

JOSH GREEN, M. D.
GOVERNOR
KE KIA'ĀINA

SYLVIA LUKE
LT. GOVERNOR
KA HOPE KIA'ĀINA



BRENNA H. HASHIMOTO
DIRECTOR
KA LUNA HO'OKELE

BRIAN K. FURUTO
DEPUTY DIRECTOR
KA HOPE LUNA HO'OKELE

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
DEPARTMENT OF HUMAN RESOURCES DEVELOPMENT
KA 'OIHANA HO'OMŌHALA LIMAHANA
235 S. BERETANIA STREET
HONOLULU, HAWAII 96813-2437

Statement of
BRENNA H. HASHIMOTO
Director, Department of Human Resources Development

Before the
SENATE COMMITTEE ON GOVERNMENT OPERATIONS
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Thursday, February 13, 2025
3:03 PM
State Capitol, Conference Room 225

In consideration of
SB 1092, RELATING TO TRANSPORTATION DEMAND MANAGEMENT

Chair McKelvey, Chair Lee, and members of the Committee on Government Operations and Committee on Transportation and Culture and the Arts:

The Department of Human Resources Development (HRD) offers the following comments for SB 1092.

The purpose of SB 1092 is to require the department of accounting and general services (DAGS), in collaboration with HRD, and in coordination with the O'ahu metropolitan planning organization, to establish and implement a comprehensive transportation demand management program for all state government employees to reduce vehicle emissions and miles traveled by single-occupancy vehicles and appropriates funds.

1. This bill requires HRD to work collaboratively with (DAGS) to establish and implement a comprehensive transportation demand management program for all state employees. However, only the executive branch departments are under the purview of HRD. HRD does not have jurisdiction over the judicial and legislative branches of government.
2. The cost to provide fully subsidized public transit and bikeshare passes as a benefit option to all state government employees will be exorbitant. For example, using the employee count information from the Workforce Profile report as of June 30, 2024, there are 47,143 employees (includes the executive branch, Department of Education, University of Hawai'i, and the Hawai'i Health Systems

Corporation) and the percentage rate from the 2024 focus group referenced in the bill, the potential cost to provide fully subsidized public transit and bikeshare passes are as follows:

- Public Transit Passes \$24.5 million annually (25,452 employees x \$80/month x 12 months)
 - Bikeshare Passes \$8.1 million annually (22,628 employees x \$30/month x 12 months)
3. The cost of having the transit passes integrated into employee badges in accordance with existing transit pass badging programs is currently unknown. However, if implemented, at the very least, it would require each department to be equipped with a badging system software and equipment and a supply of ID cards.
 4. As of June 30, 2024, there were 4,111 employees participating in the pre-tax parking program, or Flex Park, and 228 employees who were paying for their parking fees on an after-tax basis. If the State were to offer a parking opt-out program and offered a subsidized transit pass at \$80 per month, if all participated in the parking opt-out program, the cost would be approximately \$4.1 million annually.

HRD appreciates the intent to encourage alternative modes of transportation; however, we are concerned with the impact it will have on state finances and whether the program can be sustained.

We are available for questions or for further information.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWÉ LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY
OF
KEITH A. REGAN, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE COMMITTEES ON

GOVERNMENT OPERATIONS
TRANSPORTATION AND CULTURE AND THE ARTS

FEBRUARY 13, 2025, 3:03 P.M.
CONFERENCE ROOM 225 AND VIA VIDEOCONFERENCE, STATE CAPITOL

S.B. 1092

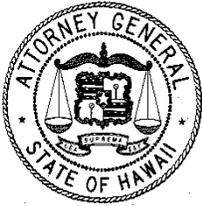
RELATING TO TRANSPORTATION DEMAND MANAGEMENT.

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees, thank you for the opportunity to submit testimony on S.B. 1092

The Department of Accounting and General Services (DAGS) appreciates the opportunity to provide **comments** on this bill which establishes a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establishes 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development (DHRD), subsidizes public transit and bikeshare passes for state employees, authorizes incentives for parking opt-out and appropriates moneys.

DAGS agrees with the intent of the measure. We would request that, should a position be provided as part of this measure, that the position be placed in the comptroller's office and that the position be made exempt from chapters 76 and 89. The measure describes the position as a "transportation demand management program co-administrator" which does not currently exist in civil service and, given the unique nature of the position, would be more appropriate as exempt. As this would be a new program, the department does express concerns about the resources required, beyond the additional positions, to successfully implement this program.

Thank you for the opportunity to testify on this matter.



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2025**

ON THE FOLLOWING MEASURE:

S.B. NO. 1092, RELATING TO TRANSPORTATION DEMAND MANAGEMENT.

BEFORE THE:

SENATE COMMITTEES ON GOVERNMENT OPERATIONS AND ON
TRANSPORTATION AND CULTURE AND THE ARTS

DATE: Thursday, February 13, 2025 **TIME:** 3:03 p.m.

LOCATION: State Capitol, Room 225

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Stella M.L. Kam, Deputy Attorney General

Chairs McKelvey and Lee and Members of the Committee:

The Department of the Attorney General offers the following comments on this bill.

This bill establishes within the Department of Accounting and General Services (DAGS) a transportation demand management program (Program) for state employees to reduce vehicle emissions and miles traveled by single-occupancy vehicles. The bill requires DAGS and the Department of Human Resources Development (DHRD) to collaboratively establish, develop, and implement this Program. It also creates two full-time transportation demand management program co-administrator positions, one each for DAGS and DHRD. The bill appropriates an unspecified sum to fund these positions, provide full subsidization of public transit and bikeshare passes for all state employees, and offer a financial incentive, as determined by DAGS, for state employees who opt out of parking. The funds are to be spent by DAGS and DHRD; however, the bill does not specify how the funds will be divided between the two agencies.

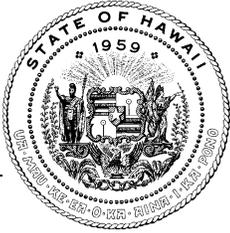
This Program appears to be intended as a permanent program rather than a temporary program. If the Legislature intends for this program to be permanent, we recommend codifying it in the Hawaii Revised Statutes (HRS) rather than in Session Laws.

We also note that the phrase "[a]ll state workplaces" at page 5, line 8, is vague. We suggest replacing that phrase with "[e]ach state department."

The term "volunteer employee transportation coordinator" is also unclear. Chapter 90, HRS, which governs the State's policy "concerning the utilization of volunteer services," provides a definition of "volunteer." However, it is unclear whether individuals volunteering and the volunteer component of this program are intended to be subject to chapter 90, HRS. If the Legislature intends for these individuals to be considered volunteers under chapter 90, HRS, we suggest that a reference to chapter 90 be included on page 5, line 9.

Finally, we recommend that the appropriation provisions be amended to specify that funds will be appropriated to DHRD for the full-time transportation demand management program co-administrator position within DHRD and that all remaining funds will be appropriated to DAGS for the other full-time transportation demand management program co-administrator within DAGS as well as for program implementation.

We respectfully ask the Committees to consider our comments on this bill. Thank you for the opportunity to testify.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON
GOVERNMENT OPERATIONS
AND
TRANSPORTATION AND CULTURE AND THE ARTS**

Thursday, February 13, 2025
3:03 PM
State Capitol, Conference Room 225 and Videoconference

In Support of
SENATE BILL 1092

RELATING TO TRANSPORTATION DEMAND MANAGEMENT.

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB1092 that which aims to reduce single-occupancy vehicle commutes and vehicle emissions by establishing a comprehensive transportation demand management (TDM) program for State employees.

Emissions from transportation account for more than half of energy-related emissions and of those 36% come from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.¹ For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," significant reductions in emissions from ground transportation will need to be made in the near to medium term. Achieving these reductions will require addressing all market segments in Hawai'i, including State employees.

As one of the largest employers in the state, the Government has both an opportunity and a responsibility to lead by example in reducing vehicle miles traveled

¹ https://health.hawaii.gov/cab/files/2024/05/2020-and-2021-Inventory_Final-Report_5-29-24.pdf

(VMT). The Hawai'i Pathways to Decarbonization report, submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the importance of reducing VMT alongside vehicle electrification to achieve the State's net-negative emissions target.² SB1092 directly supports this recommendation by establishing policies that encourage State employees to shift toward sustainable commuting options.

SB1092 also aligns with the recommendations of the State Government Transportation Demand Management (SGTDM) Study, which is being conducted in collaboration between the O'ahu Metropolitan Planning Organization (O'ahuMPO) and HSEO. This study highlights the need for State agencies to implement strategies that reduce single-occupancy vehicle commutes and improve access to sustainable transportation options. By adopting TDM strategies, such as those suggested by this study and included in SB1092, the state can set an example for employers across Hawai'i while addressing congestion, emissions, and employee transportation costs.

The SGTDM study revealed that many State employees would take advantage of transit subsidies or active transportation incentives if available. Specifically, 60% of the 3,537 respondents indicated that a free or fully subsidized transit pass would be one of the most influential strategies in encouraging them to change their commuting behavior, and 24% stated they would bike or walk with a financial subsidy.³ The proposed bill addresses these findings by implementing measures that encourage employees to shift toward lower-emission commuting options.

Additionally, the bill introduces an employee parking opt-out program, which has been successfully implemented in other jurisdictions and shown to encourage a shift away from driving alone.⁴ ⁵ By providing financial incentives for employees to forgo subsidized parking in favor of sustainable transportation modes, the State can create a more balanced and equitable approach to commuter benefits.

The SGTDM study assessed the effectiveness of these strategies in reducing emissions and enhancing employee transportation choices. The provisions in SB1092 are a necessary step toward operationalizing these recommendations and ensuring that

² <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

³ <https://engage.oahumpo.org/transportation-demand-management-tdm-study>

⁴ <https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf>

⁵ [bestpractice209.pdf](https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/bestpractice209.pdf)

state employees have access to meaningful commuter benefits. Implementing a robust TDM program will not only reduce emissions but also save employees on commuting costs and improve their overall well-being.

HSEO is available to provide technical assistance to impacted agencies to address implementation challenges and identify potential solutions to lower costs. Strategies to mitigate cost impacts of activities identified in SB1092 have been assessed in HSEO's report with O'ahuMPO, including negotiating for things such as flat rates for bus passes for government employees.

The HSEO supports SB1092 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.



**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
INTERIM DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
**SENATE COMMITTEE ON GOVERNMENT OPERATIONS
AND
SENATE COMMITTEE ON
TRANSPORTATION AND CULTURE AND THE ARTS**

Thursday, February 13, 2025
3:03 PM
State Capitol, Conference Room 225

in consideration of
SB 1092
RELATING TO TRANSPORTATION DEMAND MANAGEMENT.

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees.

The Office of Planning and Sustainable Development (OPSD) **supports SB 1092**, which establishes a transportation demand management (TDM) program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, appropriates funds for 2 full-time positions to manage the program, establishes fully subsidized public transit and bikeshare passes for all State employees, and provides financial incentives for employees who opt out of offered parking at State parking facilities.

OPSD participated in the working group for the [State Government Employee TDM Study](#). The study identified five goals: 1) reduce vehicle miles traveled and increase use of active mobility; 2) increase employee retention and reduce vacancy rates; 3) increase transportation benefits; 4) improve quality of life, health, and well-being of state employees; 5) and maximize use of existing facilities and reduce future facilities needs, including office space and employee parking. This bill implements the study's high priority recommendations to accomplish the five goals by staffing a State employee TDM program and incentivizing State employees to commute using alternatives to single-occupancy vehicles.

The study surveyed all state employees and found that approximately 69% commute alone by car, 11% use bus or rail, 10% carpool, 3% walk or roll, 2% bike or use a scooter, 1% telework, and 4% use other modes of transportation. The most desired incentive among respondents was a free or subsidized bus/rail pass.

Thank you for the opportunity to testify on this measure.



STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission Co-Chair Mary Alice Evans and
Co-Chair Dawn N.S. Chang**

**Before the Senate Committees on
GOVERNMENT OPERATIONS
&
TRANSPORTATION AND CULTURE AND THE ARTS**

**Thursday, February 13, 2025
3:03 PM
State Capitol, Conference Room 325 & Videoconference**

**In consideration of
SENATE BILL 1092
RELATING TO -TRANSPORTATION DEMAND MANAGEMENT**

Senate Bill 1092 establishes a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles and establishes 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development. Subsidizes public transit and bikeshare passes for state employees. This bill authorizes incentives for parking opt-out and appropriates moneys. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request and offers the following comments.**

The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties to protect the lives and livelihoods of the people of Hawai'i through accelerate climate action. Transportation Demand Management (TDM) is a general term for strategies that aim for more efficient use of transportation resources through improved information, incentives for efficient travel, and disincentives for travel that increases Vehicle Miles Traveled (VMT). This bill aligns with next steps identified in Recommendation 2 of the Commissions 2022 report "Investing in Transportation Choices" report in "...developing a

coordinated approach for implementation of VMT reduction and transportation demand management (TDM) strategies.”

The cost of living in Hawai'i is unsustainable, providing a Commuting Choice Benefit Program will assist in alleviating the burden of car ownership and high cost of gas. At the same time the program can reduce VMT, the proxy to measuring ground transportation emissions and the robustness of transportation options, to reduce carbon emissions. The urgency of the climate crisis, the effects of which are now impossible to ignore, coupled with the dramatic rise in gas prices, point up the State's obligation to use its authority to provide transportation choices beyond subsidized parking.

VMT and associated GHG emissions have grown, are projected to grow, and will be an obstacle to achieving state climate goals. VMT from cars and light trucks accounts for over half of GHG emissions generated by transportation activities (51% in 2017) and has increased since 2000. Future projections show that VMT will continue to grow without changes to plans, transportation networks, and land use.

Mahalo for the opportunity to testify in support of this measure.



HAWAII GOVERNMENT EMPLOYEES ASSOCIATION
AFSCME Local 152, AFL-CIO

RANDY PERREIRA, Executive Director • Tel: 808.543.0011 • Fax: 808.528.0922

The Thirty-Third Legislature, State of Hawaii
The Senate
Committee on Government Operations
Committee on Transportation and Culture and the Arts

Testimony by
Hawaii Government Employees Association

February 13, 2025

S.B. 1092 — RELATING TO TRANSPORTATION DEMAND MANAGEMENT

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO supports the intent of S.B. 1092, which subsidizes public transit and bikeshare passes for state employees.

Our organization recognizes that our state and counties must explore new and alternative ways to recruit and retain a qualified workforce, especially at a time when a government salary and benefits alone may not be enough to be considered an attractive career. We appreciate the intent of this measure as it aims to look at opportunities for increasing and enhancing transportation choices, which can be a unique public sector employee benefit to reduce vacancy rates and increase employee retention.

Thank you for the opportunity to provide testimony in support of S.B. 1092.

Respectfully submitted,

Randy Perreira
Executive Director



HAWAI' APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

**Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1092 - Relating to Transportation Demand Management
Senate Committee on Government Operations (GVO) and Senate Committee on Transportation and
Culture and the Arts (TCA)
February 13, 2025 at 3PM**

Dear Chairs, Vice Chairs, and members of the GVO and TCA committees,

Mahalo for the opportunity to express **STRONG SUPPORT for SB1092** which would require the Departments of Accounting and General Services and Human Resources Development to establish and implement a Transportation Demand Management Program. The measure would also subsidize public transit and bikeshare passes for state employees and authorizes incentives for parking opt-out.

Hawai'i Appleseed is advocating for SB1092 as we believe that the measure would:

- 1. Reduce household transportation costs.** SB1092 would greatly reduce transportation costs for the State employees who currently rely on public transit to travel to/from work. Currently, transit passes for riders on O'ahu are \$3.00 for a single fare, \$7.50 for a day pass, or \$80 for a monthly pass. These costs may discourage families and individuals who own a personal vehicle (or a different mobility option, such as a Biki membership) from also purchasing a transit pass for commuting purposes. Conversely, fully subsidized public transit passes and bikeshare passes could entice state employees to substitute public transit for personal vehicle use, which will allow them to reduce spending on parking, gas, and vehicle maintenance. By decreasing an employee's transportation costs, they can reallocate resources towards other essential needs such as housing, education, and healthcare.
- 2. Decrease reliance on single occupancy vehicles and encourage multimodal travel.** For the State to meet its climate and energy goals, emissions from the ground transportation sector must be reduced. This will require reducing reliance on single occupancy vehicles and increasing multimodal transportation, such as walking, biking, and taking transit. The O'ahu Metropolitan Planning Organization (OahuMPO) is conducting the *State Government Employee Transportation Demand Management Study*, which includes an employee survey, employee focus groups, an origin-destination analysis, and other spatial analyses to identify ways to change commuting behavior for state employees. The study's current recommended priority incentives included:
 - Fully subsidized transit passes;
 - Fully subsidized bikeshare passes; and

- Financial incentive for employees who opt out of employee parking, and instead commute via walk, roll, bike, transit, carpool, or vanpool.¹
- 3. Increased transportation efficiency and public spending.** Investing in public transit infrastructure and subsidizing fares for employees may require initial financial resources, but the long-term benefits far outweigh the costs. By encouraging the use of public transit, the state can reduce the need for expensive road maintenance, alleviate traffic congestion, and improve overall transportation efficiency.
 - 4. Decrease government vacancy rates.** As of November 2024, 24% of all civil service positions in Hawai'i are vacant.² Government vacancies have been a growing challenge across the U.S. and some localities have been responding by providing transit benefits to retain existing employees and attract new staff. For example, in 2022, Philadelphia required all large employers (with 50 or more employees) to cover employees' cost of taking mass transit to and from work.

In short, implementing a transportation demand management program, and providing fully subsidized public transit and bikeshare passes to state employees, as SB1092 would do, is a crucial step to advance the state's climate and energy goals. It will also help ensure that our nearly 48,000 state workers have access to safe and affordable mobility options.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz
Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity

¹ OahuMPO, "State Government Employee Transportation Demand Management Study: Recommended TDM Strategies," Fall, 2024. <https://engage.oahumpo.org/transportation-demand-management-tdm-study>.

² Department of Human Resources Development, "2024 State of Hawai'i Act 57, SLH 2019 Vacancy Report," December 2024. <https://dhrd.hawaii.gov/wp-content/uploads/2024/12/Act-57-Report-signed.pdf>



Email: communications@ulupono.com

SENATE COMMITTEES ON GOVERNMENT OPERATIONS
& TRANSPORTATION AND CULTURE AND THE ARTS
Thursday, February 13, 2025 — 3:03 p.m.

Ulupono Initiative supports SB 1092, Relating to Transportation Demand Management.

Dear Chair McKelvey, Chair Lee, and Members of the Committees:

My name is Mariah Yoshizu, and I am the Government Affairs Associate 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 SB 1092, which establishes a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles; establishes 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the Department of Accounting and General Services and 1 in the Department of Human Resources Development; subsidizes public transit and bikeshare passes for state employees; and authorizes incentives for parking opt-out.

Ulupono supports a wide range of multimodal transportation options and believes the State can lead by example in expanding transportation choices for its workforce. Developing such a program will yield lower transportation costs and greater fairness across State employment benefits.

This bill lowers the cost of living in Hawai'i for State employees:

- If we can help our State employee 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.¹
- Housing can become more affordable if we don't dedicate as many land and financial resources to expensive and space-intensive car dependency.
- New parking facilities, if built, can also cost up to \$60,000 per space in Hawai'i.² Encouraging use of other transportation options helps the State's finances as well.

This bill helps ensure fairness among all employees, regardless of their travel mode:

¹ *The Costs of the Vehicle Economy in Hawai'i*, <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>.

² <https://ulupono.com/news-listing/report-reveals-the-hidden-costs-of-parking-in-hawaii/>

- State employees who bus or bike to work are faced with significant financial disparities compared to their counterparts who drive, who enjoy substantial parking subsidies. This inequity results from both the reduced costs of State parking and the lack of subsidies for other modes. This considerable subsidization of driving can be up to three times greater than what multimodal commuters receive, taking into account both the cost of a transit pass and the value of the State’s parking discount.³
- Moreover, individuals who choose biking or busing as their mode of transportation are often among lower-income demographics. Consequently, parking subsidies disproportionately benefit employees on the higher end of the economic spectrum.
- These disparities in subsidies also play a role in influencing commuters’ mode choices. Without parking subsidies, it is likely that more individuals would explore a broader set of transportation options, as they may be unwilling to bear the full (unsubsidized) financial burden associated with driving.⁴

It is also noteworthy that Hawai’i would be the first state to provide such a program for its entire employee workforce. Such pioneering leadership would set an important precedent for employee transportation benefits nationwide.

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu
Government Affairs Associate

³ Comparing monthly bus pass rates to parking rates analysis in Oahu State Government Employee Transportation Demand Management Study PPT (November 2024), available upon request

⁴ <https://www.vtpi.org/parkpricing.pdf>



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JOINT SENATE COMMITTEES ON GOVERNMENT OPERATIONS AND
TRANSPORTATION AND CULTURE AND THE ARTS
THURSDAY, FEBRUARY 13, 2025 – 3:03PM

**Hawai'i Bicycling League SUPPORTS SB 1092,
Relating to Transportation Demand Management**

Aloha Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committee Members,

My name is Eduardo Hernandez, and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). 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.

HBL supports SB 1092 which establishes a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles; establishes 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development; subsidizes public transit and bikeshare passes for state employees; and authorizes incentives for parking opt-out.

HBL is part of local and statewide coalitions that work to reduce vehicle emissions and miles traveled by single-occupancy vehicles. We have been pursuing this work for 50 years with a particular focus on getting people to ride bicycles. Biking to work isn't just a great way to get in a little exercise every day, but it's a socially conscious choice employees can make to help reduce pollution, save some money, and potentially increase productivity. Last month, The League of American Bicyclists honored the City & County of Honolulu with a silver-level bicycle-friendly community status in recognition of infrastructure, policies and plans that are helping people to bike more. By authorizing bikeshare passes for state employees, the legislature can build on these accomplishments, and also take an important step to realize the goals of the Navahine v. HDOT settlement.

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

Ride Aloha,

Eduardo Hernandez
Advocacy Director



Testimony of the Oahu Metropolitan Planning Organization

Committee on Government Operations Committee on Transportation, Culture, and the Arts

February 13, 2025 at 3:03PM
Conference Room 225

SB 1092 Relating to Transportation Demand Management

Dear Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1092**, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development, subsidize public transit and bikeshare passes for state employees, authorize incentives for parking opt-out and appropriate moneys.

This bill is aligned with the high priority recommendations¹ identified in the State Government Employee Transportation Demand Management Study, which OahuMPO conducted in partnership with the Hawaii State Energy Office, and in collaboration with the Department of Human Resources Development and the Department of Accounting and General Services.

As part of the Study, the OahuMPO conducted an employee survey, employee focus groups, an origin-destination analysis, and other spatial analyses to understand what employee transportation challenges are, and to identify potential opportunities. Challenges include high drive alone commute rates, highly subsidized employee parking, and no subsidy for employees walking, rolling, biking, using transit, carpooling, and vanpooling. Opportunities include high employee interest in changing commute modes if incentivized, with many State employees living close to their offices, living near other State employees, and many employees making zero stops on their way to and from work.

Part of this study also included developing cost estimates for the implementation of these strategies, which can be made available to legislators upon request.

¹ https://oahumpo.org/?wpfb_dl=3428 (starting on page 50)

More information about the study and its findings can be viewed on the study website: <https://engage.oahumpo.org/transportation-demand-management-tdm-study>

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.² Providing more robust and equitable employee transportation benefits can help more employees save on their transportation costs, reduce transportation emissions and traffic congestion, and improve employee transportation choices.

Thank you for the opportunity to provide testimony on this measure. We'd be happy to answer any questions about the Study.

² https://oahumpo.org/?wpfb_dl=2215

Dear Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

My name is Kiana Otsuka and I am a state employee. I am writing in **support of SB 1092**, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development, subsidize public transit and bikeshare passes for state employees, authorize incentives for parking opt-out and appropriate moneys.

I've been a long-time transit rider, and have either paid for my transit fare via the pre-tax option, or have paid out of pocket. Last year, I spent more than \$450 on transit fares to get to/from work. On the other hand, I could choose to drive my car to downtown Honolulu, and pay \$25/month for parking at a state lot. Driving is much more convenient and much quicker for me (1 hour on two different buses vs. 15-20 minutes to drive), but I choose to ride transit because it's important to me to reduce my greenhouse gas emissions and not contribute further to traffic.

I also use the Biki bikeshare on my own dime, to transport myself to/from meetings to save time, so I can efficiently use my work day to complete my tasks. Last year, I spent \$220 on my bikeshare membership.

In total, I spent almost \$700 on my commute last year, a huge expense for me. We should be rewarding state employees who choose commute modes that are less impactful to our traffic congestion and environment. This is why I feel it's important to fund the improved benefits outlined in this bill: fully subsidized transit and bikeshare passes and a parking cashout program.

Mahalo,

Kiana Otsuka

SB-1092

Submitted on: 2/10/2025 9:02:52 PM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Molly Mamaril	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

I am writing in support of SB 1092, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development, subsidize public transit and bikeshare passes for state employees, authorize incentives for parking opt-out and appropriate moneys.

I feel it's important to incentivize state employees to use transportation modes that will reduce greenhouse gas emissions and traffic congestion. Providing state employees fully subsidized transit and bikeshare passes and a parking cashout program expands the limited commuter benefits employees have now, and would make the program more equitable.

Thank you for the opportunity to testify.

Molly Mamaril

Kaimuki resident

SB-1092

Submitted on: 2/10/2025 1:45:54 PM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Amy Chang	Individual	Support	Written Testimony Only

Comments:

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees:

I am testifying **in support** of SB1092.

As a State employee who bikes to work via bikeshare, SB1092 would not only benefit me personally by lowering my commuting cost, it would also benefit the State as a whole by expanding the overall package of benefits available to employees. Presumably the State offers significant parking subsidies as a hiring and retention incentive for employees. Yet that same incentive is not available to those who do not drive or who choose alternate modes of transportation for environmental reasons. At a time when public sector employment is becoming increasingly less attractive to people relative to private sector employment, the State should be doing all it can to enhance its benefits offerings, especially if it has limited ability to increase its financial compensation to employees.

On O‘ahu, a monthly bus pass is \$80 and a monthly bikeshare subscription is \$25. Both are significantly less than the cost of subsidizing a dedicated parking stall at \$130-\$238 per month. Not only is the direct cost to the State of subsidizing public transit and bike passes lower than that of subsidizing parking, doing so also supports the State's goal of achieving net-negative carbon and greenhouse gas emissions by 2045. The State's current parking subsidy system promotes vehicle use, which runs counter to its stated goal of reducing emissions.

SB-1092

Submitted on: 2/11/2025 8:15:39 PM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Julie Kuo	Individual	Support	Written Testimony Only

Comments:

Dear Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

My name is Julie Kuo. I am writing in **support of SB 1092**, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development, subsidize public transit and bikeshare passes for state employees, authorize incentives for parking opt-out, and appropriate moneys.

I feel it's important to incentivize state employees to use transportation modes that will reduce greenhouse gas emissions and traffic congestion. Providing state employees fully subsidized transit bikeshare passes and a parking cashout program will expand the limited commuter benefits currently in place, in addition to making the program more equitable.

Mahalo for the opportunity to testify.

Julie Kuo

SB-1092

Submitted on: 2/12/2025 10:12:10 AM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Nathan Dube	Individual	Support	Written Testimony Only

Comments:

Dear Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

My name is Nathan Dube. I am writing in strong support of SB 1092, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles by subsidizing public transit and bikeshare passes for state employees and authorizing incentives for parking opt-out and appropriate funds.

This program would also establish two permanent full-time equivalent (2.0 FTE) Co-Administrator positions, one in the Department of Accounting & General Services (DAGS) and one in the Department of Human Resources Development (DHRD), to help facilitate these improvements in benefits.

In order to make significant improvements that will help us increase Statewide sustainability, it will be crucial to incentivize State employees to use modes of transportation that will reduce greenhouse gas emissions and traffic congestion. Providing State employees fully subsidized transit and bikeshare passes and a parking cash-out program will expand the limited commuter benefits employees have now, and would make the program more equitable.

I appreciate the legislature's hard work in making our State more sustainable in order to mitigate the effects of climate change. Thank you for the opportunity to testify on this bill.

Mahalo nui loa,

Nathan Dube

SB-1092

Submitted on: 2/12/2025 2:47:20 PM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Justin Menina	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Committees Members,

My name is Justin Menina. I am writing in **support of SB 1092**, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish 2 permanent full-time equivalent (2.0 FTE) co-administrator positions, 1 in the department accounting and general services and 1 in the Department of Human Resources Development, subsidize public transit and bikeshare passes for state employees, authorize incentives for parking opt-out and appropriate moneys.

I feel it's important to incentivize state employees to use transportation modes that will reduce greenhouse gas emissions and traffic congestion. Providing state employees fully subsidized transit and bikeshare passes and a parking cashout program expands the limited commuter benefits employees have now, and would make the program more equitable.

Thank you for the opportunity to testify.

Mahalo,

Justin Menina

LATE

SB-1092

Submitted on: 2/13/2025 9:06:38 AM

Testimony for GVO on 2/13/2025 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Michael Arakaki	Testifying for DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES	Comments	Written Testimony Only

Comments:

TESTIFIER - ON BEHALF OF DAGS COMPTROLLER KEITH REGAN

MICHAEL ARAKAKI

DAGS AUTOMOTIVE MANAMGEMENT