

DAVID Y. IGE  
GOVERNOR



**LATE**

**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

February 3, 2022  
3:00 P.M.  
State Capitol, Teleconference

**S.B. 3311  
RELATING TO TRANSPORTATION**

Senate Committee on Transportation

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The Department of Transportation (DOT) provides **comments** on this measure to create ground transportation working groups administratively attached to the department for the purpose of coordinating with other groups and programs working towards zero transportation emissions. The measure additionally seeks to establish zero emissions goals for ground, interisland, and international transpacific transportation and requires the DOT to develop plans for electric vehicle sales growth.

The DOT as a whole and each modal division is actively working 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-percent 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 (TDM) 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 (HOV) 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.

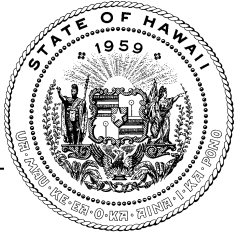
The DOT Harbors Division's sustainability-related primary focus has been in protecting water quality in the harbors waters. To address the consent decree mandate, the division follows its Stormwater Management Plan to improve water quality in the harbor waters. The Harbors Division is also addressing 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.

Despite all the DOT initiatives, it should be noted that the transportation system user-generated environmental impacts are largely due to the structural pattern of land use namely residential and job locations which require programs and interventions beyond the jurisdiction of the DOT. The DOT has collaborated with the Hawaii State Energy Office to designate alternative fuel corridors, procure EV vehicles as a service contract, and Building Resilient Infrastructure and Communities (BRIC) application to study leveraging electrification of aviation infrastructure for resiliency hubs. These initiatives will likely lead to additional funds for the implementation of clean transportation programs. Furthermore, the DOT actively participates and contributes to multiagency efforts such as the Greenhouse Gas Sequestration Task Force, the Hawaii Interagency Council for Transit-Oriented Development, and Hawaii Climate Change Mitigation and Adaptation Commission to work towards State's zero-emission economy.

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

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

before the  
**SENATE COMMITTEE ON TRANSPORTATION**

Thursday, February 3, 2022  
3:00 PM  
State Capitol, Via Videoconference

**SUPPORT  
SB 3311  
RELATING TO TRANSPORTATION**

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3311, which establishes the ground transportation and interisland transportation working groups, requires the Department of Transportation to prepare for, and incentivize, the increased adoption of electric vehicles in the State, and establishes goals.

Hawai'i is a national leader in renewable energy and in the adoption of electric vehicles ranking second nationally in EV adoption per capita. The Department of Transportation has made extensive efforts to reduce its operational emissions and has been in partnership with HSEO on addressing multiple modes of transportation fossil fuel energy use.

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 are essential. Emissions from transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation

emissions in Hawai'i were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. To address transportation emissions the HSEO is engaging with stakeholders to implement policies and programs to support the decarbonization of ground transportation and aviation.

A coordinated effort is needed amongst a wide range of stakeholders to make meaningful progress in transitioning the transportation sector. The HSEO will continue to work with relevant agencies and stakeholders to support the goals of Chapter 225P, Hawai'i Revised Statutes, and take holistic actions to achieve the decarbonization of the transportation sector.

HSEO collaborated with the Hawai'i Department of Transportation (HDOT) – 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 corridor's 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.

The HSEO has also focused on reducing the energy intensity of mobility. Working with the State Climate Change Mitigation and Adaptation Commission, the HSEO has funded a Vehicle Miles Travelled and Active Transportation Specialist through a grant from the United State Climate Alliance to focus on development and implementation of strategies to reduce vehicle miles travelled (VMT) through mode-shift, active transportation, and other associated means.

To prepare for the electrification of aviation, the HSEO partnered with HDOT-Airports on an application for a planning grant under the Federal Emergency Management Agency's Building Resilient Infrastructure and Communities (BRIC) grant program. The proposal is to study the infrastructure and energy requirements necessary

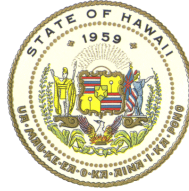
to support electrification of aviation and how to leverage that infrastructure to support resiliency hubs in response to all-hazard events such as hurricanes.

The HSEO requests amendments to page 4, lines 1-2 and page 5, lines 14-15 to change HSEO's designation in the working groups:

"The [~~administrator~~] chief energy officer of the Hawaii state energy office, or the [~~administrator's~~] chief energy officer's designee;"

The administrator position was replaced by the Chief Energy Officer position in Act 122, Session Laws of Hawai'i 2019.

HSEO defers to the appropriate agency on fiscal and administrative impacts.  
Thank you for the opportunity to testify.



**Co-Chairs:**  
Chair, DLNR  
Director, Office of Planning

**Commissioners:**  
Chair, Senate AEN  
Chair, Senate WTL  
Chair, House EEP  
Chair, House WTH  
Chairperson, HTA  
Chairperson, DOA  
CEO, OHA  
Chairperson, DHHL  
Director, DBEDT  
Director, DOT  
Director, DOH  
Chairperson, DOE  
Director, C+C DPP  
Director, Maui DP  
Director, Hawai'i DP  
Director, Kaua'i DP  
The Adjutant General  
Manager, CZM

**STATE OF HAWAII  
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION  
COMMISSION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809**

**Testimony of  
Anukriti Hittle  
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission**

**Before the Senate Committee on**

**TRANSPORTATION**

**Thursday, February 3, 2022  
3:00 pm  
State Capitol, Via Videoconference**

**In support of  
Senate Bill 3311  
RELATING TO TRANSPORTATION**

SB 3311 proposes to establish the ground transportation and interisland transportation working groups; and requires the Department of Transportation to prepare for, and incentivize, the increased adoption of electric vehicles in the State. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission) I support the intent of this measure, with the following comments.**

Reducing greenhouse gas emissions from ground transportation is a priority for the Commission, which was established by Act 32 SLH 2017 (HRS §225P-3) to uphold the United States' pledges under the Paris Agreement. It is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state's climate response. Co-chaired by DLNR and OPSD, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

In Hawaii, as everywhere in the U.S., the transportation sector is the highest emitter of greenhouse gas emissions, and significantly more ambitious strategies need to be deployed to change the projected trajectory of such emissions. The Commission's priority to reduce these emissions emphasizes electrification of transportation and fuel switching, accompanied by reduction of Vehicle Miles Traveled as the major strategies that are central to achieving the state's clean energy and climate goals. SB 3311 will help in making progress towards such goals.

Thank you for the opportunity to offer comments in support of this measure.



**SanHi**

GOVERNMENT STRATEGIES  
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 2, 2022

TO: Senator Chris Lee  
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **S.B. 3311 – Relating to Transportation**  
**Hearing Date: Thursday, February 3, 2022 at 3:00 p.m.**  
**Conference room: Via Videoconference**

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Dear Chair Lee, Vice Chair Inouye, and Members of the Committee on Transportation:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit these **comments supporting the intent of S.B. 3311 but expressing concerns with the 2045 goal for ground transportation and asking for an amendment to remove the 2045 date.**

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.

The Auto Innovators request the following amendment on page 6, line 16:

**§225P—C Hawaii clean transportation initiative; established.** (a) It shall be the goal of the State to reduce greenhouse gas emissions and achieve zero emissions across all transportation modes within the State, including across all sectors of: (1) Ground transportation as soon as practicably possible ~~but no later than 2045~~;

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. The Auto Innovators support the provisions of this measure that provide EV incentives such as HOV lane access and the build-out of charging infrastructure.



Realistically, however, gasoline-powered ground transportation will need to be part of Hawaii's transportation mix for the foreseeable future. As a matter of equity, because electric vehicles cost more than gasoline powered vehicles, this measure would significantly impact low- and moderate-income individuals and raise social equity concerns.

Furthermore, unless the state intends to remove all used vehicles from the state and require residents and businesses to purchase new zero-emission vehicles, there will still be gasoline vehicles on the road beyond 2045 since the average age of a car is 12 years, meaning thousands of vehicles are significantly older than that. For gasoline powered cars to be phased out by 2045 all new cars sold in the state in the near future will have to be all electric.

Notwithstanding the passenger vehicle sector, this language sets a goal for all ground transportation in the state to be fossil fuel-free by 2045, including all heavy-duty trucks, trailers, fuel efficient mopeds and motorcycles, construction and agricultural equipment, trains, trolleys, and buses, etc., and would eliminate fuel efficient vehicles such as hybrid vehicles from vehicle fleet mixes.

Establishing such an unrealistic goal for Hawaii and requiring state agencies and the electric utility to develop actionable strategies to meet this goal would have serious implications for residents and businesses. For these reasons we ask the committee to pass this measure with an amendment to remove the 2045 date for ground transportation and instead set a true goal to achieve zero emission ground transportation as soon as practicably possible.

Thank you for the opportunity to submit this testimony.

Testimony of Matson Navigation Company, Inc.  
Comments on SB3311  
Before the Committee on Transportation  
February 3, 2022

Dear Chair Lee, Vice Chair Inouye, and Members of the Committee on Transportation,

Matson Navigation Company, Inc. (Matson) appreciates the intent of this measure of SB3311, which among other things, establishes an interisland transportation working group.

Matson respectfully requests that your Committee amend the measure to include the following entities be made party to the working group:

- The executive director, or representative of the Hawaii Harbor Users Group;
- A representative of a transpacific ocean carrier with an interisland operation;
- A representative from a regulated intrastate carrier;
- A representative from a tug and barge commercial operator that provides interisland service;
- A representative of a fuel supplier that operates between the State's commercial harbors; and
- A representative from the Hawaii Pilots Association.

As an island state, Hawaii is very dependent upon our commercial harbors to ensure the continued and unimpeded flow of cargo in and out of our State. It is estimated that over 90 percent Hawaii's imported goods pass through our commercial harbors, including consumer goods, motor vehicles, construction materials, and fuel. Given the critical role of our commercial harbors, it is imperative that the State support dependable and efficient cargo transportation and handling to service our residents and businesses. Matson believes adding these additional members to the working group will help to ensure planning can be done in a manner that does not adversely impact the State's ability to obtain its goods in a timely manner.



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

SENATE COMMITTEE ON TRANSPORTATION  
Thursday, February 3, 2022 — 3:00 p.m.

**Ulupono Initiative supports SB 3311, Relating to Transportation.**

Dear Chair Lee 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 SB 3311**, which establishes the ground transportation and interisland transportation working groups; 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.

The bill's Hawai'i Clean Transportation Initiative seeks to establish zero-emission goals for both ground and interisland transportation by 2045, 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> This bill seeks to further address ground transportation greenhouse gas emissions by establishing State goals and tasking the DOT 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 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

<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)

<sup>2</sup> <https://www.transcendingoil.com/>



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.

We also encourage the working groups to explicitly recognize that reducing vehicle miles traveled is an important aspect of achieving zero emissions within ground transportation. As such, we recommend adding language to explicitly recognize demand management as well as accounting for community impacts of recommended strategies, such as economic impacts to lower-income community members and accessibility to daily needs.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs

**LATE**



Written Testimony by

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

for the

**SENATE COMMITTEE ON TRANSPORTATION**

Wednesday, February 2, 2022

Time 3:00 PM

State Capitol, via Videoconference

in SUPPORT of the Intent of **SB 3311**,

**RELATING TO TRANSPORTATION**

Chair Lee, Vice Chair Inouye, 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 hundreds of millions of dollars in the transition to renewable fuels in motor vehicles.

This bill proposes, among other things, to set a goal of achieving zero emissions across all transportation modes within the State, including ground transportation, as soon as "practicably" possible, but no later than 2045.

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 believe that 2045, however, may not be among the realm of practicable possibilities.

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.

Here is an insight into why the 2045 date set in the bill may be impracticable and which has led to our HADA request to delete the date to allow for practicable milestones on the journey we are all on together.

Hawaii has had a long-established new vehicle sales rate of 50,000 new vehicles per year. Which, by the way, is approximately how many vehicles are crushed and taken out of service each year. Motor vehicles, nowadays, have a service life of approximately 20 years. Replacing the approximately 1 million privately-owned light vehicle cars and trucks by 2045 would necessitate only electric vehicles being sold by new car dealers in Hawaii starting with the year 2025.

This brings up the question of what number of new vehicle sales would be needed in future years to create the turnover necessary for all of Hawaii's privately-owned and commercially-owned internal combustion engine vehicles to be replaced by renewable fuel vehicles by the date listed in the bill. HADA dealers bring much data and insight to help in the proposed working group's discussion of that question.

In support 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 and request that it be passed on to its next committee for further consideration, with the deletion of the target date set for the transition in ground transportation.

THE SENATE  
THE THIRTY-FIRST LEGISLATURE SESSION OF 2022

**TESTIMONY ON SENATE BILL NO. 3311, RELATING TO TRANSPORTATION**

Position: **SUPPORT with COMMENTS**

To the Honorable Senator Chris Lee, Chair, and Senator Lorraine R. Inouye, Vice Chair; and Members of the Committee:

We offer this testimony in **support** of this bill, with the following **comments**:

- 1) 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 combustions engine options over the lifecycle. Our goal is to tackle climate change and reduce greenhouse gas emissions and presence in the atmosphere overall, not just at the tail pipe.
- 2) The working group should include representatives from industry and subject matter experts and practitioners in transportation and transportation fuels.
- 3) 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: i.e. renewable fuel replacements for 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.
- 4) It’s not clear why the new Hawaii clean transportation initiative limits air transportation to just “international” and “inter-island,” and excludes domestic transoceanic transport. Policy measures like a Low Carbon Fuel Standard do allow states to set statewide greenhouse gas lifecycle reduction goals, and even requirements, without violating the U.S. constitution’s inter-state commerce clause.

As such, recommended changes to the bill language are marked by underlining below:

**"PART . HAWAII CLEAN TRANSPORTATION INITIATIVE**

**§225P-A Ground transportation working group; established.** (a) There is established a ground transportation working group within the department of transportation for administrative purposes.

(b) The working group shall:

(1) Develop metrics, benchmarks, plans, and recommendations for stakeholders and the legislature to achieve the goals of section 225P-C(a)(1);

(2) Coordinate with other groups and programs in the State and outside of the State that are working to achieve life cycle greenhouse gas emissions reductions as well as zero emissions transportation, to include renewable fuel replacement as well as electrification; and

(3) Coordinate with the State and applicable stakeholders to pursue grants and other funding opportunities to achieve the goals of section 225P-C(a)(1).

(c) The working group shall comprise the following:

(1) The director of transportation, or the director's designee;

(2) The administrator of the Hawaii state energy office, or the administrator's designee;

(3) The co-chairpersons of the Hawaii climate change mitigation and adaptation commission, or the co-chairpersons' designees; and

(4) Relevant stakeholders as recommended by the working group; which shall include representatives from industry and subject matter experts in transportation and renewable transportation fuels.

and

**§225P-B Interisland transportation working group; established.** (a) There is established an interisland transportation working group within the department of transportation for administrative purposes.

(b) The working group shall:

(1) Develop metrics, benchmarks, plans, and recommendations for stakeholders and the legislature to achieve the goals of section 225P-C(a)(2);

(2) Coordinate with other groups and programs in the State and outside of the State that are working to achieve life cycle greenhouse gas emissions reductions as well as zero emissions transportation, to include renewable fuel replacement as well as electrification; and

(3) Coordinate with the State and applicable stakeholders to pursue grants and other funding opportunities to achieve the goals of section 225P-C(a)(2).

(c) The working group shall comprise the following:

(1) The director of transportation, or the director's designee;



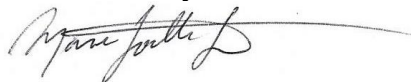
- (2) The administrator of the Hawaii state energy office, or the administrator's designee;
- (3) The co-chairpersons of the Hawaii climate change mitigation and adaptation commission, or the co-chairpersons' designees; and
- (4) Relevant stakeholders as recommended by the working group; which shall include representatives from industry and subject matter experts in transportation and renewable transportation fuels.

And

**§225P-C Hawaii clean transportation initiative; established.** (a) It shall be the goal of the State to reduce life cycle greenhouse gas emissions ~~and achieve zero emissions to zero~~ across all transportation modes within the State, including across all sectors of:

- (1) Ground transportation as soon as practicably possible but no later than 2045;
- (2) Interisland transportation as soon as practicably possible but no later than 2045; and
- (3) ~~International~~ Transpacific transportation as soon as practicably possible.

Sincerely,



Marie-Joelle Simonpietri  
President

*About Simonpietri Enterprises:* Our company is a Kailua-based small business providing industrial sustainability and innovation technical and business services to companies in fuels, energy, transportation, waste management, and defense in the U.S., Australia, and Canada. For over fifteen years, Simonpietri Enterprises has provided expertise in supply chain, technical integration, and project development for waste and lifecycle greenhouse gas reduction, and renewable fuels and integrated bioproducts and bioenergy production. Analysis methods include technoeconomic analyses, market intelligence, investment due diligence, strategic partnering, greenhouse gas analyses, waste re-use and circular economy planning, and first-of-a-kind project financing and execution. We are developing new ways to recycle waste generated in Hawai'i into sustainable aviation fuel, green hydrogen, and other beneficial products such as new building materials. Our home-grown, patent-pending process can convert solid waste into fuel intermediates and liquid fuels fully compatible with existing commercial fuel refining equipment and downstream distribution infrastructure. As a result, purchase or investment in separate pipelines, tanks, or new vehicles is not necessary. We are working on developing and installing our new manufacturing process in a plant here in Hawai'i.