comments on House Bill 1418, relating to transportation.

DTS strongly supports the intent of the bill, but respectfully disagrees with the bill's contention that the City and the State Department of Transportation (HDOT) have not made safety a priority in project design and funding. The City and HDOT have been working collaboratively in the planning, engineering, and implementation of safety measures, and to provide safe routes to schools for our keiki and safe neighborhoods for our kupuna.

One of the projects the City has worked in partnership with HDOT is a 30-mile bicycle route between Nānākuli and Mānoa/Waikīkī for planning, engineering, and construction. The City and HDOT has also worked to implement safety and traffic calming devices such as speed humps, raised crosswalks, and roundabouts in our communities.

Thank you for the opportunity to submit these comments.

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu.org



RICK BLANGIARDI
MAYOR

ARTHUR J. LOGAN
CHIEF

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS

OUR REFERENCE ST-TK

February 7, 2023

The Honorable Chris Todd, Chair
and Members
Committee on Transportation
House of Representatives
Hawaii State Capitol
415 South Beretania Street, Room 312
Honolulu, Hawaii 96813

Dear Chair Todd and Members:

SUBJECT: House Bill No. 1418, Relating to Transportation

I am Stason Tanaka, Acting Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports House Bill No. 1418, Relating to Transportation.

The HPD supports the proposal to establish a safe routes for people implementation program and a safe routes for people implementation committee and all measures that increase the safety of pedestrians.

Implementing this program can assist in reducing the congestion on our roadways. Should this bill pass, the implementation of safe passages may encourage other forms of transportation, such as bicycles, skateboards, etc. The program and committee may also find viable solutions to help reduce the number of pedestrian-related fatalities each year.

The HPD urges you to support House Bill No. 1418, Relating to Transportation.

Thank you for the opportunity to testify.

APPROVED:

A handwritten signature of Arthur J. Logan, consisting of a vertical line and a horizontal line.

~~HPD~~ Arthur J. Logan
Chief of Police

Sincerely,

A handwritten signature of Stason Tanaka in cursive script.

Stason Tanaka, Acting Major
Traffic Division



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, February 7, 2023 — 10:30 a.m.

Ulupono Initiative supports HB 1418, Relating to Transportation.

Dear Chair Todd 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 choices, and better management of freshwater resources.

Ulupono supports HB 1418, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities; establishes a Safe Routes for People Special Fund; allows State Highway Fund moneys to be expended to establish protected walkways; and increases the minimum amount of State Highway Funds required to be expended by the Hawai'i Department of Transportation (HDOT) on ground transportation projects from two per cent to five per cent.

In recent years, both the state and counties have made phenomenal progress in advancing safe and convenient active transportation, and there continues to be a lot of great projects moving forward. We are grateful that HDOT continues to lead or support worthy projects such as the eight dedicated projects in the Act 222 (95) bikeways report,¹ the successful RAISE grant on Kaua'i², and the most recent earmark for the 30-mile "East to West O'ahu Active Transportation Corridor."

However, the sheer magnitude of needs seems to outstrip the department's current capacity. The Hawai'i Climate Change Mitigation and Adaptation Commission inventoried active transportation plans across the state to identify those high-priority pedestrian, bicycle, and multimodal projects that were generally unfunded (includes both state and county projects). Collectively they identified almost \$1 billion in potential unfunded high-priority projects.³

More funds toward dedicated implementation, in partnership with the larger community, will be very powerful in progressing these projects forward and addressing residents' needs.

We believe additional resources from the State can really help meet our collective goals:

- Improve congestion—one of the best ways to reduce congestion is by reducing roadway demand through these types of walking, biking, and transit access networks, not through

¹ <https://hidot.hawaii.gov/wp-content/uploads/2021/12/Act22295-Annual-Bikeway-Project-Expenditures.pdf>

² <https://www.kauai.gov/Government/Office-of-the-Mayor/RAISE-Grant>

³ <https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>

more roadway capacity.⁴ Walking, biking, and bus all carry more people throughput than vehicles in a congested corridor, providing true choice and access.

- Reduce our climate impacts—it is not possible to rely exclusively on the electrification of the current system to meet our climate goal of carbon net neutrality by 2045.⁵ We need those who want to walk, bike, and bus to be able to do so as conveniently as possible.
- Help support safer choices—biking and walking have become progressively more dangerous, and that needs to change. Hawai'i is now the 13th most dangerous state for walking and biking.⁶ The way to change this is to build protected networks that focus on the walking and biking experience, and not just moving them out of the way of fast-moving traffic.⁷
- Lower the cost of living in Hawai'i—if we can help our households' shed cars, we can help them save up to \$16,200 per year while reducing the indirect public costs associated with vehicle ownership that amount to \$11.2 billion per year in Hawai'i.⁸ In addition, housing can become more affordable if we don't dedicate so much land and financial resources to expensive, space-intensive car dependency.

As Hawai'i's transportation needs are increasingly complex and challenging, we appreciate this committee's efforts to look at policies that support more active transportation.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

⁴ <https://www.cnu.org/publicsquare/2021/03/19/reduced-demand-just-important-induced-demand>

⁵ Presentation at Hawaii Climate Change Mitigation and Adaptation Commission Meeting 4/6/2022
https://www.youtube.com/watch?v=VqwhX8RI_IQ

⁶ <https://smartgrowthamerica.org/dangerous-by-design/>

⁷ <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

⁸ "The Costs of the Vehicle Economy in Hawai'i," <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>.



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facebook.com/AARPHawaii

The State Legislature
House Committee on Transportation
Tuesday, February 7, 2023
Conference Room 312, 10:30 a.m.

TO: The Honorable Chris Todd, Chair
RE: Support for H.B. 1418 Relating to Transportation

Aloha Chair Todd and Members of the Committee:

My name is Keali'i Lopez and I am the State Director for AARP Hawai'i. AARP is a nonpartisan, social mission organization that advocates for individuals age 50 and older. We have a membership of nearly 38 million nationwide and nearly 140,000 in Hawaii. We advocate at the state and federal level for the issues that matter most to older adults and their families.

AARP supports H.B. 1418 which prioritizes the safety in design and funding for transportation-related projects implemented by the department of transportation and the counties.

Safety risks are not evenly spread among population groups or locations. Older adults, especially those ages 50-64 and 75+, are significantly more likely to be killed in traffic crashes while walking (SGA/NCSC, Dangerous by Design 2022). A study commissioned by AARP and conducted by Smart Growth America in March 2022 found that simply establishing general policy that promotes the safety of people walking, bicycling, and rolling isn't enough to improve safety outcomes. Policy needs to be supported by specific provisions requiring accountability and outlining required implementation activities.

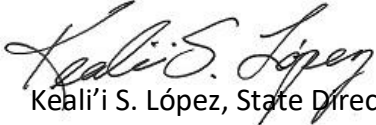
The accountability and implementation measures in H.B. 1418 and the Safe Routes for People Implementation Program are consistent with AARP recommended practice including

- Creating an implementation committee that consists of representatives from relevant state departments and stakeholder groups, including representing older adults.
- Developing policies and procedures that will improve implementation at the state and county levels, including when applying for federal grants.
- Developing and tracking performance measures, metrics, and benchmarks.
- Producing annual reports that track progress, to be made available to the legislature and to the public.¹

AARP also supports the creation of separate, targeted funding programs and funding set-asides, such as those as provided in H.B. 1418, to improve the experience of people walking, biking, and rolling. State-level dedicated funding programs, such as those in Massachusetts, have proved popular with communities and have led to significant improvements in local policies and practices, as well as infrastructure investments. ²

Thank you very much for the opportunity to testify in support for **H.B 1418**.

Sincerely,


Keali'i S. López, State Director

¹ AARP's New Model Complete Streets Law, to be released in early Spring 2023

² Massachusetts DOT's Complete Streets Funding Program



Promoting Healthy Lifestyles

808-395-3233

TO: Committee on Transportation
HEARING: 10:30 a.m. Tuesday, February 7, 2023
SUBJECT: HB 1418, Safe Routes for People - **SUPPORT**

Thank you for allowing testimony on HB 1418, which would establish a Safe Routes for People Implementation Program and related committee to facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation. Cycle On Hawaii supports this program.

As supporters and advocates for Safe Routes to School, we've heard people express frustration as well as concerns that it is difficult to ride or walk from homes to schools. Similar problems are faced by kupuna, who may want to ride their bikes for errands or exercise but fear for their safety.

Please vote "yes" on HB 1418 and make bike and pedestrian infrastructure a priority in Hawaii.

By the way, when will the Department of Transportation fix King Street and the overpass near the Hawaiian Humane Society? Requests have been made several times over the past decade, but it continues to be hazardous for all roadway users. It has many potholes, cracks and bumps but is commonly used as a route to get downtown.

Sincerely,

Natalie Iwasa, President

Cycle On Hawaii is a 501(c)(3) charitable organization founded in 2012 by a group of advocates for bicyclists. Managed and directed entirely by volunteers, Cycle On Hawaii organizes community events such as Bike and Walk to School Days, cyclovias, bike rodeos for children, bike contests and parades, and educational workshops and presentations on Safe Routes to School.



HIPHI Board

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Chair
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John A. Burns School of Medicine,
Department of Pediatrics

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 Collective

Date: February 2, 2023

To: Representative Chris Todd, Chair
Representative Darius K. Kila, Vice Chair
Members of the House Committee on Transportation

Re: Support for HB 1418, Relating to Transportation

Hrg: Tuesday, February 7, 2023, at 10:30 AM, Conf Rm 312

The Obesity Prevention Task Force (OPTF), a program of Hawai'i Public Health Instituteⁱ (HIPHI), is in **strong support of HB 1418**, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. It also establishes a Safe Routes for People Special Fund and allows State Highway Fund moneys to be expended to establish protected walkways. Furthermore, it increases the minimum amount of State Highway Funds required by the Department of Transportation to spend on ground transportation projects from 2% to 5%. To accomplish these goals, this measure also appropriates adequate funding.

The lack of safe routes throughout our communities is a danger to everyone.

Hawai'i Public Health Institute (HIPHI) appreciates the opportunity to provide **STRONG SUPPORT** for **HB 1418**. This comprehensive measure is a significant step toward ensuring our roadways are safe for all road users, particularly our most vulnerable populations. We must prioritize safety and design to reverse the increasing number of traffic-related deaths. In 2022, there were 117 traffic-related deaths, up from 94 in 2021.ⁱⁱ

Our current car-centric approach to the implementation of road projects results in unsafe roads for those who walk, bike, and roll to their destinations. To broaden the scope of the road projects being implemented, this measure forms a Safe Routes Implementation Committee. It will increase transparency, create meaningful recommendations and benchmarks, and ensure appropriate reporting on the outcomes of the Safe Routes projects.

Everyone has the right to walk, bike, and roll safely to all destinations.

A new Safe Routes Fund is created through this measure. The funds will be used to implement the state and county projects identified by the Implementation Committee. These projects will prioritize safe mobility for keiki and kupuna. This dedicated funding shows the state's commitment to genuinely enhancing our roads' safety.

This measure will fix outdated funding mechanisms to achieve safe roads and ensure counties can access the earmarked federal funding. These federal funds are for counties to develop the programs and provide the technical assistance needed to ensure successful projects.

This measure also requires that safety strategies such as protected pathways, signage and safety devices on and around walkways and bikeways, and thoughtful transportation facilities are adequately funded as inclusive parts of roadway projects. This funding will support prioritizing safety for non-automobile road users.

We would like to recognize the depth of thoughtfulness that has gone into this measure and its comprehensive approach to keeping all road users safer. It is a priority of the OPTF to increase active mobility. It is one of the ways to address chronic disease in our communities. In Hawai'i, 11.2% of adults have diabetes;ⁱⁱⁱ and 6.7% have coronary heart disease or have had a stroke^{iv}; these are the top causes of death in Hawai'i. To address these chronic diseases, and improve overall public health, safe and accessible roadways are necessary so that all people can benefit.

To further strengthen programs that support safe roadways for all users, we ask that you consider adding language to this measure to address the current administrative challenge in dispersing the money currently in the State of Hawai'i's Safe Routes special funds to the counties, referred to in HRS 291C-3.

Surcharge fees from traffic moving violations are collected in the Safe Routes, which are then distributed to the counties to administer their Safe Routes programs and projects. The counties cannot access the funds because of outdated administrative language. By updating the HRS 291C-3, the counties will be able to access and utilize the funding they should be receiving.

HB 1418 provides a variety of approaches to ensure safe roadways for all people and supports our communities' health and safety.

Thank you for the opportunity to provide testimony in **STRONG SUPPORT** of **HB 1418**.

Mahalo,

Peggy Mierzwa

Peggy Mierzwa
Advocacy & Policy Director
Hawai'i Public Health Institute

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 <https://www.staradvertiser.com/2023/01/06/hawaii-news/traffic-related-fatalities-in-hawaii-surged-in-2022/>

ⁱⁱⁱ https://diabetes.org/sites/default/files/2022-04/ADV_2022_State_Fact_sheets_all_rev_HI-4-4-22.pdf

^{iv} <https://www.americashealthrankings.org/explore/annual/measure/CVD/state/HI>

HB-1418

Submitted on: 2/6/2023 9:45:25 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Tiffany Huynh	Elemental Excelerator	Support	Written Testimony Only

Comments:

Dear Committee Chair Todd and members of the Committee:

Elemental Excelerator respectfully submits our **strong support for HB 1418.**

Elemental Excelerator is a Honolulu-based non-profit organization that supports climate positive startup companies that help solve Hawai'i's most urgent environmental problems. Each year, we select 15-20 companies that best fit our mission and fund each company with up to \$1 million in investment. To date, we have awarded over \$50 million to 150+ companies, and additionally supported more than 100 new tech demonstration projects right here in Hawai'i & the Asia Pacific.

We are strong supporters of the Vision outlined in the [2013 Statewide Pedestrian Master Plan](#), and believe that SB 1506 will help move us in that direction. The Vision, by way of reminder, is that "Hawaii's integrated and multi-modal transportation system provides a safe and well-connected pedestrian network that encourages walking among all ages and abilities. As with the addition of bike lanes and efforts to increase public transit, this proposed bill will provide support needed to promote a positive pedestrian experience, particularly for keiki and kupuna, while promoting environmental, economic and social sustainability, fostering healthy lifestyles, and providing residents with more affordable, healthy and safe transportation options.

Elemental Excelerator has helped support dozens of climate tech solution companies that create good jobs, help transition our economy to 100% clean energy, and accelerate access to multimodal transportation options. By passing this bill, we will enable more people to choose alternatives to auto mobility, resulting in less traffic on our roads and a healthier community. This bill builds upon previous efforts and will provide the critical funding and dedicated staff to connect the federal and state governments, MPOs, and counties more effectively.

SB 1506 is a key piece of climate and community legislation, and we believe it is critical to pass in its current form or stronger to ensure we meet the climate and clean economy goals we have established for ourselves. Elemental Excelerator strongly supports the passage of HB 1418.

Thank you for the opportunity to testify.



Think B.I.G.
www.thinkbighawaii.org

February 6, 2023

SUPPORT FOR HB1418 - Safe Routes to School

Dear Chair Todd, Vice Chair Kila, and members of the Committee,

The Hawaii Electric Vehicle Association (Hawaii EV) supports HB1418 and urges you and your colleagues to support this bill.

We strongly support the stated purpose of HB1418 to create safe routes for people.

There is a large unmet need for active transportation projects. We fully acknowledge that good work has been done, but more remains to be done. This bill would provide dedicated staff, committee, and funding, which will make a difference in connecting policies and programs across federal, state, MPOs, and county governments more effectively.

This bill is needed to really meet our transportation, climate, and public health goals, and it will also reduce the costs of living for all Hawaii residents.

Reducing the cost of living will help to ensure that our green energy transition will be equitable and not create additional burdens on LMI or ALICE households.

Thank you for this opportunity to testify.

On behalf of the Think BIG Board - Bill Bugbee, Heather Kimball, Jeannette Gurung, Noel Morin, and Tam Hunt



Hawai'i Children's Action Network

Hawai'i Children's Action Network Speaks! is a nonpartisan 501c4 nonprofit committed to advocating for children and their families. Our core issues are safety, health, and education.

To: Representative Todd, Chair
Representative Kila, Vice Chair
House Committee on Transportation

Re: HB1418, relating to transportation
10:30 a.m., Feb. 7, 2023

Aloha Chair Todd, Vice Chair Kila and committee members:

On behalf of Hawai'i Children's Action Network (HCAN) Speaks!, mahalo for the opportunity to **testify in STRONG SUPPORT of House Bill 1418, relating to transportation.**

If our communities are the heart of our island home, our transportation infrastructure is the arteries. The ways we move within and among our communities are vital to our collective and individual health.

Too many communities in Hawai'i do not have adequate transportation infrastructure that works for our most vital users: keiki and kūpuna. Children using active transportation options—whether by choice or necessity—have to walk, ride or roll on unsafe high-traffic roads. Elders are forced to traverse unsafe or uneven terrain to access crucial healthcare services and maintain important social connections. The result is that both keiki and kūpuna often feel like they have no safe place on our roads, sidewalks or other transportation infrastructure.

HB1418 is an important step forward because it couples funding with community-based expertise while establishing key goals that sets a necessary vision for Hawai'i's transportation future. We appreciate the bill's inclusion of invested partners in education, equity work, health, kūpuna issues and more.

We would encourage the inclusion of a member that can speak to the ways families with young children move through the islands. Many times families' challenges with transportation can have enormous impacts—from access to quality early care and learning experiences to increasing stressors that can have negative impacts on young children to access to places and spaces that cultivate healthy development and well-being. Families with young children face unique transportation challenges, and we would welcome their voices in these important conversations.

Please support HB1418 and consider inviting the voices of families with young children to the table.

Mahalo,

Ke'ōpū Reelitz
Director of Early Learning and Health Policy

LATE

Testimony of
Jonathan Ching
Government Relations Director

Before:
House Committee on Transportation
The Honorable Chris Todd, Chair
The Honorable Darius K. Kila, Vice Chair

February 7, 2023
10:30 a.m.
Conference Room 312 & Via Videoconference

Re: HB 1418, Relating to Transportation

Chair Todd, Vice Chair Kila, and committee members, thank you for this opportunity to provide testimony on HB 1418, which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities.

Kaiser Permanente Hawai'i SUPPORTS HB 1418.

Kaiser Permanente Hawai'i is one of the nation's largest not-for-profit health plans, serving 12.6 million members nationwide, and more than 269,000 members in Hawai'i. In Hawai'i, more than 4,200 dedicated employees and more than 650 Hawai'i Permanente Medical Group physicians and advance practice providers work in our integrated health system to provide our members coordinated care and coverage. Kaiser Permanente Hawai'i has more than 20+ medical facilities, including our award-winning Moanalua Medical Center. We continue to provide high-quality coordinated care for our members and deliver on our commitment to improve the health of our members and the 1.4 million people living in the communities we serve.

To be our healthiest, we need more than high-quality medical care — good health begins where people live. At Kaiser Permanente, we're working to improve the conditions for health and equity in the communities we serve. That means addressing all the factors that affect health, such as having a safe place to live, enough money to pay the bills, access to healthy meals, and meaningful social connections.

Many neighborhoods in Hawai'i still lack the infrastructure to allow keiki to safely walk, roll, bike, or bus to school. This has been worsened by the pandemic, with increased school bus driver shortages both in Hawai'i and nationally, leaving some students stranded. These disruptions can

affect school attendance, and the lack of complete, safe, and comfortable bike and pedestrian networks puts keiki at risk.

Extensive good work has been completed for active transportation projects, but it is currently not enough. This bill would create a Safe Routes Fund; mandating 5% of all State Highway projects to fund protected walkways and bikeways and appropriate funds for a full-time safe routes coordinator within HDOT. It also provides transparency, accountability, and collaboration by establishing a Statewide Safe Routes Committee to recommend Safe Routes plan, goals, objectives, strategies, and outcomes.

Finally, this contributes to Kaiser Permanente's priorities and the State's climate, health, and equity goals to reach net-zero carbon emissions by 2045; increase the total miles of low-stress pedestrian infrastructure by 50 miles; and eliminate disparate outcomes by race and ethnicity across all sectors.

Mahalo for the opportunity to testify on this important measure.



ADDRESS
3442 Waiialae Ave., Suite 1
Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

HOUSE COMMITTEE ON TRANSPORTATION
Tuesday, February 7, 2023 - 10:30am

LATE

Hawai'i Bicycling League Supports HB1418, relating to Safe Routes for People

Aloha Chair Todd and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawaii Bicycling League. We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll. This means creating infrastructure that is designed for all users with safety as a top priority.

Hawai'i Bicycling League supports HB1418, which implements a Safe Routes for People program and establishes a Safe Routes for People committee. Additionally, it increases the minimum amount of State Highway Funds required to be expended on ground transportation projects from two to five percent.

Hawai'i residents, especially our keiki and kūpuna, need safe, accessible places to walk, roll and bike. HB1418 can help make this a reality.

- **HB1418 fixes some outdated Safe Routes funding mechanisms.**
 - In 2021, the legislature passed HB 1299, which shifted Safe Routes management to the Counties without transferring administrative rules.
 - In 2021 and 2022 the counties did not receive state monies from the safety fund because of the lack of administrative rules - over \$1.5M is in this fund as of the end of 2022.
- **HB1418 funds Safe Routes and more walking, rolling, and biking!**
 - \$300,000,000 from State of Hawai'i 2023/25 budget will be earmarked for Safe Routes programs and projects.
 - Increases minimum annual expenditures from 2 percent to 5 percent.
- **HB1418 provides transparency, accountability, and collaboration**
 - Establishes a Statewide Safe Routes Committee to recommend Safe Routes plan, goals, objectives, strategies, and outcomes.
 - Requires annual report to State Legislature
- **HB1418 supports the State of Hawai'i's climate, health, safety, and equity goals**
 - Reach net-zero carbon emissions by 2045.
 - Increase the total miles of low-stress pedestrian infrastructure by 50 miles (DOH).
 - Eliminate disparate outcomes by race and ethnicity across all sectors.

Mahalo for the opportunity to provide testimony. Please support **HB1418** and help create safer streets for all.

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League

Aloha Chair Chris Todd, Vice Chair Darius K. Kila, and Committee Members,

In Support

Amazingly, in the mid-90s, Hawaii’s Department of Transportation (HDOT) was one of the first states in the nation to use Federal Intermodal Surface Transportation Efficiency Act (ISTEA) monies to fund a Safe Routes to School initiative. Peoples Advocacy for Trails Hawaii (PATH) on Hawaii Island ran a number of safety programs including two Walking School Buses in Kahakai Elementary in Kona and Waikoloa Elementary in Waikoloa Village (*after carrying out SRTS studies showing that it was parents who drove their children to school that caused the greatest danger to students walking*). They also took a fleet of bicycles to 35 elementary schools around the island for a week-long education program for 4th graders, and soon launched a pedestrian education class for 1st graders.



Above: Car parked at an intersection & Below: cars parked in the shoulder along with bulky items forces pedestrians into the travel lane and creates hazards.



Unfortunately, The process applying for HDOT SRTS educational and infrastructure funds was arduous and called for grantees to pay all the costs and get reimbursed – a burden that surely killed many potential transportation safety initiatives. Your counterparts in Washington included SRTS in their transportation bill over 30 years ago and, as a state, Hawaii has done a horrible job of using those funds to encourage the use of alternative modes of transportation. I see your HB 1418 as a solution to that blockage and encourage its passage.

I’m sharing photos of the Keiki Cooridor, a SRTS infrastructure project that was recently completed in Kalihi, to demonstrate the need for safer pedestrian coordiors. As you can see, there were many potential hazards along this narrow roadway with no center line; including illegally parked cars, bulky items dumped at blind corners. Trash is also collected two days a week during school commute times, and the trash bins and trucks picking up the trash made conditions even worse.



Above: Bulky trash at a blind intersection

Funds were initially sought from the HI-DOT SRTS fund to build this corridor but the proposal was denied because it included educational aspects of traffic safety. Once any reference to infrastructure was excluded from the proposal, an educational initiative was approved, but again, as a reimburseable grant and PATH had to take out a bank loan to continue its safety initiatives.

Thankfully, the City and County of Honolulu designated this corridor their first SRTS Infrastructure Improvement project. While this project took years in the making, it is complete and a blessing was held Monday, January 30. Unforseen benefits are already surfacing. While this pathway supports the safety of students going to Fern Elementary and Dole Middle Schools, it also provides a safer route for adults and kupuna heading to the transit hub on Middle Street and beyond. The Summer Fun Program held at Fern Park is applauding the corridor because their participants can now walk safely all the way up to the district pool, and a number of families are now allowing their children to walk to and from school thereby eliminating the parents' need to take time off from work and, importantly, reducing the number of cars picking up and dropping off their children; which, as noted above, increases potential hazards around the school.

As announced at the Keiki Corridor blessing last month, there are many other potentially hazardous pedestrian routes around the state. These safety amenities should be a high priority to create a more walkable Hawaii and to finally take advantage of the Federal transportation funds that can pay for 80% of the costs.

With regards,



Anni C. Peterson
1351 Aala Street, Apt 103
Honolulu, Hawaii 96817
808-987-0185



The new Keiki Corridor, completed in January 2023, creates a safer environment for pedestrians in Kalihi.

HB-1418

Submitted on: 2/3/2023 6:05:30 PM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

Support. Thank you.

HB-1418

Submitted on: 2/3/2023 10:02:02 PM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Nancy Manali-Leonardo	Individual	Support	Written Testimony Only

Comments:

I am in strong support of HB1418.

I am a retired registered nurse. I have worked as a nurse in Hawaii for 41 years in locations from Waimanalo to Kaneohe.

There are not enough safe, walkable, bikeable paths; or the ones that do exist are in disrepair.

Make a safe and healthy Hawaii.

Pass HB1418.

Mahalo,

Nancy Manali-Leonardo

HB-1418

Submitted on: 2/4/2023 8:20:18 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Michele Nihipali	Individual	Support	Written Testimony Only

Comments:

- All road users are entitled to being safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.
- Impactful and funded safe routes strategies are necessary to improve road safety in Hawai‘i.
- This bill calls for a variety of strategies to be put in place such as protected walkways, better signage, safety devices, and protected bikeways, and it calls for sufficient funding of those projects.
- Improving safety for people to ride, walk or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.
- While state level data is limited, the proportion of [students across the U.S. in grades K–8 who walk or bike to school fell from 48% in 1969 to only 13% in 2009](#).
- When states prioritize road safety through systemic programming, there is increased walking and biking to and from school.
 - The percentage of students who walked to and from school increased from 7-8 percent to 15-16 percent.
 - The percentage of students who biked to and from school increased from one percent to two percent.
- A [2014 evaluation of state-level safe routes projects](#) found that they were associated with significant increases in active school travel (from 12.9 percent to 17.6 percent), walking (from 9.8 percent to 14.2 percent), and bicycling (from 2.5 percent to 3.0 percent).
- [Safe streets efforts can be even more important for subpopulations](#) such as children with a disability or those that live in low-income neighborhoods.

Please support HB 1418

Thank you for your consideration,

Michele Nihipali

54-074 A Kam Hwy.

Hauula, HI 96717

HB-1418

Submitted on: 2/4/2023 11:43:01 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Brian R Curll	Individual	Support	Written Testimony Only

Comments:

Aloha,

The Safe Passage and the ability to walk, bike and roll in safty is good for the quality of the lives for both residents and visitors is to everyone's advantage

Date: February 4, 2023

To: The Honorable Chris Todd, Chair
The Honorable Darius K. Kila, Vice Chair
Members of the House Committee on Transportation

Re: **Support for HB 1418**, Relating to Transportation

Hrg: Tuesday February 7, 2023 at 10:30 AM Conference Room 312 via Videoconference

Aloha House Committee on Transportation,

As a parent, community member and healthcare professional I am writing in **strong support of HB1418** which establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities; establishes a Safe Routes for People Special Fund; allows State Highway Fund moneys to be expended to establish protected walkways; increases the minimum amount of State Highway Funds required to be expended by the Department of Transportation on ground transportation projects from two per cent to five per cent; and, appropriates funds.

The purpose Safe Routes programs is to ensure everyone in Hawaii enjoys the infrastructure, social support and confidence to safely walk, roll or bike.

When we prioritize road safety from keiki to kūpuna, everyone benefits. Improving safety for people to walk, ride or roll increases the opportunities for everyone to safely increase physical activity, which in turn positively impacts health and helps to address the root causes of many chronic diseases.

A comparative analysis based on a national sample of state-level Safe Routes projects found that they were associated with a significant increase in the percentage of students who walked or biked to and from school.

Safe Routes efforts improve equity for access to safe routes for people with a disability and those living in low-income neighborhoods, among others who experience safe access disparity.

I **strongly support HB1418**, respectfully ask you to pass it out of committee.

Many thanks for your consideration,

Forrest Batz, PharmD
Keaau, HI

HB-1418

Submitted on: 2/5/2023 6:43:41 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Mary Christa SMith	Individual	Support	Written Testimony Only

Comments:

I want to strongly voice my support for HB1418 and safe, active transportation routes for our communities. I would like to see a strong allocation of dollars towards these efforts - even more than the bill outlines. Safe, pedestrian and biking routes promote community, reduce chronic disease, cut down on fuel emissions and car accidents and deaths. I have lived in other communities with incredible infrastructure for biking and walking. In Park City, Utah we have over 500 miles of trail. People walk and bike everywhere. Most of the paths are separate from the roads. People even bike and ski to work in the winter. This bill aligns with Hawaiian values of Aloha Aina, Malama and Pono. Please pass it with flying colors.

Committee on Transportation
Rep. Chris Todd, Chair
Rep. Darius K. Kila, Vice Chair

Tuesday, February 7, 2023 at 10:30 AM

Support for HB 1418, Relating to Transportation

I support HB 1418, Relating to Transportation, which would establish a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to ensure the safety of keiki and kupuna using ground transportation and walkways.

Traffic-related deaths continue to be on the rise, from 95 deaths in 2014 to 117 deaths in 2022 (DOH). The lack of safe streets prevents people from walking and biking as a mode of transportation. In the US, students in grades K-8 who walked or biked to school decreased from 48% in 1969 to 13% in 2009. This bill will encourage the prioritization of safe roads and the funding of safe routes strategies to make our roads better for pedestrians.

Previous data show that when states systematically plan for road safety, there is an increase in students who walk and/or bike to and from school. Increased road safety can increase levels of physical activity, which in turns positively impacts health in the long term.

In conclusion, all road users are entitled to being safe. I urge the committee to pass HB 1418.

Thank you for this opportunity to testify.

Saikaew Dudla

CJ Johnson

chrisluttet@gmail.com

2/7/2023

Representative Chris Todd and House Transportation Committee

Dear Chair Todd and Committee Members,

I am writing to offer strong support of House Bill 1418 (HB1418), as well as to propose amendments.

I submit this testimony as a private citizen, but I have a long resume as an advocate and organizer for safer, healthier transportation systems. I have led bike and pedestrian advocacy organizations and have served in state and local transportation and health agencies here in Hawaii. Currently I am the lead organizer of the Hawaii Safe Routes Coalition (HSRC). HSRC is an informal group of nonprofit, government, elected, and community representatives who are committed to working towards a Hawaii where all keiki have the infrastructure, confidence, skills and social support to bus, bike, walk or roll to school.

By most measures, including safety, congestion, emissions reduction, maintenance and level of service, the state's transportation system- like many across the US, is failing to make significant progress, and- in many cases- is deteriorating year over year. Doubling down on token- and half-measures, dragging our feet on efforts to reduce emissions and congestion via widely-accepted VMT-reduction strategies, committing to capacity expansion projects that undermine climate, safety and resiliency goals, ignoring reporting requirements, and leaving federal funds for active transportation unspent has dug us a hole from which we can't escape by continuing to dig.

How long can we continue to claim that providing a *“safe, efficient, accessible, and sustainable inter-modal transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life”* is the state's current transportation mission when we persist on a course that clearly does not provide safety, ensure mobility or preserve economic prosperity for the people of Hawaii?

I believe that HB1418 is a critical demonstration of the state's commitment to its transportation mission. Creating a permanent program with a dedicated special fund, and standing up a collaborative advisory and oversight committee will ensure accountability, transparency and collaboration . Importantly, these are not radical ideas; many states recognize the complex interdisciplinary nature of mobility and the urgency of collaboration in transformative policies like [Vision Zero](#) and [VMT reduction](#).

Course correcting now will require an acknowledgement of how our existing policies and priorities have delivered us to this unsafe, unsustainable and unaffordable moment in transportation.

It will require sustained commitment, collaboration, transparency and specific, SMART (specific, measurable, achievable, relevant and time-limited) targets and accountability. The people of Hawaii, who depend on and pay for this system, deserve to know when and how the state will deliver on this promise.

Most importantly, It will require that we reject safety solutions that blame victims and further marginalize populations who are already underserved by our systems based on geography, ability, gender, race or socioeconomic status.

As the committee considers HB1418, I would also like to propose the attached amendment, which is aligned with the intent of this legislation. The attached language addresses outdated and overly vague language in state's [HRS291C-3](#) statute concerning the Safe Routes to School program. Specifically

- Removes references to SAFETEALU, which is a long obsolete funding source for Safe Routes to School.
- Clarifies that HDOT Safe Routes to School Coordinator position should be full time and dedicated, and clarifies the role duties
- Clarifies the administration and permitted uses of the existing Safe Routes to School Special Fund, which has been accumulating funds without distributing them since the fund was reorganized by legislature in 2020.

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

CJ Johnson

Honolulu

§291C-3

HRS291C-3 Shall be amended as follows:

State and County safe routes to school programs; coordinators; grants; reports. (a) There is established within the Department of Transportation, a safe routes to school program that shall ensure that every child in Hawai'i has the infrastructure, social support, confidence, and skills to bike, walk, roll, or bus to school. This program shall be responsible for developing and publishing performance measures, goals, and providing technical assistance to counties and community organizations in support of projects and programs that advance state and county goals.

- There is created, within the Department of Transportation, the position of Safe Routes to School Program Coordinator. The Safe Routes to School Program Coordinator position shall be a permanent, full-time position. The coordinator shall serve as a central point of contact for safe routes to school program planning and project development.
- Each County, through the county Safe Routes to School Program Coordinators, and in consultation with the Department of Education, Department of Health, and the Hawai'i Association of Independent Schools, shall provide technical assistance and strategic direction for school-based and community-based workshops and infrastructure and non-infrastructure projects to achieve SRTS program goals
- Each year, the legislature shall appropriate the full accrued balance of funds from the Safe Routes to School Special Fund to the counties to be used for the implementation of county-led safe routes to school projects.
- The formula for distribution shall be as follows:
 - One-half shall be distributed evenly among the counties; and
 - The other half shall be distributed among the counties in proportion to their respective number of public school students in grade K-8 that live within walking distance from the school they attend.
- No later than twenty days prior to the convening of each regular session, each county shall submit to the legislature an annual report on the status and progress of safe routes to school activities within its respective county, including an accounting of all grants provided through the program and a timeline for future grant awards.
- SRTS Special Funds shall primarily be used by counties to fill or contract a permanent, full-time SRTS Coordinator. The duties of the coordinator shall include but are not limited to:
- Maximizing the participation of school officials and stakeholder groups in the community;

- Working in conjunction with county designated safe routes to school stakeholders and train volunteer facilitators for school-based workshops and community-based projects, including flexible training schedules;
 - Providing technical assistance and strategic leadership for SRTS related county initiatives
 - Remaining funds shall be dedicated to SRTS non-infrastructure programmatic support, events, temporary infrastructure pilots and demonstrations.
- The Director of the Department of Transportation shall submit to the legislature an annual report of the status and progress of the Safe Routes to School Program, including safety, mode share, and infrastructure outcomes, an accounting of all funds provided through the program and a timeline for future funding, no later than twenty days prior to the convening of each regular session.

HB-1418

Submitted on: 2/6/2023 1:32:32 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Robin Miyajima	Individual	Support	Written Testimony Only

Comments:

I've lived in Hawaii all my life and have had many times I've needed to walk somewhere as a college student without a car.

In doing this, I've experienced firsthand just how dangerous the roads can be. It's not that far from places like the Kauai County Building to Kukui Grove. I should be able to safely walk there during the day. But if I try to do that, the old mill road has absolutely no shoulder and a blind corner, so I'm almost walking directly on the road itself, with no way for the drivers coming around the corner to see me.

This is far from the only road like this on Kauai. This is far from the only road like this in the state. That needs to change.

Our state has a goal of net zero carbon emissions by 2045. How do we expect to do that if we have to drive everywhere because we can't safely walk?

How do we expect to have a Hawaii children can safely live in if it's too dangerous for them to walk or bike to school in broad daylight?

How do we expect to have a Hawaii where we have a sense of community?

This needs to be prioritized and sooner rather than later.

HB-1418

Submitted on: 2/6/2023 6:37:56 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Individual	Support	Written Testimony Only

Comments:

Dear Chair Todd, Vice Chair Kila, and Committee members,

I SUPPORT HB1418, a measure that will help mitigate road safety risks and increase active transportation in our State.

It... "Establishes a Safe Routes for People Implementation Program and Safe Routes for People Implementation Committee to develop strategies and facilitate transportation-related projects that ensure the safety of keiki and kupuna using ground transportation facilities. Establishes a Safe Routes for People Special Fund. Allows State Highway Fund moneys to be expended to establish protected walkways. Increases the minimum amount of State Highway Funds required to be expended by the Department of Transportation on ground transportation projects from two per cent to five per cent."

These provisions will help us design and implement solutions to keep our keiki and kupuna safe as they traverse our increasingly busy roadways. *One life lost in a pedestrian or cyclist collision with a vehicle is one too many.*

HB1418 will also encourage the adoption of alternatives to passenger vehicles, a key to reducing transportation costs and cutting the environmental footprint of transportation in our State.

Thank you for this opportunity to testify in support of HB1418.

Sincerely,

Noel Morin - Hilo

The State Legislature
House Committee on Transportation.
Tuesday, February 7, 2023 Conference Room 312, 8:30a.m.

TO: The Honorable Chris Todd, Chair

RE: Support for H.B. 1418 Relating to Transportation

Thank-you for this opportunity to testify in **Support of H. B. 1418.**

As a former City Councilmember in suburban Omaha, Nebraska, I am well aware of the importance of stretching the public's dollar. When dealing with transportation there is nothing more cost effective than a comprehensive, multi-modal transportation plan. Time after time it has been shown that adding lane miles to roadways is not a solution. Investing in safe alternatives to motor vehicles is the best answer to this challenge. Safe, walkable communities and biking opportunities are integral parts of a modern and fiscally responsible transportation plan.

During my nearly forty years as a retail pharmacist it was quite evident that active people were less of a burden to our healthcare system, including publicly funded options. Many of my patients' conditions could have been averted had they adopted an active lifestyle. Often cited as a reason to not take that path, was the lack of a safe way to commute by foot or bike when shopping or traveling.

Supporting of H. B. 1418 would help alleviate the concerns of those individuals.

I am one of the ever growing senior demographic in Hawaii. It won't be long until I too will be turning in my keys. Maintaining safe access to public transportation as outlined in this measure, will be paramount to me, and others like me, who wish to continue to contribute to society well into our twilight years.

I look forward to your **Support of H. B. 1418.**

Sincerely,

Kevin L. Johnson

February 5, 2023

Aloha kākou,

Good morning honorable Committee Chair Todd, honorable Vice Chair Kila, and members of the Transportation Committee. Mahalo nui for your service to Hawai'i.

My name is Jessica Thompson, and I am a member of the State Highway Safety Committee. I am here as a private citizen to offer support of **HB1418**.

I would like to share the story of a former Hawai'i County resident. She is a 74 year old woman. After her retirement she had to adjust to a very fixed income of \$1300 a month and could not afford housing, food, AND the approximately \$8,000 a year it costs to own a car in Hawai'i. As a result, she moved in with her family and was unable to drive. Unfortunately, her family was very busy and mass transit is not robust enough, nor are there safe, accessible, and inclusive places for her to walk or ride a bike on Hawai'i Island. She, like too many kūpuna in Hawai'i, are living an increasingly isolated and sedentary lifestyle. She made the difficult decision to move to the continent where she has access to connected mass transit service and can safely walk to the library, post office, and grocery store.

Hawai'i residents, especially our keiki and kūpuna, NEED safe and accessible places to walk, roll and bike. How do we make that happen? In part, we pass HB1418. Why?

- **HB1418 fixes some outdated Safe Routes funding mechanisms.**
 - In 2021, the legislature passed HB 1299, which shifted Safe Routes management to the Counties without transferring administrative rules.
 - In 2021 and 2022 the counties did not receive state monies from the safety fund because of the lack of administrative rules - over \$1.5M is in this fund as of the end of 2022!
- **HB1418 FUNDS Safe Routes and more walking, rolling and biking!**
 - \$300,000,000 from State of Hawai'i 2023/25 budget will be earmarked for Safe Routes programs and projects
- **HB1418 provides transparency, accountability, and collaboration**
 - Establishes a Statewide Safe Routes Committee to recommend Safe Routes plan, goals, objectives, strategies, and outcomes.
 - Requires annual report to State Legislature
- **HB1418 supports the State of Hawai'i's climate goals, health goals, safety goals, and equity goals**
 - Reach net-zero carbon emissions by 2045,
 - Increase the total miles of low-stress pedestrian infrastructure by 50 miles (Department of Health), and
 - Eliminate disparate outcomes by race and ethnicity across all sectors.

Please vote yes on HB1418 – for everyone in Hawai'i – especially our keiki and kūpuna.

Mahalo nui,

Jess Thompson

Papaikou, Hawai'i Island

HB-1418

Submitted on: 2/6/2023 10:54:12 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Nancy M. McPherson	Individual	Support	Written Testimony Only

Comments:

Aloha kakou -- As a grandmother who worries about the safety of her mo'opuna, I am in full support of HB1418. When Hawai'i was a more rural place with much less vehicular traffic, pedestrians, keiki to kupuna, were at lower risk of injury or death than they are now. Vehicles have become bigger, and large trucks, minivans and SUV's have become much more numerous on our roads, but in many cases, our roads have not changed since before statehood. We must allocate adequate focus and resources on making our roads safer for walking and bicycling. I did not have a car, by choice, for four years on O'ahu, and I can personally attest to the dangerous nature of many of our city streets for pedestrians. Much improvement is needed, and this bill will support those improvements, which are long overdue.

On behalf of my mo'opuna, mahalo nui loa.

Sincerely, Nancy McPherson, Aiea, O'ahu

HB-1418

Submitted on: 2/6/2023 11:22:01 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Heidi Allencastre	Individual	Support	Written Testimony Only

Comments:

Please support HB1418. Growing up in upcountry Maui I have experienced unsafe roads that lack the infrastructure for safe walking or biking. Many of the road ways upcountry do not have sidewalks yet many people walk those roads, our children ride backs or walk home from school and even bike companies use them for bike tours for tourists. Many times making the trip home unsafe when coming around sharp turns and having a tourist stopped in the roadway on their bike. The amount of accidents due to not having sidewalks or bike trails is alarming and should be addressed. There are numerous reasons this bill should be supported but here are a few...

- All road users are entitled to be safe.
- Traffic-related deaths have increased over the past decade. In 2014 there were 95 deaths, while in 2022 saw 117 deaths (DOH).
- When we prioritize road safety from keiki to kūpuna, everyone benefits.

Please support this bill and make our roads safe for everyone.

HB-1418

Submitted on: 2/7/2023 8:14:30 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Michelle K.	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

I am strongly supportive of this bill because our kids need safe routes to get to school and to run errands. Kids don't have driver's license and the elderly are more likely to walk than drive due to vision loss. In order to prevent another death on our roads, please pass this bill to ensure the safety of our kids and elderly when they go outside of their homes. When our kids and elderly are safe, the rest of us could have peace of mind when we go about our daily routines at work. Thank you for your kind consideration!

Mahalo,

Michelle K.

LATE

HB-1418

Submitted on: 2/7/2023 8:27:06 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Christian Engelhardt	Individual	Support	Written Testimony Only

Comments:

I believe safe routes are important for the community. We need to reduce car traffic and make alternative transportation a priority. People don't ride bikes and don't want their kids to ride their bike because it's not safe. We need to reduce speed and create safe routes in our communities to encourage people to get out of their cars. It benefits the health and well-being and the future of our communities.

LATE

HB-1418

Submitted on: 2/7/2023 8:46:37 AM

Testimony for TRN on 2/7/2023 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael Treece MD	Individual	Support	Written Testimony Only

Comments:

I'm a pediatrician in Pahoā. On the Big Island generally, and in the Puna District specifically, cars and trucks are fast and sidewalks are few. I have treated children with injuries that will cause them to have diminished function for life because they were hit by cars while they were walking, often in bright daylight. They're the lucky ones; roadside shrines commemorating beloved family members taken by auto traffic are common around here. HB1418 and HB 600 will help to prevent similar tragedies going forward by improving--or in some cases, providing in the first place--pedestrian infrastructure. This is badly needed.