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To: The Senate Committee on Commerce and Consumer Protection
From: Brodie Lockard, Founder, 350Hawaii.org
Date: Wednesday, February 24, 9:30 am

In strong support of SB 1008

Dear Chair Baker, Vice Chair Chang, and members:

350Hawaii strongly supports SB1008. And we urge you to include one additional member on the task force.

The autonomous vehicle legal preparation task force formed by HCR 220 [2019] produced two recommendations: make them electric, and make them shared. Autonomous Vehicles (AVs) offer a one-time opportunity to fight climate change by replacing gas-powered vehicles with EVs (electric vehicles) on a wide scale.

Every AV should be an EV. To fully capitalize on this crucial opportunity to fight climate change, we strongly suggest that you include on the task force someone with experience in and knowledge of limiting greenhouse gases from the transportation sector.

"It should not be assumed that all AVs of the future will operate on electric powertrains. While GM and Waymo invest in zero-emission AVs, other companies like Uber and Ford are piloting AV technology on gasoline-powered vehicles. BU's Institute for Sustainability argues that one important way to shape this future is to demand that electric AVs be part of testing fleets. As companies want to expand testing to new cities, cities have the ability to demand the types of vehicles operated on their roads" [1].

"As discussed previously, the most important determinant for direct emissions from AVs is their fuel source" [p.70]; "Successfully deploying a combination of automated vehicles, shared mobility systems, and electric/zero emission vehicles could reduce energy consumption and related emissions by 60% over the next 30 years" [2].

and

"One of the critical concerns with AVs is that they will dramatically increase vehicle miles travelled ... there must be a push from policymakers to make them shared to avoid increased congestion and energy use" [1].

A representative from the Ulupono Initiative, Blue Planet Foundation or 350Hawaii.org would bring relevant expertise, as well as an established broad contact with the public, to lend support for a policy of every AV being an EV.

Respectfully,
Brodie Lockard
350Hawaii.org

[1] Preliminary Report of The Hawaii Autonomous Vehicles Legal Preparation Task Force, p. 70.

[2] Preliminary Report of The Hawaii Autonomous Vehicles Legal Preparation Task Force, p. 69.



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GOVERNMENT STRATEGIES
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 23, 2021

TO: Senator Rosalyn Baker
Chair, Committee on Commerce and Consumer Protection
Submitted Via Capitol Website

FROM: Tiffany Yajima

RE: **S.B. 1008 S.D. 1 – Relating to Autonomous Transportation**
Hearing Date: Wednesday, February 24, 2021 at 9:30 a.m.
Conference Room: 229

Dear Chair Baker, Vice Chair Chang, and Members of the Committee on Commerce and Consumer Protection:

We submit this testimony on behalf of the Alliance for Automotive Innovation (“Auto Innovators”) in support of SB 1008, Relating to Autonomous Transportation.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

This measure establishes within the Department of Transportation an autonomous transportation taskforce to prepare Hawaii for autonomous vehicle deployment. This measure requests the taskforce to examine the state’s public infrastructure needs as well as the current and future implications of the transition to autonomous transportation. It also tasks the group with making recommendations and to report to the legislature on legal and insurance considerations for the regulation of these vehicles in Hawaii.

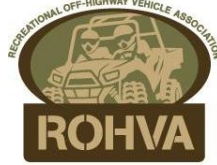
The automotive industry continues to evolve vehicle technologies toward a future when cars will be fully self-driving. Automobile manufacturers are supportive of the state’s efforts to prepare for this transition. Because there are many industry approaches to automation, solving the equation of how to integrate autonomous vehicles in Hawaii requires input from a broad base of stakeholders. **As such, we suggest adding a new subsection (a)(5) to include consultation with stakeholders related to autonomous vehicle implementation.** The Auto Innovators recently participated in the state’s two-year Autonomous Vehicle Legal Preparation Taskforce that was convened by the Attorney General pursuant to HCR 220 (2019) and are

available to assist the state and the legislature to provide input as the taskforce continues to explore autonomous vehicle integration.

Thank you for the opportunity to submit this testimony.



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February 23, 2021

The Honorable Rosalyn H. Baker
Chair
Senate Committee on Commerce and
Consumer Protection
415 South Beretania Street
Hawaii State Capitol, Room 230
Honolulu, HI 96813

The Honorable Stanley Pai Chang
Vice-Chair
Senate Committee on Commerce and
Consumer Protection
415 South Beretania Street
Hawaii State Capitol, Room 226
Honolulu, HI 96813

Re: SB 1008 - MIC, SVIA, and ROHVA support powersports representation on the autonomous transportation task force

Dear Chairwoman Baker and Vice-Chairman Chang:

On behalf of the Motorcycle Industry Council (MIC), the Specialty Vehicle Institute of America (SVIA), and the Recreational Off-Highway Vehicle Association (ROHVA) – collectively referred to as the U.S. powersports industry – I request that SB 1008 be amended to provide representation from the powersports industry on the proposed autonomous transportation task force.

SB 1008 would create an autonomous transportation task force with the goal to “prepare the State for the inevitable adoption and use of autonomous vehicles and to make recommendations to the legislature to assist with the transition.”

We believe that the powersports industry should have representation on the task force given that there are unique road safety concerns for motorcyclists in a similar manner to unique safety concerns for bicycles and pedestrians.

In order to truly yield significant safety benefits, automated vehicle (AV) technology must be tested and developed to reliably detect and appropriately respond to all roadway users, including motorcyclists. Motorcyclists could benefit from enhanced traffic safety resulting from properly deployed AV systems that could reduce motorcycle injuries and fatalities. Alternatively, failure to correctly identify and manage motorcycle signatures in AV technology could have catastrophic results, resulting in more car-motorcycle crashes leading to an increase in injuries and fatalities. AV systems and related infrastructure changes must be thoughtfully implemented.

The safe rollout of AVs also impacts the safety of off-highway vehicle users who, in certain instances, may cross roadways to continue access to trails. Like motorcycles, bicycles, and

pedestrians, consideration of the impact to off-highway vehicles (OHV) users should also be incorporated by having powersports industry representation.

In addition to special safety considerations, it is possible for future AV-related innovations for both on-highway motorcycles and OHVs. We believe specific powersports representation is also important because any state policy affecting AVs could affect AV motorcycles or AV OHVs as well.

In closing, we applaud the proposed creation of the autonomous transportation task force and we look forward to being part of the discussion and solutions for an effective rollout of AVs.

Should you have any questions, please do not hesitate to contact me at sschloegel@MIC.org or 703 446 0444 x 3202.

Sincerely,



Scott P. Schloegel
Senior Vice President Government Relations
Motorcycle Industry Council (MIC)
Recreational Off-Highway Vehicle Association (ROHVA)
Specialty Vehicle Institute of America (SVIA)

The Motorcycle Industry Council (MIC), Specialty Vehicle Institute of America (SVIA) and the Recreational Off-Highway Vehicle Association (ROHVA) are member associations representing hundreds of companies in the motorcycle, all-terrain vehicle (ATV) and recreational off-highway vehicle (ROV, sometimes called side-by-sides) business, including manufacturers, distributors, retailers, and allied trades in the powersports industry. We are a nearly \$40 billion industry with more than 12.2 million motorcycles in use across the country and more than ten million ATVs and ROVs in use.