



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
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before the
**HOUSE COMMITTEES ON TRANSPORTATION
AND
LABOR AND GOVERNMENT RELATIONS**

Tuesday, March 21, 2023
11:00 AM
State Capitol, Conference Room 309 and Videoconference

Providing COMMENTS on

SB 968, SD2

RELATING TO TRANSPORTATION.

Chairs Todd and Matayoshi, Vice Chairs Kila and Garrett, and Members of the Committees, the Hawai'i State Energy Office (HSEO) provides comments on SB 968, SD2, 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

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

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 practicable but no later than 2045”, significant reductions in emissions will need to be made in the near to medium term. SB 968, SD2, 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, SD2, given HSEO's responsibilities to advocate for the decarbonization of ground transportation. SB 968, SD2, may be particularly impactful in reducing ICE VMT because the majority of trips taken in Hawaii are short trips, ideally 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, SD2, can reduce the cost of transportation for residents who need it the most. After housing, childcare, and food, the cost of transportation in Hawaii represents

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

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

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 vehicle in Hawaii is \$8,100 annually, or \$675 per month, when factoring in the various costs, including gas, maintenance, and insurance.⁵ 80% of Hawaii 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, SD2, 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. HSEO appreciates that the bill provides “that the employee cost of secure storage of a bicycle in an enclosed locker shall not exceed twenty per cent of the cost of a vehicle parking stall”. According to the 2019 report, *Bicycle parking: a*

⁴ <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.>

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/tadm/tadm89.htm>

systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour, compared to free bicycle parking, charging for parking reduces the likelihood of using a facility.⁸ HSEO suggests that this be considered when evaluating what the appropriate rate, if any, should be to securely park their bikes at their place of employment in consideration of the State's decarbonization goals as they relate to transportation in particular.⁹

According to the American Public Transportation Association, an increase in bicycle ridership corresponds to a decrease in vehicle miles traveled¹⁰, and therefore, a decrease in traffic congestion, transportation emissions, and transportation costs. In California, Caltrans estimated GHG reduced based on the result of an Employee Commute Program and with 277 bicycle riders. In 2017, it was estimated that bicycle commuters avoided adding 255 tons of CO2 into the atmosphere by choosing to commute by bike.¹¹

HSEO's stands ready to support the DAGS and defers to DAGS regarding funding and implementation. In addition, HSEO stands ready to support DAGS and HDOT to develop a plan to retrofit existing parking facilities to enable workplace charging capable of serving all electric vehicles owned by all public employees of the State by 2030, as amended in the most recent version of SB 968, SD2.

Thank you for the opportunity to testify.

⁸ <https://eprints.whiterose.ac.uk/143013/1/Bicycle%20parking%20paper%20revision3%20final.pdf>

⁹ [APTA-SUDS-UD-RP-009-18.pdf](#)

¹⁰ [APTA-SUDS-UD-RP-009-18.pdf](#)

¹¹ <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/ghg-emissions-and-mitigation-report-final-august-2-2020-revision9-9-2020-a11y.pdf>