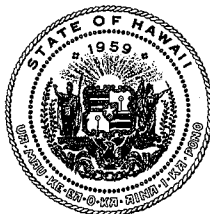
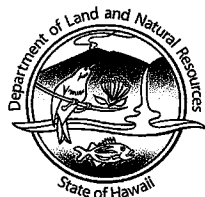


DAVID Y. IGE  
GOVERNOR OF  
HAWAII



SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA  
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JEFFREY T. PEARSON, P.E.  
DEPUTY DIRECTOR - WATER

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BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
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STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
CLIMATE CHANGE MITIGATION & ADAPTATION  
COMMISSION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

MINUTES FOR  
THE MEETING OF THE  
HAWAII CLIMATE CHANGE MITIGATION AND ADAPTATION COMMISSION

DATE: TUESDAY, NOVEMBER 27, 2018  
TIME: 1:00 PM  
PLACE: KALANIMOKU BUILDING  
LAND BOARD CONFERENCE ROOM 132  
1151 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813

Leo Asuncion, Co-chair  
Suzanne Case, Co-chair  
William Aila, DHHL  
Roy Catalani, DOT  
Jeff Dack, Maui County Planning Dept.  
Michael Dahilig, Kauai County Planning Dept.  
Scott Enright, DOA  
Rick Fried, HTA  
Senator Mike Gabbard

Senator Lorrain Inouye  
Representative Chris Lee  
General Arthur Logan  
Ken Masden, DOE  
Justine Nihipali, CZM/OP  
Luis Salaveria, DBEDT  
Josh Stanbro, CCCSR  
Michael Yee, Hawaii County Planning Dept.

Co-chair Case called the meeting to order at 1:02pm. Attendees are listed above. Co-chair Case explained the agenda as having the following components: mitigation of ground transportation emissions; mitigation and adaptation legislation; clarification of language on disclaimer for sea level rise report; and presentations. The Commission approved the minutes of September 4<sup>th</sup>, 2018 meeting. Senator Rhoads participated only in the public testimony part; since he was present via telephone. He did not vote.

**Summary and main outcomes:**

1. **Statement on mitigation of ground transportation emissions.** Commission deliberated on a draft statement on ground transportation emissions reductions, made some amendments to it, and then adopted the statement as amended. The amended statement is included here.

**Statement on Ground Transportation Emissions Reduction  
Considered by the Climate Commission at its Nov 27<sup>th</sup> Meeting<sup>1</sup>**

Hawaii's Climate Change Mitigation and Adaptation Commission recognizes that ground transportation contributes significantly to Hawaii's share of greenhouse gas emissions. The Commission supports mechanisms to reduce overall vehicle miles traveled as well as convert all remaining vehicle-based ground transportation to renewable, zero-emission fuels and technologies.

The Commission believes that putting a price on carbon is the most effective single action that will achieve Hawaii's ambitious and necessary emissions reduction goals. This view is also supported by expert global and local institutions:

- The Intergovernmental Panel on Climate Change reports that a price on carbon is central to prompt mitigation, and global emissions of CO<sub>2</sub> need to fall by 45% of 2010 by 2030 and to 0% by 2050;
- The International Monetary Fund finds that "carbon pricing is crucial in reducing emissions, and carbon taxes are more effective than other mitigation instruments;"
- State of Hawaii's *Report of the 2015-2017 Tax Review Commission* recommends consideration of a carbon fee in its review of the state tax structure;
- State of Hawaii's *Transportation Energy Analysis, August 2015*, supports an increase in the barrel tax "to fund government actions to support clean energy, specifically in regards to the bunker taxes in the marine sector and the inclusion of aviation fuel in the barrel tax;" and
- The Rhodium Group's report *Transcending Oil Hawaii's Path to a Clean Energy Economy, April 2018*, recommends a carbon tax to achieve clean transportation goals in Hawaii.

While the specific mechanisms behind a carbon fee program are not yet outlined, the Commission emphasizes the urgent need for such a program, and supports legislation that endeavors to establish such a program, but also recognizes that any carbon pricing mechanism:

- Must be equitable, and appropriate for the people of Hawaii; and
- Must demonstrate how this is a critical policy tool to protect the future—of Hawaii's keiki and 'āina.
- Must be adequate to change behavior

The Commission recommends carbon pricing mechanisms that minimize regressivity, which can be pursued through structures such as equity-based tax credits or carbon fee and dividend.

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<sup>1</sup> Adopted as amended on November 27, 2018

In order to facilitate a carbon pricing program and address carbon pollution, the Commission urges the State to adequately resource the following actions through legislation or executive action:

- i. Partner with counties and local organizations to develop and undertake a multi-year educational/public service announcement (PSA) campaign to address the link between the need for a price on carbon, and highlighting the importance of clean transportation in Hawaii—which will increase quality of life, and address climate change impacts by decreasing congestion, commute time and costs, and emissions.
- ii. Explore and develop statewide policies and partner with counties to modernize parking policies and parking management, which will reduce overall emissions, congestion and vehicle miles travelled (VMT) from driving, and increase biking, walking, and transit use, to achieve State goals.
- iii. Transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment.
- iv. Amend laws, such as the state procurement laws, to better align them with clean transportation priorities.

**2. Legislation for Climate Change mitigation and adaptation.** Sam Lemmo, Administrator, OCCL cited as context the National Climate Assessment NCA4 and pointed out that the report is a serious overview of effects of climate change. To address these, a “Climate Initiative 3.0” is warranted; basically it asks the Commission to resource the staff more fully to implement actions that need to be taken: on the adaptation side, it requests funds to provide technical expertise to help agencies and departments to adopt policies and implement programs that address the impacts of sea level rise; to address mitigation, the package also requests funds to develop a PSA campaign that will make the link between clean transportation (carbon reduction), emissions, and quality of life. Mark Fox from The Nature Conservancy spoke of nature-based solutions to climate change (reef trust fund, for example). Dave Raney from Sierra Club described bills that would address mandatory disclosure for those within the vulnerability area—requiring a sellers’ disclosure, and requiring purchasers to acknowledge ocean front properties are prone to risks and state controls.

**3. Clarification of the disclaimer to the State’s Sea Level Rise report.** The Commission, upon reviewing the draft disclaimer clarification, went into an executive session with State’s Attorney General’s office. The main issue was that of changing the phrase “This report should be used strictly as a planning reference tool and not for permitting, or other legal purposes” to clarify that this is not meant to be restrictive, but indeed can be used by agencies and departments as they see fit. It was agreed that:

- i The existing disclaimer will be moved to a footnote in the report/guidance document, indicating it is now the old disclaimer, as of November 27<sup>th</sup>, 2018.
- ii. Footnote will also contain that there is more detail as to the rationale for this update in the meeting minutes (this document, see above).
- iii. The updated disclaimer will replace the old one, and note that this is effective as of Nov 27<sup>th</sup>, 2018.

The clarifying language is included below and will be updated in the Report, and relevant websites:

Existing

DISCLAIMER. This report is a tool to estimate the scale and cost of potential flooding and erosion with sea level rise. The exact location of flooding and economic costs from damages are estimates. Flood maps are in the range of 80 percent probability. Damage estimate costs are conservative. The data, maps, and recommendations provided should be used only as a screening-level resource to support management decisions to address sea level rise. As with all remotely sensed data, all features should be verified with a site visit. The risk associated with use of the results is assumed by the user. This report should be used strictly as a planning reference tool and not for permitting, or other legal purposes.

Updated/proposed changes

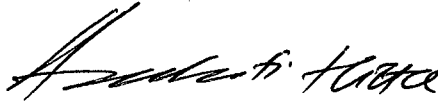
November 2018 DISCLAIMER: Based on the methodology of sea level rise modeling used in this report and the Sea Level Rise Viewer, having gone through peer review and publication in the Nature Journal Scientific Reports, the results of this study are sufficiently validated to be appropriately used in land management decisions as the best available information as of the date of publication of the report, December 2017, consistent with the intent of Act 83 SLH 2014 as amended. This report is intended to provide a state-wide assessment of Hawaii's vulnerability to sea level rise. The location of projected impacts and economic costs from damages are estimates based on a particular sea level rise scenario. The hazard and vulnerability data and maps provided herein are based on observational data and computer-based models-as described herein and in published research (Anderson et al., 2018). As with all models, it is important to understand the methods, assumptions, limitations, and uncertainties of the methods used. The risks associated with use or non-use of the results are assumed by the user. (insert footnote for existing disclaimer here in Report).

Commissioners were reminded of the next no-business meeting, all-day conference on January 14, 2019. Dates were set by co-chairs for the 2019 meetings:

- April 24, 2019 (1300hrs to 1615hrs, DLNR Boardroom)
- July 17, 2019 (1300hrs to 1615hrs, DLNR Boardroom)
- November 6, 2019 (1300hrs to 1615hrs, DLNR Boardroom)

There being no further business, Co-chairs adjourned the meeting at 4:20pm.

Respectfully submitted,



Anukriti S. Hittle

Approved for Submittal:



Suzanne D. Case, Co-Chair

Department of Land and Natural Resources