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# A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. The legislature finds that the fastest growing  
2 contributor to the increasing cost of living in Hawaii is the  
3 rising cost of transportation. Due to the high cost of fossil  
4 fuels and a lack of cheaper transit options, Hawaii residents  
5 already pay among the highest costs to commute per capita of  
6 anywhere in the country. The United States Bureau of Labor  
7 Statistics has found that between December 2020 and December  
8 2021, auto-related costs rose an astonishing twenty-three per  
9 cent, accelerating a trend of increasing transit costs  
10 contributing to a rapidly escalating cost of living.

11           The legislature further finds that because of a lack of  
12 safe pedestrian and bicycle commuting infrastructure, many  
13 Hawaii households are forced to pay for multiple cars, often one  
14 for each member of the family. On average, families spend an  
15 additional \$13,000 per year per vehicle. Access to safe, cost  
16 efficient pedestrian and bicycle commuting infrastructure can  
17 reduce the total number of cars a family must own, saving tens



1 of thousands of dollars per year and dramatically reducing  
2 living costs.

3 The legislature further finds that numerous other states  
4 have prioritized the installation of cost-efficient pedestrian  
5 and bicycle commuting infrastructure. At least twenty other  
6 states have established dedicated funding and staff for this  
7 purpose. The legislature recently increased the overall state  
8 funding available to the department of transportation.  
9 Additionally, the 2021 Infrastructure Investment and Jobs Act  
10 will provide billions of dollars in competitive grant  
11 opportunities over the next five years, with ample opportunities  
12 to fund cost-efficient pedestrian and bicycle commuting  
13 infrastructure. However, in recent years, millions of dollars  
14 in federal funding for infrastructure that is available to the  
15 department of transportation has gone unspent. Numerous state  
16 transportation projects have been constructed or improved  
17 without meeting the intent of existing laws that require  
18 complete streets to be built with safe, low-user-cost transit  
19 options that serve all users. Finally, the department of  
20 transportation has not made qualifying for federal funding a  
21 priority for potential projects.



1           Accordingly, the purpose of this Act is to help reduce the  
2 cost of transportation for residents and ensure that the  
3 department of transportation achieves its statutory mandate of  
4 providing safe networks of cost-efficient pedestrian and bicycle  
5 commuting infrastructure by:

6           (1) Establishing expenditure requirements for funding  
7           pedestrian and bicycle infrastructure and projects;  
8           and

9           (2) Providing dedicated staff within the department of  
10           transportation to focus on pursuing and maximizing  
11           grant applications through the Infrastructure  
12           Investment and Jobs Act and other opportunities.

13           SECTION 2. Chapter 264, Hawaii Revised Statutes, is  
14 amended by adding a new section to part I to be appropriately  
15 designated and to read as follows:

16           "§264-           Expenditures for pedestrian and bicycle  
17 infrastructure and projects. A minimum of \_\_\_\_\_ per cent of all  
18 moneys expended by the department of transportation each  
19 biennium shall be expended on safe and protected pedestrian and  
20 bicycle infrastructure pursuant to part X, of which a minimum of  
21 \_\_\_\_\_ per cent shall be expended on projects relating to safe



1 and protected pedestrian and bicycle infrastructure pursuant to  
2 part X."

3 SECTION 3. There is established in the department of  
4 transportation two full-time equivalent (2.0 FTE) grant writing  
5 positions to pursue, coordinate, and maximize federal funding  
6 opportunities, including funding available through the  
7 Infrastructure Investment and Jobs Act.

8 SECTION 4. All pedestrian and bicycle facilities shall  
9 meet minimum Americans with Disabilities Act standards and shall  
10 be designed to safely and comfortably accommodate unaccompanied  
11 users aged eight years old and older.

12 SECTION 5. There is appropriated out of the general  
13 revenues of the State of Hawaii the sum of \$ or so  
14 much thereof as may be necessary for fiscal year 2022-2023 for  
15 two full-time equivalent (2.0 FTE) grant writing positions  
16 within the department of transportation.

17 The sum appropriated shall be expended by the department of  
18 transportation for the purposes of this Act.

19 SECTION 6. New statutory material is underscored.



1 SECTION 7. This Act shall take effect on July 1, 2050;  
2 provided that sections 3 and 5 shall take effect on July 1,  
3 2050.



**Report Title:**

HDOT; Pedestrian and Bicycle Infrastructure; Appropriation

**Description:**

Requires the Department of Transportation to increase funding, pursue grants, and work on projects focusing on safe, low-user-cost pedestrian and bicycle infrastructure. Appropriates moneys for two grant writing positions. Effective 7/1/2050. (SD2)

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*

