



*Be It Enacted by the Legislature of the State of Hawaii:*

**SECTION 1. Findings and purpose.** The legislature finds that rush-hour traffic on the major arteries leading into and out of Honolulu has reached levels exceeding practical capacity of existing facilities. The traditional approaches taken to alleviate traffic congestion have been to build more highways and to develop large mass transit systems. However, these capital intensive approaches are expensive and can give rise to concerns about the environment from the standpoint of aesthetics and limited land resources. Moreover, the approaches involve large construction projects that take many years to complete and that often exacerbate traffic congestion during the construction period.

The legislature finds that there are alternative means of addressing the traffic congestion problem that can be implemented relatively quickly. These alternatives would not necessarily replace the traditional approaches which are more costly and potentially environmentally objectionable, but would promote more efficient use of existing facilities and help reduce the need for additional highway and mass transit projects.

The legislature finds that one such alternative is large-scale staggering of work and school hours. Although present law grants the governor power to modify public school, agency, and business office hours, studies have found that for the staggering of school hours to be effective in reducing congestion, the hours of private schools, the University of Hawaii, and colleges in Honolulu have to be staggered as well. According to one study (the 1985 report by Kaku Associates entitled School Hours Change Study), the private schools contribute fifty percent of the morning peak school-related traffic on the major traffic corridors into Honolulu, the University of Hawaii system and other colleges in Honolulu contribute thirty-nine per cent and public high schools contribute eleven per cent of the school-related morning peak traffic on the major traffic corridors into Honolulu. If the University, colleges, and public high schools were to modify their starting times, peak period travel time for morning commuters on the major corridors leading into Honolulu could be reduced.

The legislature further finds that a second alternative to staggering work and school hours in order to reduce peak hour congestion is to remove altogether the need to travel into the primary urban center.

One means of doing this is to convert employee schedules from a five-day to a four-day workweek. This would reduce the need to travel into urban Honolulu during peak traffic hours by one day, or twenty per cent, for those employees participating. The legislature finds that this four-day workweek could be offered to state government employees working in urban Honolulu where work requirements permit and where appropriate agreements have been worked out with representatives of the respective collective bargaining units.

Another means of removing the need to travel into the primary urban center would be to decentralize locations of employment. The State has plans to expand state government office space in the Civic Center area by forty-five per cent by the year 1995. The legislature finds that traffic congestion in the primary urban center could be reduced if this expansion could proceed outside the primary urban center in an Ewa direction where city development plans are slated to direct thirty per cent of Oahu's projected population growth by the year 2000.

The purpose of this Act is to propose amendments to the Hawaii Revised Statutes to enable the governor to explore alternatives to traditional, capital intensive traffic solutions.

## ACT 212

SECTION 2. Chapter 103, Hawaii Revised Statutes, is amended by adding a new section to be appropriately designated and to read as follows:

**"§103- Contract provisions to consider traffic.** Unless otherwise prohibited by law, all public contracts awarded under this chapter shall consider the extent to which the work undertaken pursuant to the contract will increase traffic congestion during peak traffic hours. The contract shall contain provisions to reasonably minimize any adverse impact."

SECTION 3. Section 80-1, Hawaii Revised Statutes, is amended to read as follows:

**"§80-1 Office hours.** Offices of the State and counties and independent boards and commissions thereof shall be open for the transaction of public business between the hours of 7:45 a.m. and 4:30 p.m., Monday to Friday, inclusive. By executive order, the governor may modify the hours of business offices, other agencies, and schools, including but not limited to state universities, in order to meet a demonstrated need for public services, to provide for the efficient operation of business, to encourage energy conservation, and to reduce traffic congestion. Offices shall be closed on Saturday, except those which public convenience require shall remain open from 8 a.m. to noon on Saturday. Offices open on Saturday may be staffed with a skeleton force. A lunch period of forty-five minutes will be allowed all governmental personnel, which shall not constitute working time under this section."

SECTION 4. If any provision of this Act, or the application thereof to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of the Act which can be given effect without the invalid provision or application, and to this end the provisions of this Act are severable.

SECTION 5. New statutory material is underscored.<sup>1</sup>

SECTION 6. This Act shall take effect upon its approval.

(Approved June 12, 1987.)

### Note

1. Edited pursuant to HRS §23G-16.5.