



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON TRANSPORTATION**

Wednesday, March 16, 2022

Time 10:30 AM

State Capitol, Conference Room 423 and Videoconference

**SUPPORT  
SB 3311 SD2  
RELATING TO TRANSPORTATION**

Chair Aquino, Vice Chair Ilagan, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3311 SD2, 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 address 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 MOU 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.

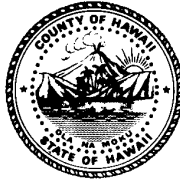
To prepare for the electrification of aviation, HSEO partnered with HDOT-Airports on planning grant for Emergency Management Agency's Building Resilient Infrastructure and Communities (BRIC) grant program. The proposal is to study the infrastructure and energy requirements necessary to support electrification 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 provide funding and a position for a transportation specialist in HSEO, which would enable HSEO to support a working group such as this should that budget become adopted into law.

HSEO defers to the appropriate agency regarding the bill's fiscal and administrative impacts of a working group.

Thank you for the opportunity to testify.

**Mitchell D. Roth**  
Mayor



**John C. Andoh**  
Mass Transit  
Administrator

## County of Hawai'i Mass Transit Agency

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KAILUA-KONA: 74-5044 Ane Keohokalole Hwy., Bldg. B • Kailua-Kona, Hawai'i 96740 • (808) 323-4330  
[www.heleonbus.org](http://www.heleonbus.org) • [heleonbus@hawaiicounty.gov](mailto:heleonbus@hawaiicounty.gov)

February 15, 2022

### **TESTIMONY REGARDING ZERO EMISSIONS TRANSPORTATION GOALS; GROUND TRANSPORTATION; INTERISLAND TRANSPORTATION; WORKING GROUP; EV; REPORT ON SENATE BILL 3311**

The County of Hawai'i Mass Transit Agency would like to offer it support regarding SB 3311.

The Mass Transit Agency is undergoing a fleet transformation and as a result is working with the Hawai'i Department of Transportation and neighboring counties to procure battery electric buses through grants received from the Federal Transit Administration (FTA). Additionally, Mayor Mitchell D. Roth as well as the Hawai'i County Council is committed to transforming the public transportation fleet, as well as other County owned vehicles to zero emission technology as soon as practically possible.

The Mass Transit Agency offers comments, to include in Section 2, to allow for the public transportation directors from each of the counties to participate on the interisland transportation working group to help the State achieve efforts in zero emission transportation.

You may reach me at 808.961.8555 or email [john.andoh@hawaiicounty.gov](mailto:john.andoh@hawaiicounty.gov) with any questions on this testimony.

Mahalo,

John Andoh,  
Mass Transit Administrator



**SanHi**

GOVERNMENT STRATEGIES  
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 14, 2022

TO: Representative Henry Aquino  
Chair, House Committee on Transportation

FROM: Tiffany Yajima

RE: **S.B. 3311, S.D.2 – Relating to Transportation**  
**Hearing Date: Wednesday, March 16, 2022 at 10:30 a.m.**  
**Conference Room: 423**

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Dear Chair Aquino, Vice Chair Ilagan, and Members of the Committee on Transportation:

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

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.

Thank you for the opportunity to submit this testimony.

**SB-3311-SD-2**

Submitted on: 3/15/2022 7:54:45 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

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

Comments:

Dear Chair Aquino, Vice-Chair Ilagan, and members of the Committee,

**Big Island EV Association supports SB3311 SD2.** 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.

Thank you for this opportunity to testify.

Thank you,

Noel Morin

President - Big Island EV Association

[bigislandev.org](http://bigislandev.org)

**SB-3311-SD-2**

Submitted on: 3/14/2022 11:35:03 PM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Support!



March 14, 2022

**SUPPORT FOR SB3311 SD2 RELATING TO TRANSPORTATION**

Dear Chair Aquino, Vice Chair Ilgan and members of the Transportation Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB3311 SD2, 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.

Thank you for this opportunity to testify.

Sincerely,

Noel Morin  
President  
Hawaii EV Association

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**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](http://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



## Testimony in Support of SB3311

Aloha Chair and Members,

I am writing on behalf of Kauai Climate Action Coalition, a large group of Kauai residents who understand the urgency of transitioning away from fossil fuels to address the climate crisis of today and tomorrow. We support SB3311. SB3311 establishes the ground transportation and interisland transportation working groups, a major step forward. It also Requires the Department of Transportation to prepare for ,and incentivize, the increased adoption of electric vehicles in the State. Establishes goals. This is essential if the state is to do its part to reduce fossil fuel emissions. Finally, we recognize the importance of the incentives proposed in the measure: HOV access, charging infrastructure and other incentives.

Despite our firm support for this bill, we believe it is appropriate that EV owner groups should be included as stakeholders. Furthermore, we believe that there should be a more aggressive goal. 2045 is simply too far out.

Mahalo for the work you do and please pass SB3311.

**SB-3311-SD-2**

Submitted on: 3/14/2022 8:36:45 PM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Sonja Kass	KauaiEV	Support	Written Testimony Only

Comments:

Dear Chair Aquino, Vice Chair Ilagan and committee 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.

KauaiEV supports establishing the interisland transportation working group. 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.

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

Mahalo

Sonja Kass, President KauaiEV

**SB-3311-SD-2**

Submitted on: 3/14/2022 8:56:02 PM

Testimony for TRN on 3/16/2022 10:30:00 AM

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

Comments:

Help our DOT prepare for a fossil fuel future and electric vehicle integration. An important Bill to move in the right direction

**SB-3311-SD-2**

Submitted on: 3/15/2022 7:40:06 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Rob Weltman	Maui Nui EV Association	Support	Written Testimony Only

Comments:

Transitioning from fossil fuel based transportation to the use of solely renewable energy will require careful planning and wise use of government funds.



40 Hobron Avenue  
Kahului, Hawaii 96732  
(808) 877-3144  
www.biodiesel.com

March 14, 2022

## TESTIMONY ON SB 3311, RELATING TO TRANSPORTATION

### Comments

Rep. Henry J.C. Aquino, Chair  
Rep. Greggor Ilagan, Vice Chair  
Committee on Transportation  
Hearing on Wednesday, March 16, 2022, Conf Room 423 and via Videoconference

Aloha Chair Aquino, Vice Chair Ilagan and Members of the Committee,

SB 3311 states in the opening that “transportation accounts for the majority of Hawaii’s greenhouse gas emissions.” Yet the body of the legislation is about zero emission technologies. There is a rather large disconnect between the two calculations at the current time. Many of the “zero emission” technologies only reduce tailpipe emissions, while drastically multiplying Life Cycle Greenhouse Gas emissions.

We support a BALANCED mix of renewables in Hawaii, including clean liquid biofuels and zero emission equipment. Unfortunately, **Hawaii’s race to electrify transportation is largely overlooking the many environmental, economic and energy security benefits of biofuels.**

The fact is any internal combustion engine can reduce greenhouse gas emissions when it is fueled with biofuel – such as E85 (for gasoline engines) or a high blend of biodiesel (in diesel engines). Biofuels simply require a switch of fuel, not the purchase of entirely new vehicles or equipment. And biofuels utilize existing infrastructure to deliver liquid fuels to the marketplace. Biodiesel is a direct replacement for petroleum diesel fuel and can be used right now in any diesel engine without modification, helping to reduce GHG emissions by 86% compared to petroleum diesel. The modern efficient clean diesel engine is NOT the problem. Petroleum diesel FUEL used in these diesel engines is the problem.

**In today’s volatile global energy sector exacerbated by Russia’s war with Ukraine, Hawaii’s locally produced biodiesel is supporting energy security in our island state and reducing reliance on imported fossil fuel.** Biodiesel is a readily available firm renewable energy source that provides a reliable backup to intermittent renewables in Hawaii like solar and wind. The opportunity must not be overlooked to use biodiesel for existing diesel engines in interisland vessels, including but not limited to the new, fuel-efficient fleet of tugs acquired over the past few years by Young Brothers. Biodiesel-fueled tugs can deliver critical food, energy and other necessities throughout our state without interruption from global fossil fuel supply chain issues.

(continued)

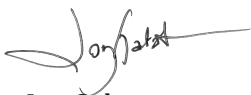
**Biodiesel allows for an immediate reduction of greenhouse gas emissions.** Waiting to transition all transportation to “zero emission” simply does not reduce GHG emissions quickly enough. Each day of delay allows cumulative CO2 to continue accumulating in the atmosphere and exacerbating the destructive effects of climate change. High-blend biofuels in existing transportation engines help reduce GHG emissions NOW.

**Before Hawaii spends millions on new EVs, what are the real gains, the true lifecycle costs and the comparative benefits to Hawaii's environment and economy?** In looking at the lifecycle comparison, today's EVs utilize batteries made from raw materials like lithium and cobalt that are extracted in foreign countries (often resulting in ecological degradation and human rights abuses), the batteries are manufactured in foreign countries (posing potential supply chain issues with a reliance on foreign sources), and the batteries offer a relatively short lifespan and limited options for recycling. Although emissions are eliminated at the tailpipe, the total lifecycle impact of zero emission vehicles must be considered.

Last summer, a California Air Resources Board (CARB) report\* shared findings that **total greenhouse gas (GHG) reductions from biomass-based diesel were 3x the total reductions from electric vehicles.** In Hawaii, where the carbon intensity of our electricity grid is significantly higher than the US average, the assumption would be an even greater GHG reduction with the use of 100% biodiesel compared to EVs charged by an electricity grid that's currently only 30% powered by renewables.

We cannot and should not sit back and wait for a 100% zero emission future. The State must get serious, soon, about requiring a lifecycle GHG reduction analysis on its “zero emission” strategies before Hawaii spends millions on electrification of transportation.

Mahalo,



Joy Galatro  
Marketing Director  
Pacific Biodiesel  
[jgalatro@biodiesel.com](mailto:jgalatro@biodiesel.com)  
(808) 866-5104

\*Biobased Diesel Daily, 5/15/21: <https://www.biobased-diesel.com/post/biobased-diesel-outperforms-electric-vehicles-3-to-1-in-california-ghg-reductions>



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON TRANSPORTATION  
Wednesday, March 16, 2022 — 10:30 a.m.

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

Dear Chair Aquino 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**, 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.

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 emissions 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.<sup>1</sup> 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 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.

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<sup>1</sup> [https://energy.hawaii.gov/wp-content/uploads/2020/11/HSEO\\_FactsAndFigures-2020.pdf](https://energy.hawaii.gov/wp-content/uploads/2020/11/HSEO_FactsAndFigures-2020.pdf)

We appreciate the commitments made by the State over the last year to bolster Hawai'i's 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.<sup>2</sup> 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

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



**SB-3311-SD-2**

Submitted on: 3/15/2022 9:07:44 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Roberta Baker	Individual	Support	Written Testimony Only

Comments:

This is a good bill to help the Department of Transportation do the right thing and prepare for and incentivize EVs.

I support this bill.

**SB-3311-SD-2**

Submitted on: 3/15/2022 10:28:03 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ryan Christopher	Individual	Support	Written Testimony Only

Comments:

This will aid in the transition to EVs

**SB-3311-SD-2**

Submitted on: 3/15/2022 6:36:39 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lorn Hoku Douglas	Individual	Support	Written Testimony Only

Comments:

I order to meet theState's goals for clean transportation, this is an important step. THanks for your consideration.

**SB-3311-SD-2**

Submitted on: 3/15/2022 6:29:23 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Stephanie Hall Morin	Individual	Support	Written Testimony Only

Comments:

Aloha,

This makes a lot of sense to me. We need to get moving quickly on this as time is of the essence. There is a grassroots effort with the EV clubs, but those are not enough, we currently have 1% adoption rate. The state needs leadership to move this forward. Mahalo for listening.

**SB-3311-SD-2**

Submitted on: 3/15/2022 7:17:34 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Thomas Martin	Individual	Support	Written Testimony Only

Comments:

I support SB3311 SD2, which Establishes the interisland transportation working group, which requires the HI DOT to plan for and incentivize the increased adoption of EVs.

We need to accelerate the decarbonization of our ground transportation because it is a significant contributor to carbon (greenhouse) gas emissions. The focus on developing plans to ensure that our EV charging capacity will support the transition, the maintenance of HOV lane access for EVs, and the development of other incentives to allow for adoption of EVs.

I request that the working group include organizations of EV owners.

**SB-3311-SD-2**

Submitted on: 3/15/2022 7:24:07 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gary Miller	Individual	Support	Written Testimony Only

Comments:

I support this bill to improve planning and communications across the Islands for a focused effort to improve EV adoption and incentives opportunities.

Mahalo for your consideration on this bill,

Gary Miller

**SB-3311-SD-2**

Submitted on: 3/15/2022 10:12:52 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
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.

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 our efforts are aggressive and sustainable.

As an electric vehicle owner, I am 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.

I recommend that the working group include organizations that represent EV owners.

Please support SB3311 SD2.

**SB-3311-SD-2**

Submitted on: 3/15/2022 8:41:31 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keith Neal	Individual	Support	Written Testimony Only

Comments:

I support SB3311 SD2

SB3311 SD2 is important because provides for Hawaii clean transportation initiatives. Adoption of electric vehicles are critical to reducing Hawaii's Green House Gas emissions and mitigate pollution brought on by fossil fuel use.

Respectfully submitted,

-Keith Neal



**SB-3311-SD-2**

Submitted on: 3/14/2022 3:12:57 PM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

Support.

**SB-3311-SD-2**

Submitted on: 3/15/2022 9:38:00 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ron Reilly	Individual	Support	Written Testimony Only

Comments:

Dear Chair Aquino, Vice-Chair Ilagan, and members of the Transportation Committee,

I urge you support for SB3311.

I trust the final bill will go into effect as early as is practicable and that goals be aggressive in their implementation. Delays to effective decarbonization of transportation magnify the adverse climate crisis challenges we now face and which will continue with increasing severity in the future.

Please consider adding a requirement for a member of the Hawaii EV Association to have membership on the working group. My experience, as an EV owner for over six years, has helped me understand that EV Association members have valuable first hand, daily experiences, with the benefits, the opportunities, and the challenges regarding EV operation and ownership.

Thank you for your consideration, Ron Reilly  
Volcano Village, Hawaii  
Member of the Hawaii EV Association

**SB-3311-SD-2**

Submitted on: 3/14/2022 6:22:33 PM

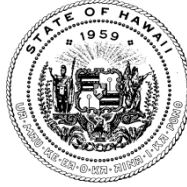
Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gerard Silva	Individual	Oppose	Written Testimony Only

Comments:

Electric Cars are not yet Fisable for Hawaii the Batterys Can not even last 80 miles so it is not worth Haveing on the Big Island. The Cost to replace the Battery is almost the same price as the Car witch makes it not Fesible for Any one in Hawaii!!

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

March 16, 2022  
10:30 A.M.  
State Capitol, Teleconference

**S.B. 3311, S.D.2**  
**RELATING TO TRANSPORTATION**

House Committee on Transportation

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The Department of Transportation (DOT) provides **comments** on this measure that proposes Hawaii clean transportation initiative and creates an interisland transportation 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 is unnecessary as it is duplicative of policies, planning, discussions, and actions already in progress.

In addition to its work as part of the Hawaii Climate Change and Adaptation Commission, 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. In 2015, the DOT entered into a 20-year energy savings contract that guaranteed a 40% reduction of energy use at state airports, harbors and highway facilities through the installation of energy efficient systems and photovoltaic panels. The combined DOT investment in the energy savings contract is \$305 million with a projected savings of \$775 million in energy costs over the life of the contract.

The DOT Highways Division is committed to meeting the state's clean energy goals by reducing emissions from DOT's internal operations. These actions include:

- 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.
- Pursuit of green materials such as carbon entrained concrete, plastic roads, pavement containing high levels of recycled asphalt and other pavement strategies to extend the lifespan of roads and reduce the environmental impacts of construction. Through these strategies DOT has been able to share specifications for carbon entrained concrete for flatwork and structures. Use of 150 cubic yards of this concrete mix reduces enough carbon dioxide in the atmosphere to offset the emissions from 1,600 miles of highway driving.

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 DOT Airports Division embarked on an ambitious plan to mainstream sustainability in the aviation sector in Hawaii with the 2016 Honolulu International Airport (HNL) Sustainable Management Plan (SMP). The goal of the SMP is to leverage design, construction, operations, and maintenance expenditures through proven business practices, goals, and initiatives in order to pay benefits to the customers, employees, industry, and local community. Through the SMP, HNL aligns with the State and local goals, policies, and initiatives by conducting a comprehensive analysis of how and where sustainability management is implemented into long-term planning. The plan included priority sustainability categories, energy, carbon, water, waste, and stormwater, as well as a general overview of the additional, longer-term sustainability focus areas.

The DOT Harbors Division's sustainability-related primary focus has been in protecting water quality in the harbors waters. To address the consent decree mandate, the division follows its Stormwater Management Plan to improve water quality in the harbor waters. The Harbors Division is also addressing resiliency and adapting to climate change. The major focus of the Honolulu Harbor 2050 Master Plan effort, which will provide a guide to future Harbors Division improvements and plans, is on improvements that can be done to address resiliency and adaptation.

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.



Heather Cutter, President  
Dave Rolf, Executive Director

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

for the  
**Committee on Transportation**  
Wednesday, March 16, 2022  
Time 10:30 a.m.  
State Capitol, via Videoconference  
providing testimony **in support of the intent of SB3311, SD2**

**RELATING TO TRANSPORTATION**

Chair Aquino, Vice Chair Ilagan 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 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 intent 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 Intent of SB 3311 SD2 and request that it be passed on to its next committee for further consideration.

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



# Hawaii Bioeconomy Trade Organization

**THE SENATE**  
THE THIRTY-FIRST LEGISLATURE  
REGULAR SESSION OF 2022

## House Committee on Transportation

### TESTIMONY ON SENATE BILL NO. SB 3311

Position: **Support with Comments**

To the Honorable Representative Henry Aquino, Chair; Representative Ilagan, Vice Chair; and Members of the Committees:

We support in principle the idea of the State planning and executing towards sustainable and renewable efforts; however, we feel that the scope in the current language is narrower than the opportunity provides.

Bus example: at the HEPF greenhouse gas lifecycle methodology workshop held Oct 2019, participants found that a bus converted to biodiesel emitted 80% less greenhouse gas emissions across the lifecycle and the same emissions as diesel at the tail pipe, while a bus converted to electricity and charged from Oahu's electrical grid mix emitted 2.5 times more greenhouse gases across the lifecycle, but zero emissions at the tailpipe.

The scope should include working to achieve "life cycle greenhouse gas reduction" as well as "zero emission transportation." There are CO<sub>2</sub>-emitting transportation options that are much lower overall carbon intensity than fossil fuels and even net-negative, and some "zero emission" transportation options that are more GHG-emitting than fossil gasoline and diesel internal combustion engine options over the lifecycle. Our goal is to tackle climate change and reduce greenhouse gas emissions overall, not just at the tail pipe.

The working group should include representatives from industry and subject matter experts and practitioners in transportation and transportation fuels.

The scope should consider fuel replacement with renewable fuel, and not just vehicle replacement and charging infrastructure, for each major fuel type and end use: diesel fuel for freight, buses, and heavy vehicles, jet fuel for aviation, bunker fuel and natural gas for marine transportation, and gasoline for light passenger vehicles and emergency generators

[Thank you for your consideration of this testimony.](#)

Regards,

Carl Campagna  
Executive Director  
[carl@hawaiiioeconomy.org](mailto:carl@hawaiiioeconomy.org)

**SB-3311-SD-2**

Submitted on: 3/15/2022 10:52:51 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jacob Head	Individual	Support	Written Testimony Only

Comments:

Please support any means to move us forward to Transportation energy independence!

**SB-3311-SD-2**

Submitted on: 3/15/2022 2:53:15 PM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Gordon Karsin	Individual	Support	Written Testimony Only

Comments:

EV automobiles need to be incentivized.

**SB-3311-SD-2**

Submitted on: 3/15/2022 11:00:47 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Steve Parsons	Individual	Support	Written Testimony Only

Comments:

Aloha Trusted Lawmakers!

I'm Steve Parsons and I strongly Support this bill. I am a Candidate for KIUC's Board, Surfrider Foundation Member, EV Hawaii and Kauai, and Kauai Climate Action Coalition. This is a GREAT bill please vote YES! DOT needs to be ready for accelerating EV adoption ASAP, as we are LOSING the Climate Crisis AND we need to STOP MONEY GOING TO BAD PLAYERS LIKE Putin.... Mahalo and IMUA>>>>

[Steve Parsons](#), Wailua, Kauai

**SB-3311-SD-2**

Submitted on: 3/16/2022 4:00:57 AM

Testimony for TRN on 3/16/2022 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Priscilla Rodriguez	Individual	Support	Written Testimony Only

Comments:

Thanks. This bill requires the Department of Transportation to prepare for and incentivize EVs