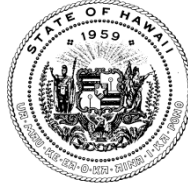


DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

April 1, 2022
1:30 P.M.

State Capitol, Conference Room 308/Teleconference

S.B. 3311, S.D. 2, H.D. 1
RELATING TO TRANSPORTATION

House Committee on Finance

The Department of Transportation (DOT) provides **comments** on this measure that proposes the Hawaii Clean Transportation Initiative and creates a working group to develop plans and recommendations for zero-emissions interisland transportation.

The problem this measure aims to resolve is not limited to transportation alone. The user-generated environmental impacts of the state's transportation system are largely due to the structural pattern of land use and the distances between residential and job locations. This means programs, interventions, and solutions extend beyond the department's purview, and solutions must be comprehensive and involve many other stakeholders. The Hawaii Climate Change and Adaptation Commission is representative of the agencies, interests, and economic sectors that must be part of the solution; this commission is the coordinating body for policies on climate change mitigation, including emissions. The DOT is a member of the commission and also participates in and contributes to the numerous multiagency efforts that drive the state's zero-emission economy. This measure proposes some duplication of policies, planning, discussions, and actions already in progress.

The DOT, as a whole and through each modal division, actively works through various initiatives to support clean transportation and to achieve the state's clean energy goals. The DOT Highways Division leads department efforts to meeting the state's clean energy goals by reducing emissions from DOT's internal operations, including the development and implementation of an innovative statewide fleet electrification contract. The contract allows all participating agencies to obtain electric vehicles and related charging infrastructure in exchange for user fees. This has enabled the DOT to install charging stations and the charging service quickly and efficiently with no upfront

equipment costs. In addition, the DOT pursues strategies to support the expansion of electric vehicle charging facilities across the state.

Externally, the DOT Highways Division has also implemented multi-modal integration and transportation demand management strategies to address the emissions produced by vehicles traveling on the State Highway System. Implementation of Complete Streets through existing policies, procedures, internal coordination, and external coordination with counties and advocacy groups; improvement of bicycle and pedestrian safety, access, and network connectivity are primary considerations for all projects in DOT. Other programs include ridesharing which offers the least expensive way to reduce rush-hour traffic congestion by moving more people in fewer cars. To encourage ridesharing, DOT provides High Occupancy Vehicles Lanes such as the Zipperlane which are reserved for vehicles carrying two or more people, buses, and motorcycles. The Highways Division is leading a pilot project to connect rural communities statewide through broadband. The broadband program will leverage federal highways and broadband funding to provide increased connectivity for the state highway system by expanding broadband services; access to devices; and access to a staffed help desk. A major goal of this pilot is to provide opportunities for Hawaii residents in traditionally underserved communities to work and learn from home.

The department's work also extends to its coordination with the counties. The DOT assists the transit agencies in the County of Hawaii, County of Maui, and County of Kauai to transition towards zero-emissions transit fleets. In addition, the department works with the counties and other stakeholders to provide innovative transportation solutions to reduce travel demand and promote sustainable practices in pursuit of a clean transportation system.

Thank you for the opportunity to provide these comments.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:
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(808) 587-3807
energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Friday, April 1, 2022
Time 1:30 PM
State Capitol, Conference Room 308 and Via Videoconference

SUPPORT
SB 3311 SD2 HD1
RELATING TO TRANSPORTATION

Chair Luke, Vice Chair Yamashita, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3311 SD2 HD1, which establishes the interisland transportation working group, requires the Department of Transportation (DOT) to prepare for and incentivize the increased adoption of electric vehicles in the State, and establishes goals.

HSEO is willing to participate in the interisland transportation working group as a co-chair and member to support the goals of Chapter 225P, Hawai'i Revised Statutes, and take holistic actions to achieve the decarbonization of the transportation sector.

Emissions from transportation account for the largest share of energy sector emissions in the state. As noted in the 2017 Greenhouse Gas Inventory, transportation emissions in Hawai'i account for 51 percent of total energy sector emissions. To reduce transportation emissions, the HSEO is engaging with stakeholders to implement policies and programs to support the electrification of ground transportation and aviation.

Hawai'i is a national leader in renewable energy and in the adoption of electric vehicles, ranking second nationally in ground EV adoption per capita. The DOT has made extensive efforts to reduce its operational emissions and has partnered with HSEO to support reduction of multiple modes of transportation fossil fuel energy use.

A coordinated effort is needed amongst a wide range of stakeholders to continue meaningful progress on clean transportation. As an example, HSEO collaborated with

DOT-Highways to put in place a vehicles-as-a-service contract to support the transition of the State's fleet to zero emission vehicles (ZEVs); and on successful applications for the designation of alternative fuel corridors on the islands of Hawai'i, Kaua'i, Lāna'i, Maui, Molokai, and O'ahu opening the door to federal funding opportunities. The HSEO was the lead for the State's signing onto the Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding calling for 30% of new truck and bus sales to be zero-emission by 2030 and 100% by 2050. In support of that objective, the HSEO collaborated with Hawai'i Department of Health, Clean Air Branch to implement a Diesel Replacement Rebate to support the adoption of ZEVs for medium- and heavy-duty vehicles.

Hawai'i is also poised to take a leadership role in the decarbonization of aviation. On November 22, 2020, Ampaire's Electric EEL airplane became the first hybrid electric aircraft to conduct test flights on a commercial airline route, flying roundtrip from Maui's Kahului airport to Hana. This flight made it apparent that for Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045", planning and implementation of clean transportation alternatives to other modes of transportation such as aviation are essential and timely.

To prepare for the electrification of aviation, HSEO partnered with HDOT-Airports on a planning grant for the Federal Emergency Management Agency's Building Resilient Infrastructure in Communities (BRIC) grant program. The proposal is to study the infrastructure and energy requirements necessary to support electrification of aviation and how to leverage that infrastructure to support resiliency hubs in response to all-hazard events such as hurricanes.

While the HSEO supports this measure, there are currently no generally funded transportation positions within HSEO to support its participation in the interisland transportation working group and electrification of ground transportation. The House of Representatives proposes in HB 1600 HD1 to restore funding for an authorized position for a transportation specialist in HSEO, which would enable HSEO to support a working group such as this one, should that budget become adopted into law.

HSEO defers to the appropriate agency regarding the bill's fiscal and administrative impacts. Thank you for the opportunity to testify.

SB-3311-HD-1

Submitted on: 3/29/2022 1:04:30 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
laurel brier	Kauai women's caucus	Support	Written Testimony Only

Comments:

Important step toward decarbonization of our transportation system.

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 30, 2022

SUPPORT FOR SB3311 SD2 HD1 RELATING TO TRANSPORTATION

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB3311 SD2 HD1, which “Establishes the interisland transportation working group. Requires the Department of Transportation to prepare for and incentivize the increased adoption of electric vehicles in the State.”

We support all efforts designed to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions. A working group represented by all relevant sectors will help ensure that our efforts are aggressive and sustainable.

We’re especially supportive of the focus on developing plans to ensure that our electric charging capacity will support the transition to electric vehicles, the maintenance of HOV lane access for EVs, and the development of incentives to allow for equitable adoption of EVs.

We recommend that the working group include organizations that represent EV owners and representatives from county governments and our utilities.

Thank you for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Morin".

Noel Morin
President
Hawaii EV Association

Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

Hawaii EV Board

Noel Morin, President
Nanette Vinton, Secretary, and Treasurer
Bill Bugbee – Director
Tam Hunt - Director
Sonja Kass – Director
Rob Weltman – Director

Hawaii EV Clubs

Big Island EV Association
Kauai EV
Maui Nui EV
Tesla Hawaii Club

LEGISLATIVE TESTIMONY
House Committee on Finance

SB3311 SD2 HD1 – Relating to Transportation
Friday, April 1, 2022, 1:30pm, Rm 423 & Videoconference

The Council for Native Hawaiian Advancement (CNHA) offers testimony in **SUPPORT** of SB3311, SD2 HD1, which 1) establishes a goal to reduce greenhouse gas emissions and achieve zero emissions across all transportation modes within the State, 2) establishes an interisland transportation working group to help achieve this goal, and 3) directs and empowers the State Department of Transportation and State Energy Office to promote the adoption of electric vehicles.

As an initial matter, CNHA applauds the Legislature’s efforts to facilitate the State’s transition away from fossil-based fuels. As the effects of climate change can already be seen in Hawai’i and throughout the world, we must act quickly and decisively to reduce our carbon footprint. The only way to achieve this goal, which is critical to mitigating the impact of climate change on future generations, is through a coordinated effort among a wide range of stakeholders.

Hawaii is well suited to serve as an incubator for innovative new technologies to achieve zero emissions transportation. To the extent that these technologies can also reduce the operational costs of transporting passengers, freight, and cargo, this will also help to lower the cost of goods, facilitate affordable inter-island travel, and improve access to healthcare and emergency services for neighbor-island residents.

Accordingly, the Council for Native Hawaiian Advancement urges the Committee to **PASS** SB3311, SD2 HD1. Mahalo nui loa for the opportunity to provide testimony on this measure.

Respectfully,

J. Kūhiō Lewis, CEO
Council for Native Hawaiian Advancement

SB-3311-HD-1

Submitted on: 3/30/2022 2:11:59 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Big Island Electric Vehicle Association	Support	Written Testimony Only

Comments:

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

Big Island EV Association supports SB3311 SD2 HD1. which “Establishes the interisland transportation working group. Requires the Department of Transportation to prepare for and incentivize the increased adoption of electric vehicles in the State.”

We need to accelerate our transition away from fossil fuels more than ever, and the electrification of transportation will help immensely. This measure will support the required expansion of electric vehicle charging infrastructure and create incentives to increase the adoption of electric vehicles in Hawaii.

We ask that the working group include representatives from EV Ownership groups, utilities, and county governments.

Thank you,

Noel Morin

President - Big Island EV Association

bigislandev.org



HAWAII THINK TANK LLC.

April 01, 2022

TO: Representative Sylvia Luke, Chair
Representative Kyle T. Yamashita, Vice Chair
Members of the House Committee on Finance

FR: David H. Uchiyama
Hawaii Think Tank

RE: SB3311 SD2 HD1 Relating to Transportation. – **SUPPORT**

My name is David H. Uchiyama, and I am with Hawaii Think Tank a consulting agency specializing in tourism and transportation. I have worked in the hospitality industry for most of my career with the hotels, airlines, ground transportation, as well as leading the states branding efforts for the Hawaii Tourism Authority from 2007 to 2015.

In recent months it has become very apparent as to the priority that we must place on eliminating all elements that contribute to the effects of climate change. We are witnessing greater erosion of our coastline, drought conditions across all islands, our reliance on fossil fuels and its impact on gas prices at the pump. Along with the risk of storing those fuels contributing to the environmental mishap recently experienced from the Red Hill fuel spill into Oahu's aquifer.

The State of Hawaii along with other states and countries needs to heighten their efforts, moving our planet and our islands towards zero emissions. SB 3311 SD2 HD1 enables this transition to begin, attracts green powered vehicle manufactures and broadening the opportunity for Hawaii's operators to migrate into green powered transportation. SB 3311 SD2 HD1 is an important step which has extended benefits in addition to slowing the effects of climate change, realignment with the States Clean Energy initiative,

Hawaii's people will realize economic benefits as well when operators are able to reduce operational cost coming from operating green powered equipment when serving the needs of passenger travel, freight and/or cargo, emergency services, and better connecting Hawaii's people to health care services.

Because of Hawaii's geographic and destination recognition globally, your affirmative action on SB 3311 SD2 HD1 both sets in motion the transition to zero emission or green powered transportation for the islands but also will be recognized by other islands regions who follow Hawaii's vision.

With Much Aloha,
David H. Uchiyama
Hawaii Think Tank



REGENT Craft Inc.
111 S Bedford Street
Suite 200
Burlington, MA 01083

April 1, 2022

TO: Representative Sylvia Luke, Chair
Representative Kyle T. Yamashita, Vice-Chair
Members of the House Committee on Finance

FR: Billy Thalheimer
Co-Founder & CEO

RE: SB3311 SD2 HD1 Relating to Transportation. – **SUPPORT**

My name is Billy Thalheimer, and I am the CEO and Co-Founder of REGENT. REGENT builds seaglidors, a new form of all electric innovative maritime transportation. Seaglidors combine the higher speeds and comfortable ride quality normally associated with an aircraft with the low travel overhead and cost structure of ferries. By combining existing technologies like electric batteries and hydrofoils together with the aerodynamic benefits of ground-effect, REGENT is creating a new mode of regional coastal transportation that is faster than a ferry, more affordable than a plane, better for planet earth, with a pathway to service by 2025. Our vehicle will have a travel range of at least 180 miles making a very large portion of inter-island routes accessible. As SB 3311 SD2 HD1 highlights, Hawaii is ideally suited to take a leadership role in support of electric transportation.

The value proposition for seaglidors is compelling from both an economic, societal and environmental perspective. Seaglidors will significantly lower the cost of operations for any local airline, cargo, freight, air ambulance, and/or emergency services company operating in Hawaii. A better economic operating profile for local transportation service providers should translate to more affordable services in the market for residents. Because seaglidors can utilize existing infrastructure found in ports and harbors, traveling on congested roads through packed airports will not be required in order to go from island to island. This will greatly increase convenience for all residents, allowing some to access this new form of inter-island transportation by walking or riding a bike to a nearby port or dock from their home or office.

My team and I have spent the last 6 months listening to key community groups, leaders in private industry, State and Local government officials and various other civic organizations about the challenges facing the Hawaiian Islands.

Learning from these conversations across the State has been encouraging and insightful. Here is a snapshot of what we heard while talking to various groups about our vehicle:

- Seaglidors help move Hawaii off its dependence on foreign oil
- Vulnerable and underserved communities will benefit from this new mode of transportation in the form of better access to jobs, affordable housing and medicine

- Transitioning to new sustainable inter-island transportation solutions will drive significant investment in new renewable energy generation projects throughout the State helping further decrease Hawaii's dependence on fossil fuels
- Seaglidere have real potential to alleviate road congestion in a meaningful way while increasing convenience and value for residents
- A self-sustaining resilient transportation solution that will help the State be more prepared during natural disasters is mission critical

A significant benefit of our technology platform is our timeline for delivery. REGENT is working hard to have our vehicles certified and available for operations by local businesses in Hawaii by 2025. Passing SB3311 SD2 HD1 will provide our customers locally with a process for engaging the State on a variety of important and timely regulatory and infrastructure issues.

SB3311 SD2 HD1 is an important step forward for the State on its transition to zero-emission transportation. In addition to helping the State grapple with the effects of climate change, SB3311 SD2 HD1 will help get the State realigned with its clean energy initiatives and reduce the risk of environmental mishaps as recently experienced from the Red Hill fuel spill into Oahu's aquifer.

Because of Hawaii's geographic and destination recognition globally, passage of SB3311 SD2 HD1 would not only set in motion Hawaii's transition to green-powered transportation but also has the potential to inspire other coastal states and pacific island regions on the front lines of climate change to follow Hawaii's lead.

SOUTHERN



Mokulele Airlines
355 Hukilike Street, Suite 103
Kahului, HI 96732-2973

April 1, 2022

TO: Representative Sylvia Luke, Chair
Representative Kyle T. Yamashita, Vice-Chair
Members of the House Committee on Finance

FR: Keith Sisson
Chief of Staff, Mokulele Airlines/Southern Airways

RE: SB3311 SD2 HD1 Relating to Transportation. – **SUPPORT**

I am the Chief of Staff for Mokulele Airlines, a Southern Airways Company. We have a long history of supporting sustainable transportation initiatives across the State of Hawai'i. In 2020, Mokulele completed an all-electric test flight program with Ampaire, and most recently we announced that Southern was the first U.S. company to place firm deposits for wing in ground effect vehicles (WIGS) with REGENT.

We stand in strong support of this bill, and I would like to humbly request that Mokulele be asked to formally participate in the working group.

WIGS have the ability to completely transform inter-island and intra-island travel throughout the Hawaiian Islands, greatly improving convenience and accessibility for residents of the state. WIGS are interesting to Mokulele for a variety of reasons. First, WIGS have the potential to lower our operating costs while delivering new routes to residents—making for more convenient travel. Because WIGS can utilize existing infrastructure found in ports and harbors, residents will not have to travel on congested roads in order to go from island to island (or to go from point A to B intra-island). This will greatly increase convenience for residents of the state, allowing access to this new form of inter-island transportation by walking or riding a bike to a nearby port or dock near their home or office.

My team and I have spent the last six months working closely with the team at REGENT on a community engagement strategy. As many of you know, we are working hard to improve the service offerings on Moloka'i and Lāna'i and we continue to make efforts to expand accessibility and value to the residents.

The learnings from the community engagement efforts led by REGENT have been insightful and have really cemented our belief in the promise of wing in ground effect technology.

Here is a quick summary of what we learned:

- WIGS will help move Hawaii off its dependence on foreign oil
- Vulnerable and underserved communities will benefit from this new mode of transportation in the form of better access to jobs, affordable housing, and medicine
- Transitioning to new sustainable inter-island transportation solutions will drive significant investment in new renewable energy generation projects throughout the state, helping further decrease Hawai'i's dependence on fossil fuels
- WIGS have real potential to alleviate road congestion in a meaningful way while increasing convenience and value for residents
- A self-sustaining resilient transportation solution that will help the state be more prepared during natural disasters is mission critical

REGENT is working hard to have our vehicles certified and available for delivery to Hawai'i by 2026. Passing SB3311 SD2 HD1 will provide us with a process for engaging the state on a variety of important and timely regulatory and infrastructure issues to meet this timeline.

We believe that SB3311 SD2 HD1 is an important step forward for the state on its transition to zero-emission transportation. The state is extremely vulnerable to the effects of climate change and SB3311 SD2 HD1 will help get the state aligned with new areas of innovation that will push the state forward.

Mahalo,

Keith Sisson



Chief of Staff

Mokulele Airlines / Southern Airways



HOUSE COMMITTEE ON FINANCE

April 1, 2022, 1:30 P.M.

Conference Room 308 and Video Conference

TESTIMONY IN SUPPORT OF SB 3311 SD2 HD1

Aloha Chair Luke, Vice Chair Yamashita, and Committee members:

Blue Planet Foundation **supports SB 3311**, which requires the department of transportation to take additional steps to ensure that they are planning for and participating in the decarbonization of Hawai'i's economy and our collective response to climate change.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for renewable energy, energy efficiency, and clean transportation, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust.

Hawai'i is in the midst of a transition to a 100% clean energy future, and the state's ground, aviation, and marine transportation sectors must follow suit. While Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, **we are falling short on decarbonizing our transportation sector**. Greenhouse gas emissions from transportation have been climbing steadily for years prior to the coronavirus pandemic. Without deliberate and forward-thinking leadership from State government, we risk accelerating this trend of increased transportation emissions. In addition, the quicker we turn our transportation fleets over to zero-emission options, the faster we can turn the spigot off that leaks billions out of our economy annually to buy imported fossil fuels. Mobility should be powered by homegrown power, not imported carbon.

Thank you for the opportunity to provide testimony.

SB-3311-HD-1

Submitted on: 3/30/2022 7:56:38 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Jared Terpak	BIEVA	Support	Written Testimony Only

Comments:

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB3311 SD2 HD1, which “Establishes the interisland transportation working group. Requires the Department of Transportation to prepare for and incentivize the increased adoption of electric vehicles in the State.”

We support all efforts designed to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions. A working group represented by all relevant sectors will help ensure that our efforts are aggressive and sustainable.

We’re especially supportive of the focus on developing plans to ensure that our electric charging capacity will support the transition to electric vehicles, the maintenance of HOV lane access for EVs, and the development of incentives to allow for equitable adoption of EVs.

We recommend that the working group include organizations that represent EV owners and representatives from county governments and our utilities.

Thank you for this opportunity to testify.



KauaiEV

Kauai Electric Vehicle Association
302 Makani Rd, Kapaa, HI 96746
808-652-0591

2022/03/30

Support of SB3311 SD2 HD1

Dear Chair Luke, Vice Chair Yamashita, and Committee on Finance members,

I am writing on behalf of KauaiEV, a grassroots organization with over 100 members on Kauai. Our members are electric vehicle drivers and we believe that EVs are the personal transportation of the future. We are in support of SB3311 SD2 HD1, which "Establishes long-term goals for zero emissions transportation in Hawaii and abroad to reduce and eliminate transportation emissions. Establishes the interisland transportation working group. Requires annual reports to the legislature. Requires the department of transportation and Hawaii state energy office to prepare for and incentivize the increased adoption of electric vehicles in the State".

To reach Hawaii's climate goals and in order to combat climate change and sea level rise we need to move away from burning fossil fuels as soon as possible. Switching to electric vehicles is one of the biggest steps we can take to reduce our dependence on oil and cut dangerous air pollution. Hawaii burns about 30 million gallons of gasoline each month, and until April 2022 over 30% of that comes from Russia.

We recommend that the working group include the president of Hawaii EV, our statewide organization that represents EV owners, a chapter of the north-American Electric Vehicle Association.

Mahalo for your consideration,

Sonja Kass, President KauaiEV



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Friday, April 1, 2022 — 1:30 p.m.

Ulupono Initiative supports the intent of SB 3311 SD 2 HD 1, Relating to Transportation.

Dear Chair Luke and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono supports the intent of SB 3311 SD 2 HD 1, which establishes long-term goals for zero-emission transportation in Hawai'i and abroad to reduce and eliminate transportation emissions; establishes the Interisland Transportation Working Group; requires annual reports to the Legislature; and requires the Department of Transportation and Hawai'i State Energy Office to prepare for and incentivize the increased adoption of electric vehicles in the State.

Ulupono supports the State's efforts to increase clean transportation and reduce greenhouse gas emissions. Establishing dedicated working groups to identify pathways to reach zero-emission transportation will be an important step toward meeting our climate change goals. We ask this committee to consider previous drafts of the measure and reinstate the ground transportation working group into the bill.

The bill's Hawai'i Clean Transportation Initiative previously sought to establish zero-emission goals for both ground and interisland transportation, along with international transpacific transportation, as soon as practically possible. Transportation accounts for roughly 65% of fossil fuel use in the State.¹ Furthermore, ground transportation alone is the second-largest producer of greenhouse emissions, so we strongly support reinstating the Ground Transportation Working Group section found in prior drafts of the bill. In doing

¹ https://energy.hawaii.gov/wp-content/uploads/2020/11/HSEO_FactsAndFigures-2020.pdf

so, this bill can further address ground transportation greenhouse gas emissions by establishing State goal and tasking the DOT and other relevant departments to plan and incentivize electric vehicle growth within the State.

We appreciate the commitments made by the State over the last year to bolster Hawai'i's electric vehicle (EV) market; however, further policy support, such as this measure, will be needed to assist local EV adoption and help meeting our climate change goals. Several reports on electrification of transportation and meeting our energy goals have highlighted how the State can lean into these strategies and policies to maximize our clean transportation investments more effectively and quickly.² It will also be important that the working groups take steps to ensure that those who can't easily access the benefits of electrification without help are able to do so, such as low-income community members, small businesses, etc.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

² <https://www.transcendingoil.com/>
<https://mauinow.com/2021/07/08/more-evs-could-reduce-co2-emissions-by-93-in-less-than-30-years/>



Environmental Caucus of The Democratic Party of Hawai'i

Energy & Climate Action Committee

Friday, April 1, 2022, 1:30 pm

House Committee on Finance
SENATE BILL 3311 – RELATING TO TRANSPORTATION

Position: Support

Me ke Aloha, Chair Luke, and Members of the Committee on Finance:

SB3311 sets the long-term goal of making all modes of transportation reach zero emissions across all sectors. It directs the Department of Transportation to establish working groups for this purpose.

The Energy and Climate Change Committee of the Environmental Caucus of the Democratic Party notes the startling surge in climate disasters and the dramatic urgency of global scientists' calls to drastically and rapidly slash greenhouse gas emissions, giving us only this decade to get our house in order, en route to these sharp reductions in emissions. Committee members have engaged in culling research to inform these decisions, and is in very strong support of expedited and earnest efforts in this direction while there is still time.

We note that feedback loops have kicked in to the climate warming problem, with the Arctic and Antarctic ice melting at dangerous rates, and the Arctic permafrost melting and explosively spewing methane into the atmosphere, at ten times the destructive greenhouse gas warming potential. There is a lag effect as to when we will see the effects on the earth's weather, but we already see extreme conditions in every corner of the planet, with the promise of mass extinctions on the horizon already beginning.

The Committee urges the greatest seriousness in developing solutions, to exceed efforts noted to date. Tweaking our current efforts is simply not sufficient, and all hands on deck are required to move the needle. The Committee looks forward to working with auto dealers, shipping purveyors, and others, to discover solutions to their concerns.

Mahalo for the opportunity to address this matter.

/s/ Charley Ice & Ted Bohlen, Co-Chairs, Energy and Climate Action Committee
Environmental Caucus of the Democratic Party



HOUSE COMMITTEE ON FINANCE
Representative Sylvia Luke, Chair
Representative Kyle Yamashita, Vice Chair

TESTIMONY IN SUPPORT
Senate Bill 3311 SD2 HD1, Relating to Transportation
Friday, April 1, 2022, 1:30 p.m.
Conference Room 308 & Videoconference

Aloha Chair Luke, Vice Chair Yamashita, and Members of the House Committee on Finance:

Thank you for the opportunity to provide testimony on SB3311 SD2 HD1, which among other things establishes long-term goals for zero emissions transportation in Hawai'i and abroad to reduce and eliminate transportation emissions and establishes the interisland transportation working group with an annual report required to be submitted to the legislature.

Hawaiian Airlines supports the intent of this measure and would like to request an amendment. Our company is committed to being a part of the solution in reducing the state's carbon emissions. As you know, Hawaiian Airlines is Hawai'i's airline. We employ thousands of local residents who are raising their children and grandchildren in these islands, and we want their families to be able to thrive in a sustainable Hawai'i. Hawaiian Airlines is also our state's leader in interisland air transportation and has significant experience in the important issues this bill seeks to address.

For these reasons, we request an amendment in Section 2 to insert language that includes a representative from Hawaiian Airlines as a member of the interisland transportation working group. This request is based on our desire to be proactive and contributory. We believe our expertise and vested interest in Hawai'i would bring value to the critical work of this group.

Thank you for the opportunity to provide testimony and for your consideration of our requested amendment.



Airlines for America®
We Connect the World

March 30, 2022

Representative Sylvia Luke, Chair
Committee on Finance
Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

Representative Kyle Yamashita, Vice Chair
Committee on Finance
Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

Re: SB 3311, SD2, HD1

Dear Chair Luke and Vice Chair Yamashita and Members of the Committee:

Airlines for America (A4A) is the trade association for the leading U.S. passenger and cargo airlines.¹ As your Committee continues the important task of considering legislative responses to the challenges posed by climate change, we want to take this opportunity to highlight the U.S. airlines' strong record in this regard. While states are precluded from imposing carbon taxes, emissions trading systems and other emissions measures on aircraft fuel and aircraft, we also note our industry's commitments to climate action and federal law and international agreements already addressing aircraft greenhouse gas (GHG) emissions.²

As the record of the A4A carriers demonstrates, we take our role in GHG emissions very seriously. Indeed, prior to the COVID-19 pandemic, U.S. airlines boasted a tremendous fuel and GHG emissions record, accounting for only 2 percent of the nation's GHG emissions inventory while transporting a record 2.5 million passengers and 58,000 tons of cargo each day. During this time, U.S. airlines were also driving 5 percent of GDP, over 10 million U.S. jobs and \$1.5 trillion in economic activity. In fact, U.S. airlines improved their fuel efficiency over 135 percent between 1978 and 2019, saving over 5 billion metric tons of carbon dioxide (CO₂) – equivalent to taking more than 27 million cars off the road on average in *each* of those years. Taking a more recent pre-pandemic snapshot, data from the Bureau of Transportation Statistics confirm that the U.S. airlines improved their fuel- and CO₂-emissions efficiency by 40 percent between 2000 and 2019.

These numbers are not happenstance. As an industry, we have achieved this strong environmental record by driving and deploying technology, operations, infrastructure and sustainable aviation fuel (SAF) advances to provide safe and vital air transport as efficiently as possible within the constraints of the air traffic management system. For the past several decades, airlines have dramatically improved their fuel efficiency and reduced their CO₂ emissions by investing billions in fuel-saving aircraft and engines, innovative technologies like winglets (which improve aerodynamics) and cutting-edge route-optimization software. But, despite our strong record, A4A and our member airlines are not stopping there.

Since 2009, A4A and our members have been active participants in a global aviation coalition that committed to 1.5 percent annual average fuel efficiency improvements through 2020, with

¹ A4A's members are Alaska Airlines, Inc.; American Airlines Group, Inc.; Atlas Air, Inc.; Delta Air Lines, Inc.; Federal Express Corporation; Hawaiian Airlines, Inc.; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada, Inc. is an associate member.

² We expressed these same views last year on House Bill 1319, which was carried over to the current legislative session. See pages 52-54 of https://www.capitol.Hawaii.gov/Session2021/Testimony/HB1319_HD1_TESTIMONY_CPC_02-16-21_.PDF.

goals to achieve carbon-neutral growth beginning in 2020 and a 50 percent net reduction in CO₂ emissions in 2050, relative to 2005 levels.³ On March 30, 2021, A4A announced a significant strengthening of these climate commitments.⁴ Together with our member carriers, we pledged to work across the aviation industry and with government leaders in a positive partnership to achieve net-zero carbon emissions by 2050.⁵ With consistent analyses showing that tremendous quantities of SAF must be deployed for the industry to meet its climate goals, A4A carriers also pledged to work with the government and other stakeholders toward a rapid expansion of the production and deployment of commercially viable SAF to make 2 billion gallons available to U.S. aircraft operators in 2030. On September 9, 2021, as a complement to the federal government's announcement of a SAF "Grand Challenge," A4A and its members increased the A4A SAF "challenge goal" by an additional 50 percent, calling for 3 billion gallons of cost-competitive SAF to be available to U.S. aircraft operators in 2030.⁶

The efforts our airlines are undertaking to further reduce GHG emissions are designed to limit their fuel consumption, GHG contribution and potential climate change impacts responsibly and effectively, while allowing commercial aviation to continue serving as a key contributor to the U.S., global, state, and local economies as our nation and the world continue to recover from the devastating COVID-19 crisis.

A4A members are keenly focused on technology, operations, infrastructure and SAF advances to achieve additional emissions reductions. For example, the U.S. airlines are partnering to modernize the air traffic management system and reinvigorate research and development in aviation environmental technology. In addition, we are dedicated to deploying commercially viable SAF, which could further reduce aviation's GHG emissions while enhancing U.S. energy independence and security. In fact, A4A is a founding member of the Commercial Aviation Alternative Fuels Initiative® (CAAFI), a public-private partnership with the Federal Aviation Administration (FAA) and other stakeholders that is working to ensure the development and deployment of SAF.⁷ Having helped lay the necessary technical groundwork, A4A members have been using SAF regularly on commercial flights since 2016. Last year, of course, we strongly supported the Legislature's passage of House Bill 683, which established the Sustainable Aviation Fuel Program within the Hawai'i Technology Development Corporation.⁸

Further, our global aviation coalition supported an agreement reached in 2016 at the International Civil Aviation Organization (ICAO), the standard-setting body for international aviation, for the development of an international carbon offsetting system (known as the Carbon Offsetting and Reduction Scheme for International Aviation or "CORSIA") to "fill the gap" should concerted industry and government investments in technology, operations and infrastructure measures otherwise not allow us to achieve our goal of carbon-neutral growth starting in 2020. Importantly, the U.S. is implementing the CORSIA agreement, which commenced with emissions monitoring,

³ See A4A, "A4A's Climate Change Commitment," available at <https://www.airlines.org/a4as-climate-change-commitment/>; see also Air Transport Action Group, "Climate Change," available at <https://www.atag.org/our-activities/climate-change.html>.

⁴ See <https://www.airlines.org/news/major-u-s-airlines-commit-to-net-zero-carbon-emissions-by-2050/>.

⁵ On October 4, 2021, the International Air Transport Association and its member airlines followed suit by also committing to achieve net-zero carbon emissions by 2050. See <https://www.iata.org/en/pressroom/2021-releases/2021-10-04-03/>.

⁶ See <https://www.airlines.org/news/u-s-airlines-announce-3-billion-gallon-sustainable-aviation-fuel-production-goal/>. On the federal government's SAF Grand Challenge, see <https://www.whitehouse.gov/briefing-room/statements-releases/2021/09/09/fact-sheet-biden-administration-advances-the-future-of-sustainable-fuels-in-american-aviation/> and <https://www.energy.gov/eere/bioenergy/sustainable-aviation-fuel-grand-challenge>.

⁷ For more on CAAFI, see <http://caafi.org/>.

⁸ See https://www.capitol.Hawaii.gov/slh/Years/SLH2021/SLH2021_Act180.pdf and pp. 9-12 of https://www.capitol.Hawaii.gov/Session2021/Testimony/HB683_HD1_TESTIMONY_CPC_02-16-21_.PDF.

reporting and verification requirements in 2019 to support the emissions offsetting obligation that went into effect last year (i.e., on January 1, 2021).

Our industry also supported the agreement reached at ICAO in 2016 for a CO₂ certification standard for future aircraft, as it will further support our global aviation coalition's emissions goals, along with other technology, operations, infrastructure and SAF initiatives. The U.S. Environmental Protection Agency (EPA) and FAA, which participate directly in the ICAO emissions standard-setting process and led much of the work as the CO₂ certification standard was developed, adopted the standard into U.S. law with the internationally agreed dates of 2020 for new-type design aircraft, 2023 for newly manufactured in-production aircraft types, and 2028 as an absolute production cutoff for unique and exceptional types.⁹

Commercial aircraft cross state (and national) borders and cannot be subject to overlapping or conflicting state and local requirements. Therefore, federal law preempts state and local government regulation of aircraft emissions and the content of and emissions related to commercial jet fuel.¹⁰ As your Committee and other Committees consider various pieces of legislation in the coming days, we urge you to take into account the federal provisions addressing aviation GHG emissions, our industry's continual drive for greater fuel efficiency and our commitments for further GHG emissions reductions.

We encourage the Legislature and other interested parties to work together with the airline industry on measures to increase in-state production and deployment of SAF. We would be pleased to partner with you in that endeavor in the near future.

Thank you for your consideration.

Sincerely,



Sean Williams
VP, State and Local Government Affairs
swilliams@airlines.org

⁹ See 86 Fed. Reg. 2136 (Jan. 11, 2021).

¹⁰ Federal preemption is established both under the federal Clean Air Act (CAA) and federal aviation law. For example, section 233 of the CAA explicitly preempts states and their political subdivisions from "adopt[ing] or attempt[ing] to enforce any standard respecting emissions of any air pollution from any aircraft or engine thereof unless such standard is identical to a standard" established by EPA, 42 U.S.C. § 7573, while section 44714 of title 49 of the U.S. Code stipulates that the FAA has exclusive jurisdiction over jet fuel. Further, courts have long held that the Federal Aviation Act of 1958 creates a "uniform and exclusive system of federal regulation" of aircraft that preempts state and local regulation. *Burbank v. Lockheed Air Terminal, Inc.*, 411 U.S. 624, 639 (1973); see also *American Airlines v. Department of Transp.*, 202 F.3d 788, 801 (5th Cir. 2000) (aviation regulation is an area where "[f]ederal control is intensive and exclusive") (quoting *Northwest Airlines, Inc. v. Minnesota*, 322 U.S. 292, 303 (1944)). This pervasive federal regulatory scheme extends not only to aircraft in flight, but also to aircraft-related operations on the ground. In addition, the Airline Deregulation Act precludes states from "enact[ing] or enforc[ing] a law, regulation, or other provision having the force and effect of law related to a price, route or service." 49 U.S.C. § 41713(b)(1).



SanHi

GOVERNMENT STRATEGIES
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 30, 2022

TO: Representative Sylvia Luke
Chair, House Committee on Finance

FROM: Tiffany Yajima

RE: **S.B. 3311, S.D.2, H.D.1 – Relating to Transportation**
Hearing Date: Friday, April 1, 2022 at 1:30 p.m.
Conference Room: 308

Dear Chair Luke and Members of the Committee on Finance:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of S.B. 3311, S.D.2, H.D.1.

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.

We appreciate the amendments made in the S.D.1 version of this measure to remove the 2045 date from the Hawaii Clean Transportation Initiative ground transportation goal and can support this measure with the continued removal of the target date.

Automobile manufacturers already are transitioning toward an electric future. The auto industry will have invested more than \$330 billion by 2025 to reach the goal of an electrified future. A new generation of ZEVs is coming with 130 models for sale in the U.S. market by 2026, up from over 50 models today. To make the transition to a zero-emission transportation future, automakers support federal and state policies such as investments in charging infrastructure and consumer incentives for EV purchases that grow consumer demand for electric vehicles. Automakers also support incentives such as HOV lane access and the build-out of charging infrastructure for electric vehicles as provided for in this measure.

As the state seeks to establish long-term goals to reduce carbon emissions in the transportation sector, the automobile manufacturers remain interested and willing to engage with government agencies and stakeholders to develop reasonable plans and recommendations to achieve these goals. We would support the establishment of a working group to examine ways to increase consumer uptake of electric vehicles in Hawaii and look forward to the opportunity to collaborate on a path forward.

Thank you for the opportunity to submit this testimony.



Heather Cutter, President
Dave Rolf, Executive Director

Written Testimony by
David H. Rolf, Executive Director, Hawaii Automobile Dealers Association

for the
Committee on Finance
Friday, April 1, 2022
Time 1:30 p.m.
State Capitol, via Videoconference
providing testimony **in support of the intent of SB3311, SD2, HD1**

RELATING TO TRANSPORTATION

Chair Luke, Vice Chair Yamashita and members of the committee:

HADA strongly supports Hawaii's transition to electric vehicles.

In the past decade, Hawaii's new car dealers have demonstrated this strong support by spending millions of dollars in the transition to electric vehicles.

This bill proposes, among other things, to set a goal of achieving zero emissions across ground transportation in the state, as soon as "practicably" possible.

Hawaii's auto dealers, being dealers in an island state, look at the world of business through the prism of practicality. Thus, HADA dealers much appreciate this bill's introduction of language referring to what might be practical.

Dealers have acquired a great storehouse of data on the automotive industry and are particularly aware of customers' needs and interests. Dealers can provide helpful input to the working group that is proposed to be established by this bill to address milestones on the path to a state zero emissions goal in ground transportation.

In support of the of this bill, HADA dealers agree that what is needed more than anything is to have all stakeholders working together on a path to EV adoption.

HADA's dealers have joined with the National Automobile Dealers Association's position in being "all-in" on electric vehicles.

HADA's dealers continue to work with all in this transition and thank you for the opportunity to testify in Support of the of SB 3311 SD2, HD1.

68 new car dealerships, 4,383 direct jobs, \$5.8 billion total sales, \$269 million State Gross Excise Taxes paid

SB-3311-HD-1

Submitted on: 3/29/2022 10:03:37 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

It will take a coordinated effort to meet Hawaii's decarbonization goas. SB3311 should help.

SB-3311-HD-1

Submitted on: 3/29/2022 6:14:56 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Janet L Pappas	Individual	Support	Written Testimony Only

Comments:

Dear FIN Chair and committee members,

Hawaii does not yet have a comprehensive plan to incentivise the adoption of electric vehicles. Without such a plan, we will be left behind and stuck with fossil fuels that are warming our planet at an alarming rate.

EVs will soon become the norm, as nearly every American car company has plans for one or more EV models. Some companies are going 100% electric.

Bill SB3311 will start the EV process in Hawaii by establishing a working group to plan for the charging infrastructure, setting zero-emission energy goals and looking at both ground and inter-island transportation issues.

Many states are already on the move. If Hawaii wants to be a clean energy leader, we need this working group to get going and begin planning for mass EV adoption.

Please pass SB3311. There's a lot of work to be done.

Thank you for your consideration.

Sincerely,

Jan Pappas

Aiea, Hawaii 96701

SB-3311-HD-1

Submitted on: 3/30/2022 11:52:04 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

Comments:

Let's do everything to fight against climate catastrophe.

In mild weather Hawai'i let's also bring awareness to not run cars of any kind while parked in a parking lot.

Open the windows, park in the shade, or walk to a cooler, shady area to text or talk on the phone.

Let's do every little thing:)

Aloha

SB-3311-HD-1

Submitted on: 3/30/2022 2:18:56 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Stephanie Hall Morin	Individual	Support	Written Testimony Only

Comments:

Aloha,

We need to get serious with our state's goal to mitigate climate change. This is a big goal and will not happen without dedicating resources to looking at a systemic approach. Let's get this group going and staff it with competent community members who will lead the efforts to our transisiton to clean energy.

Mahalo

SB-3311-HD-1

Submitted on: 3/30/2022 2:44:18 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Rob Weltman	Individual	Support	Written Testimony Only

Comments:

More incentives are needed to increase the pace of EV adoption and get Hawai'i closer to its zero emission goals, including HOV access and support for building out the charging infrastructure. To be successful, the program will need to include the Hawai'i EV owner community as a stakeholder.

SB-3311-HD-1

Submitted on: 3/30/2022 5:20:10 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Lorn Hoku Douglas	Individual	Support	Written Testimony Only

Comments:

This is in alignment with the states goals. Please support

Lorn Douglas
Lower Puna

SB-3311-HD-1

Submitted on: 3/30/2022 8:41:06 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Gary Miller	Individual	Support	Written Testimony Only

Comments:

I support this bill to establish transportation working groups to prepare for and incentivize EV adoption in the State.

Mahalo for your consideration of this bill,

Gary Miller

SB-3311-HD-1

Submitted on: 3/30/2022 9:07:19 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Larry Stevens	Individual	Support	Written Testimony Only

Comments:

It's time to be implementing fleet conversion programs in state government. Each department should set a target for sunsetting the purchase of ICE vehicles. Working groups help sort through issues of this sort.

SB-3311-HD-1

Submitted on: 3/30/2022 9:25:24 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Sharon Geiken Westerberg	Individual	Support	Written Testimony Only

Comments:

We need transportation working groups to prepare for EV adoption. I support the effort to increase the adoption of electric transportation because this is so important in our effort to reduce carbon emissions as transportation contributes 30 percent of our overall carbon emissions. It is important to incentivize in order to enable the public to be part of the solution. .

Everyday I read in the news how more alarming changes are occurring in our climate crisis. The Antarctica is averaging 70 Degrees above normal and the Arctic is averaging 50 degrees above normal. Most of the western half of United States is in a terrible drought. On Kauai we have the rising ocean threatening Wailua Bridge which serves half the county for food supplies. This is only a few examples of our problem.

Thank you for hearing my testimony..

SB-3311-HD-1

Submitted on: 3/31/2022 9:05:44 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Richard Wang	Individual	Support	Written Testimony Only

Comments:

Hi, I support working toward zero emissions transportation across the state to stop climate change, establishing a working group toward this effort, and developing incentives for adoption of electric vehicles, as the cost of these vehicles and the cost of living in Hawaii is high. Thanks.

SB-3311-HD-1

Submitted on: 3/31/2022 11:21:59 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Paula Miller	Individual	Support	Written Testimony Only

Comments:

My name is Paula Miller and I am a resident of Ninole, on the Hamakua Coast of the Big Island.

I strongly urge you to support SB3311 SD2 HD1, which “Establishes the interisland transportation working group. Requires the Department of Transportation to prepare for and incentivize the increased adoption of electric vehicles in the State.”

I support all efforts designed to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions. A working group represented by all relevant sectors will help ensure that the efforts are aggressive and sustainable.

I especially support the focus on developing plans to ensure that our electric charging capacity will support the transition to electric vehicles, the maintenance of HOV lane access for EVs, and the development of incentives to allow for equitable adoption of EVs.

I recommend that the working group include organizations that represent EV owners and representatives from county governments and our utilities.

I urge you to support SB3311 SD2 HD1.

SB-3311-HD-1

Submitted on: 3/31/2022 12:50:31 PM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Diana Bethel	Individual	Support	Written Testimony Only

Comments:

Aloha,

SB3311 SD2 HD1 takes concrete steps to reduce the polluting and atmospheric warming impact of our current transportation system. If we are to take climate change seriously, we have to take action and SB3311 SD2 HD1 is a good place to start. It's better late than never.

Mahalo.

SB-3311-HD-1

Submitted on: 4/1/2022 10:20:49 AM

Testimony for FIN on 4/1/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Individual	Support	Written Testimony Only

Comments:

Aloha Trusted Lawmakers,

I fully support this bill toget a working group to take FAST ACTION! Climate change should give us plenty of reasons to prioritize this, but with the backdrop of bad players in the world like Putin, let's do ALL we can to move off fossil Fuels faster than anyone thought possible AND Grow Green Jobs Here!!!!

Steve Parsons, Wailua Kauai