



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
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before the
SENATE COMMITTEE ON WAYS AND MEANS

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10:10 AM
State Capitol, Conference Room 211 and Videoconference

Providing COMMENTS on
SB 968, SD 1

RELATING TO TRANSPORTATION.

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the committee, the Hawai'i State Energy Office (HSEO) provides comments on SB 968, SD1, which requires the Department of Accounting and General Services (DAGS) to enable parking stall sharing among public employees, accommodate more electric vehicle charging stations, and provide bicycle storage lockers at facilities where parking is made available to public employees. In addition, the bill also requires new public housing developments' parking stalls to accommodate electric vehicle charging stations and bicycle storage lockers. HSEO's comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

Emissions from ground transportation account for more than half of energy emissions as reported in the Greenhouse Gas Emissions Report for 2017.¹ Vehicle miles traveled (VMT), a metric that correlates with GHG emissions from ground transportation, has increased by over 30% since 2000.² For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as

¹ https://health.hawaii.gov/cab/files/2021/04/2017-Inventory_Final-Report_April-2021.pdf

² <https://dbedt.hawaii.gov/economic/databook/db2021/>

practicable but no later than 2045”, significant reductions in emissions will need to be made in the near to medium term. SB 968, SD1, supports flexible parking options, the provision of electric vehicle charging infrastructure, and secure bike parking, which can reduce VMT from internal combustion engine (ICE) vehicles and associated emissions.

The duties of the Chief Energy Officer per HRS 196-72 to support the clean energy initiative include providing technical assistance to state and county agencies to assess and implement programs related to clean transportation; evaluating, recommending, and participating in the development of programs that encourage clean transportation, and advocating for the State's energy and decarbonization goals at departments to ensure that state energy policies and regulations align with the state strategic goals and are data-driven.

HSEO supports the intent of SB 968, SD1, given HSEO’s responsibilities to advocate for the decarbonization of ground transportation. SB 968, SD1, may be particularly impactful in reducing ICE VMT because the majority of trips taken in Hawai'i are short trips, the ideal trip to be made via walking, biking, rolling, and/or transit. According to the *Drivers of VMT and Priority Reduction Strategies Report for Hawaii*, 30% of all trips made are under 1 mile, 60% of trips made are under 3 miles, and 70% of trips made are under 5 miles.³ By providing secure bike parking for public employees and those living in new public housing developments, people are incentivized to swap short trips in a car for trips that can be made via bike, particularly those 60% of trips that are under 3 miles.

SB 968, SD1, can reduce the cost of transportation for residents who need it the most. After housing, childcare, and food, the cost of transportation in Hawai'i represents the biggest monthly expense for many residents.⁴ While the high costs affect everyone, they especially hit low-income residents. The average cost of owning a

³ “Drivers of VMT and Priority Reduction Strategies for Hawaii.” State Smart Transportation Initiative. 2022.

⁴ <https://www.civilbeat.org/2022/03/why-it-costs-so-much-to-own-a-car-in-hawaii/#:~:text=According%20to%20a%202021%20study,incluing%20gas%2C%20maintenance%20and%20insurance.>

vehicle in Hawai'i is \$8,100 annually, or \$675 per month, when factoring in the various costs, including gas, maintenance and insurance.⁵ 80% of Hawai'i households own two or more cars⁶ equating to a \$16,200 annual expense, or about \$1,350 a month for transportation. Providing secure bike parking for public employees and those who will live in new public housing developments will allow people to swap their short trips in a car for those that may be made via bike, reducing gas costs, ICE VMT and potentially the number of cars needed by a household.

Ensuring adequate workplace EV charging is critical to support the growing market for electric passenger vehicles during the time of day when solar energy is most abundant. It also provides an opportunity for residents of multi-unit developments where home charging is more challenging. By enabling public employees to share workplace parking spaces, SB 968, SD1, will also allow parking facilities to be used more efficiently. Shared parking provides employees flexibility and a financial incentive to only drive to work when needed. If parking supply is not increased, shared parking can reduce vehicle miles traveled, emissions, parking facility costs (including aesthetic and environmental impacts), traffic congestion, employee parking costs, and increase transportation choices.⁷

HSEO supports the opportunity for employees to securely park their bikes at their place of employment. The State should prioritize secure bike parking as this is one of the most energy efficient modes of transportation. More people biking to work will result in less traffic congestion, emissions, and transportation costs.

HSEO's stands ready to support DAGS and defers to DAGS regarding funding and implementation.

Thank you for the opportunity to testify.

⁵ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

⁶ <https://www.civilbeat.org/2022/03/why-it-costs-so-much-to-own-a-car-in-hawaii/#:~:text=According%20to%20a%202021%20study,includin%20gas%2C%20maintenance%20and%20insurance.>

⁷ <https://www.vtpi.org/tdm/tdm89.htm>