



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON TRANSPORTATION AND CULTURE AND THE ARTS
AND
GOVERNMENT OPERATIONS**

Tuesday, March 28, 2023
3:45 PM
State Capitol, Conference Room 224 and Videoconference

Providing COMMENTS on
SCR 98 / SR 91

URGING THE DEPARTMENT OF TRANSPORTATION AND DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES TO COLLABORATE TO DEVELOP, IMPLEMENT, ADMINISTER, AND MANAGE VARIOUS TRANSPORTATION SYSTEM PROGRAMS AT PUBLIC FACILITIES THAT INCLUDE BUT ARE NOT LIMITED TO CONSTRUCTION OR CONVERSION OF PARKING STALLS TO ACCOMMODATE ELECTRIC VEHICLE CHARGING, SECURE BICYCLE STORAGE LOCKERS, AND PARKING STALL SHARING BETWEEN PUBLIC EMPLOYEES.

Chairs Lee and McKelvey, Vice Chairs Inouye and Gabbard, and Members of the Committees, the Hawai'i State Energy Office (HSEO) provides comments on SCR 98 / SR 91, which urges the Department of Transportation and Department of Accounting and General Services to collaborate to develop, implement, administer, and manage various transportation system programs at public facilities that include but are not limited to construction or conversion of parking stalls to accommodate electric vehicle charging, secure bicycle storage lockers, and parking stall sharing between employees. 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.

This measure addresses multiple policy objectives, including reducing oil price volatility and decarbonizing our transportation sector. 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 Hawaii 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. SCR 98 / SR 91 supports flexible parking options, the provision of electric vehicle charging infrastructure, and secure bike parking, which can reduce VMT, and thus petroleum fuel use, from internal combustion engine (ICE) vehicles and associated emissions.

The majority of trips taken in Hawaii 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 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.

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. Enabling public employees to share workplace parking spaces 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 and fuel use, emissions, parking facility costs, traffic congestion, employee parking costs, and increase transportation choices.⁴

Thank you for the opportunity to testify.

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

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

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

⁴ <https://www.vtpi.org/tdm/tdm89.htm>