



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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

Thursday, February 13, 2025
3:03 PM
State Capitol, Conference Room 225 and Videoconference

In Support of
SENATE BILL 1092

RELATING TO TRANSPORTATION DEMAND MANAGEMENT.

Chairs McKelvey and Lee, Vice Chairs Gabbard and Inouye, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB1092 that which aims to reduce single-occupancy vehicle commutes and vehicle emissions by establishing a comprehensive transportation demand management (TDM) program for State employees.

Emissions from transportation account for more than half of energy-related emissions and of those 36% come from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.¹ 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 from ground transportation will need to be made in the near to medium term. Achieving these reductions will require addressing all market segments in Hawai'i, including State employees.

As one of the largest employers in the state, the Government has both an opportunity and a responsibility to lead by example in reducing vehicle miles traveled

¹ https://health.hawaii.gov/cab/files/2024/05/2020-and-2021-Inventory_Final-Report_5-29-24.pdf

(VMT). The Hawai'i Pathways to Decarbonization report, submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the importance of reducing VMT alongside vehicle electrification to achieve the State's net-negative emissions target.² SB1092 directly supports this recommendation by establishing policies that encourage State employees to shift toward sustainable commuting options.

SB1092 also aligns with the recommendations of the State Government Transportation Demand Management (SGTDM) Study, which is being conducted in collaboration between the O'ahu Metropolitan Planning Organization (O'ahuMPO) and HSEO. This study highlights the need for State agencies to implement strategies that reduce single-occupancy vehicle commutes and improve access to sustainable transportation options. By adopting TDM strategies, such as those suggested by this study and included in SB1092, the state can set an example for employers across Hawai'i while addressing congestion, emissions, and employee transportation costs.

The SGTDM study revealed that many State employees would take advantage of transit subsidies or active transportation incentives if available. Specifically, 60% of the 3,537 respondents indicated that a free or fully subsidized transit pass would be one of the most influential strategies in encouraging them to change their commuting behavior, and 24% stated they would bike or walk with a financial subsidy.³ The proposed bill addresses these findings by implementing measures that encourage employees to shift toward lower-emission commuting options.

Additionally, the bill introduces an employee parking opt-out program, which has been successfully implemented in other jurisdictions and shown to encourage a shift away from driving alone.⁴ ⁵ By providing financial incentives for employees to forgo subsidized parking in favor of sustainable transportation modes, the State can create a more balanced and equitable approach to commuter benefits.

The SGTDM study assessed the effectiveness of these strategies in reducing emissions and enhancing employee transportation choices. The provisions in SB1092 are a necessary step toward operationalizing these recommendations and ensuring that

² <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

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

⁴ <https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf>

⁵ [bestpractice209.pdf](https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/bestpractice209.pdf)

state employees have access to meaningful commuter benefits. Implementing a robust TDM program will not only reduce emissions but also save employees on commuting costs and improve their overall well-being.

HSEO is available to provide technical assistance to impacted agencies to address implementation challenges and identify potential solutions to lower costs. Strategies to mitigate cost impacts of activities identified in SB1092 have been assessed in HSEO's report with O'ahuMPO, including negotiating for things such as flat rates for bus passes for government employees.

The HSEO supports SB1092 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.