

HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
SENATE COMMITTEE ON TRANSPORTATION

Thursday, March 25, 2021
3:00 P.M.
State Capitol, Conference Room 224 & Videoconference

In Support of
SCR 213/SR 176

URGING THE STATE TO ADOPT A ZERO NET VEHICLE GROWTH POLICY TO REDUCE TRAFFIC CONGESTION.

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SCR 213/SR 176 urging the state to adopt a zero net vehicle growth policy to reduce traffic congestion.

SCR 213/SR 176 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation. Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," policies that support the adoption of cleaner transportation options are necessary and tremendously important.

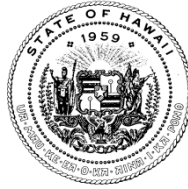
While traffic congestion is not a statutorily identified responsibility of HSEO, clean transportation is. As traffic congestion increases, both CO2 emissions and fuel

Hawaii State Energy Office Testimony
SCR 213/SR 176 - Urging The State To Adopt A Zero Net Vehicle Growth
Policy To Reduce Traffic Congestion - Support
March 25, 2021

consumption increase. Strategies that reduce traffic congestion support the decarbonization of the ground transportation sector by reducing the energy intensity of mobility. Like energy efficiency in the electric sector, reducing the energy required for a particular service, be it lighting or mobility, reduces the need for the investment in new renewable infrastructure necessary to generate the energy as well as lowering emissions.

Thank you for the opportunity to testify.

DAVID Y. IGE
GOVERNOR



LATE

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
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March 25, 2021
3:00 PM
State Capitol, Teleconference

S.C.R. 213 / S.R. 176
URGING THE STATE TO ADOPT A ZERO NET VEHICLE GROWTH POLICY TO
REDUCE TRAFFIC CONGESTION.

Senate Committee on Transportation

The Department of Transportation (DOT) **supports** S.C.R. 213 / S.R. 176 **and offers comments.** S.C.R. 213 / S.R. 176 urges the State to adopt a zero net vehicle growth policy to reduce traffic congestion.

The DOT supports efforts to reduce congestion and improve the operations of its roadways. Because the needs of the State Highway System exceed our available resources, the DOT has identified safety and preservation projects as being the highest priority for funding over capacity improvements such as widening existing roadways or building new roadways, and is also exploring congestion management solutions such as transportation demand management and transportation system management.

Thank you for the opportunity to provide testimony.



John Uekawa, President
Dave Rolf, Executive Director

HADA TESTIMONY STRONGLY OPPOSED TO SCR213/SR176

URGING THE STATE TO ADOPT A ZERO NET VEHICLE GROWTH POLICY TO REDUCE TRAFFIC CONGESTION

Presented to the Senate Committee on Transportation
At the Public Hearing, 3 p.m. Thursday, March 25, 2021
Conference Room 224, Hawaii State Capitol
VIA VIDEOCONFERENCE

Chair Lee, Vice Chair Inouye and members of the committee:

Hawaii citizens have an emotional connection to cars and the notion of freedom. Creating a net vehicle cap would deny some future drivers the possibility of that freedom. .

For this reason, and others we will list here, Hawaii's new car dealers, who provide 4,434 jobs across the State, strongly oppose SCR213/SR176 which urges the State to adopt a net zero vehicle growth policy.

The concept of capping new car sales is based on unreasonable assumptions.

It has long been known that new car sales are a measure of economic growth and vitality.

The same is true for the sales of new homes—particularly single-family homes.

Such has long been the case.

To paraphrase Charles Horton Cooley, in *The Theory of Transportation 1894*,
“*Humanity demands that all people should have sunlight, fresh air and the sight of grass and trees.*”

Hawaii still has land for well-planned development.

There are new methods to create smooth-flowing traffic, particularly with the advent of what some would call driverless coaches.

Auto dealers and auto manufacturers and other stakeholders living both in the suburbs and urban centers, and working in a variety of sectors are setting up to launch a process called The Roadmap.

The Roadmap acknowledges that many sectors are connected to the car:

- the energy sector (including now, the renewable energy sector)
 - the broadband sector (for driverless cars)
 - the transportation sector (the traditional association with private transportation)
 - the housing sector
 - the commercial and retail sector
 - the economic sector
 - the delivery sector
 - and many, many more sectors.
- ...all of which are connected to the car.

HADA dealers offer the opportunity for all to participate in The Roadmap –to create a visionary future for Hawaii...one not based on the unreasonable assumptions and market-disrupting vehicle caps in this resolution, which we strongly oppose.

The HADA-proposed Roadmap, imagines the islands of today will benefit from the consideration of the many new traffic development strategies that are reasoned and informed...and based on the capabilities of the new technology features in vehicles.

To hobble this development by capping the sales of new cars is such a wrong concept that we ask you to oppose this resolution and vote no on its adoption.

Respectfully submitted,
David H. Rolf
For the members of the Hawaii Automobile Dealers Association

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



March 24, 2021

Senate Committee on Transportation

Subject: **OPPOSITION to SCR213/SR176: URGING THE STATE TO ADOPT A ZERO NET VEHICLE GROWTH POLICY TO REDUCE TRAFFIC CONGESTION**

By Michael D. Niethammer,

Dear Chair Lee and Vice Chair Inouye and members of the committee:

I STRONGLY OPPOSE SCR213/SR176 because the idea of the State "Dictating" how many vehicles are to be purchased or owned, is flat out wrong and will result in many un-intended consequences.

- 1) ***Simple Supply and Demand***- if you restrict the supply and the demand stays the same, prices go up dramatically. This will have the most negative effect on the lowest income brackets in their ability to purchase vehicles. In addition, it will force Hawaii residents to shop on the mainland.
- 2) ***The idea of the state determining*** the number of vehicle that should to be purchased or owned, and thinking that it will somehow help traffic congestion, is nonsensical.
- 3) ***More Bad Optics for Hawaii***- SCR213/SR176 is another message to businesses, investors and innovators to stay away from Hawaii. It will make Hawaii less affordable for our citizens and continue drive more local residents to move out of state.

Respectfully submitted,

Michael D. Niethammer
President
King Windward Nissan, Kaneohe, HI
Infiniti of Honolulu, Honolulu, HI
King Auto Center, Lihue, Kauai, HI



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March 24, 2021

Senate Committee on Transportation
Chair Lee
Vice Chair Inouye

Re: Opposition of SCR213/SR176
Urging the State to adopt a zero net vehicle growth policy to reduce traffic congestion.

Dear Chair Lee and Vice Chair Inouye:

We strongly oppose SCR213/SR176. Anytime the government creates over regulation of commercial markets or restricts trade, many unintended consequences occur which will negatively impact employment, freedom of choice, and State Tax Revenue.

1. There is an assumption that capping vehicles will create a reduction in traffic. There are other implications like annual tourism counts, housing for all economic sectors, department of transportation infrastructure, and many other variables which can not be accurately accounted for in determining any particular cap.
2. There needs to be a more thoughtful approach including those in the Transportation Industry and Hawaii Automotive Dealers. This will provide an integrated approach on technologies which will be part of the solution to both traffic congestion and reducing our carbon footprint. This would include, but is not limited to autonomous driving, more fuel-efficient technologies, hybrid, electric, and future technologies not yet discovered.
3. Proactive solutions which may include two wheeled transportation which may allow for greater adoption to bicycles and highly fuel-efficient motorcycles. This would include the State Transportation Department to involve those in these industries in the planning process to ensure a collaborative transportation plan which would include but not limited to automobiles, bicycles, motorcycles, and mass transit.

Sincerely,

Brad Nicolai
President

