



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

**ON THE FOLLOWING MEASURE:
H.B. NO. 2034, RELATING TO TRANSPORTATION.**

**BEFORE THE:
HOUSE COMMITTEE ON TRANSPORTATION**

DATE: Tuesday, February 3, 2026 **TIME:** 10:30 a.m.

LOCATION: State Capitol, Room 430

TESTIFER(S): Anne E. Lopez, Attorney General, or
Yvonne R. Shinmura, Deputy Attorney General

Chair Kila and Members of the Committee:

The Department of the Attorney General offers the following comments.

The bill's purpose is to require the Department of Transportation, in coordination with each county's transportation agency or department, to establish a pilot program to offer fully subsidized public transit passes for all department employees and to appropriate general funds for that purpose.

The funding for the pilot program is for fiscal year 2026-2027, however, the bill does not specify the time period for the pilot program. Because the funding is for one year, it is recommended that the term of the pilot program be defined at page 3, line 13, to "establish a one-year pilot program," for consistency, or that the term of the pilot project be otherwise specified.

We respectfully ask the Committee to consider our comments.

Thank you for the opportunity to testify.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

February 3, 2026 at 10:30AM
Conference Room 430

HB 2034 **Relating to Transportation**

Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 2034**, which would require and appropriate funds for the Department of Transportation to establish a pilot program to offer fully subsidized public transit passes for department employees.

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, but 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.

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

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

transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, 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

JOSH GREEN, M.D.
GOVERNOR OF HAWAII
KE KIA'ĀINA O KA MOKU'ĀINA 'O HAWAII'



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DIRECTOR OF HEALTH
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Testimony in SUPPORT of H.B. 2034
RELATING TO TRANSPORTATION

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date: February 3, 2026

Room Number: Conference Room 430
and Videoconference

- 1 **Fiscal Implications:** The Department of Health (DOH) defers to the Department of Transportation (DOT) for fiscal implications of implementation.
- 2
- 3 **Department Position:** The DOH supports the public health implications of House Bill 2034 (H.B. 2034), which requires and appropriates funds for the DOT to establish a pilot program to offer fully subsidized public transit passes for department employees.
- 4
- 5
- 6 **Department Testimony:** Despite Hawaii's favorable climate, geography, and reputation for active outdoor living, only 33% of adult Hawaii residents, in 2023, met federal guidelines for physical activity.¹ Most transit-based commutes incorporate walking or cycling to and from transit stops, helping employees meet recommended physical activity levels; research indicates that transit users are nearly four times more likely to meet daily physical activity recommendations compared to non-users, significantly reducing risks of obesity, type 2 diabetes, and cardiovascular disease. Through this pilot program to fully subsidized public transit passes, the State will incentivize and proactively advance an active transportation framework that integrates physical activity into the daily routines of the public workforce.
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¹ Hawaii Health Data Warehouse, Hawaii State Department of Health, Behavioral Risk Factor Surveillance System, 2023.

1 Current data from the Oahu Metropolitan Planning Organization's 2024 focus groups
2 reveals a significant latent demand for this shift, with 54% of state employees reporting they
3 would ride public transit if passes were fully subsidized.² This measure also addresses a critical
4 policy imbalance: the State currently provides an indirect parking subsidy for downtown
5 Honolulu stalls valued between \$130 and \$238 per month, while offering no equivalent subsidy
6 for transit or active modes. Successful models in municipalities like Philadelphia³ and
7 Pittsburgh⁴, as well as the State of Washington⁵, have demonstrated that such programs can
8 increase transit trips among employees by up to 40% and are highly effective in reducing solo
9 driving.

10 This measure supports Hawaii's commitment to Vision Zero by incentivizing a shift away
11 from single-occupancy vehicles, which reduces total vehicle miles traveled and road congestion.
12 Promoting transit through this pilot program would allow employees to model healthy
13 behavior, and add to the incremental steps towards building pedestrian friendly built
14 environments.

15 **Offered Amendments:** None

16 Thank you for the opportunity to testify on this measure.

² Oahu Metropolitan Planning Organization. State Employee Transportation Demand Management Study: 2024 Focus Group Findings. Honolulu, HI: OahuMPO; 2024. <https://engage.oahumpo.org/transportation-demand-management-tdm-study>

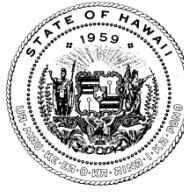
³ City of Philadelphia. City workers ride SEPTA for free extension. Published May 28, 2025. Accessed February 1, 2026. <https://www.phila.gov/2025-05-28-city-workers-still-ride-septa-for-free/>

⁴ Pittsburgh Regional Transit. Bulk Pass Pilot Summary and Next Steps. Pittsburgh, PA: PRT; 2024. <https://www.rideprt.org/bulkpilot>

⁵ Washington State Department of Transportation. 2025 Transportation Mobility Report. Olympia, WA: WSDOT; 2025. <https://wsdot.wa.gov/sites/default/files/2025-12/2025Mobility-Report-PublicTransportation.pdf>

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

JOSH GREEN, M.D.
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KE KIA'ĀINA



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

Tuesday, February 3, 2026
10:30 a.m.
State Capitol, 430

**HB2034
RELATING TO TRANSPORTATION**

House Committee on Transportation

The Department of Transportation (DOT) supports House Bill No. 2034, which seeks to require and appropriate funds for the Department of Transportation to establish a pilot program offering fully subsidized public transit passes for department employees.

This legislation is anticipated to increase transit ridership and aligns with the DOT's Energy Security and Waste Reduction Plan which recommends increased Transportation Demand Management (TDM) strategies that incentivize shared and active modes of transportation, including employee transit passes. Employee transit passes have proven to be an effective TDM tool in multiple other jurisdictions that reduce single-occupancy vehicle trips and therefore traffic, alleviate parking congestion, and cut employee commuting costs. By providing subsidized or free transit passes, companies as well as government agencies decrease traffic, lower emissions, and improve employee retention. Increased public transportation ridership translates to fewer cars on the road, which improves overall traffic flow, reduces parking congestion, and maximizes existing infrastructure.

Distributing transit passes is strongly associated with a decrease in the number of vehicle trips. Once employees receive a pass, their likelihood of using public transit rises significantly. The DOT is especially interested in how this pilot program may attract and allow the DOT to retain the next generation of Hawaii's transportation professionals. Numerous studies and surveys have found that the younger generation is less likely to drive, more likely to take public transportation if affordable, and desires to live, work and play in communities where they can walk, bike, roll and/or ride transit. If effective in employee recruitment and retention, this pilot program may be able to help many agencies.

The bill recognizes that state employees parking is partially subsidized without similar support for public transit or active transportation modes. Also, in many state buildings, there is a long waiting list to secure an employee parking spot, and therefore the benefit of partially subsidized parking is not afforded to all employees. This disparity between

types of commuters who benefit, and the limited number of employees who receive the parking benefit, creates an uneven playing field that misses an opportunity to encourage environmentally responsible commuting choices. The proposed pilot program addresses this gap by integrating fully subsidized transit passes into all employee badges, consistent with existing transit pass badging programs. The pilot program has the potential to provide valuable data and insights on employee commuting patterns and the effectiveness of transit incentives. This information can be instrumental in shaping future policies and programs aimed at promoting sustainable transportation options across the state.

The proposed pilot program also empowers state employees to help make measurable and trackable progress to meet the state's statutorily established emission reduction targets.

We appreciate the legislature's proactive approach in addressing transportation-related environmental concerns and providing the necessary funding to implement this pilot initiative.

Thank you for the opportunity to testify in support of this bill.

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

DEPARTMENT OF TRANSPORTATION SERVICES

KA 'OIHANA LAWELAWE 'ŌHUA

CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR
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J. ROGER MORTON
DIRECTOR
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HONGLONG LI, Ph.D, P.E.
DEPUTY DIRECTOR
HOPE PO'O

TESTIMONY OF J. ROGER MORTON
DIRECTOR OF TRANSPORTATION SERVICES

BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION

Tuesday, February 3, 2026, 10:30 AM
Conference RM 430 and Via Videoconference

TO: Rep. Darius K. Kila, Chair, Rep. Tyson K. Miyake, Vice Chair, and Members of the Committee on Transportation

RE: SUPPORT OF HOUSE BILL 2034, RELATING TO TRANSPORTATION

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation. My name is J. Roger Morton, and I serve as the Director of the Department of Transportation Services (DTS) for the City and County of Honolulu (City).

DTS strongly supports HB 2034, which would require and fund the Hawai'i Department of Transportation (HDOT) to establish a pilot program providing fully subsidized public transit passes as a commuter benefit option for HDOT employees.

HB 2034 aligns with a proven, practical strategy to reduce single-occupant vehicle trips, improve affordability for workers, and support long-term transit ridership growth. At the City, we implemented a two-year pilot program for City workers effective July 1, 2025, providing fare-free access to TheBus and Skyline for all City workers. The early outcomes were extremely encouraging:

- Transit ridership by City workers increased from approximately 5,500 trips per month, to approximately 22,000 trips within the first six months of the pilot; and
- The number of City employees using transit at least once per month increased from approximately 200 employees to nearly 1,100 employees.

These results demonstrate that a fully subsidized transit benefit can create an immediate and measurable shift in travel behavior.

The concept behind HB 2034 is consistent with benefits already provided in other sectors. For example, federal employees have access to commuter benefit programs that can provide up to \$315 per month, per employee, to purchase transit passes. In addition, in Honolulu, more than 200 employers already provide commuter benefits

House Committee on Transportation
H.B. No. 2034, RELATING TO TRANSPORTATION
February 3, 2026

through HOLO, reinforcing that transit commuter programs are both feasible and effective for large and small employers alike.

HB 2034 would help ensure that HDOT employees have comparable access to a modern commuter benefit—while supporting broader transportation, climate, and congestion reduction goals.

DTS values HDOT's leadership and is prepared to work collaboratively to support implementation in a manner that is efficient, accountable, and scalable, including coordination related to the HOLO system and employer program administration.

HB 2034 represents a forward-looking policy approach to reduce commuting costs for public employees and increase use of existing transit infrastructure. In doing so, it supports the State's broader goals of reducing emissions, reducing congestion, and strengthening the ridership base for local transit. For these reasons, DTS strongly supports HB 2034.

Mahalo for the opportunity to provide testimony.



UNITED PUBLIC WORKERS

AFSCME Local 646, AFL-CIO

HOUSE OF REPRESENTATIVES THE THIRTY-THIRD LEGISLATURE REGULAR SESSION OF 2026

COMMITTEE ON TRANSPORTATION

Rep. Darius K. Kila, Chair
Rep. Tyson K. Miyake, Vice Chair

Tuesday, February 3, 2026, 10:00 AM
Conference Room 430 & Videoconference

Re: Testimony on HB2034 – RELATING TO TRANSPORTATION

Chair Kila, Vice Chair Miyake, and Members of the Committee:

The United Public Workers, AFSCME Local 646, AFL-CIO (“UPW”) is the exclusive bargaining representative for approximately 12,000 public employees, which includes blue collar, non-supervisory employees in Bargaining Unit 1 and institutional, health, and correctional employees in Bargaining Unit 10, in the State of Hawaii and various counties.

UPW **supports** HB2034, which requires and appropriates funds for the Department of Transportation (“DOT”) to establish a pilot program to offer fully subsidized public transit passes for department employees.

As stated in the bill, the State currently provides limited transit benefits for its employees, which include pre-tax payroll deductions to purchase transit passes or pay for parking, as well as an indirect subsidy for those employees who are fortunate to secure a parking stall in a State-managed lot within Honolulu’s civic center. However, these transit benefits are Oahu-centric and only apply to executive branch employees.

While the pilot program in this measure would only benefit DOT employees, we believe this is an opportunity to extend this benefit to our DOT members on the neighbor islands. UPW is currently unaware of how many of our DOT members currently utilize public transit to report to work, but we sense that the offer of fully subsidized public transit passes would result in greater utilization.

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



FEBRUARY 3, 2026

HOUSE BILL 2034

CURRENT REFERRAL: TRN

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Kris Coffield,
President

David Negaard,
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Director

Beatrice DeRego,
Director

Corey Rosenlee,
Director

Amy Zhao,
Policy and Partnerships Strategist

POSITION: SUPPORT

Imua Alliance supports HB 2034, relating to transportation, which requires the Department of Transportation to establish a pilot program to offer fully subsidized public transit passes for department employees.

Imua Alliance is a Hawai'i-based organization dedicated to ending all forms of exploitation, including the interconnected emergencies of climate change and sexual violence. According to research conducted by Michael B. Gerrard from Colombia Law School, modern-day slavery tends to increase after natural disasters or conflicts where large numbers of people are displaced from their homes. In the decades to come, says Gerrard, climate change will very likely lead to a significant increase in the number of people who are displaced and, thus vulnerable, to gender abuse.

This measure is grounded in clear evidence that transportation is one of Hawai'i's largest sources of greenhouse gas emissions. Ground transit accounts for 38% of transportation emissions in the state, and light-duty vehicles make up 85% of that share. Reducing dependence on single-occupant vehicles is thus essential to meeting Hawai'i's decarbonization goals as articulated in state climate plans and legal mandates.

State data also show that commuter behavior responds to financial incentives. Focus groups conducted by the O'ahu Metropolitan Planning Organization in 2024 found that 54 percent of respondents would ride public transit to work if transit passes were fully subsidized or discounted, and 48 percent said they would walk, bike, or use micromobility options if they received a financial incentive. These findings indicate that removing cost barriers can shift travel patterns toward more sustainable and healthy modes of transportation.

Beyond environmental benefits, subsidized transit passes can advance equity and public health. According to national research and public health

studies compiled by the American Public Transportation Association in 2024, increased use of public transit reduces air pollution exposure and traffic-related injuries, improves cardiovascular health through incidental physical activity, and lowers transport cost burdens that disproportionately affect low- and moderate-income households. Ensuring access to transit supports families' financial stability and reduces stress associated with commuting expenses.

This bill also aligns with health and climate justice principles by encouraging active transportation choices, such as walking and bicycling, which are associated with better physical and mental health outcomes. Subsidizing transit for state employees sets a model for workplace commuter benefits and reinforces the state's leadership in addressing transportation emissions.

Importantly, subsidized public transit can improve job retention and workforce satisfaction. Other jurisdictions, such as Redmond, Washington and Nashville, Tennessee, have implemented subsidized or free transit benefit programs for public employees and reported increased employee retention, decreased tardiness, and higher rider satisfaction, demonstrating real practical benefits in addition to environmental gains.

For these reasons, Imua Alliance urges the Legislature to pass HB 2034. This bill supports Hawai'i's decarbonization commitments, promotes healthy and equitable transportation choices, and invests in a sustainable future for all residents.

With aloha,

Kris Coffield

President, Imua Alliance



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 House of Representatives
Committee on Transportation

Testimony by
Hawaii Government Employees Association

February 3, 2026

H.B. 2034 — RELATING TO TRANSPORTATION

The Hawaii Government Employees Association, AFSCME Local 152, AFL-CIO supports H.B. 2034, which requires and appropriates funds for the Department of Transportation to establish a pilot program to offer fully subsidized public transit passes for department employees.

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

If the implementation and utilization of this pilot program is successful, then it should be expanded to all state employees. Many employees regardless of department utilize public transportation, and we anticipate that more employees will use public transportation once the final phase of the Honolulu Skyline project is completed as many departments have large offices near the final two stops of the project. Furthermore, this benefit, if implemented for all state employees, would help the state remain competitive with the City and County of Honolulu as they already offer this benefit to all city employees.

Thank you for the opportunity to provide testimony in support of on H.B. 2034.

Respectfully submitted,

Randy Perreira
Executive Director



To: The House Committee on Transportation (TRN)
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, February 3, 2026, 10:30am

In strong support of HB2034

Aloha Chair Kila, Vice Chair Miyake, and Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org is in **strong support of HB2034** that would require and appropriate funds for the Department of Transportation to establish a pilot program to offer fully subsidized public transit passes for department employees.

The climate crisis is not a future threat but a present reality. In 2021, Hawaii became the first state in the nation to officially declare a climate emergency, calling for an immediate, just transition and emergency mobilization effort to reduce carbon pollution and restore a safe climate.

In Hawaii, transportation is the largest source of greenhouse gas emissions; with ground transportation making up 38% of transportation emissions in the State. In 2024, the Hawaii Department of Transportation (HDOT) reached an unprecedented settlement in *Navahine v. HDOT*, with a commitment to protect children's constitutional rights to a life-sustaining climate system and to preserve Hawaii's public trust resources for present and future generations. As part of this commitment, the state is required to achieve a zero-emissions transportation system by 2045.

The settlement requires steps be taken to achieve the state's decarbonization goals. Reducing vehicle miles traveled (VMT) by commuters was identified as a key strategy to reduce carbon pollution and achieve this objective. Promoting the use of public transit is an effective, common-sense approach to reduce VMT.

Encouraging a shift from private vehicles to public transportation directly supports state decarbonization goals. Evidence shows that when transit passes are subsidized or made free, employees are significantly more likely to choose public transportation. HB2034 would encourage the use of public transit, while reducing both personal commuting costs and environmental impact.

The state already subsidizes parking for its employees. Policies that result in replacing car trips with public transit not only benefit employees, they benefit all of us by the reduction in traffic congestion and carbon pollution.

We are in a climate emergency. We need to act like it. To protect our climate and future, we need ambitious efforts like HB2034. We urge you to PASS this important legislation.

Mahalo for the opportunity to testify on this measure.

Sherry Pollack
Co-Founder, 350Hawaii.org

HB-2034

Submitted on: 2/2/2026 3:30:05 PM
Testimony for TRN on 2/3/2026 10:30:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|--------------|-------------------|--------------------|-------------------|
| Dave Mulinix | Greenpeace Hawaii | Support | Remotely Via Zoom |

Comments:

Aloha Chair, Vice Chair & TRN Committee,

My name is Dave Mulinix, Greenpeace Hawaii State Representative, on behalf of our thousands members and supporters statewide we Stand In Strong Support of HB2034 that would require and appropriate funds for the Department of Transportation to establish a pilot program to offer fully subsidized public transit passes for department employees.

This bill has many positive aspects not only does it provide an experience that will demonstrate to public employees that riding public transportation can just as easily get them to their destination as driving an individual car. It will help to take thousands of vehicles off our roads, reducing traffic congestion and most importantly cut Hawaii's greenhouse gas emissions to help us reach our zero emission transportation system goals.

As the Hawaii State Legislature noted in 2021 that we are already in a growing Climate Emergency. We are already experiencing the effects of the growing Climate Crisis here in Hawaii with homes on the north shore of Oahu falling in the ocean, our extended drought conditions, and the global warming caused firestorm that obliterated Lahaina. And this is just the beginning of the devastation we are facing if we don't make a concerted effort to get off of fossil fuels as quickly as possible.

This bill is also an excellent step in the right direction and it helps to fulfills the agreement reached in the Navahive vs HDOT settlement.

Mahalo for your kind attention.

Dave Mulinix, Statewide Representative

Greenpeace Hawaii



REPRESENTATIVE DARIUS K. KILA, CHAIR
REPRESENTATIVE TYSON K. MIYAKE, VICE-CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

TESTIMONY REGARDING HOUSE BILL NO. 2034 RELATING TO TRANSPORTATION

February 3, 2026 10:30 A.M.
Conference room 430 & videoconference
415 South Beretania Street

Aloha Chair Kila, and members of the Committee,

Earthjustice submits this testimony in support of HB2034 to reduce climate-harming emissions by encouraging public employees to use multi-modal travel options, especially public transit.

Earthjustice is a public interest law firm with 30 years of experience advocating for the environment and public health in the Hawaiian Islands. In 2022, we joined forces with Our Children's Trust, to represent 13 young plaintiffs in groundbreaking youth-led climate lawsuit, *Navahine F., et al v. Hawai'i Dep't of Transportation*, because transportation is the single largest source of climate-harming emissions in Hawai'i. This case resulted in the equally historic court-enforced settlement that commits the department to achieve key benchmarks towards decarbonizing Hawai'i's transit system before 2045.

HB2034 proposes a pilot program in the state Department of Transportation to provide a fully subsidized transit pass to interested employees. This policy is consistent with the *Navahine* settlement because it would reduce greenhouse gas emissions by encouraging state employees to use multi-modal options to commute to work. As noted in the bill, a survey of all state employees found that more than half of respondents would opt out of driving to work if a financial incentive on par with current parking benefits were provided. This bill provides an important to test and assess the likely success of a broader bus pass program for state employees.

Mahalo for the opportunity to express our support for this important bill.