



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON FINANCE**

Wednesday, March 29, 2023  
2:00 PM  
State Capitol, Conference Room 308 and Videoconference

Providing COMMENTS on  
**SB 968, SD2, HD1**

**RELATING TO TRANSPORTATION.**

Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee, the Hawai'i State Energy Office (HSEO) provides comments on SB 968, SD2, HD1, which requires the Department of Accounting and General Services to collaborate with the Department of Transportation to develop, implement, administer, and manage programs to enable parking stall sharing among public employees of the State. It also requires the Department of Accounting and General Services to conduct a study to determine the demand for, and feasibility and costs of, installing electric vehicle charging stations at newly constructed state employee and public parking facilities and retrofitting existing state employee and public parking facilities to accommodate electric vehicle charging stations. 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.

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.

Emissions from ground transportation account for more than half of energy emissions as reported in the Greenhouse Gas Emissions Report for 2017.<sup>1</sup> For Hawai'i to meet its statutory target “to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045”, significant reductions in emissions will need to be made in the near to medium term. SB 968, SD2, HD1, supports flexible parking options and the provision of electric vehicle charging infrastructure, which can reduce Vehicle miles traveled (VMT) from internal combustion engine (ICE) vehicles and associated emissions. VMT, a metric that correlates with GHG emissions from ground transportation, has increased by over 30% since 2000.<sup>2</sup>

By enabling public employees to share workplace parking spaces, SB 968, SD2, HD1, allows parking facilities to be used more efficiently if enforcement can be addressed. Shared parking provides employees a financial incentive to carpool and telework. If parking supply is not increased, shared parking can reduce the energy necessary for ground transportation, parking facility costs, and increase choices.<sup>3</sup>

Adequate workplace EV charging supports charging when solar energy is most abundant. It also provides a charging opportunity for residents of multi-unit developments where charging is more challenging. HSEO suggests that the study in Section 3 on workplace EV charging also include the demand and cost of enclosed bicycle storage lockers at all facilities where vehicle parking is made available to public employees as another means to reduce the energy intensity of mobility.

HSEO's stands ready to support the Department of Accounting and General Services (DAGS) and defers to DAGS regarding funding and implementation.

Thank you for the opportunity to testify.

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<sup>1</sup> [https://health.hawaii.gov/cab/files/2021/04/2017-Inventory\\_Final-Report\\_April-2021.pdf](https://health.hawaii.gov/cab/files/2021/04/2017-Inventory_Final-Report_April-2021.pdf)

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

<sup>3</sup> <https://www.vtpi.org/tadm/tadm89.htm>