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A Better Way?

Towards a more just, affordable, and sustainable transportation system

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About Ulupono Initiative

TRANSPORTATION



We invest, educate, and advocate to support a **sustainable, resilient** Hawai'i

Local Food



DA BUX Double Up
Food Bucks
Farm Link Hawai'i
Farm-to-School
Hawai'i 'Ulu
Cooperative
OI-HPU Feed Mill

Water & Waste



Aloha Harvest
Fresh Water
Initiative
Re-use Hawai'i
WAI: Wastewater
Alternatives &
Innovations

Renewable Energy



BioEnergy Hawai'i
Carbon Lighthouse
ClearFuels
Ibis Networks
Performance-Based
Regulation
SolarCity

Clean Transportation



Ala Moana Parking
Study
Biki/Bikeshare Hawai'i
Drive Electric Hawai'i
Quick Builds
Volta Charging



Using transportation policy and planning to advance our community visions and goals

- 18+ years experience
 - Nexus of transportation, community planning, and environmental issues
 - Dabbled in health, green infrastructure, land use, etc.
- Diversity of context
 - Federal to local government
 - Executive, legislative, and judicial branches
 - Non-governmental, for-profit, impact investment, etc.
 - Nationally and in more than 10 states

Overview

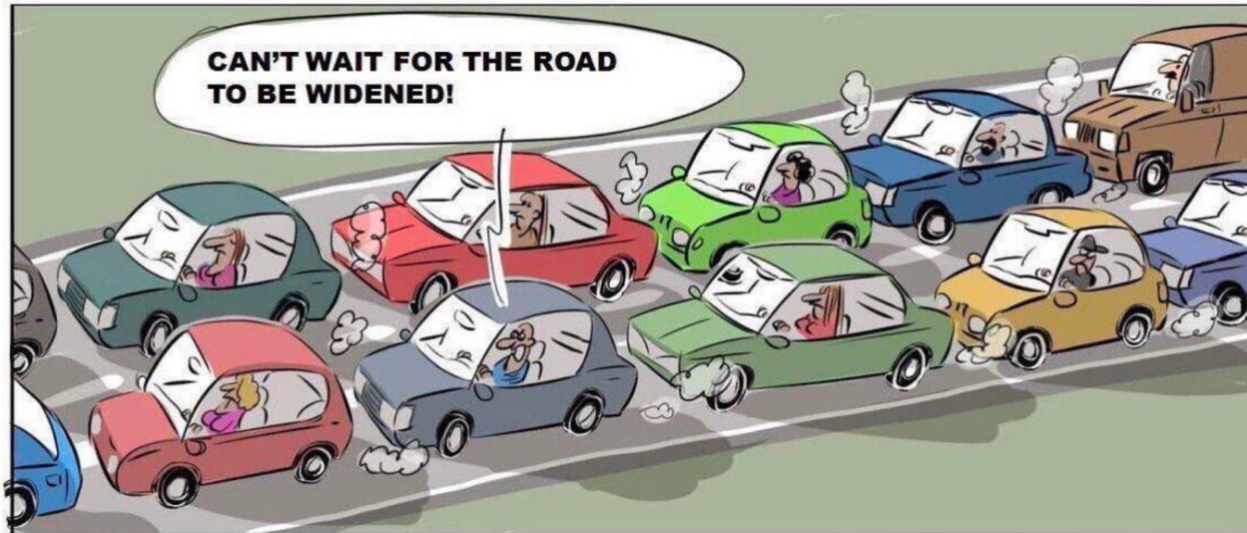
Hypotheses:

1. We believe our current approach in transportation (and thus the system itself) isn't meeting larger community goals.
2. It is possible for us to invest differently, just very difficult

Our part at Ulupono Initiative



An ineffective system



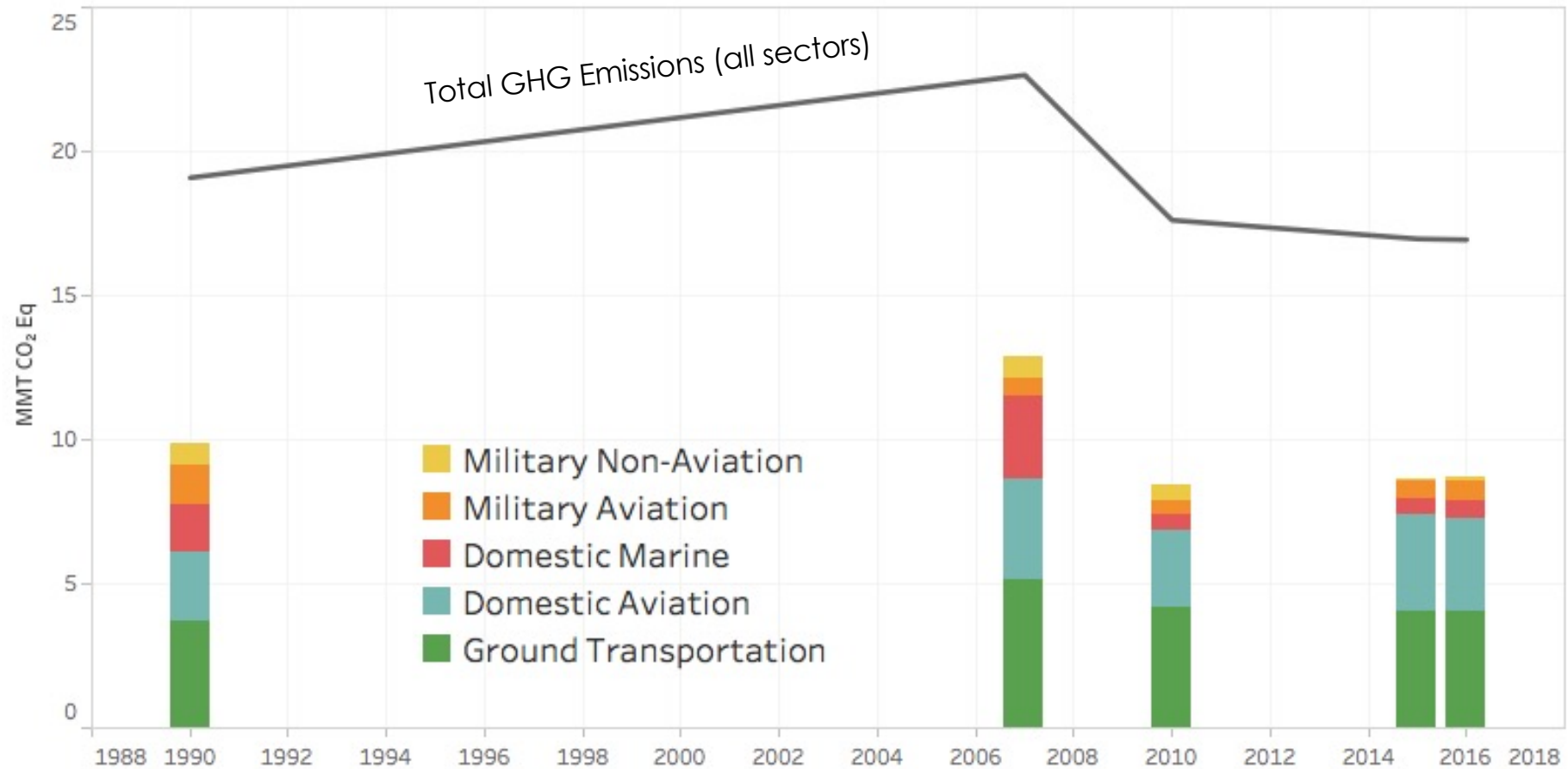
Cartoon by André-Philippe Côté

Since the 1990s, the emphasis on automodality has increased:

- **congestion** by 166% in Honolulu
- **vehicles miles travelled (VMT)** by 35% in Hawai'i
- **pedestrian fatality ranking** from 17th to 6th.

An environmentally unsustainable system

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Source: Hawai'i Greenhouse Gas Emissions Report for 2016, Final Report, December 2019

An under-optimized system economically

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Job potential

- Transit has 2x as many jobs across all transportation activities

Return on investment

- Greenways, sidewalks, and bike facilities are the biggest jobs/\$ spent

Equity Impacts

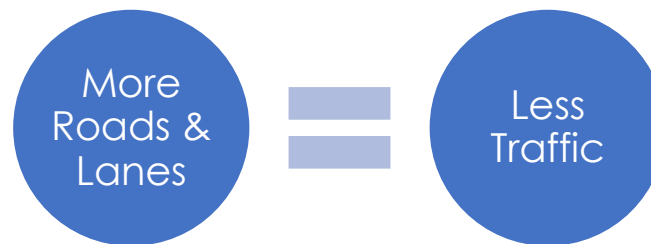
- Whose travel and trips are improving and what does that mean for them?



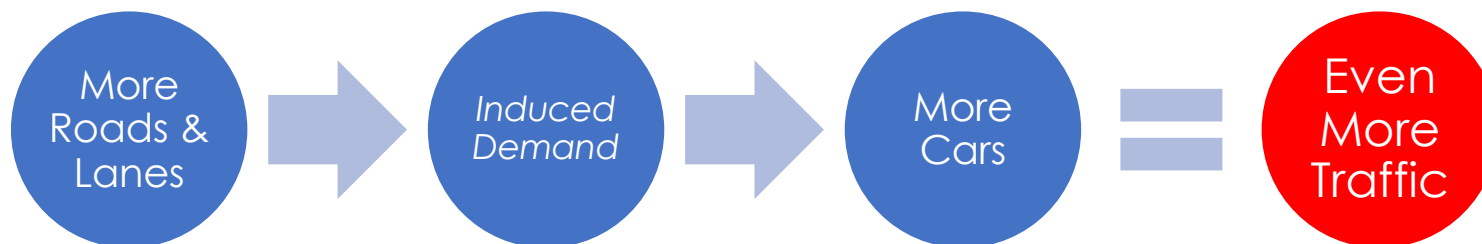
An counter-productive system premise

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The “Congestion Con”



The reality...



How can we invest differently?

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Our current transportation approach and system are not meeting our goals:

- Ineffective
- Environmentally unsustainable
- Under-optimized economically
- Counter-productive premises

What resonates? What doesn't?

How can we invest differently?

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—
Invest in the most affordable, most accessible modes first

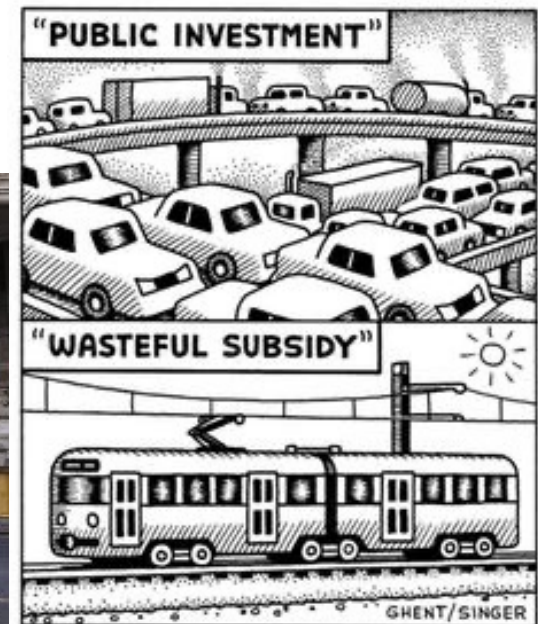
==
Eliminate “Congestion Con” projects

Electrify remaining vehicles

Implement our multimodal policy framework

≡
Evaluate strategy and/or project success

Employ quick builds as a process, not just a treatment



How can we invest differently?

We can invest differently:

- Reorient our processes around more sustainable modes and services
- Reduce the congestion con
- Re-invigorate our processes

What resonates? What doesn't?



Our part at Ulupono

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Rightsizing parking policies and practices



Analyzing, seeding, and building capacity for multimodal solutions



Empowering electric vehicle (EV) outreach and acceptance



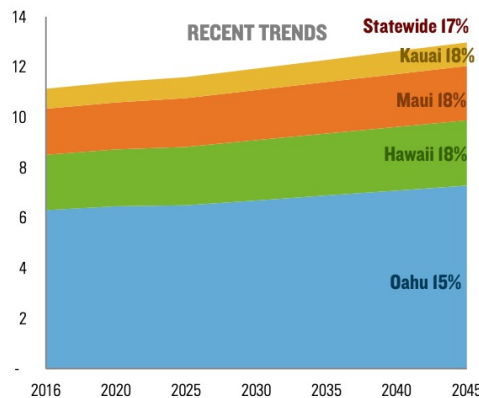
Supporting policies that discourage vehicle miles traveled (VMT)

Why rightsize parking?

IMPACT

- Reduce VMT statewide by up to 29%, if rightsized (Transcending Oil report, 2018*)
- Strong predictor of mode choice

Figure 3.4: **VMT** projections by county, 2016-2045
Billion miles traveled



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- Local land use control
- Under-utilized strategy



TIMELINESS

- Off-street
 - C&C Honolulu Bill 2
 - Maui land use update
- On-street
 - C&C urban master plan
 - Downtown Hilo study
- Other/Policy
 - Kaua'i North Shore parking enforcement
 - State Climate Change Commission priority

* Transcending Oil: Hawai'i's Path to a Clean Energy Economy: <https://elementalexcelerator.com/transcending-oil/>

We have a lot of parking

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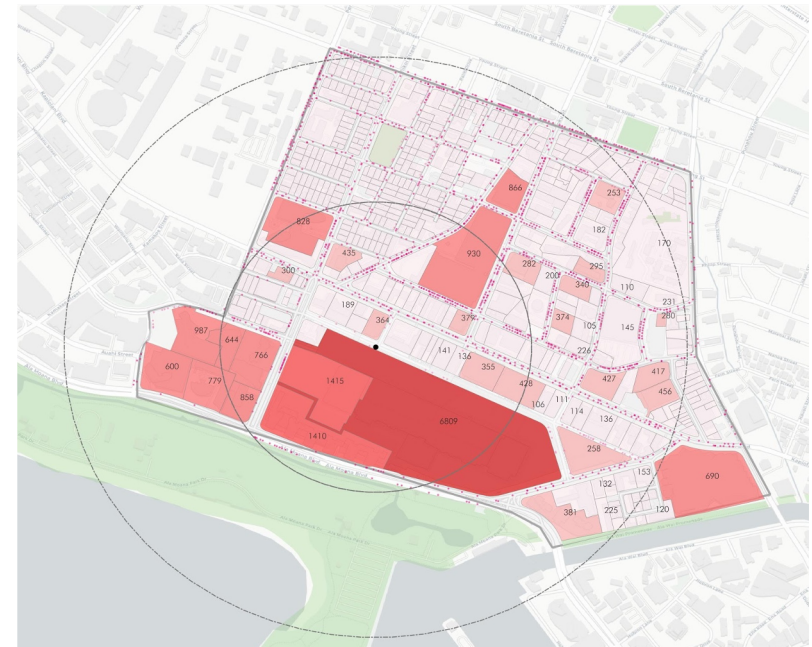
- 3 spaces per car = 1.5 million spaces
- At 330 sq. ft. per space = **495 million sq. ft.**
or **11,363+ acres**
or **17+ sq. miles**



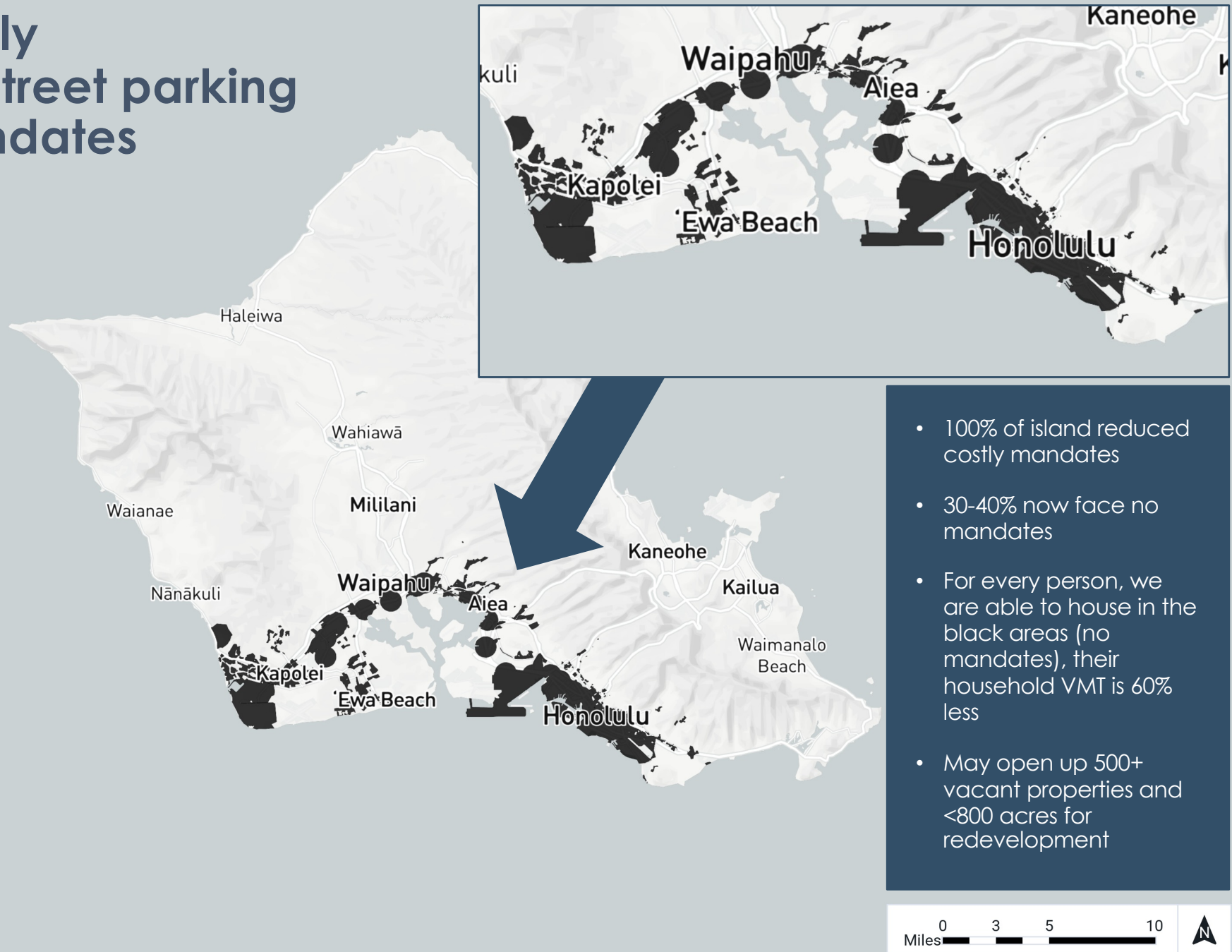
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Ala Moana Parking Study

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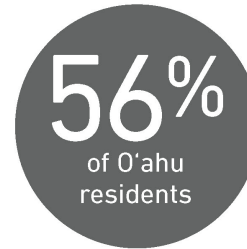


Ordinance 20-41 on costly off-street parking mandates



More recent activities

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said they would consider paying a fee to park if it meant Hawai'i would have more affordable housing and you would have parking when/where you need it.



14% of O'ahu residents are VERY WILLING



42% of O'ahu residents are SOMEWHAT WILLING



Analyzing, seeding and building capacity for multimodal solutions

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IMPACT

If Honolulu were like other cities...

- Baltimore – 17% mass transit
- Ann Arbor – 16% walking
- Boulder – 9% biking

We could reduce our single-occupancy vehicle use nearly in half from 64% to 35%

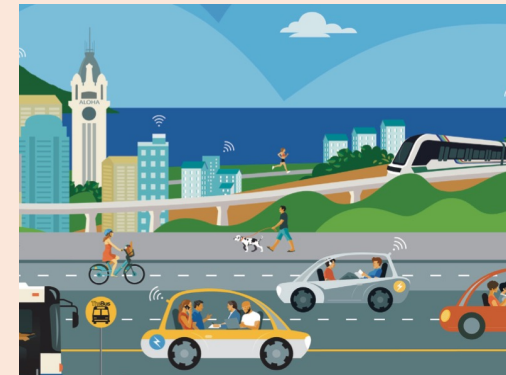
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- Behavior Change
- Targeted at 1-3 years



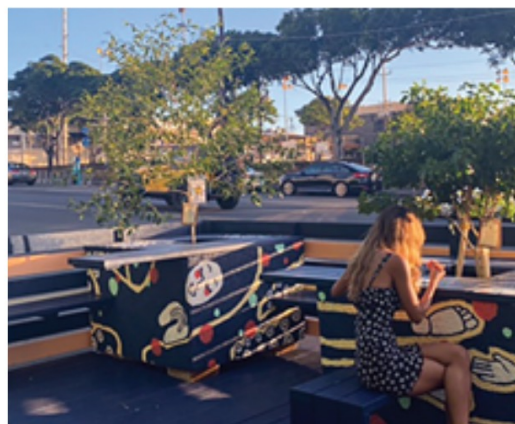
TIMELINESS

- Statewide and county projects
- Climate, public health, and other community commitments



Quick builds

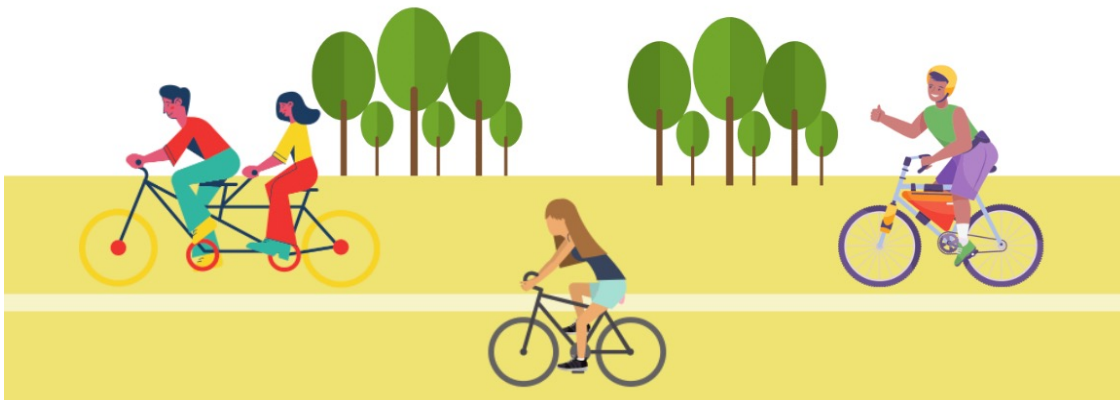
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Hawaii Bike Challenge

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- Over 750 riders
- ~70% repeat riders
- 63,000 bike miles logged



Empowering electric vehicle (EV) outreach and acceptance

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IMPACT

- Vehicles that have to be on the road need to be electric (even better if they are shared and for those mobility dependent)



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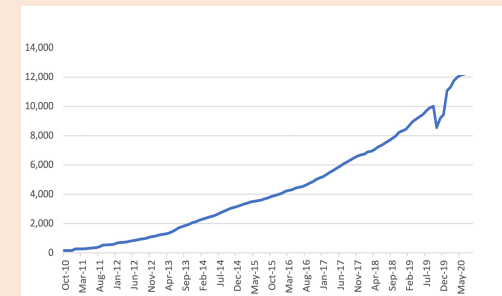
- 50,000 new vehicles are sold every year
- Strong EV ownership with little incentive



TIMELINESS

- EV registrations are increasing 25% year over year
- Cost parity coming in 2-3 years

Registered passenger EVs in Hawai'i



Hawaii Energy Partnership for EVSE rebates

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EVCS Installed Since 2019

Data as of February 2022

- 122 charging stations since 2019
- LMI bonus
- Secured state funding



Supporting policies that discourage vehicle miles traveled (VMT)

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IMPACT

- VMT projected to rise 12% by 2024

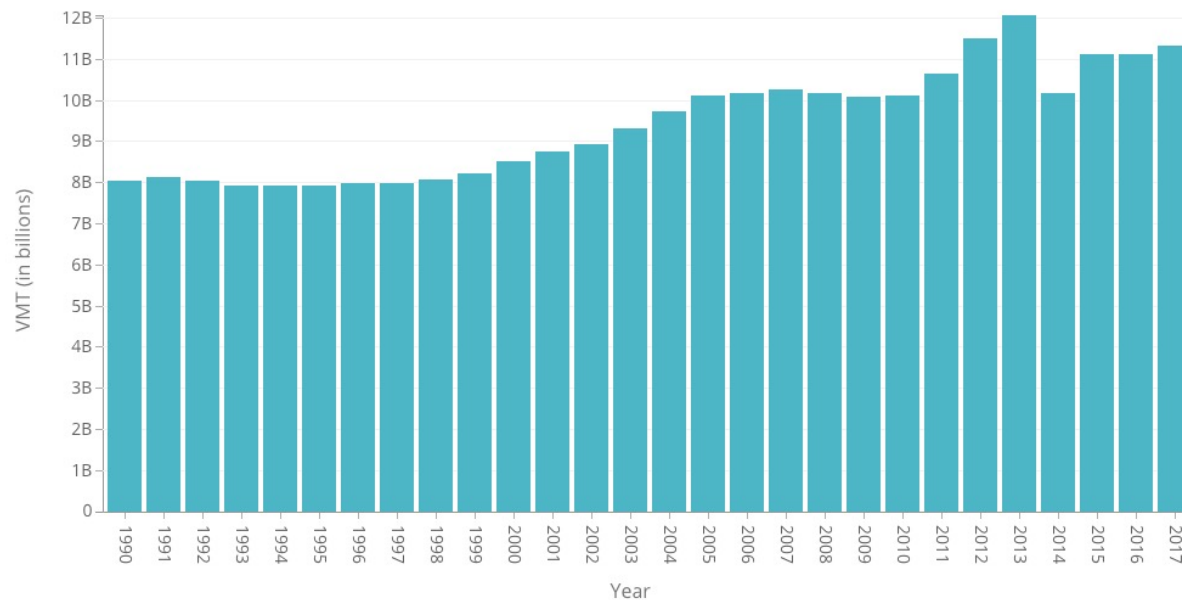
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- Harm mitigation

TIMELINESS

- New state transportation plan

Total Annual Vehicle Miles Travelled (VMT) in the State of Hawai'i



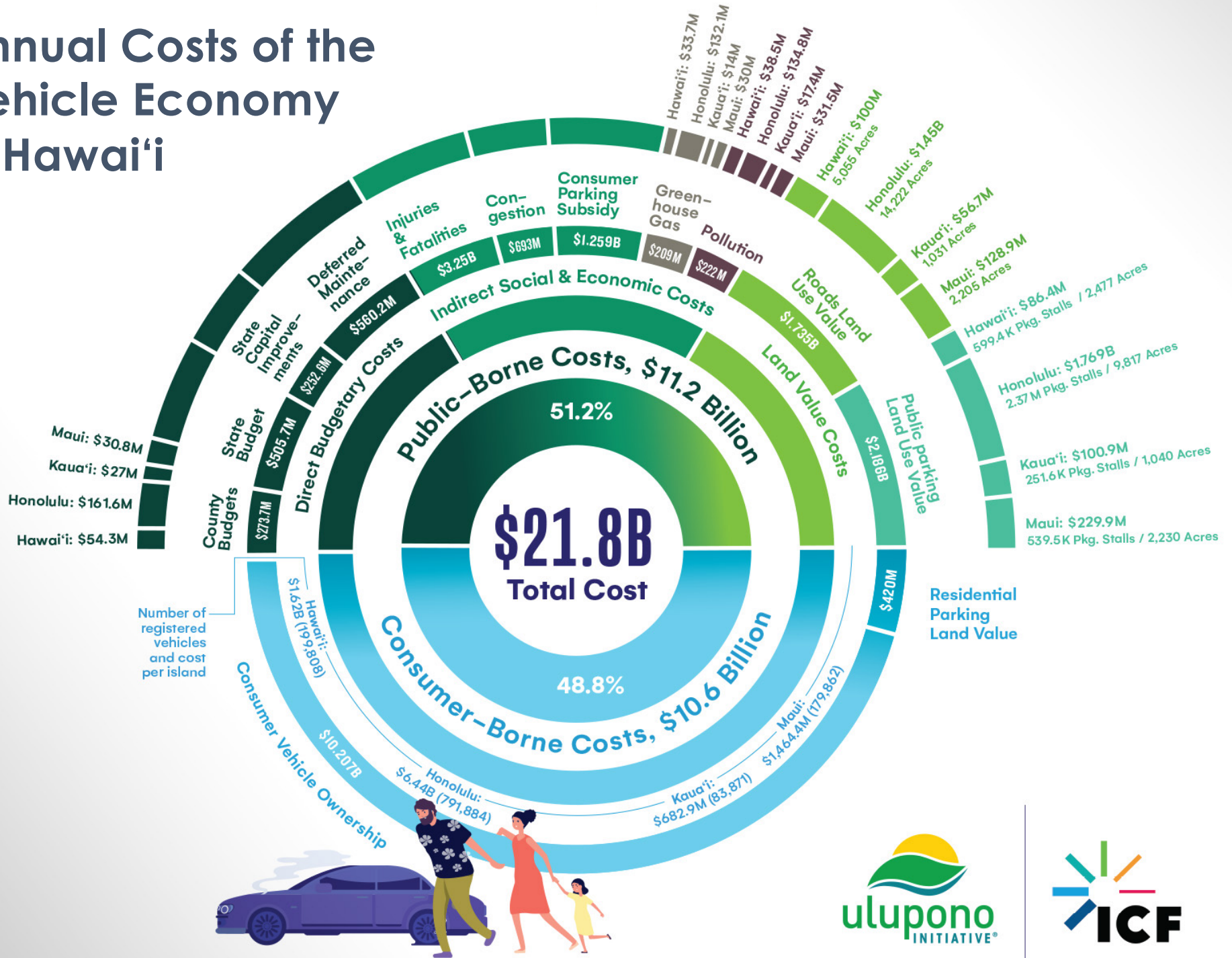
DBEDT Data book

Accessible, Automated, Connected, Electric and Shared (A²CES)

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Annual Costs of the Vehicle Economy in Hawai'i



Public costs – \$11.2 billion or 51.2%

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Category	Sub-Category	Cost (Millions of \$)	Percent
Direct Budgetary Costs	County Budgets	\$273.7	
	State Budgets	\$505.7	
	State Capital Improvement Program (CIP)*	\$252.6	
	Deferred Maintenance	\$560.2	
	Total	\$1,592.2	14%
Indirect Social & Economic Costs	Injuries and Fatalities	\$3,256.4	
	Congestion	\$693.1	
	Consumer Parking Subsidy	\$1,259.9	
	Greenhouse Gas Emissions	\$209.8	
	Pollution	\$222.2	
	Total	\$5,641.4	51%
Land Value Costs	Parking	\$2,187.1	
	Roads	\$1,738.7	
	Total	\$3,925.8	35%
Grand Total		\$11,159.4	100%

Other takeaways

- User fees only cover 49% of the public expenditures
- Maintenance backlog is 2x state CIP and growing
- Household Impact
 - \$24,400 in public costs
 - \$40,600 in total costs (51% of pre-tax median income)



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