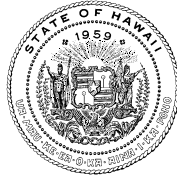


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
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. 1093

RELATING TO PARKING 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.1093.

The Department of Accounting and General Services (DAGS) offers **comments** to S.B.1093 which proposes to require the Department of Accounting and General Services (DAGS) to establish and implement a parking demand management program for all state government employees to reduce vehicle miles traveled and promote more conscious and efficient use of parking resources.

While the department appreciates the intent of this measure, we have several concerns and impacts that we would ask to be considered prior to allowing this bill to advance. These include the following:

1. Transitioning all monthly parking to daily parking may adversely affect recruitment and retention because one of the most coveted perks of state employment is having guaranteed monthly parking.
2. It may be difficult to determine what levels of administrators and other essential workers shall continue to have monthly parking, causing consternation among all workers which may result in grievances with the union.
3. It may not be cost effective for DAGS to modify or install equipment and make site work improvements to the smaller lots when implementing a daily parking policy. If equipment cannot be modified or installed at a reasonable cost, then additional staff must be hired to physically monitor these lots.
4. Offering employees the option to purchase daily parking passes will mean that an employee must compete for parking on a daily basis. When the lots are sold out, employees not obtaining parking may not be able to easily find parking. If it is not feasible to have employees purchase daily parking on-line in advance, then there will be a queue of cars at each lot prior to their opening. Once the lots are filled, the rest of the vehicles in line will be turned away which will increase employee frustration, reduce morale, and add to traffic congestion.
5. Procuring software that enables employees to reserve (and pay) for daily parking passes can be explored, however, it should be known that presently monthly parking fees are automatically deducted from an

employee's paycheck with little intervention by DAGS Automotive Management Division (AMD) staff. If parking fees are collected daily, AMD staff must prepare Treasury Deposit Receipts for deposit, that include each individual transaction, increasing their workload tremendously. This could eliminate the pre-tax benefit currently provided to state employees.

For the reasons stated above, we do not believe that shifting from a monthly parking regime to a daily parking regime is cost-effective, would improve morale, would have a positive impact on the current parking availability, nor would it encourage employees to use alternative public transportation. Given the significant impacts on our operations, we would request that additional time be provided to further analyze the costs and impacts this change would have on the organization as a whole.

Thank you for the opportunity to provide testimony on this measure.

SB-1093

Submitted on: 2/7/2025 5:11:48 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 | Remotely Via Zoom |

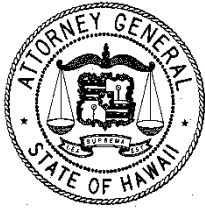
Comments:

TESTIFIER - ON BEHALF OF DAGS COMPTROLLER KEITH REGAN

MICHAEL ARAKAKI

DAGS AUTOMOTIVE DIVISION

(SUBJECT MATTER EXPERT)



**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. 1093, RELATING TO PARKING 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 Committees:

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

This bill requires the Department of Accounting and General Services (DAGS) to develop and implement a parking demand management program that will transition all state employees with monthly parking permits as well as those state employees who do not currently possess monthly parking permits to a daily parking system using software (to be purchased by DAGS) that enables all state employees to reserve parking on a daily basis. This new bill amends section 27-9, Hawaii Revised Statutes, to add a new subsection (b) for this new parking demand management program.

The new subsection (b) appears to eliminate all state employees' monthly parking permits; however, this new subsection (b) directly conflicts with subsection (a)(1), which requires DAGS to allow two or more state employees to share the cost of a parking stall and allow multiple cars to use that stall ("stall sharing"). Subsection (a)(1) presumes and necessitates a monthly parking permit system to enable two or more state employees to share the parking stall normally used by a single state employee.

The Department notes state employees with monthly parking permits are required to provide DAGS with proof of vehicle ownership through the submission of vehicle registration certificates and are also required to provide the current safety check

for the vehicle as well as proof of insurance with the state employee's name as an insured. After such documentation has been provided, DAGS issues a parking permit sticker with the vehicle license number clearly imprinted onto the sticker. The sticker is required to be placed on the front and rear bumpers of the pre-authorized vehicles to allow DAGS to monitor and enforce the monthly parking by state employees. Such safeguards would be impossible if all state employees were allowed to use a daily parking system with any vehicle they happen to be driving on a particular day.

This new program will also eliminate the pre-tax transportation deduction of monthly parking permit fees from state employees' paychecks. This valuable benefit would, if eliminated, result in higher taxes for state employees. State employees may also incur additional adverse consequences such as credit card finance charges since the daily parking system is likely to require the use of state employees' personal credit cards.

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

SB-1093

Submitted on: 2/7/2025 9:35:51 AM

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

| Submitted By | Organization | Testifier Position | Testify |
|-------------------|---|--------------------|------------------------|
| John G. McDermott | Testifying for State Long-Term Care Ombudsman Program | Oppose | Written Testimony Only |

Comments:

Aloha,

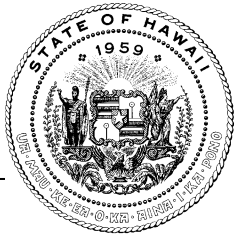
I am **opposed** to this proposed bill. My job as the State Long-Term Care Ombudsman requires that I visit long-term care facilities often in order to meet with the residents and advocate on their behalf. I have [and continue to need] a reserved parking stall because I am sometimes in and out multiple times a day.

If the purpose of this bill is to reduce the use of car traffic, I would suggest free, hop-on hop-off bus service from the Middle Street bus terminal to Kahala Mall (King Street and Beretania Street), which is already done in several cities.

Mahalo.

John G. McDermott

State Long-Term Care Ombudsman



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 451-6648
Web: energy.hawaii.gov

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 1093

RELATING TO PARKING DEMAND MANAGEMENT.

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB1093 which seeks to implement a parking demand management program for State Government employees to reduce vehicle miles traveled (VMT) and promote more efficient use of parking resources.

Transportation emissions account for more than half of Hawai'i's energy-related emissions, with 36% attributed to ground transportation, as reported in the 2021 Greenhouse Gas Emissions Report.¹ Reducing single-occupancy vehicle commutes is a critical strategy in achieving the State's statutory decarbonization goal, which aims to sequester more greenhouse gases than emitted no later than 2045. The Hawai'i Pathways to Decarbonization report,² submitted to the Legislature in December 2023, highlights the importance of reducing VMT alongside vehicle electrification to meet the State's net-negative emissions target.

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

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

As one of the largest employers in Hawai'i, the State Government has an opportunity and responsibility to lead by example in adopting policies that encourage employees to shift towards sustainable commuting options. The proposed parking demand management program aligns with recommendations from the State Government Transportation Demand Management (SGTDM) Study, conducted in collaboration between the O'ahu Metropolitan Planning Organization and HSEO.³ This study emphasizes the role of parking management strategies in improving transportation equity. By incorporating these strategies, Hawai'i can address congestion, reduce emissions, and promote active and shared transportation modes.

A phased approach to implementation—beginning with pilot programs, infrastructure assessments, and employee feedback—could help address operational concerns while enabling a smooth transition. Investing in modern parking management tools, such as online reservation systems, has allowed for improvements in parking efficiency while minimizing the administrative burden.

HSEO stands ready to provide technical assistance to agencies in implementing this program. Parking demand management is a component of a comprehensive transportation demand management approach, and this bill represents an important step in advancing Hawai'i's climate and transportation goals.

The HSEO supports SB1093 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.

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



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. 1093 — RELATING TO PARKING DEMAND MANAGEMENT

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO opposes S.B. 1093, which establishes a parking demand management program and would require the Department of Accounting and General Services (DAGS) to transition all state employee monthly parking options to daily rate parking.

Transitioning all state employees to a daily parking rate cannot be the only solution for government employees. If a parking demand management program is established, the state needs to consider offering multiple employee options and incentives to make alternative forms of transportation more attractive. This may even include a grandfathered plan for current government employees who would be adversely impacted by the proposed changes.

Offering just a daily parking rate and cost sharing between employees would not work because State employees face different conditions when it comes to state-managed parking and the travel requirements for their job. These conditions include, but are not limited to, the parking facilities they have access to, accessibility to use a state vehicle to conduct business, a vehicle requirement to perform their duties, and whether teleworking is offered as an option.

Thank you for the opportunity to provide testimony in opposition of S.B. 1093.

Respectfully submitted,

Randy Perreira
Executive Director



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 1093, 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 1093, which establishes a parking demand management program; requires the Department of Accounting and General Services to transition all state employee monthly parking options to daily rate parking; requires the Department to procure parking reservation software; and creates 2 permanent full time equivalent (2.0 FTE) positions.

Ulupono supports better management of parking as integral to providing real transportation choice. A comprehensive parking management program offers several key benefits:

- **Greater cost savings for state employees** — They can opt into lower cost modes (transit, walking and biking) and save money when it works for them. In addition, there is no sunk cost of a monthly pass then.
- **Reduced demand for future capital costs** — New parking facilities, if built, can also cost up to \$60,000 per space in Hawai'i.¹ Encouraging use of other transportation options helps the State's finances as well.
- **Lower vehicle demand from state employees** — In 2016, when the Massachusetts Institute of Technology (MIT) switched from annual parking passes to daily fees with an annual maximum, total parking transactions decreased by 10 percent as employees switched to other accessible and affordable modes (a more accurate reflection actual parking demand). More recently, a 400-space parking garage was demolished to build a dormitory, due to reduced parking demand.² This reflects similar results across other case studies in California and Washington State.

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu
Government Affairs Associate

¹ <https://ulupono.com/news-listing/report-reveals-the-hidden-costs-of-parking-in-hawaii/>

² Summarized from <https://www.vtpi.org/tdmss.pdf>



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 1093 Relating to Parking Demand Management

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB1093**, which would establish a transportation demand management program to reduce vehicle emissions and miles traveled by single-occupancy vehicles, establish two permanent full-time equivalent (2.0 FTE) co-administrator positions, one in the Department of Accounting and General Services and one 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. Related to parking demand management, challenges include long employee parking waiting list (1,100 as of October 2024), underutilized existing employee parking, high drive alone commute rates, and highly subsidized employee parking.² Opportunities include employee support for paying for parking on a daily basis so that employees are only paying for parking when they need it as well as to provide the option for employees who need to park intermittently to have access to parking as needed (78%), and a willingness to pay more for parking if employees were guaranteed a parking spot or can get off the waitlist quicker (52%).³

There are examples of other State Governments offering daily rate parking and stall sharing, including the California State Government⁴ and the Oregon State Government⁵ that offer both daily rate parking and stall sharing for their employees. Both state governments identified the reasons they've provided these options are to help mitigate vehicle miles traveled and greenhouse

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

² [Task 2.3 Focus Group Summary.pdf](#)

³ IBID.

⁴ [DGS-OFAM-PAU Parking Policy](#)

⁵ [Department of Administrative Services : Frequently Asked Questions - Parking New Rules : Fleet & Parking Services : State of Oregon](#)

gas emissions, and address inequities of parking costs for hybrid employees. Using parking management software, employees may reserve their parking in advance, including giving priority to those who already have a reserved parking stall. For example, employees can reserve their parking one month in advance and pay for parking only when they need it. This will allow employees to, for example not pay for parking when they are on vacation, and free up a parking stall for another employee to use. Employees who do not have a reserved parking stall may also be given a limited daily parking allowance per year via parking management software, as is common in other parking demand management programs.

The study developed cost estimates for implementation of these strategies, which can be made available to legislators upon request. These estimates do not include unknown costs associated with upgrading existing parking infrastructure (electrical infrastructure upgrades, cost to upgrade employees to magnetic cards, etc.) at DAGS owned lots, and the MPO will defer to DAGS on those cost estimates.

Another parking demand management strategy recommended in the study, but not included in this bill, is raising parking rates. Raising parking rates are identified as highly effective at reducing the employee parking waitlist and vehicle miles traveled, and increasing the use of active and shared modes of transportation.⁶ 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.⁷ Providing employees the option to stall share and pay for parking on a daily basis 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.

⁶ IBID.

⁷ https://oahumpo.org/?wpfb_dl=2215

SB-1093

Submitted on: 2/10/2025 4:18:00 PM

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

| Submitted By | Organization | Testifier Position | Testify |
|----------------|--------------|--------------------|------------------------|
| April Tabanera | Individual | Oppose | Written Testimony Only |

Comments:

I oppose S.B. 1093. The reason why: I have 2 jobs just to survive living here on Oahu. How is it saving me money when I must buy a bus fare - which is about eighty dollars a month - and pay for parking on a daily bases?

My second job, which I travel from downtown to Kahala Mall, and get off at night 9:30pm, do you think I want to be out at night catching a bus by the bus stop waiting? I must take 2 buses just to get home and the last bus that comes up to my place ends at 9pm. I had to wait five years to get permanent parking.

SB-1093

Submitted on: 2/11/2025 10:27:16 AM

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

| Submitted By | Organization | Testifier Position | Testify |
|-----------------|--------------|--------------------|------------------------|
| Jittima Laurita | Individual | Oppose | Written Testimony Only |

Comments:

Aloha Chair McKelvey, Chair Lee, Vice Chair Gabbard, Vice Chair Inouye, and members of the committee,

I respectfully submit this testimony **in opposition** of Senate Bill 1093, relating to parking demand management.

Increasing employee parking rates will negatively impact employees morale. Many state workers endure long commutes, coming in to the Capitol District from areas such as Ewa Beach, Mililani, Waimanalo, Hawaii Kai, and beyond. They may not be located near bus stops or public transportation hubs, increasing parking rates will add hardship to their commutes. Some employees have young children who rely on them for transport to and from day care facilities or schools and some have limited mobility, further complicating their commute options.

Hawaii's cost of living does not allow for a State employee to live frivolously. Their mode of transportation has been carefully chosen to suit their needs and budget. State workers who live closer to town, or who are physically able to, are already walking to work or using public transportation. I see examples of these choices daily in our small office.

I support the intent of the bill - to reduce traffic, encourage a healthier lifestyle, save employees money, and reduce emissions. However, I believe that these goals can be achieved by encouraging telework for both the public and private sectors statewide.

Thank you for your consideration of my testimony.

Sincerely,

Jittima Laurita

SB-1093

Submitted on: 2/11/2025 10:50:26 PM

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

| Submitted By | Organization | Testifier Position | Testify |
|------------------|--------------|--------------------|------------------------|
| Carey Ann Sasaki | Individual | Oppose | Written Testimony Only |

Comments:

Aloha Chair McKelvey, Chair Lee, Vice Chair Gabbard, Vice Chair Inouye, and members of the committees,

As a state employee who is required to report to the office every workday, I oppose Senate Bill 1093 Relating to Parking Demand Management.

Senate Bill 1093 proposes implementing a parking demand management program for state government employees that transitions all monthly parking options to daily parking use and suggests raising parking rates to market rates to encourage state employees to make a conscious choice about how they get to work each day.

I have ridden the bus prior to obtaining employee parking, and I currently carpool. Therefore, I have already made conscious choices to get to work in manners that save time and money, and ways that reduce emissions and traffic congestion.

Senate Bill 1093 will negatively impact me and other state employees that commute to the office every workday. Increasing parking rates and purchasing daily parking passes will be an added expense and inconvenient to those that do not have an option to commute to work once or twice a week.

I strongly feel that parking rates for state employees should not mirror market rates at parking facilities run by private, for-profit companies. This discriminates against state employees that cannot afford to pay premium rates.

Section 27-9, Hawaii Revised Statutes, allows two or more public employees of the State to share parking stalls. This currently addresses the issue of reducing the state-managed parking space waitlist and the issue of reducing the financial burden of paying a monthly rate for a parking stall that is only being utilized once or twice weekly.

Please consider how Senate Bill 1093 will negatively affect state employees in the downtown area like me. This will create hardships for those already on a budget (and who pay high housing costs), those that live far away, those that are not near public transportation stops, and those that have other family members that rely on them for transportation. Changing monthly parking rates to daily parking rates and raising rates is not the solution to reduce the demand for employee parking and lower emissions.

I oppose Senate Bill 1093 Relating to Parking Demand Management.

Thank you for the opportunity to testify on this bill.

SB-1093

Submitted on: 2/12/2025 7:53:37 AM

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

| Submitted By | Organization | Testifier Position | Testify |
|--------------|--------------|--------------------|---------------------------|
| Shannon Ota | Individual | Oppose | Written Testimony Only |

Comments:

My name is Shannon Ota, and I oppose this bill. This bill is not fair to those who use their parking stall on a consistent daily basis. Many drivers may not carpool with other State employees but may drop off and pick up their children from school, or drop off and pick up other riders at other places of employment. This bill seems to only look at sharing the cost of increased monthly parking if carpooling with other State employees. Suggest that the reservation software be used for those who do not require a monthly parking pass but occasionally need reserved parking.

SB-1093

Submitted on: 2/12/2025 8:45:48 AM

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

| Submitted By | Organization | Testifier Position | Testify |
|---------------|--------------|--------------------|------------------------|
| Lannie Marzan | Individual | Oppose | Written Testimony Only |

Comments:

Dear Senators,

I oppose SB1093. Unlike downtown Honolulu parking, state parking facilities are only for State employees who make much less than their counterparts in the private industry. Therefore, increasing the parking rates to match market-rate will be a real hardship for State employees.

Also, without knowing the details of this parking reservation software, would it be able to prioritize employees with seniority and who currently has parking? How would you match up employees to share a parking stall? There is too much unknown on how it will impact employees.

As for employees on the waiting list for parking, they will have to be patient, like everyone else in the private industry without parking.

This bill will negatively affect everyone's current parking routine.

Please do not advance this bill.

Mahalo,

Lannie M.

February 12, 2025

The Honorable Ronald D. Kouchi
Hawaii State Senator
President and Members of the Senate
Thirty-Third State Legislature
Hawaii State Capitol, Room 409
Honolulu, Hawaii 96813

Subject: SB 1093 – Relating to Parking Demand Management

Dear President Kouchi and Members of the Senate:

I strongly oppose Senate Bill 1093 which seeks to change our state employee monthly parking rate to a daily rate and urge the legislature to oppose this bill.

I am a State employee with decades of service and plan to continue working for several more years, if not more. I carpool into downtown Honolulu every day and park in the assigned parking garage. There is a sense of peace knowing we won't have to search for a parking space daily before reporting to work. For my carpool, reporting to the office is not a choice, but a requirement. If a choice was given, I would still report to the office in-person because I enjoy working face-to-face with my co-workers.

Thank you for this opportunity to provide opposition to Senate Bill 1093.

Sincerely,
Christine Yamasaki

Testimony on Senate Bill 1093: Relating to Parking Demand Management- OPPOSE

Committee on Government Operations and
Committee on Transportation and Culture and the Arts
Thursday, Feb. 13, 2024

Aloha Chair McKelvey, Chair Lee, Vice Chair Gabbard, Vice Chair Inouye, and members of the joint committee:

Thank you for the opportunity to submit testimony on SB 1093 which proposes to establish a new parking demand program, requires DAGS to transition state employee parking to daily rate parking and procure a parking software, and create 2.0 FTE positions for the program.

I appreciate the intent to come up with a solution for employees that are stuck on a waiting list for parking, and reduce car emissions for the environment; however, I oppose the approach because of the additional financial burden this will put on current employees, especially those with families and those are unable to telework.

Comments/Concerns:

- 1) The bill cites a study conducted by the Oahu Metropolitan Planning Organization performed in the summer of 2024. In it, the study finds that 52% of participants are willing to pay more for a guaranteed parking spot or to get off the waitlist faster. What it doesn't ask or note, is the threshold of increase participants are willing to take on. Market rate parking for the area is currently \$2.00 per hour. If an employee is at work for 9-10 hours (including lunch and breaks), parking will be \$18 to \$20 per day. If they work 20 days per month, this will be approximately \$360 to \$400 per month. **This is about a \$300 increase per month, or \$3,600 per year. For some, this may be more than 12 times more than what they are paying for parking now.** If the upcoming contract negotiations do not factor this increase and the overall cost of inflation, this will create a huge burden on the current employees. If the focus group were told that they would need to pay \$20 per day, I strongly believe that the results of the survey would be very different.
- 2) The bill also implies that there are many workers that telework and may not use their stalls on a daily basis. Although that may be true, this bill will punish workers that do not or are not able to telework.
- 3) While recruiting for positions, parking is a factor and consideration for new applicants. By basically telling new employees that they would need to pay **MORE** for parking in the downtown area than other places, we will face additional challenges in filling the vacancies.
- 4) Ground transportation or alternative modes of transportation is not a feasible option for everyone. I have two children, one in daycare and one in elementary school. It's not

feasible for me to take the bus, since I need to drop them off at their respective schools. The cost of raising a family in Hawaii is already high. Forcing such a massive increase in parking costs will further burden employees with families.

Suggestions:

- 1) I recognize that the monthly parking rate for the area is way below the monthly market value in the downtown area. I cannot speak for everyone, but I do believe a **slight** increase to get a little closer to the other downtown monthly rates is fair and understandable, but I would caution about increasing it to the point where it's well above the monthly rates, as this bill will do. I also ask for caution about increasing it too much too quickly as this will be a major adjustment to daily expenses.
- 2) Maintain a monthly option for workers that do not telework and provide a separate daily rate for employees that only need daily rates. The purpose of the special rate should be to provide an incentive for working for the state, avoiding the public daily rate of \$18 to \$20 per day.
- 3) Increase and support teleworking opportunities and solutions for departments. Supporting a robust teleworking program will help get employees off the road and free up parking spaces for others to use as needed.

I kindly implore you to reconsider this bill because of the negative impact it will have on both current and future employees. If you still wish to pass the bill in some capacity, then I kindly ask that you heed my suggestions as a non-teleworking employee with a family.

Thank you for your time and consideration.

Respectfully,

Jacob Chang

TESTIMONY IN OPPOSITION TO SB1093
SENATE COMMITTEE ON GOVERNMENT OPERATIONS
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
FEBRUARY 13, 2025

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

I am submitting testimony in opposition to SB1093, which seeks to establish a parking demand management program for state employees by increasing parking costs and shifting from monthly to daily parking rates. While the bill is intended to reduce single-occupancy vehicle use and promote transportation alternatives, it fails to acknowledge the most effective strategy to achieve these goals: expanding remote work opportunities.

SB1093 Places an Unfair Burden on State Employees

This bill assumes that state workers have reliable and convenient alternatives to driving, but that is not the case for many employees. Public transportation and carpooling options remain limited, especially for those commuting from rural areas or neighbor islands. Instead of providing meaningful solutions, SB1093 simply makes parking more expensive and inconvenient, disproportionately impacting employees who have no choice but to drive.

Moreover, employees already face financial strain due to Hawaii's high cost of living. Increasing parking fees and transitioning to daily rates may lead to unpredictable costs, creating additional financial stress on workers who rely on personal vehicles for commuting.

Remote Work is a More Effective Solution

Instead of raising parking costs and restricting access, the State should prioritize telework as a primary means of reducing vehicle miles traveled. Data from the 2023 Decarbonization Report and the Hawaii State Transportation Plan highlight that telework is one of the most effective ways to cut emissions, decrease congestion, and reduce the demand for parking.

Expanding telework opportunities would:

1. **Reduce Traffic and Parking Demand** – Encouraging remote work directly reduces the need for parking spaces, eliminating the demand issues SB1093 attempts to manage.
2. **Save the State and Employees Money** – Less office space, lower infrastructure costs, and decreased commuting expenses benefit both the government and its workforce.
3. **Improve Employee Retention and Productivity** – Studies, including those conducted by the Oahu Metropolitan Planning Organization, show that telework increases job satisfaction, reduces turnover, and enhances efficiency.
4. **Support Environmental and Sustainability Goals** – Cutting daily commutes leads to lower carbon emissions, improving Hawaii's air quality and reducing reliance on fossil fuels.

Conclusion

Rather than imposing financial penalties on employees through SB1093, the State should expand remote work opportunities as a cost-effective and equitable solution. Telework aligns with Hawaii's climate goals, improves worker well-being, and reduces strain on transportation infrastructure without burdening employees.

For these reasons, I respectfully urge the committee to **oppose SB1093** and instead advocate for policies that expand remote work as a viable alternative.

Thank you for the opportunity to provide testimony.

Sincerely,
Matthew Chow

SB-1093

Submitted on: 2/12/2025 11:49:23 AM

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

| Submitted By | Organization | Testifier Position | Testify |
|--------------|--------------|--------------------|------------------------|
| Cynthia Sato | Individual | Oppose | Written Testimony Only |

Comments:

- This bill would decrease State workers monthly income thus making the cost of living in Hawaii higher than it already is. If the goal is to have Hawaii families stay and live in Hawaii this bill should not pass.
- The bill would also deter interested applicants from applying to work for the State of Hawaii. As of today, State Government offices are extremely understaffed and not able to serve the people of Hawaii. If the intent is to hiring more local people and have them live in Hawaii then please take into account the impact of this bill would have on the people of Hawaii.

Sincerely,

Cynthia Sato

February 12, 2025

The Honorable Ronald D. Kouchi
Hawaii State Senator
President and Members of the Senate
Thirty-Third State Legislature
Hawaii State Capitol, Room 409
Honolulu, Hawaii 96813

Subject: SB 1093 – Relating to Parking Demand Management

Dear President Kouchi and Members of the Senate:

I am asking the legislature to oppose the subject Senate Bill 1093 because passage of this bill will cause more distress than benefits.

Currently, I am a State employee and I park in an assigned parking location. A daily parking rate without an assigned location will cause confusion of where available parking spots are located. Would the state employee have to drive to different parking structures just to see where there are available parking spots?

I do not know how the calculation of the 3 to 7 years average wait time came about. All the state employees that I know including new hires did not have to wait anywhere close to 3 to 7 years to receive parking.

There are state employees who really do need parking because of their living situations, raising the parking price does not consider who needs parking, but who can afford parking.

I believe this bill needs more research beyond focus groups to determine a solution that will benefit all state employees.

Thank you for considering my concerns on Senate Bill 1093.

Sincerely,
Matthew Morita

Testimony on Senate Bill 1093: Relating to Parking Demand Management - OPPOSE
Committee on Government Operations and
Committee on Transportation and Culture and the Arts
Thursday, February 13, 2024, 3:03 p.m.

Aloha Chair McKelvey, Chair Lee, Vice Chair Gabbard, Vice Chair Inouye, and members of the joint committee:

Mahalo for the opportunity to submit testimony on Senate Bill 1093, which proposes to establish a parking demand management program, requires the Department of Accounting and General Services (DAGS) to transition all state employee monthly parking options to daily rate parking, requires DAGS to procure a parking reservation software, and creates 2.0 FTE positions.

I appreciate the intent of this bill to reduce ground transportation emissions for our State and sympathize with frustrated state employees who are on a long waitlist for parking. However, I respectfully oppose this measure and offer comments specifically on language to transition all state employee monthly parking options to daily rate parking and increasing employee parking rates.

Comments

- **Increased Financial Burden on Employees**
Switching to a daily rate parking based on market rate would place an unpredictable financial burden on state employees, particularly those who rely on their vehicles to commute to work, and especially those with lower wages already struggling to meet basic living expenses and living paycheck to paycheck. It is no surprise that Hawaii has the highest cost of living in the U.S. ⁱ The 2024 Aloha United Way ALICE (Asset Limited, Income Constrained, Employed) reportⁱⁱ revealed the financial struggles faced by ALICE households and showed the need to address rising living costs. That report showed that one in three Hawaii households considered moving away over the past year due to the high cost of living. The State Databook shows a decrease in Hawaii's population. ⁱⁱⁱ
- **Impact on Multi-Generational Families**
The proposed increase of employee parking rates would have negative impacts on state employees and our families, as many of us are part of the sandwich generation responsible for raising our children and caring for our aging parents. According to a 2013 Pew Research Center report, "the financial burdens associated with caring for multiple generations of family members are mounting."^{iv}

Eldercare alone is stressful, and having guaranteed monthly parking relieves some of that stress. Caring for my aging parent includes taking time off from work, going home to pick her up, personally taking her to the doctor to discuss her ailments, diagnosis, and prognosis, and stopping at the pharmacy to pick up her prescriptions. Hiring a professional medical transport for my mother is not feasible; I need to accompany her to appointments because she speaks English as a second language and has demonstrated a decline in memory.
- **Negative Impact on Employee Retention and Recruitment**
State employees value stability and fairness in their compensation and benefits packages, and increased parking rates are likely to affect morale, job satisfaction, retention, and recruitment. By increasing parking fees to market rate, the State may be perceived as placing the burden of

additional costs on its employees, further exacerbating challenges in retention and recruitment. Employees might seek alternative work opportunities that offer more predictable and affordable commuting benefits, leading to higher turnover rates and increased recruitment and training costs for the State.

Although the bill seeks to address the waiting list for parking, the market rate daily parking can be a double-edged sword for recruitment for the State, which had a 27% vacancy for civil service positions.^v During our interviews with job applicants, we disclose that our agency is not able to guarantee that parking is available. Because of this, candidates decline a job offer. If the parking demand management strategy is implemented, candidates may still decline when presented with market-rate daily parking.

- **Parking Considerations Downtown**

The proposed daily rate parking change may also inadvertently encourage employees to seek street parking in outlying neighborhoods around Downtown Honolulu, creating new problems for the high-density areas of Kaka'ako, Nu'uuanu, Makiki, and Kalihi. It is likely that State employees will be competing for street parking with employees of the City & County of Honolulu, The Queen's Medical Center, and other large employers. One example is the impact of University of Hawaii students who seek street parking in the Mānoa-McCully area when school is in session.

Recommendations

I support the effort towards the reduction of ground transportation emissions and commend the decades of work by the Oahu Metropolitan Planning Organization (OMPO) and the State Department of Transportation (DOT). While the tone of Senate Bill 1093 disincentivizes state employee parking overall, a holistic approach to incentivize alternative modes of transportation and improve infrastructure would be more positive and welcoming.

I respectfully offer recommendations for consideration:

- Initiate multi-agency collaboration to include OMPO, DOT, City & County Department of Transportation Services (DTS), Oahu Transit Services Inc. (OTS), The Bus, Honolulu Authority of Rapid Transportation (HART), Hawaii Bicycling League, and Biki Bikes. Perhaps even engage a runners' organization to serve as a subject matter expert on "run commuting."
- Promote carpool, carshare, and private vanpool services.
- Plan, design, and construct a dedicated, protected, and safe bike lane in the transportation corridors between Aiea and Downtown Honolulu, which are North School Street, North King Street, and/or Kamehameha Highway/Dillingham Boulevard. Note that according to DOT's Bike O'ahu Map, a portion of Nimitz Highway is not bicycle friendly.^{vi}
- Implement a *graduated* parking demand management program for state employees when Skyline's operations from Kualaka'i East Kapolei Station to the Ka'ākaukui (Civic Center) Station are fully functional.

- Review and initiate employment policies such as a compressed workweek (i.e. a four-day workweek model), remote work/teleworking opportunities, and other innovative approaches that would be conducive for various functions of departments.

Summary

I strongly urge you to reconsider this legislation that would change employee parking from a monthly fee to a daily market-rate fee and consider alternatives to incentivize alternate modes of transportation. The change to daily market-rate parking will financially disrupt employees' ability to plan and budget, negatively affect morale, and likely introduce a host of logistical issues related to parking and traffic in surrounding neighborhoods. I ask that you prioritize the interests of Hawaii's working families and state employees by maintaining the existing monthly fee structure, which provides financial predictability, fairness, and support for our government employees.

Thank you for your time and consideration of this important issue.

Sincerely,

Ruth Academia Baker

ⁱ "Hawaii has the highest cost of living in the U.S.: The state has 'really high home prices' and expensive goods, expert says," <https://www.cnbc.com/2024/11/03/states-highest-living-cost-realtor-com.html>, November 3, 2024.

ⁱⁱ 2024 Aloha United Way ALICE Report, <https://www.auw.org/about/alice-initiative/alice-reports/>, January 2025.

ⁱⁱⁱ Table 1.07–Percentage Change in Resident Population, by county, 2021 to 2023, and Annual Growth Rate, 1990 to 2023," The State of Hawaii Data Book 2023, <https://files.hawaii.gov/dbedt/economic/databook/db2023/section01.pdf>,

^{iv} "The Sandwich Generation: Rising Financial Burdens for Middle-Aged Americans," Pew Research Center, <https://www.pewresearch.org/social-trends/2013/01/30/the-sandwich-generation/>, January 30, 2013.

^v "Where Are The Workers? Last Month 27% Of State Government Civil Service Positions Were Vacant," <https://www.civilbeat.org/2024/01/where-are-the-workers-last-month-27-of-state-government-civil-service-positions-were-vacant/>, Civil Beat, January 9, 2024.

^{vi} Bike O'ahu map, Department of Transportation, <https://hidot.hawaii.gov/highways/bike-map-oahu/>

Dear Chair, Vice Chair, and Members of the Committee,

My name is Jaika Aila Solis, and I am submitting a testimony in support of SB1093, which aims to alleviate traffic congestion on our busy roads by implementing a parking demand management program for state employees. The proposal is to create a reservation-based parking system, allowing employees to reserve parking spots. Additionally, parking rates would shift from monthly to daily rates. The objective is to encourage employees to explore alternative commuting methods, such as using public transportation or carpooling.

I believe these ideas are both feasible and effective. I reside in Ewa Beach, and it takes me approximately 1 hour and 30 minutes to commute to my workplace in town due to traffic. I leave home at 6:30 a.m. and do not arrive at work until 8:00 a.m. This bill has the potential to reduce traffic congestion and promote creative transportation solutions for Hawaii residents. Our roads are often congested because many households own more than one vehicle, and residents typically drive alone. By encouraging alternative transportation methods, we can help alleviate this issue, potentially offering financial benefits to residents as well.

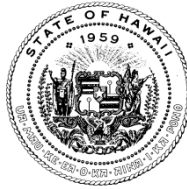
One key aspect of the bill is the introduction of a parking reservation system. This would allow residents to reserve parking spots on a daily basis, ensuring that parking spaces are used efficiently. Currently, the monthly parking permit system reserves spots for individuals who may not use them every day. A reservation system would be more sustainable and equitable, offering greater access to parking spots, particularly as waitlists for parking are often long and limit opportunities for others to secure convenient spots.

I believe this bill can help residents save money, improve traffic flow, and enhance overall road safety in Hawaii. When people are running late, they tend to drive aggressively, which can lead to more accidents. By reducing congestion and encouraging alternative commuting, we may see a reduction in traffic-related accidents.

These are just a few of the many benefits that could result from the approval of this bill.

Thank you for your time and consideration,

Sincerely,
Jaika Aila Solis



LATE

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 13, 2025
3:03 P.M.
State Capitol, Room 225

S.B. 1093
RELATING TO PARKING DEMAND MANAGEMENT

Senate Committees on Government Operations and
Transportation and Culture and the Arts

The Hawaii Department of Transportation (HDOT) respectfully **opposes S.B. 1093**, which mandates a shift from monthly parking permits to a daily parking system for state employees. While we support efforts to manage parking demand and encourage sustainable transportation, a daily parking system presents significant operational, financial, and logistical challenges.

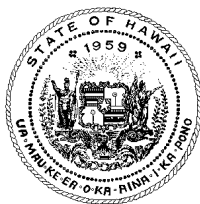
Many state employees rely on the stability of monthly parking permits. A daily system could create uncertainty, particularly for those with irregular hours or limited transportation alternatives. Additionally, implementing and maintaining the required reservation software and enforcement mechanisms could result in costs exceeding potential revenue.

Beyond financial concerns, this change could negatively impact workforce morale and retention. Unpredictable parking availability may disproportionately affect employees with long commutes, increasing congestion and inefficiencies at state facilities. Without a guaranteed spot, employees may need to arrive earlier, reducing productivity.

HDOT urges the Committees to consider amendments that preserve the option of monthly parking while exploring alternative parking management solutions.

Thank you for the opportunity to provide testimony.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



TOMMY JOHNSON
DIRECTOR

Melanie Martin
Deputy Director
Administration

Pamela J. Sturz
Deputy Director
Correctional Institutions

Sanna Muñoz
Deputy Director
Rehabilitation Services
and
Programs

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
**DEPARTMENT OF CORRECTIONS
AND REHABILITATION**
*Ka 'Oihana Ho'omalua Kalaima
a Ho'oponopono Ola*
1177 Alakea Street
Honolulu, Hawaii 96813

No. _____

TESTIMONY ON SENATE BILL 1093
RELATING TO RELATING TO PARKING DEMAND MANAGEMENT.

by
Tommy Johnson, Director
Department of Corrections and Rehabilitation

Senate Committee on Government Operations
Senator Angus L.K. McKelvey, Chair
Senator Mike Gabbard, Vice Chair

Committee of Transportation and Culture and the Arts
Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair

Thursday, February 13, 2025; 3:03 p.m.
State Capitol, Conference Room 225 & via Videoconference

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

The Department of Corrections and Rehabilitation (DCR) opposes Senate Bill (SB) 1093, which proposes to establish a parking demand management program and requires the Department of Accounting and General Services (DAGS) to transition all state employee monthly parking options to daily rate parking. Further, the bill requires the DCR to procure parking reservation software, and appropriates funds to create two (2) permanent full-time positions.

While the measure serves to reduce the amount of vehicle miles traveled, and provide for more efficient use of parking resources, the reality is that requiring state employees to pay more for parking will result in a tremendous financial burden for our public servants.

The state as an employer already faces challenges in filling position vacancies because we are competing with the private-sector which pays higher salaries, and have more lucrative benefit packages. Passage of this bill will further stifle the state's ability to hire the best and the brightest, as they will opt to take jobs in the private sector, which often covers the cost of parking.

Moreover, there is no disputing Hawaii's high cost of living. In a recent report, Aloha United Way found that one in three families are considering leaving the state due to the high cost of living. Raising parking rates for state employees may be the "final straw" for state employees to relocate to a location they can afford.

Thank you for the opportunity to provide testimony in opposition to SB 1093.