

HOUSE COMMITTEE ON FINANCE

March 3, 2016, 2:00 P.M.

Room 308

(Testimony is 3 pages long)

TESTIMONY IN SUPPORT OF HB 2086 HD1

Aloha Chair Luke, Vice Chair Nishimoto and members of the Committee:

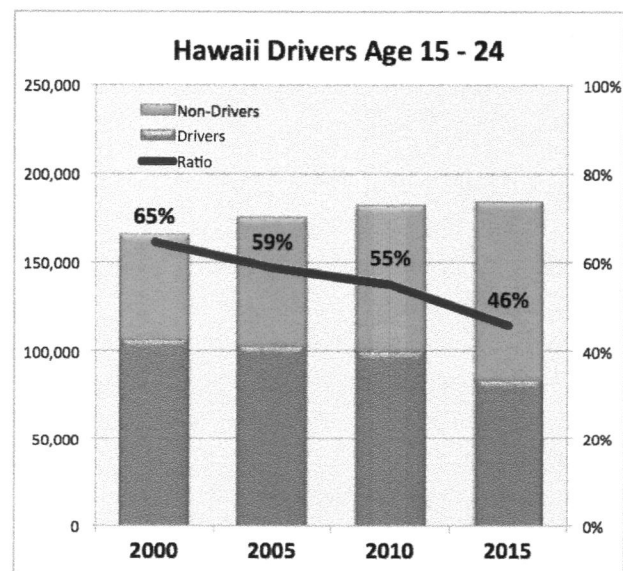
Blue Planet Foundation strongly supports HB 2086 HD1, which instructs the department of transportation to work with the counties to create a statewide transportation survey and directs the counties to do transportation mode share planning and set transportation mode share targets.

A New Trend

Over the last ten to fifteen years, the state is experiencing a dramatic shift in which young people are getting their driver's licenses in much lower ratios. Based on population and driver's license data made available by DBEDT, in 1989, over 50% of the state's 15 to 19 year old population had their licenses and by 2014 that number had fallen to just 29%.

The proportion of the state's 20 to 24 year-olds with licenses fell from 80% in 2004 to just 61% in 2014; and the proportion of the state's 25 to 29 year olds with licenses fell from 99% in 1999 to just 65% in 2014.

Between 2000 and 2015 the number of drivers age 15-24 fell by nearly 23,000 while the number of non-drivers increased by over 41,000. The ratio of drivers in this age cohort in the state fell from 65% to just 46% during that time. The same trends are occurring nationally.

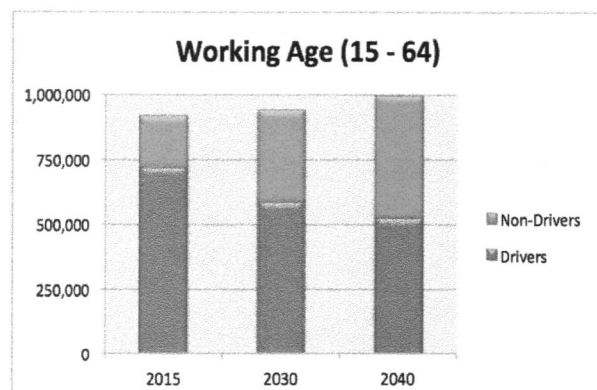
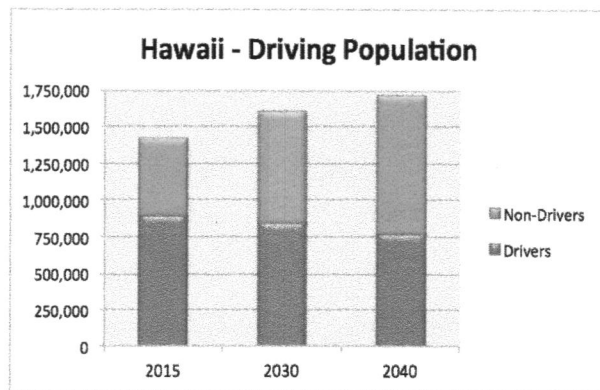


While the state's population increased by 72,844 people from 2011 to 2014, the number of driver's licenses in force actually decreased by 12,443; meaning that there was an increase in non-drivers of 85,287 during that three year period alone.

Projecting Forward

Blue Planet Foundation did a rudimentary population analysis, applying the recent trend of decreasing driver's licenses conservatively to DBEDT's age cohort population projections to 2040. Our preliminary analysis indicates that if these trends continue we will need to make some serious changes to our transportation systems.

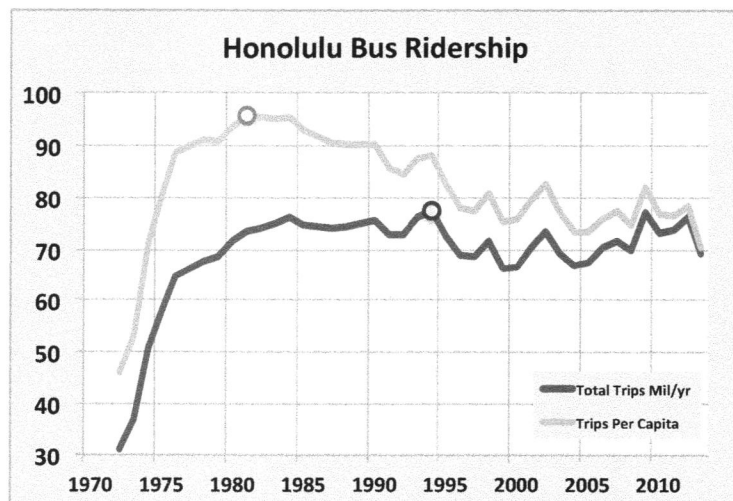
The total number of licensed drivers in the state could fall by over 125,000 persons while the non-driving population explodes by 418,000. The increase of non-drivers is likely to be even more dramatic in the working age population (15 to 64) where the number of drivers could decrease by 196,000 while the number of non-drivers increases by 268,000. This would mean that while people without driver's licenses make up only 21% of a the state's 15 to 64-year-old population today, that ratio could rise to nearly half (47%) by 2040.



Hawaii currently has very limited transportation options for those who do not drive.

Honolulu's TheBus has been 'at-capacity' since the early 1980's. Due to the difficulty of expanding system capacity, annual ridership has been flat since 1984, and the system has seen steadily decreasing per capita ridership since 1981.

The Honolulu rail project will be the first real expansion of capacity in more than three decades.



In order to meet the mobility needs of Hawaii's population, transit capacity will need to be expanded on each of the neighbor islands and the infrastructure supporting other alternatives such as bicycling and walking will need to see similarly significant improvements.

Transportation and Land-Use Planning

The state and a number of the counties have been making significant efforts in recent years to improve transportation and land-use planning with a number of efforts that include complete streets, transit-oriented development (TOD) and efforts to expand bike infrastructure.

However, the transportation planning process is still primarily dominated by a single metric: level of service (LOS). This metric simply looks at the number of cars moving on roadways and the speed at which they're moving. It can't tell you how overcrowded the buses are, or how many people are foregoing trips because they don't have access to a car or the transit system can't meet their needs.

We need to create better transportation planning metrics, policies, and processes that are based on systems analysis.

This bill seeks to give all state and county agencies with any involvement in transportation or land use policy a new set of metrics to help guide their planning and goal setting processes. The mode share data that will be gleaned from the statewide transportation survey will provide invaluable insight into the transportation habits and needs of its people.

The mode share planning process will give the counties and metropolitan planning organizations the opportunity to look at the big picture mobility needs of their populations and to set mode share targets that improve mobility for everyone, while minimizing household transportation costs and energy use, and making the most efficient use of available infrastructure.

Thank you for this opportunity to testify.

From: mailinglist@capitol.hawaii.gov
Sent: Thursday, March 03, 2016 1:56 PM
To: FINTestimony
Cc: bsullivan@kauai.gov
Subject: Submitted testimony for HB2086 on Mar 3, 2016 14:00PM

HB2086

Submitted on: 3/3/2016

Testimony for FIN on Mar 3, 2016 14:00PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Benjamin Sullivan	County of Kauai	Support	No

Comments: County of Kauai supports the concept of HB 2086. Short notice of this hearing (ten minutes) prevented us from submitting detailed testimony. Please allow this bill to continue forward so that it can be properly considered. Mahalo

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Cc: afsheenahmad@yahoo.com
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HB2086

Submitted on: 3/3/2016

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Submitted By	Organization	Testifier Position	Present at Hearing
afsheen siddiqi	Individual	Support	No

Comments:

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HB2086

Submitted on: 3/3/2016

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Submitted By	Organization	Testifier Position	Present at Hearing
Jim Cogswell	Individual	Support	No

Comments:

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DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

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Statement of
LUIS P. SALAVERIA
Director
Department of Business, Economic Development, and Tourism
before the
HOUSE COMMITTEE ON FINANCE

March 3, 2016
2:00 p.m.
State Capitol, Conference Room 308

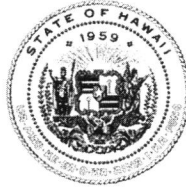
in consideration of
HB 2086 HD 1
RELATING TO TRANSPORTATION

Chair Luke, Vice Chair Nishimoto and, Members of the Committee.

The Department of Business, Economic Development and Tourism (DBEDT) respectfully offers comments on House Bill 2086, HD 1, which amends the statewide transportation plan to include bicycle facilities as part of the transportation system components, and requires the Department of Transportation to develop a survey on travel behavior and each county to develop transportation mode sharing plans.

DBEDT supports incorporating bicycle facilities as part of the transportation system components, and as part of a holistic approach to transportation planning. Last year, DBEDT convened transportation stakeholders in a series of meetings culminating in the Hawaii Clean Energy Initiative (HCEI) Transportation Energy Analysis (HTEA) report. The substance of HB 2086 HD 1 is a recommended strategy identified in the HTEA report to reduce the use of petroleum in Hawaii's ground transportation sector. Additionally, the HTEA report highlighted the importance of gathering key data as well as coordination between key stakeholders such as the Department of Transportation (DOT) and County transportation agencies. DBEDT respectfully defers to the DOT with regards to implementation hurdles and budgetary needs.

Thank you for the opportunity to provide these comments regarding HB 2086, HD 1.



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

March 3, 2016
2:00 p.m.
State Capitol, Room 308

**H.B. 2086, H.D. 1
RELATING TO TRANSPORTATION**

House Committee on Finance

The Department of Transportation (DOT) **supports the intent** of this bill which supports multimodal transportation options and the benefits they provide. The bill proposes to amend the statewide transportation plan to include bicycle facilities as part of the transportation system components by 2020, requires the Department of Transportation, Counties, and MPOs to develop a survey on travel behavior and develop transportation mode sharing plans and targets.

The HDOT currently has a multimodal program, including its Complete Streets Policy, Bike Plan Hawaii, and the Statewide Pedestrian Master Plan. The HDOT recently put more emphasis on these programs through its discussions with DBEDT and members of a Sustainable Transportation Committee which has been meeting quarterly since May, 2015. The HDOT has improved its mission by adding sustainability within it, and is currently redefining its goals based on the improved mission statement. Therefore, the DOT is moving in the direction this bill supports.

Also, the Statewide Transportation Plan referenced in Section 279A-2, HRS is a policy document. Its chief focus is the development of an updated set of goals and objectives that can guide system level plans and master plans of each of the three modes of transportation - air, water, and land - including facility and project plans. Bicycle facilities are and will continue to be encompassed as part of the overall surface transportation system.

We support the addition of data in the planning process. However, we believe there may be more cost effective options to a statewide household transportation survey. We would recommend that the use of existing data sources such as census data be allowed. The American Community Survey Report, Modes Less Traveled – Bicycling and Walking to work in the US Includes bike and ped data for Oahu from 2008 through 2012. Census explorer also includes applicable data for the State of Hawaii.

Testimony by:

FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

We support the consideration of mode share targets and metrics in setting Statewide transportation priorities. We caution that these metrics alone cannot be used to set the priorities though. They should be considered along with other measures and factors that we base our system reliability on, such as economic vitality, safety, system preservation, modal integration, environment, system reliability, access to opportunity, etc. This ensures a comprehensive and balanced assessment of the program and the consideration of all modes, safety, and the preservation of environment and assets.

Thank you for the opportunity to provide testimony.

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From: mailinglist@capitol.hawaii.gov
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To: FINTestimony
Cc: plindsey@honolulu.gov
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Submitted on: 3/3/2016

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Submitted By	Organization	Testifier Position	Present at Hearing
Michael D. Formby	C&C Dept.Transportation Svcs	Support	No

Comments: The City and County of Honolulu Department of Transportation Services supports mode share plans as the State and Counties shift to robust multimodal transportation systems.

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