

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

February 24, 2022  
10:00 A.M.  
State Capitol, Teleconference

**S.B. 3311, S.D. 1**  
**RELATING TO TRANSPORTATION**

Senate Committee on Ways and Means

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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. DOT appreciates the flexibility provided to achieve the Hawaii clean transportation initiative goals in S.B. 3311, S.D. 1.

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.

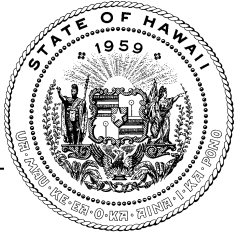
The DOT Airports Division embarked on an ambitious plan to mainstream sustainability in the aviation sector in Hawaii with the 2016 Honolulu International Airport (HNL) Sustainable Management Plan (SMP). The goal of the SMP is to leverage design, construction, operations, and maintenance expenditures 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 WAYS AND MEANS**

Thursday, February 24, 2022  
Time 10:00 AM  
State Capitol, Conference Room 211 & Videoconference

**SUPPORT  
SB 3311 SD1  
RELATING TO TRANSPORTATION**

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3311 SD1, 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 achieve energy efficiency in transportation, primarily via reducing 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 appreciates the Senate Committee on Transportation's technical amendment to identify the "chief energy officer" as opposed to the "administrator" of the HSEO. Should the working groups ultimately be adopted, HSEO also supports the amendment to include HSEO as co-chair for both the ground transportation working group and interisland transportation working group. The two working groups address critical sectors in the decarbonization of Hawaii's economy. The HSEO does note there are currently no generally funded transportation positions within the HSEO to support these working groups and associated activities in the transportation sector. The only dedicated transportation positions within the HSEO are funded through a grant from the U.S. Climate Alliance and through the Volkswagen Settlement fund, which limit the specific functions those positions can perform in order to align with their funding source. The subject matter of the transportation working groups is significantly broader than the activities which the positions were funded to address. In order to adequately address the decarbonization of transportation, which represents two hundred and fifty percent of the fossil fuel consumption relative to the electric sector in the state, additional resources will be necessary.

HSEO defers to the appropriate agency in which the working groups are established on fiscal and administrative impacts.

Thank you for the opportunity to testify.



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

SENATE COMMITTEE ON WAYS & MEANS  
Thursday, February 24, 2022 — 10:00 a.m.

**Ulupono Initiative supports SB 3311 SD 1, Relating to Transportation.**

Dear Chair Dela Cruz 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 SD 1**, 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, 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.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs



**SB-3311-SD-1**

Submitted on: 2/22/2022 9:56:53 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Ted Bohlen	Testifying for Climate Protectors Hawai'i	Comments	No

Comments:

To: The Honorable Donovan Dela Cruz, Chair, The Honorable Gilbert Keith-Agaran, Vice Chair, and Members of the Senate Committee on Ways and Means

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: Hearing: SB3311 **SD1 RELATING TO TRANSPORTATION.**

Hearing: Thursday, February 24, 2022, 10:00 a.m., Rm. 211 and by videoconference

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the Senate Committee on Ways and Means:

The Climate Protectors Hawai'i is a group focused on reversing the climate crisis and encouraging Hawai'i to lead the world towards a safe and sustainable climate and future.

The Climate Protectors Hawai'i can only support this bill if it is amended. The Climate Protectors Hawai'i supports the bill's intent to incentivize the adoption of electric vehicles.

**However, the SD1's removal of the 2045 end-date would represent a huge step backward for Hawaii's effort to reduce greenhouse gas emissions. If the state is to reach its target as required by law "to sequester more atmospheric carbon and greenhouse gases than emitted within the state as soon as practicable, but no later than 2045," it must end the use of fossil fueled vehicles well before 2045, not after! HRS Sec. 225P-5.**

**Please pass this bill with an amendment to restore the 2045 date!**

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)

**SB-3311-SD-1**

Submitted on: 2/22/2022 10:13:29 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Noel Morin	Testifying for Big Island Electric Vehicle Association	Support	No

Comments:

Dear Chair Dela Cruz, Vice-Chair Keith-Agaran, and members of the Ways and Means Committee,

Big Island Electric Vehicle Association (BIEVA) supports SB3311 SD1. This measure will support the needed expansion of electric vehicle charging infrastructure and create incentives that will increase the adoption of electric vehicles.

Thank you for this opportunity to testify.

Noel Morin

Big Island EV Association



February 23, 2022

**SUPPORT FOR SB3311 SD1 RELATING TO TRANSPORTATION**

Dear Chair Dela Cruz, Vice-Chair Keith-Agaran, and members of the Ways and Means Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB3311 SD1, 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.”

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,

A handwritten signature in black ink, appearing to read "Noel Morin", with a long horizontal stroke extending to the right.

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



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 22, 2022

TO: Senator Donovan Dela Cruz  
Chair, Committee on Ways and Means

FROM: Tiffany Yajima

RE: **S.B. 3311 – Relating to Transportation**  
**Hearing Date: Thursday, February 24, 2022 at 10:00 a.m.**  
**Conference Room: 211**

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Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of Committee on Ways and Means:

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

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

We appreciate the amendments made in the S.D.1 version of this measure to remove the 2045 date from the Hawaii Clean Transportation Initiative ground transportation goal and can support this measure with the 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 as part of working groups to develop plans and recommendations to achieve these goals.

Thank you for the opportunity to submit this testimony.

**SB-3311-SD-1**

Submitted on: 2/19/2022 1:29:23 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Gerard Silva	Individual	Oppose	No

Comments:

We have no Emesions problem Here in Hawaii so who is getting Pay off for this!!!

**SB-3311-SD-1**

Submitted on: 2/21/2022 9:46:49 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Stephanie Hall Morin	Individual	Support	No

Comments:

Great idea - let's do it!

**SB-3311-SD-1**

Submitted on: 2/21/2022 1:38:07 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Scott Kidd	Individual	Support	No

Comments:

We need to continue moving towards a renewable energy transportation system and we need to do so as fast as possible. 2030 needs to be our benchmark for a minimum of 50%. Anything less would be greenwashing the matter

**SB-3311-SD-1**

Submitted on: 2/21/2022 7:21:45 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Ruta Jordans	Individual	Support	No

Comments:

In strong support!

There is a lot of work needed for the Department of Transportation to prepare for and incentivize the increased adoption of electric vehicles in the State. There need to be incentives which are not tied to being a member of an electricity cooperative or having an account with an electric utility. As a renter who pays the landlord, I have been unable to receive a refund. The state should offer the refund to residents who purchase an electric vehicle, new or used,, no matter if they use an electric utility or are off the grid.



**SB-3311-SD-1**

Submitted on: 2/21/2022 7:54:46 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Diane Ware	Individual	Support	No

Comments:

Dear WAM Chair and Committee Members,

I strongly support this measure which Establishes 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

The intention of this measure is consistent with efforts to accelerate the decarbonization of our transportation sector. I urge you to add by amendment:

- Include as part of the stakeholders group, organizations or individuals who represent EV owners.
- Maintain or make more aggressive the goal statements (2045 is too far out, given our global warming situation)

Mahalo nui for your support,

Diane Ware, 99-7815 Kapoha Pl, Volcano Hi 96785

**SB-3311-SD-1**

Submitted on: 2/21/2022 10:43:36 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Lorn	Individual	Support	No

Comments:

Aloha,

it is critical to pass this bill and push for the State's desires for the future. Please give this your full support.

Lorn DOuglas

**SB-3311-SD-1**

Submitted on: 2/21/2022 11:04:40 PM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Andrea Nandoskar	Individual	Support	No

Comments:

Support

**SB-3311-SD-1**

Submitted on: 2/22/2022 8:30:31 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Ron Reilly	Individual	Support	No

Comments:

Aloha Chair Senator Dela Cruz, Vice Chair Keith-Agaran and Members of the Senate Ways and Means Committee,

I support to SB 3311 SD1, and urge you to please vote YES on this measure.

Establishment of knowledgeable working groups will help give guidance to achieve the urgency required to transform our ground transportation and inter-island transportation (sea and air), away from fossil fuels and towards clean electric energy. As the Intergovernmental Panel on Climate Change has stated we need to reduce our greenhouse gas emissions by 50% by 2030 to avoid ever worsening climate disasters, than those that we are already experiencing: Kauai, 2018: 50 inches of rain in 24 hours, Hurricane Lane, Hilo: 50 inches of rain over several days.

I respectfully suggest the Ways and Means Committee to consider two amendments:

- 1) Include as part of the stakeholders group, organizations or individuals who represent EV owners.
- 2) Maintain or make more aggressive goal statements than 2045, in view of the climate urgency, as noted above.

Ron Reilly, Volcano Hawaii  
Member of Big Island EV Association  
Member of Citizens' Climate Lobby – Hawaii Island Chapter

**SB-3311-SD-1**

Submitted on: 2/22/2022 9:34:31 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Francine Roby	Individual	Support	No

Comments:

I urge your support and passage of SB3311 SD1 to form working groups on ground transportation and interisland transportation and require the Dept. of Transportation to incentivize EVs in our State. I am an EV owner and am grateful for Hawaii's forward thinking actions to move our State to a more sustainable and cleaner energy infrastructure.

Mahalo.

Francine Roby

Ahualoa Hawaii County

**SB-3311-SD-1**

Submitted on: 2/22/2022 10:19:44 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Darren David	Individual	Support	No

Comments:

I strongly support this measure and encourage the working groups to include EV advocates and owners to help pave the way for a sustainable future for Hawaii.

**SB-3311-SD-1**

Submitted on: 2/23/2022 9:12:19 AM

Testimony for WAM on 2/24/2022 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Rob Weltman	Individual	Support	No

Comments:

Aligning government agencies, particularly the Department of Transportation, around the state's decarbonization goals will help focus and facilitate the adoption of electric vehicles to replace the current fleet powered by fossil fuels.