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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON WATER AND LAND

Tuesday, March 18, 2025
10:00 AM
State Capitol, Conference Room 411 and Videoconference

Providing Comments on
SENATE BILL 1669 SD2 HD1

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chair Hashem, Vice Chair Lamosao, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports the concept of SB 1669 SD2 HD1 that establishes a Transit Oriented Community Improvement Partnership and the Community Improvement Revolving Fund to facilitate transit-oriented development (TOD).

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, via vehicle electrification as well as reductions in total vehicle miles traveled (VMT).²

TOD is a key strategy for reducing vehicle miles traveled by organizing residential and commercial development around transit nodes as centers of urban life. Among the benefits of TOD is a reduction in energy use which directly contributes to lowering greenhouse gas emissions in Hawai'i. By promoting housing and infrastructure development near public transit hubs, this bill aligns with the State's goals for

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

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

sustainability, energy efficiency, and emissions reduction. Compact, walkable, and transit-friendly communities help decrease reliance on personal vehicles, support active transportation, and improve overall energy efficiency. Care needs to be taken that such development is fully extended to and made affordable to low- and moderate- income residents.

Additionally, the HSEO supports the amendment made to the measure to require that twenty percent of parking stalls developed under this measure be electric vehicle-ready, along with the inclusion of a definition for "electric vehicle-ready." This practical and cost-effective amendment aligns with the State's goals to accelerate vehicle electrification, support EV adoption, and ensure new developments are prepared for the growing demand for EV charging infrastructure.

We appreciate the Legislature's commitment to smart growth policies that enhance community resilience while advancing the State's clean energy and emissions reduction objectives. The HSEO defers to the Department of Budget and Finance and other fiscal agencies on the financial impacts of SB 1669 SD2 HD1 and its impact on other priorities of the Executive Budget.

Thank you for the opportunity to testify.