



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

Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
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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

Before the House Committees on
ENERGY AND ENVIRONMENTAL PROTECTION
And
TRANSPORTATION

Thursday March 21, 2024
10:00 AM
State Capitol, Via Videoconference, Conference Room 325

In support of
House Concurrent Resolution 51
REQUESTING THE HAWAII CLIMATE CHANGE MITIGATION AND ADAPTION
COMMISSION TO DEVELOP VEHICLE MILES TRAVELED REDUCTION
STRATEGIES AND MAKE RELATED RECOMMENDATIONS

HCR 51 requests the Hawaii Climate Change Mitigation and Adaption Commission to develop vehicle miles traveled (VMT) reduction strategies and make related recommendations **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this bill provided and provides the following comments.**

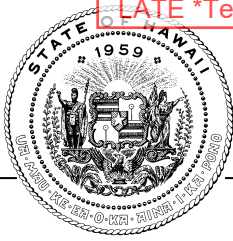
The Commission is a multi-jurisdictional effort between 20 different State and county departments, and Legislative committees. The Commission believes that supporting VMT reduction is a key component of reaching our mandated 2045 carbon emission goals. The transportation sector is the largest source of climate pollution in the state, and alternative modes of transportation will help us reduce transportation emissions.

Rapid decarbonization of our transportation sector requires more than just switching to electric cars. Expanded access to multimodal options like e-bikes and electric mopeds is critical to an equitable and clean transportation future. The Commission produced the report "Investing in Transportation Choices" in 2022 which provides many recommendations for reducing VMT through providing safe, sustainable, affordable, and reliable mobility.¹ The Commission has also identified nearly \$1,000,000,000 in unfunded transportation projects that would support VMT reduction in it's Grants-to-Project Bridge.² The Commission respectfully recommends that these

¹ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>

² <https://climate.hawaii.gov/grants-to-projects-bridge/>

projects are prioritized and that the recommendations identified are implemented. Mahalo for the opportunity to testify in support of this measure.



LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
INTERIM DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawai'i 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawai'i 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <https://planning.hawaii.gov/>

Statement of
MARY ALICE EVANS
Interim Director
before the
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
and
HOUSE COMMITTEE ON TRANSPORTATION
Thursday, March 21, 2024
10:00 AM
State Capitol, Conference Room 325
Via Videoconference

in consideration of
HCR 51 / HR 40
**REQUESTING THE HAWAII CLIMATE CHANGE MITIGATION AND
ADAPTION COMMISSION TO DEVELOP VEHICLE MILES TRAVELED
REDUCTION STRATEGIES AND MAKE RELATED RECOMMENDATIONS.**

Chairs Lowen and Todd, Vice Chairs Cochran and Kila, and Members of the House Committees on Energy and Environmental Protection and Transportation.

The Office of Planning and Sustainable Development (OPSD) offers **comments** on HCR 51 and HR 40, which request the Hawai'i Climate Change Mitigation and Adaptation Commission to develop strategies to reduce vehicle miles traveled (VMT), recommend a VMT reduction target and benchmarks, and identify State and County agencies to collaborate with in implementing strategies, policies, and programs to reduce VMT.

Transit-oriented development (TOD) plays a significant role in VMT reduction. The creation of denser, walkable, mixed-use communities with quality public transit and a host of mobility options enables residents to conduct their daily activities without reliance on individual vehicular trips.

OPSD welcomes focused strategies and investments in TOD and quality transit service and looks forward to continued collaboration between the Hawai'i Climate Change Mitigation and Adaptation Commission and the Hawai'i Interagency Council for Transit-Oriented Development in accomplishing shared goals related to statewide VMT and greenhouse gas emissions reduction.

Thank you for the opportunity to offer these comments on this measure.



**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
HOUSE COMMITTEE ON TRANSPORTATION**

March 21, 2024, 10:00 AM
Room 325

TESTIMONY IN SUPPORT OF HCR 51 and HR 40

Aloha Chair Lowen, Chair Todd, and members of the Committees:

Blue Planet Foundation **supports HCR 51/HR 40**, which directs the Hawai'i Climate Change Mitigation and Adaptation Commission to develop strategies aimed at reducing vehicle miles traveled (VMT) in the state and making recommendations to decrease ground transportation emissions associated with VMT.

Blue Planet Foundation is a Hawai'i-based nonprofit organization committed to help Hawai'i cut its carbon emissions and avoid the worst impacts of climate change. 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.

Blue Planet Foundation also manages the Sustainable Transportation Coalition of Hawai'i (STCH), which is a group of organizations, businesses, and individuals aimed at driving local efforts to reduce fossil fuel use in Hawai'i's transportation sector. STCH is part of a national network of nearly 100 coalitions that make up the U.S. Department of Energy's Clean Cities program, tasked with accelerating solutions like alternative fuels, alternative modes of transportation, and vehicle efficiency.

With ground transportation accounting for roughly 25% of carbon emissions in Hawai'i and around 1/3 of our imported oil use, Hawai'i faces unique challenges when it comes to transportation and its environmental impact. As an island state heavily reliant on fossil fuels for transportation, we are particularly vulnerable to the impacts of climate change, including sea-level rise, extreme weather events, and disruptions to our economy and way of life.

It is imperative that we take bold and proactive steps to reduce our carbon footprint, and addressing VMT is a crucial component of that effort. Furthermore, the goals of HCR 51/HR 40 to develop and adopt a statewide VMT reduction target and strategy was the number one recommendation supported by the Hawai'i Climate Commission's December 2022 Report:

“Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility.”¹

Reducing VMT not only helps to lower carbon emissions but also offers a myriad of additional benefits. By promoting alternative transportation options such as public transit, biking, walking, and carpooling, we can alleviate traffic congestion, improve air quality, enhance public health, and create more livable and vibrant communities. Furthermore, reducing VMT aligns with Hawai'i's broader goals of achieving energy independence, promoting sustainability, and fostering economic resilience.

We commend the collaborative efforts of the Hawai'i Climate Change Commission to take a proactive approach to help reduce ground transportation emissions and recognize the interconnectedness of transportation, climate change, and public health. We urge the Legislature to support this resolution and provide the necessary resources and guidance to the Commission to carry out this important work and help reduce VMT in Hawai'i in furtherance of our critical carbon reduction goals.

Thank you for the opportunity to provide testimony in support of HCR 51 and HR 40.

¹ “Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility.” *Hawai'i Climate Change Mitigation and Adaptation Commission*, Dec. 2022, climate.hawaii.gov/hi-mitigation/hi-clean-cars-faq/transportation-choices/.



Email: communications@ulupono.com

HOUSE COMMITTEES ON ENERGY & ENVIRONMENTAL PROTECTION
AND TRANSPORTATION
Thursday, March 21, 2024 — 10:00 a.m.

Ulupono Initiative supports HCR 51, Requesting the Hawai'i Climate Change Mitigation and Adaptation Commission to Develop Vehicle Miles Traveled Reduction Strategies and Make Related Recommendations.

Dear Chair Lowen, Chair Todd, and Members of the Committees:

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 choices, and better management of freshwater resources.

Ulupono supports HCR 51, which requests the Hawai'i Climate Change Mitigation and Adaptation Commission to develop vehicle miles traveled (VMT) reduction strategies and make related recommendations. Reducing VMT is necessary for our state to meet our climate net neutral goals by 2045 as we cannot meet these goals through electrification alone.¹ Existing important work can help kickstart efforts, including the Commission's Investing in Transportation Choices recommendations,² its new Priority Climate Action Plan,³ the forthcoming Comprehensive Climate Action Plan,⁴ and the Hawai'i State Energy Office's Hawai'i Pathways to Decarbonization.⁵

The benefits of this resolution's report include ensuring actionable strategies for meeting the VMT reduction outlined in the Hawai'i Pathways to Decarbonization Report and articulating specific state agency commitments for action, particularly for those involved in land use, development, and transportation, or those who own significant land resources. The report can also highlight the additional co-benefits of VMT reductions, such as reduced cost of living, health benefits, improved land use, etc. Additionally, VMT-reducing strategies such as better active transportation networks can meet other community and legislative goals, such as how

¹ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>

² <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>

³ <https://climate.hawaii.gov/wp-content/uploads/2024/03/Hawaii-PCAP-FINAL-March-1-2024-1-3.pdf>

⁴ <https://climate.hawaii.gov/hi-mitigation/> when released in 2024

⁵ <https://energy.hawaii.gov/wp-content/uploads/2022/10/Act-238-HSEO-Decarbonization-FinalReport-2023.pdf>

Investing in a Sustainable Hawai'i



they help provide emergency access options for communities at a lower cost than traditional new road capacity without creating additional vehicle demand.

We do recommend clarifying item (1) to state “Develop vehicle miles traveled reduction strategies” rather than just VMT strategies.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs