



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII  
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 27, 2025  
10:30 A.M.  
State Capitol, Room 221 Videoconference  
**S.B. 1120 S.D. 1**  
**RELATING TO TRANSPORTATION**

Senate Committee on Ways and Means

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The Hawaii Department of Transportation (HDOT) **supports the intent of S.B. 1120, S.D.1**, that requires the HDOT to adopt rules governing a clean fuel standard for alternative fuels in the State and suggests amendments.

The HDOT supports a carefully curated and feasible program to govern a clean fuel standard for alternative fuels that reduces the carbon intensity of fuel used in the State while minimizing impacts to cost of living for our residents. If identified as the lead agency to implement the program to establish sustainable, equitable, and economically viable annual carbon intensity standards for alternative fuels; HDOT would work with the legislature to establish 3 to 5 new positions to be funded by salary savings from all 4 HDOT modal programs. The HDOT also recommends an additional year and the implementation date of January 1, 2028, to adopt rules pursuant to chapter 91, HRS, governing a clean fuel standard.

HDOT is currently developing a Greenhouse Gas Reduction Plan to identify immediate actions to reduce GHG emissions, a roadmap for transportation in Hawaii to meet the State's net-zero GHG emissions target by 2045, and a long-term plan to reach zero emissions in the transportation sector. Although the specific strategies and benchmarks of HDOT's Greenhouse Gas Reduction Plan are still in development, we expect that increased clean fuels in all sectors will be a significant component of our Plan. For example, based on our initial calculations, it does not appear possible to reach the State's ambitious GHG reduction goals for the Aviation portion of the Transportation Sector without a significant increase in Sustainable Aviation Fuel use.

Thank you for the opportunity to provide testimony.



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Ways and Means

Thursday, February 27, 2025 at 10:30 AM  
State Capitol CR 211 & Videoconference

**Measure SB1120**  
**Measure Title: Relating to Transportation**

Dear Chair Senator Dela Cruz, Vice Chair Senator Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports Measure SB1120**, which will establish a Clean Fuel Standard aimed at reducing greenhouse gas emissions by incentivizing the production and use of low-carbon fuels. This approach would not only promote cleaner air and improve public health, but it would also offer economic opportunities by stimulating the development of clean fuel technologies and job creation within the industry.

Similar programs in other cities, like California, have reduced their dependence on petroleum-based fuels, while also fostering the growth of renewable fuel sources for cleaner transportation options<sup>1</sup>. As the sector moves toward zero emissions, these efforts have contributed to clean air improvements that bring public health and climate benefits for local communities. The efforts modeled by California have since been mirrored in other cities, such as Oregon, British Columbia, and Washington, and considered in Minnesota, New Mexico, and other parts of the Midwest<sup>2</sup>.

This initiative aligns with Hawaii's climate goals by reducing vehicle emissions and encouraging more sustainable fuel options. SB1120 is in alignment with the Vision and Goals of the Oahu Regional Transportation Plan (ORTP), reinforcing both state and county commitments to environmental sustainability and public health in the management of the transportation system.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

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<sup>1</sup>California Air Resources Board. "FAQ: Standardized Regulatory Impact Assessment for the Low Carbon Fuel Standard." California Air Resources Board, [https:// shorturl.at/06OVh](https://shorturl.at/06OVh).

<sup>2</sup> Electrification Coalition. Clean Fuel Standards. Electrification Coalition. <https://electrificationcoalition.org/resource/clean-fuel-standards/>.

Mahalo for the opportunity to provide testimony on this measure.



Testimony of  
**ALASKA AIRLINES and HAWAIIAN AIRLINES**

Before the Senate Committee on  
**WAYS AND MEANS**

**Thursday, February 27, 2025**  
**10:30 A.M.**  
**Hawai'i State Capitol, Room 211**

In consideration of  
**SENATE BILL 1120 SD1**  
**RELATING TO TRANSPORTATION**

The Honorable Donovan Dela Cruz, Chair  
The Honorable Sharon Moriwaki, Vice Chair  
Members of the Committee on Ways and Means

**Re: Comments on Senate Bill 1120 SD1, Relating To Transportation**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee Ways and Means

Alaska Airlines and Hawaiian Airlines appreciate the opportunity to submit comments on Senate Bill 1120 SD1 (SB1120), which proposes the establishment of a Clean Fuel Standard (CFS) in Hawai'i. As the largest airline serving the state, we are deeply committed to supporting efforts that reduce greenhouse gas emissions and contribute to a more sustainable future for Hawai'i's transportation sector.

**Support for Sustainable Aviation Fuel (SAF) Inclusion**

While federal law preempts state and local regulation of aviation fuel, we fully support the voluntary inclusion of sustainable aviation fuel (SAF) in a Hawai'i clean fuels program. Allowing fuel producers and/or distributors to opt into the program and generate credits for SAF sold in Hawai'i would create incentives for increased production and usage of SAF without overstepping federal jurisdiction. By promoting the voluntary production and use of SAF, the state would not only advance its decarbonization goals but also support our industry's commitment to achieving net-zero carbon emissions.

**Considerations for Implementing a Clean Fuel Standard in Hawai'i**

We recognize that implementing and administering a CFS is a significant undertaking. To ensure a successful and effective program, it is crucial that the state engage a broad range of stakeholders—including airlines, fuel producers, fuel distributors, utilities, and transportation sector representatives—to avoid unintended consequences.

Hawai'i's energy landscape is unique compared to mainland states that have implemented clean fuel programs. Given the state's heavy reliance on aviation fuel and liquid fuels for power generation, a Hawai'i CFS must take these distinct factors into account. Additionally, Hawai'i's small market means there would be

only a limited number of obligated parties under the clean fuels program, potentially creating challenging market dynamics.

### **Cost Considerations and Need for Additional Incentives**

The cost of producing renewable transportation fuels is significantly higher than that of traditional fossil fuels. While federal programs help to bridge some of the cost gap, state-level incentives are necessary to make renewable fuels more competitive.

We strongly encourage pairing the CFS with an expansion of the Hawai'i Renewable Fuels Production Tax Credit (HRS 235-110.32) to ensure that local renewable fuel production is supported and incentivized. This is particularly important because clean fuel credit markets often take years to develop before they become an effective long-term incentive for renewable fuels.

Additionally, consumers will bear the costs of a clean fuels program. It is essential that the state estimate the financial impact on Hawai'i's drivers, particularly low-income families who rely on older, less fuel-efficient vehicles and may not have the means to transition to electric vehicles. Before entering into a program like this, the state must fully consider how it will affect the cost of living for these households and whether any measures can be implemented to prevent disproportionate financial burdens.

### **Conclusion**

Alaska Airlines and Hawaiian Airlines remain committed to supporting Hawai'i's decarbonization efforts and recognize the potential benefits of a well-structured clean fuels program. However, we urge the legislature to ensure that the program:

1. Incorporates voluntary incentives for SAF to promote sustainable aviation without conflicting with federal law.
2. Considers Hawai'i's unique energy needs and market size to prevent unintended economic and operational challenges.
3. Pairs the CFS with expanded state-level tax incentives to accelerate the production and affordability of renewable fuels.
4. Assesses the financial impacts on consumers, particularly lower-income families who may face increased fuel costs.

We appreciate the opportunity to provide these comments and look forward to continued discussions on how we can collectively advance clean energy goals while ensuring a balanced and feasible approach for all stakeholders.

Mahalo for your consideration.



February 27, 2025

**TESTIMONY IN SUPPORT TO SENATE BILL 1120 SD1  
RELATING TO TRANSPORTATION**

Senate Committee on Ways and Means  
The Honorable Donovan Del Cruz, Chair  
The Honorable Sharon Moriwaki, Vice Chair

Thursday, February 27, 2025, 10:30 am  
VIA VIDEOCONFERENCE  
Conference Room 211  
State Capitol  
415 South Beretania Street

Chair Dela Cruz, Vice Chair Moriwaki and members of the Committee,

Island Energy Services, LLC ("IES") offers the following testimony in SUPPORT to SB 1120 SD1, which proposes the implementation of a Clean Fuel Standard (CFS) for Hawai'i. IES is in favor of this bill as it provides the means to provide market forces to encourage lowering the carbon intensity of transportation fuels used in the state. This measure is critical in addressing the environmental challenges associated with using fossil fuels in our transportation sector and aligns with the state's goal of achieving 100% clean energy by 2045. IES offers the following testimony:

- CFS programs have already been adopted in Washington, Oregon, California, New Mexico and all of Canada, with many other states considering implementing CFS programs. CFS is an incentive program designed to promote the lowering of emissions in all transportation fuels. It can also be a benefit to the maritime, aviation, and drayage industries for those wanting access to sustainable aviation fuels and other renewable fuels as well as creating opportunities for individuals looking to enter the renewable sector job market.
- The CFS program's flexibility is a key factor in its potential success. By allowing producers to choose how they reduce emissions, whether using renewable fuels or the acquisition of credits—it empowers the market to drive innovation. The program's technology-neutral stance further encourages the introduction of new and diverse renewable fuels to the market.
- The CFS program treats both local renewable production and renewable fuel imports equitably when considering the carbon intensity. We very much support in-state production of biofuels, however imports will need to be part of the fuel solution to

enable Hawaii to meet its long range decarbonization goals and this CFS program allows imports that to be possible.

- Hawaii should be aligning carbon regulations with the other western states and Canada (CA, OR, WA, BC) given its geographic location and market dynamics to create a level commercial playing field. Hawai'i will be in direct competition with the U.S. West Coast states and British Columbia for renewable fuels and without a carbon pricing or similar CFS program, Hawai'i will be at a distinct commercial disadvantage to attract renewable fuels.
- The CFS program is an equitable way to drive carbon intensity down across end-users. IES believes that CFS programs are a more equitable way to drive carbon intensity down rather than tax-based programs. CFS programs burdens the users of the fuel rather than unfairly burdening the taxpayers of Hawaii.

Although in favor of the bill, IES advocates the following considerations to modify the bill:

- Allow intrastate marine fuel to opt in to the program. As written, the current bill allows for exemptions for diesel, gasoline, or other fuels used by aircraft, railroad locomotives, military vehicles, and interstate waterborne vessels. IES feels that local marine traffic should be able to opt in to the program as well.

In conclusion, SB 1120 SD1 represents a crucial step towards achieving Hawaii's clean energy goals and addressing the carbon emissions from the transportation sector. We support this legislation, recognizing its potential to promote innovation, create employment opportunities, and contribute to a cleaner and more sustainable future for the state.

We thank the Senate Ways and Means Committee for hearing this bill and thank you for the opportunity to testify.

Albert D.K. Chee, Jr.

Vice President

Island Energy Services, LLC



Senate Ways & Means

Senator Donovan Dela Cruz, Chair

Senator Sharon Moriwaki, Vice-Chair

February 27, 2025

10:30 a.m.

Conference Room 211

Thank you for the opportunity to submit testimony in strong support of SB 1120\_SD1. My name is Cristina Cornejo and I am the Sr. Public Affairs Manager for Neste, the world's leading producer of sustainable aviation fuel and renewable diesel.

A Clean Fuel Standard (CFS) for Hawaii is an essential policy that will enable the state to meet its decarbonization goals, while reducing air and water pollution from the use of fossil fuels in our transportation system. Similar CFS programs have been implemented in California, Oregon, Washington, and Canada. Most recently, New Mexico enacted a CFS in March 2024 that begins in 2026. In addition, there are currently more than 10 additional states considering CFS policies, due to their effectiveness.

SB 1120\_SD1 is NOT a mandate, nor is it a tax credit, but rather it is an incentive program designed to promote the decarbonization of all transportation fuels. CFS policies drive the adoption of lower-carbon transportation technologies, resulting in advanced competition and a diversity of fuel options for consumers. As an example, consumers in California have gone from 2 fuel types (gasoline and diesel) to more than 7 fuel types (gasoline, diesel, renewable diesel, electric, ethanol, biodiesel, hydrogen, and renewable compressed natural gas). This policy also drives substantial new investments in electric vehicle charging and hydrogen infrastructure at no cost to taxpayers.

One crucial element of a CFS is that it is a technology neutral policy that allows consumers to decide what fuels work best for them and their businesses. All transportation fuels can partake in a clean fuels market and the policy is flexible enough to allow for new technologies that will come online in the future, such as algae from the Pacific Ocean.

Another key component of SB 1120\_SD1 is that it utilizes an independent third-party, science-based evaluation for all transportation fuels. The policy uses the GREET model, which was created by Argonne National Laboratory and is the worldwide standard methodology to calculate the carbon intensity of a given fuel. This model assesses fuel on a well-to-wheel basis and considers the full life cycle of a fuel to determine its carbon intensity (CI) score. This ensures that all fuels are scored on an equal playing field and the winners are those fuels with the lowest possible carbon intensity score. It incentivizes cleaner fuels while letting technologies compete.



In conclusion, a clean fuel standard is the most effective policy in reducing carbon emissions from the transportation sector by incentivizing the production and availability of lower carbon fuels. The State of Hawaii deserves access to cleaner fuels and protection of its treasured natural resources. SB 1120\_SD1 is a significant piece of the decarbonization puzzle and we at Neste are proud to support this pivotal policy.

Cristina Cornejo, Sr. Public Affairs Manager, Neste

Phone: (361) 701-9922

Email: [cristina.cornejo@neste.com](mailto:cristina.cornejo@neste.com)

### *Neste Background*

*Neste uses science and innovative technology to transform waste and other resources into renewable fuels and circular raw materials. The company creates solutions for mitigating climate change and accelerating a shift to a circular economy. Being the world's leading producer of sustainable aviation fuel (SAF) and renewable diesel and a forerunner in developing renewable and circular feedstock solutions for polymers and chemicals, the company aims to help its customers to reduce their greenhouse gas emissions by at least 20 million tons annually by 2030.*

*Neste is committed to reaching carbon-neutral production by 2035 and will reduce the carbon emission intensity of sold products by 50% by 2040. Neste has also set high standards for biodiversity, human rights and the supply chain. The company has consistently been included in the CDP and the DJSI lists of the world's most sustainable companies.*



February 25, 2025

**TESTIMONY PROVIDING COMMENTS TO SENATE BILL 1120 SD1**

**RELATING TO TRANSPORTATION**

Senate Committee on Ways and Means  
The Honorable Donovan Dela Cruz, Chair  
The Honorable Sharon Moriwaki, Vice Chair

Thursday, February 27, 2025, 10:30 a.m.  
Conference Room 211 & Videoconference

Chair Dela Cruz, Vice Chair Moriwaki and members of the Committee,

Thank you for this opportunity to submit written testimony offering comments on SB 1120 SD1, Relating to Transportation. My name is Eric Wright and I serve as President of Par Hawaii. Par Hawaii is the state's only local producer of petroleum products, including transportation fuels.

SB 1120 SD1 would require the Hawaii State Energy Office (HSEO) to adopt rules governing a clean fuel standard for gasoline and diesel in the State. The bill would be similar to policies in West Coast jurisdictions, including California, Washington, and Oregon.

We recognize the importance of charting a clean energy future for Hawaii. As the local producer of fuels for Hawaii's consumers, we are committed to a part of this future by investing \$90 million to develop Hawaii's largest liquid renewable fuels manufacturing facility at its Kapolei refinery. The project — to be commissioned in 2025 — is expected to produce approximately 61 million gallons each year of renewable diesel, sustainable aviation fuel, renewable naphtha and liquified petroleum gases using renewable feedstock.

We have three principal comments on SB 1120 SD1:

- Implementing and administering a clean fuel standard (CFS) is a significant undertaking. It is important that a broad range of stakeholders are heard from and consulted to avoid unintended consequences of this legislation.
- Hawaii's energy landscape is significantly different than that of mainland states. We have much higher demands for aviation fuel and liquid fuels for power generation. It is important that a Hawaii CFS take into account the unique needs of our state.

- The cost to produce renewable fuels for transportation is well above that of fossil fuels. While there are Federal programs in place to partially bridge the gap, state level incentives are also required to make renewable fuels competitive with fossil fuels. We believe that a clean fuel standard should be paired with an expansion of the Hawaii renewable fuels production tax credit (HRS 235-110.32). This is particularly important because it can take years for the CFS credit market to develop to the point where it serves as an effective long-term incentive for renewable fuels.

We believe it is possible to produce significant amounts of renewable fuel here in Hawaii, and in a way that supports the local agriculture sector. Par Hawaii has partnered with Pono Pacific, a land management and conservation company, to develop locally grown, oil-yielding crops that will contribute to Hawaii's clean energy future.

In summary, we believe it is important to proceed cautiously and thoughtfully on a Hawaii CFS. We look forward to participating in this dialogue.

Thank you for allowing Par Hawaii the opportunity to present these comments for the Committee's consideration.



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEE ON WAYS AND MEANS**

**SB 1120, SD1  
Relating to Transportation**

February 27, 2025  
10:30 AM  
State Capitol, Conference Room 211

Nicholas O. Paslay  
Director, Power Supply Fuels Division  
Hawaiian Electric

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee,

My name is Nicholas O. Paslay and I am submitting testimony on behalf of  
Hawaiian Electric with **comments and offering amendments** to SB 1120, SD1,  
Relating to Transportation.

The company supports a clean fuel standard; however, the bill as written doesn't clearly state that renewable fuel used for power generation would be including in the fuel standard and doesn't exempt diesel fuel used for power generation. The company is concerned that if passed as written the result will be higher electric rates for the company's customers. The company respectfully offers the amendments below for the committee's consideration so that renewable fuel used for power generation is also included in the clean fuel standard and diesel used for power generation is exempt to minimize impacts to electric rates.

- On page 5 lines 12-14 (see underscored and ~~strikethrough~~ for amendments)  
Exemptions for diesel, gasoline, or other fuels used by aircraft, railroad locomotives, military vehicles, power generation and interstate waterborne vessels;
- On page 6 lines 15-19 (see underscored and ~~strikethrough~~ for amendments)

Mechanisms whereby alternative fuel can opt in to the clean fuel program to generate credits when it displaces the combustion of gasoline or diesel in off-road, heating, cooling, and ~~temporary~~ power generation;

- On page 8 lines 10-15 (see underscored and strikethrough for amendments) "Alternative fuel" means any fuel that is not gasoline or diesel and is used for transportation or power generation purposes, including but not limited to ethanol, biomass-based diesel, renewable diesel, sustainable aviation fuel, electricity, biomethane, biogasoline, renewable natural gas, fuels from carbon capture and utilization, electrofuels, and hydrogen.

Accordingly, Hawaiian Electric request that the Committees consider adopting the above amendments. Thank you for this opportunity to submit testimony.



**LATE**

Committee on Ways and Means  
Senator Donovan Dela Cruz, Chair  
Senator Sharon Moriwaki, Vice Chair

February 27, 2025  
10:30 a.m.  
Conference Room 211

Aloha Chair Dela Cruz and Vice Chair Moriwaki:

On behalf of Clean Energy, I would like to express **strong support for SB 1120** which would require the Department of Transportation to adopt rules governing a clean fuel standard for alternative fuels in the state of Hawaii.

Our company was a foundation stakeholder since a CFS was conceived in the respective California, Oregon, New Mexico and Washington processes. Each of these states has been a success and we believe it will be a success in Hawaii as well. As North America's largest provider of renewable natural gas (RNG) transportation fuel with over twenty-eight years of leading industry experience, Clean Energy provides construction, operation and maintenance services for refueling stations nationwide. We have a deep understanding of the growing marketplace, as our portfolio includes over 600 stations in 43 states and we deliver liquified natural gas to Hawaii's utility and built a fuel station in Honolulu.

Already used as a clean, low carbon source of energy around the world, RNG is proven to be a cost-saving alternative fuel to diesel and gasoline. RNG for transportation fuel strengthens our economy with lower fuel costs, increases our energy security, and significantly benefits our environment by reducing carbon emissions and smog-forming NOx emissions by up to 300% and 99%, respectively, relative to diesel fuel.

As we have seen in California, this approach will not significantly raise fuel prices. Recent analyses show that retail fossil fuel prices are strongly influenced by many factors (e.g., global events, holiday weekends, seasonal fluctuations, refinery disruptions and decisions about production that affect supply, refinery pricing decisions, seasonal fuel blends, and taxes) and fossil fuel producer pricing strategies are complex, reflecting local and regional market conditions. **As the California Air Resources Board has noted: "The reality is that the actual cost pass-through from LCFS to retail gasoline or diesel prices is uncertain, that there is no correlation between historical LCFS credit prices and gasoline prices, and that the LCFS is not a major driver of overall retail fuel prices in California."**

The CFS is a critical tool not only to effectively meet carbon emission reduction targets, but also as a mechanism that fosters technological innovation, supports a robust market for alternative fuels, provides long-term investment certainty and stimulates job creation and investment.

In addition, the CFS could provide compliance flexibility to producers of high carbon intensity transportation fuels to either invest in low carbon alternative fuels or to purchase credits from low carbon fuel producers. This market-based program enables regulated parties to make their own choice as to whether to invest in low carbon fuels directly or to continue to sell purely high carbon emitting fuels.

For example, California's LCFS is working: it's helping deliver clean air, good jobs and clean energy choices to all Californians and has strengthened the demand for low carbon fuels. California is the fifth-largest economy in the world: we can have clean fuels and grow our economy. The CFS is a powerful tool for supporting the commercialization of the fastest broad-market transitions to clean and low-carbon technologies.

Our company is a prime example of success from clean fuel standards and we look forward to continuing this success in Hawaii. **Please support SB 1120.**

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Kenny", with a long horizontal flourish extending to the right.

Ryan Kenny  
Policy Director – Western U.S.  
Clean Energy

**LATE**



**SENATE COMMITTEE ON WAYS AND MEANS**

**FEBRUARY 27, 2025**

**SB 1120, SD1, RELATING TO TRANSPORTATION**

**POSITION: SUPPORT**

Coalition Earth **supports** SB 1120, SD1, relating to transportation, which requires the Department of Transportation to adopt rules governing a clean fuel standard for alternative fuels in the State.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding. Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Just two years ago, we witnessed the impact of the climate emergency on our shores. On August 8, 2023, wildfires swept across Maui and killed at least 100 people, making it one of the nation's deadliest natural disasters. The spread of the fires has been attributed to climate change conditions, such as unusually dry landscapes and the confluence of a strong high-pressure system to the north and Hurricane Dora to the south. The wildfires destroyed over 2,200 structures, including numerous residential buildings, historic landmarks, and school facilities. In September



2023, a report from the United States Department of Commerce estimated the total economic damage of the wildfires to be roughly \$5.5 billion. Investing in renewable energy generation could not be more urgent, given the growing threat of climate catastrophes to our island home.

Therefore, **our state should take steps to accelerate our transition to a clean energy economy and continue our fight against climate change, including by hastening our transition to a clean transportation network.** Transportation is our state's largest source of lifecycle greenhouse gas emissions, a fact that is exacerbated by our economic reliance on visitor-related travel. Development of a clean fuel standard is central to reducing the State's direct and indirect greenhouse gas emissions, while also protecting Hawai'i's financial security, public health, and natural resources.

As our nation expands its use of zero-emission vehicles, other states like California, Oregon, and Washington have implemented programs that reduce the carbon footprint of their transportation fuels. To ensure that our local carbon emissions reduction targets are achieved on a timescale that aligns with our clean economy goals, we should establish a clean fuel standard that strengthens community resilience and sustainability, spurs green growth and development, maximizes the potential of emerging clean energy technologies, follows the regenerative principles of a circular economy, and amplifies our carbon reduction efforts.

*Coalition Earth is a nongovernmental organization that works to preserve the well-being of people and our planet. We champion policies that advance climate resilience, clean energy, public health, and economic fairness for working families. Contact us at [info@coalitionearth.org](mailto:info@coalitionearth.org).*

**SB-1120-SD-1**

Submitted on: 2/26/2025 5:56:01 AM

Testimony for WAM on 2/27/2025 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Sally Chew	Individual	Support	Written Testimony Only

Comments:

in support of clean fuel in hawaii

**SB-1120-SD-1**

Submitted on: 2/23/2025 9:46:18 AM

Testimony for WAM on 2/27/2025 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Ryan Willis	Individual	Oppose	Written Testimony Only

Comments:

Clean fuels are unreliable and need to be studied further

I Strongly Oppose