

**Post-Hearing Questions for the Record
Submitted to Mayor Anthony Foxx
From Senator Brian Schatz**

**“Nomination of Anthony Foxx to be Secretary of the U.S. Department of Commerce”
May 22, 2013**

1. The successful completion of Honolulu’s Rail Transit System is a top priority for Hawaii’s transportation system and successful economic development. Rail transit will take about 40,000 cars off of our roads each weekday, reduce congestion and connect people to jobs.

Will you please confirm that the U.S. Department of Transportation (DOT) will honor the full funding grant agreement for this project and see it through to successful completion?

Response:

If confirmed, I will work with you, FTA, and the Honolulu Authority for Rapid Transportation (HART) to complete Honolulu’s Rail Transit System. I understand that FTA and HART expect the project to re-start construction this fall and that, subject to annual Congressional funding, FTA fully expects to advance the annual Federal-funding increments set out in the full funding grant agreement for this project.

2. Bus operations in rural and small urbanized areas are extremely vital to the State of Hawaii. For example, the Maui Bus was one of the fastest growing bus systems in the country during its first five years of operation (it began operations in 2006) enjoying more than 100 percent growth rates year over year. The system now carries nearly 3 million passengers per year. The Big Island’s Hele-on bus service, though smaller in total ridership has an equally important impact on Hawaii County. Unfortunately, both the Maui and the Big Island bus systems are nearly 3,000 miles from the closest Federal Transit Administration (FTA) Regional Office.

Will you to look at the needs of these small, but vital systems and urge FTA 1) to offer them the technical advice that they need and 2) to examine their operations and offer advice about effective use of the resources available to them? Time and distance can result in a lack of communication on the challenges these systems confront. Will you to support travel by FTA technical staff to meet with these agencies?

Response:

If confirmed, I will work to provide assistance to rural areas on the Big Island and Maui. Similar to past assistance that FTA has provided for the completion of ferry harbor improvements on Lanai, Molokai, and Maui, FTA would extend resources to address the concerns and operations of the local bus systems.

3. For years, the Federal government has used roadway design guidelines that fall far short of what is needed to protect cyclists and pedestrians, which has made streets unsafe for these vulnerable road users. Per capita vehicle miles traveled peaked in the U.S. in 2007. Recent studies have also shown that growing numbers of younger Americans are choosing not to get drivers licenses. People are cycling more and walking more, and thus pedestrian and cycling safety has to be a priority. Our nation's transportation needs and travel preferences are changing and DOT needs to continue to change with them.

As Secretary, will you follow through on Secretary LaHood's plans to create a standard guide for modern streets that work for everyone who depends on them? When do you expect DOT to release new street guidelines?

Response:

As Mayor of one of the country's fastest growing cities, I understand the importance of meeting the increasing needs of bicyclists and pedestrians and ensuring their safety. In Charlotte, I helped make significant progress in improving the bicycle network in our city, establishing a bike share system, and making pedestrian improvements, including connections to transit. I also supported a Complete Streets initiative that accomplished many of our important safety objectives. I admire the work that Secretary LaHood has done regarding building modern streets that work for all users. I understand he recently held two bicycle safety summits to bring together Federal, State, and local officials, planners, designers, engineers, law enforcement, safety experts, and others throughout the bicycle community to get input into these standards and to identify innovative ideas for improving bicycle safety in every community. I share Secretary LaHood's commitment to facilitating stakeholder discussions in this area, and these are efforts I would expect to continue if confirmed as Secretary.

4. In your confirmation hearing testimony, you discussed performance measures that DOT has to set under MAP-21. I am particularly interested in the performance measures on safety and what DOT will do to ensure that states measure the safety of all users, including bicyclists and pedestrians. As a share of overall roadway fatalities, bicycling and walking fatalities are on the rise and now make up 15.8 percent of all traffic fatalities. Unfortunately, few states prioritize non-motorized safety in their usage of Highway Safety Improvement Program (HSIP) funds. In fact, from FY2007 to 2011, states used just 0.4 percent of their HSIP funds on non-motorized safety.

Will DOT to create separate performance measures for motorized and non-motorized safety to help ensure that states examine their record on bicycle and pedestrian safety and take steps to improve it?

Can you please describe how, under your leadership, DOT will ensure that the safety of bicyclists and pedestrians is addressed through performance measures without reducing the prevalence of biking and walking?

Response:

Bicycling and walking are an increasingly important part of our transportation network, and offering the public safe transportation choices would remain a priority at the Department if I am confirmed as Secretary.

I understand that MAP-21 limits the Secretary to establishing performance measures in specific areas. However, as the Department moves through the rulemaking process to create performance measures, we would consider this and all comments received.

5. Given your work as Mayor, you are aware of the value of Complete Street policies. How do you envision Complete Streets principles influencing Federal policy?

Response:

As Mayor of a city that has been nationally recognized as a model for Complete Streets planning and design, this is certainly an area about which I care greatly. I think it is important to keep in mind that each community has a unique context, such that the transportation needs in one area may differ from the transportation needs in another area of the country. If confirmed as Secretary, I would look for ways to help ensure that each community has the tools it needs to make transportation decisions that accommodate growth, create transportation choices, and improve livability.

6. In 2009, U.S. Environmental Protection Agency (EPA) Administrator Lisa Jackson, U.S. Secretary of Transportation Ray LaHood, and U.S. Secretary of Housing and Urban Development Shaun Donovan created an interagency Partnership for Sustainable Communities to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. This interagency collaboration around a common set of Livability Principles has accomplished much and helped communities in all states – including Hawaii. In order for silo-busting interagency efforts like this to succeed, clear, articulate direction and vocal, consistent support from the head of each agency is essential. This is particularly true at a time when DOT and EPA are both transitioning to new leadership.

What will you do within the first 60 days of your tenure to clearly communicate to all DOT staff and external stakeholders that you intend to prioritize this partnership and the principles that guide it?

Will you meet with HUD Secretary Donovan and EPA Administrator McCarthy (if she is confirmed) to discuss the future direction of this partnership within 90 days of your confirmation?

Response:

I support the Partnership for Sustainable Communities and, if confirmed, look forward to continuing to work closely with HUD and EPA in the next few years. America is ready for

better connectivity, more transportation choices, and better quality of life. I applaud Secretary LaHood's efforts to incorporate such principles throughout DOT's policies and programs, and I will continue to find ways to invest in providing transportation choices for local communities.

As Mayor of Charlotte, I supported our city's efforts to become more livable and sustainable and welcomed the support of our Federal partners. In Charlotte, for example, funding from DOT was used to develop a new streetcar connecting people to the 10,000 jobs and array of top-flight medical services at Presbyterian Hospital. It will also connect to Central Piedmont Community College, whose students are all commuters, and the Charlotte Transportation Center for access to the Charlotte Area Transit System's many bus lines and Lynx light rail system.

I am thrilled to continue working with Mayors across the country on similar projects, creating jobs and economic development by providing mobility choices.

7. Hawaii is one of the most remote inhabited places on the planet. This means that Hawaii has some unique transportation needs that make it very different from any other state. For example, we are more reliant on air and maritime transportation than other states. We have enjoyed a close working relationship with DOT to help address these needs.

Will you commit on the record that DOT will continue to recognize and help address Hawaii's unique transportation needs?

Response:

I am aware of Hawaii's unique transportation issues, and that DOT has made several investments in Hawaii's transportation facilities in recent years. The Maritime Administration established a partnership in 2005 with the Hawaii Department of Transportation, Harbors Division to assist them in developing and modernizing the various commercial harbors within the State. In establishing this program, the agency's role has been to provide Federal oversight and coordination of projects, to act as a central procurement organization, leveraging Federal and non-Federal funding resources, and streamlining the environmental review and permitting process. Approximately \$3 million has been spent for improvements at Kawaihae Harbor under this initiative.

In 2009, the Department awarded a TIGER grant of \$24.5 million to the State of Hawaii for improvements to the Pier 29 container yard in Honolulu. In 2011, Hawaii received another \$13.5 million for improvements to Saddle Road on the island of Hawaii.

The EAS program continues to provide a vital safety net for communities in Hawaii with a guarantee of air service to some of the most isolated communities in the Nation. All communities in Hawaii that received regularly scheduled air service from a certificated airline are guaranteed to continue to receive at least some level of scheduled air service going forward.

8. Modernization of our nation's airport infrastructure and the air traffic control system is important to the efficiency of the nation's air transportation system. The travel and tourism industry, which is a key economic driver in my home state of Hawaii, relies on the national airspace system to move approximately 750 million passengers each year. It

is expected that the number of passengers traveling by air will increase to one billion by 2015. Modernizing airport infrastructure and the air traffic control system will assist in eliminating flight delays and managing the increased passenger capacity.

Given the importance of improving the nation's airport infrastructure, what recommendations would you make, if any, for policy changes to ensure airports have adequate funding for infrastructure costs?

Response:

The President's 2014 budget proposal includes an increase in allowable PFC collection authority per enplaned passenger for commercial service airports. This would give these airports greater flexibility to access capital funding sources with less reliance upon the Federal government. If all commercial service airports increase the PFC collection to the level proposed in the President's budget that could generate significant additional annual funding sources for airport projects. There may be other ideas out there to be considered, and I look forward, if confirmed, to working with Congress and the Administration to finding a solution to this important issue.