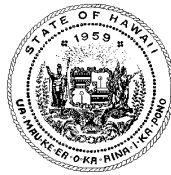


JOSH GREEN, M. D.
GOVERNOR
KE KIA'ĀINA

SYLVIA LUKE
LT. GOVERNOR
KA HOPE KIA'ĀINA



BRENN 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
BRENN H. HASHIMOTO
Director, Department of Human Resources Development

Before the
SENATE COMMITTEE ON LABOR AND TECHNOLOGY
SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Monday, February 10, 2025
3:00 PM
State Capitol, Conference Room 224

In consideration of
SB 396, RELATING TO COMMUTING

Chair Aquino, Chair Lee, and members of the Committee on Labor and Technology and Committee on Transportation and Culture and the Arts:

The Department of Human Resources Development (HRD) offers the following comments for SB 396.

The purpose of SB 396 is to require HRD, in consultation with the Hawai'i climate change mitigation and adaptation commission, state energy office, and the department of accounting and general services, to develop and implement a commuting choice benefit program for all state employees regardless of the mode of transportation and requires HRD to submit a progress report to the legislature.

- This bill requires HRD to develop and implement a comprehensive commuting choice benefit 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, as well as agencies that do not fall under the executive branch.
- Currently, HRD offers the Pre-Tax Transportation Benefit Pilot Program (PTBP Program), authorized under section 132(f) of the Internal Revenue Code (IRC) of 1986, as amended, which allows employers to deduct, on a pre-tax basis, qualified transportation benefits, such as:
 - A seat in a commuter highway vehicle between the employee's home and worksite (i.e., vanpool).

- Qualified parking
 - Public transit passes (i.e., bus, rail, or ferry)
 - Qualified bicycle commuting reimbursement (\$20) – suspended until 2026 pursuant to the Tax Cut and Jobs Act of 2017
- As of June 30, 2024, a total of 4,111 employees were enrolled in payroll deductions for their DAGS parking fees, while 260 employees participated in the pre-tax deduction program for their monthly bus pass fees.
 - Alternative modes of commuting, such as walking, rolling using a wheelchair or other mobility aid, car sharing, and biking are not covered under section 132(f), IRC. Therefore, any reimbursement or financial incentives provided for these modes of commuting will be considered taxable and reported as income.
 - The proposed bill does not include an appropriation. In the case of the current PTBP program, the parking and bus pass fees are funded by the participating employees' payroll contributions that are deducted on a pre-tax basis. If the State were to subsidize or provide a financial incentive for the other alternative modes of commuting, the costs would be borne by the employer.

HRD appreciates the intent to promote and support alternative commuting options. However, we have concerns regarding the impact on department resources, state finances, and the long-term sustainability of the program should the state provide a financial incentive.

We are available for questions or further information if needed.



**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, Hawaii DP
Director, Kauai 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
LABOR AND TECHNOLOGY
and
TRANSPORTATION AND CULTURE AND THE ARTS**

**Monday, February 10, 2025
3:00 PM
State Capitol, Conference Room 224 & Videoconference**

**In consideration of
SENATE BILL 396
RELATING TO COMMUTING**

Senate Bill 396 Requires the Director of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, State Energy Office, and Department of Accounting and General Services, to develop and implement a comprehensive Commuting Choice Benefit Program for all state employees regardless of mode of transportation. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

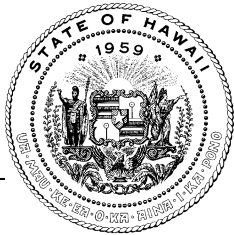
The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties to protect the lives and livelihoods of the people of Hawai'i through accelerate climate action. Transportation Demand Management (TDM) is a general term for strategies that aim for more 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.

The commission notes the amendments recommended by the Oahu Metropolitan Planning Organization and respectfully requests the Committee adopt them. Mahalo for the opportunity to testify in support of this measure.



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GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

(808) 451-6648
energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON
LABOR AND TECHNOLOGY
AND
TRANSPORTATION AND CULTURE AND THE ARTS**

Monday, February 10, 2025

3:00 PM

State Capitol, Conference Room 224 and Videoconference

In Support of
SENATE BILL NO. 396

RELATING TO COMMUTING.

Chairs Aquino and Lee, Vice Chairs Lee and Inouye, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 396 which directs the Department of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, HSEO, and the Department of Accounting and General Services, to develop and implement a commuting choice benefit program for all state employees.

This measure aligns with the State's energy and climate goals by establishing incentives for alternatives to single-occupancy vehicle commuting, reducing greenhouse gas emissions, and improving mobility options for commuters. Emissions from transportation account for more than half of Hawai'i's energy-related emissions, with ground transportation alone contributing 36% of the state's total greenhouse gas emissions, as reported in the Greenhouse Gas Emissions Report for 2021.¹ Achieving Hawai'i's statutory target of net-negative emissions by 2045 will require substantial reductions in emissions from ground transportation. Reducing vehicle miles traveled

¹ State of Hawaii, Department of Health. Greenhouse Gas Inventory: [Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 \(hawaii.gov\)](https://www.hawaii.gov/energy/2020/02/2020-and-2021-greenhouse-gas-emissions-report/)

(VMT) and increasing the use of sustainable transportation options are critical strategies in this effort.²

State employees represent a critical market segment where transportation demand management strategies can help achieve these reductions. The current system of subsidized state employee parking disproportionately incentivizes single-occupancy vehicle commuting while failing to provide equitable benefits to those who use public transportation, bicycles, car-sharing, or other sustainable commuting options.

A survey of more than 3,500 state employee (as part of a State Government Transportation Demand Management Study done in collaboration between the HSEO and the O'ahu Metropolitan Planning Organization) demonstrated strong interest in alternative transportation, and has identified a commuting choice benefit program as an important travel demand management strategy.³

By requiring the development and implementation of a commuting choice benefit program, this bill takes an important step toward modernizing state employee transportation benefits. Providing equivalent transportation benefits for alternative commuting modes will encourage more employees to choose energy-efficient and lower-emission travel options, reducing overall vehicle miles traveled, alleviating congestion, and improving air quality. We stand ready to provide technical assistance to support the program's development and implementation.

The HSEO supports SB 396 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.

² Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#), pages 104, 146, and 184

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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation, Culture, and the Arts Committee on Labor and Technology

February 10, 2025 at 3:00PM
Conference Room 224

SB 396 Relating to Commuting

Dear Chairs Lee and Aquino, Vice Chairs Inouye and Lee, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 396 and offers amendments to improve the bill**, which would require the Department of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, State Energy Office, and Department of Accounting and General Services, to develop and implement a comprehensive Commuting Choice Benefit Program for all state employees regardless of mode of transportation and requires a report to the Legislature.

This bill is aligned with the intention of the State Government Employee Transportation Demand Management Study¹, 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. The study identified the following as high priority incentives² to change employee commute behavior:

1. Fully subsidized transit passes;
2. Fully subsidized bikeshare passes; and
3. Financial incentive for employees who opt out of employee parking, and instead commute via walk, roll, bike, transit, carpool, or vanpool.

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

² 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 supports the intention of the bill, and would like to make the following recommendations to further improve the bill, and align it with the priority recommendations in its State Government Employee Transportation Demand Management Study:

1. Add the following language to include administration, staff support, employee transportation coordinator program, new state badge to enable transit and bikeshare passes, and development of a parking opt-out program, and an appropriation for the commute choice benefit program. The OahuMPO recommends the following changes to section 2 (a), in red:

SECTION 2. (a) The director of human resources development, in consultation with the Hawai'i climate change mitigation and adaptation commission, state energy office, and department of accounting and general services, shall develop and implement a comprehensive commuting choice benefit program for all state employees regardless of mode of transportation. ~~The program shall include walking, rolling using a wheelchair or other mobility aid, car sharing, biking, and using public transportation, and shall encourage the use of healthy, safe, economically sound, and environmentally sustainable commuting modes. The program shall administer, promote, and conduct education and outreach of state employee transportation benefits and encourage the use of healthy, economical, and environmentally sustainable commuting modes of transportation and discourage the use of single-occupant vehicle commuting.~~

(b) Each state department and its agencies shall establish a volunteer employee transportation coordinator at each physical worksite of the department or agency. The department of human resources development, in collaboration with the Oahu metropolitan planning organization, shall work with the volunteer employee transportation coordinator to hold monthly meetings to assist with the distribution of educational and marketing materials and provide guidance on encouraging employees to participate in the transportation demand management program.

(c) The department of human resources development shall offer fully subsidized public transit passes and bikeshare passes as a benefit option

to all public employees. The public transit and bikeshare passes shall be integrated into public employee badges and shall be in accordance with existing transit pass badging programs.

(d) The department of human resources development shall, in coordination with the department of accounting and general services, develop a parking opt-out program to allow all public employees to opt out of a parking stall to receive a financial incentive."

SECTION 3. There is appropriated out of the general revenues of the State of Hawaii the sum of \$ or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal year 2026-2027 for the transportation demand management program established pursuant to section 2 of this Act, including the hiring of:

- (1) One permanent full-time equivalent (1.00 FTE) position within the department of human resources development to administer and promote the program; and
- (2) One permanent full-time equivalent (1.00 FTE) position within the Oahu metropolitan planning organization to assist the position under paragraph (1) with the program.

The sums appropriated shall be expended by the department of human resources development for the purposes of this Act.

SECTION 4. New statutory material is underscored.

SECTION 5. This Act shall take effect on July 1, 2025.

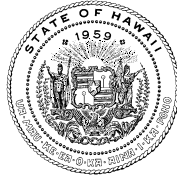
The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all 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.³ 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.

³ https://oahumpo.org/?wpfb_dl=2215

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

TRANSPORTATION AND CULTURE AND THE ARTS
LABOR AND TECHNOLOGY

FEBRUARY 10, 2025, 3:00 P.M.
CONFERENCE ROOM 224 AND VIA VIDEOCONFERENCE, STATE CAPITOL

S.B. 396

RELATING TO COMMUTING

Chairs Lee and Aquino, Vice Chairs Inouye and Lee, and Members of the Committees, thank you for the opportunity to submit testimony on this measure.

The Department of Accounting and General Services (DAGS) offers **comments** on S.B. 396 which requires the Director of Human Resources Development (DHRD), in consultation with the Hawaii Climate Change Mitigation and Adaptation Commission, State Energy Office, and DAGS, to develop and implement a comprehensive Commuting Choice Benefit Program for all state employees regardless of mode of transportation.

We agree with the overall intent of this measure. It is our understanding that a similar program, the Qualified Transportation Fringe Benefit (QTFB) program,

administered by DHRD, exists and currently allows employees to enroll in pre-tax payroll deductions for qualified transportation expenses, such as parking and bus passes. In researching this measure, we determined that there are DAGS employees currently enrolled in both parking and bus pass deductions on a pre-tax basis through the QTFB program. We believe that this measure may align with an existing program; however, we would defer to DHRD on this matter.

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



Email: communications@ulupono.com

SENATE COMMITTEES ON TRANSPORTATION & CULTURE & THE ARTS
AND LABOR & TECHNOLOGY
Monday, February 10, 2025 — 3:00 p.m.

Ulupono Initiative supports SB 396, Relating to Commuting.

Dear Chair Lee, Chair Aquino, 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 396, which requires the Director of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, State Energy Office, and Department of Accounting and General Services, to develop and implement a comprehensive Commuting Choice Benefit Program for all State employees regardless of mode of transportation.

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:

- 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.

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/>

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>



**SENATE COMMITTEES ON TRANSPORTATION AND CULTURE AND THE ARTS
and LABOR AND TECHNOLOGY**

FEBRUARY 10TH, 2025

SB 396, RELATING TO COMMUTING

POSITION: SUPPORT WITH AMENDMENTS

Coalition Earth supports and suggests amendments for SB 396, relating to commuting, which requires the Director of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, State Energy Office, and Department of Accounting and General Services, to develop and implement a comprehensive Commuting Choice Benefit Program for all state employees regardless of mode of transportation.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding. Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Just two years ago, we witnessed the impact of the climate emergency on our shores. On August 8, 2023, wildfires swept across Maui and killed at least 100 people, making it one of the nation's deadliest natural disasters. The spread of the fires has been attributed to climate change

conditions, such as unusually dry landscapes and the confluence of a strong high-pressure system to the north and Hurricane Dora to the south. The wildfires destroyed over 2,200 structures, including numerous residential buildings, historic landmarks, and school facilities. In September 2023, a report from the United States Department of Commerce estimated the total economic damage of the wildfires to be roughly \$5.5 billion. Investing in renewable energy generation could not be more urgent, given the growing threat of climate catastrophes to our island home.

Therefore, **our state should take steps to accelerate our transition to a clean energy economy and continue our fight against climate change, including by expanding pathways for public sector employees to utilize alternatives to automobiles.** The Department of Human Resources Development currently offers the Pre-Tax Transportation Benefit Pilot Program, which allows employers to deduct, on a pre-tax basis, qualified transportation benefits, such as a seat in a commuter highway vehicle between the employee's home and worksite (vanpool) and public transit passes (such as TheBus and rail systems). According to the DHRD, as of June 30, 2024, a total of 4,111 employees were enrolled in payroll deductions for their DAGS parking fees, while 260 employees participated in the pre-tax deduction program for their monthly bus pass fees.

Subsidizing alternative modes of commuting would incentivize public employees' transition to more sustainable transportation options, as our state continues working to develop more environmentally holistic urban design programs. That said, we urge your committee to adopt the recommendations set forth in the State Government Employee Transportation Demand Management Study conducted by the O'ahu Metropolitan Planning Organization, including the following:

- (1) Requiring the Commuting Choice Benefit Program to conduct education and outreach regarding state employee transportation benefits;
- (2) Requiring each state department and agency to establish a Volunteer Employee Transportation Coordinator;
- (3) Requiring the Department of Human Resources Development to offer fully subsidized public transit and bikeshare passes; and
- (4) Requiring the Department of Human Resources Development to develop a Parking Opt-Out Program.

Coalition Earth is a nongovernmental organization that works to preserve the well-being of people and our planet. We champion policies that advance climate resilience, clean energy, public health, and economic fairness for working families. Contact us at info@coalitionearth.org.

Dear Chairs Lee and Aquino, Vice Chairs Inouye and Lee, and Committees Members,

My name is Kiana Otsuka and I am a state employee. I am writing in **SB396 and offer amendments to improve the bill**, which would require the Department of Human Resources Development, in consultation with the Hawai'i Climate Change Mitigation and Adaptation Commission, State Energy Office, and Department of Accounting and General Services, to develop and implement a comprehensive Commuting Choice Benefit Program for all state employees regardless of mode of transportation and requires a report to the Legislature.

I'd like to recommend that the bill include language to assure that the program:

1. Administers, promotes, and conducts education and outreach of employee transportation benefits;
2. Creates two full-time positions to serve as liaisons to promote, educate, and conduct outreach to state employees and the private sector on TDM strategies and benefits including available ride matching tools, public transit and pre-tax commuter benefits; work on implementation and administration of improved state transportation benefits outlined in this bill; coordinate TDM efforts amongst key state and city departments who play a role in the implementation; and leverage federal funding from the Federal Highway Administration to fund TDM strategies for all Hawai'i residents;
3. Requires each state worksite to create volunteer Employee Transportation Coordinator positions;
4. Issues new badges to state government employees enabled with fully subsidized transit passes, in coordination with County transit agencies issuing passes;
5. Offers fully subsidized bikeshare passes to state government employees in coordination with County bikeshare programs; and,
6. Develops and implements a parking opt-out program in coordination with the Department of Human Resources Development and the Department of Accounting and General Services.
7. Has an appropriation to fund the items, above.

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. This is a huge expense for me. On the other hand, I could choose to drive my car to downtown Honolulu, and pay \$35/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, which is a huge expense to 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 above: fully subsidized transit and bikeshare passes and a parking cashout program.

Mahalo,

Kiana Otsuka