

DAVID Y. IGE  
GOVERNOR



BONNIE KAHAKUI  
ACTING ADMINISTRATOR

**STATE OF HAWAII**  
**STATE PROCUREMENT OFFICE**

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TESTIMONY  
OF  
BONNIE KAHAKUI, ACTING ADMINISTRATOR  
STATE PROCUREMENT OFFICE

TO THE HOUSE COMMITTEE  
ON  
CONSUMER PROTECTION & COMMERCE  
FEBRUARY 16, 2021, 2:00PM

HOUSE BILL 552, HD1  
RELATING TO THE ENVIRONMENT

Chair Johnason, Vice-Chair Kitagawa, and members of the committees, thank you for the opportunity to submit testimony on HB552, HD1. The State Procurement Office (SPO) offers the following comments and recommendations:

COMMENTS: Chapter 103D, Hawaii Revised Statutes (HRS), Hawaii Public Procurement Code (Code), is meant for general procurement methods and high-level guidance. It should not be a receptacle for all industry-specific specifications or goals as this will, over time, create a vast, and complicated Code that will confuse buyers because they will not be able to trust that specifications are in the respective chapter and procurement specific requirements are lost within the sea of specifications or goals.

RECOMMENDATIONS:

The SPO proposes removing Section 2, page 2, lines 16-20; and page 3, lines 1-12:

~~"§103D— Other motor vehicle requirements. (a) The procurement policy for all agencies purchasing or leasing medium and heavy duty motor vehicles shall be to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost effective. Priorities for selecting vehicles for lease or purchase shall be as follows:~~

- ~~(1) Electric or plug in hybrid electric vehicles and fuel cell electric vehicles;~~
- ~~(2) Other alternative fuel vehicles;~~
- ~~(3) Hybrid electric vehicles; and~~
- ~~(4) Vehicles that are identified by the United State Environmental Protection Agency in its annual "Fuel Economy Leaders" report as being among the top performers for fuel economy in their class.~~
- ~~(b) Vehicles shall not be larger than necessary for their intended functions."~~

The SPO also proposes the revision of Section 5, page 4, lines 14-21; page 5, lines 1-21, page 6, lines 1-20; and page 7, lines 1-19 to read as follows:

**"§103D-412 Light-, medium- and heavy-duty motor vehicle requirements.** (a) The procurement policy for all agencies purchasing leasing light-, medium-, and heavy-duty motor vehicles shall be to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost-effective for transportation energy[.] and meet the following clean ground transportation goals:

- ~~(1) Thirty per cent of light duty motor vehicles of each fleet shall be powered by renewable energy sources by December 31, 2025;~~
- ~~(2) Sixty per cent of light duty motor vehicles of each fleet shall be powered by renewable energy sources by December 31, 2030; and~~
- ~~(3) One hundred per cent of light duty motor vehicles of each fleet shall be powered by renewable energy sources by December 31, 3035."~~

(b) Beginning January 1, 2010, all state and county entities, when purchasing new vehicles, shall seek vehicles with reduced dependence on petroleum-based fuels that meet the needs of the agency. Priority for selecting vehicles shall be as follows:

- (1) Electric or plug-in hybrid electric vehicles and fuel cell electric vehicles;
- (2) Other alternative fuel vehicles;
- (3) Hybrid electric vehicles; and
- (4) Vehicles that are identified by the United States Environmental Protection Agency in its annual "Fuel Economy Leaders" report as being among the top performers for fuel economy in their class.

(c) Vehicles shall not be larger than necessary for their intended functions.

~~+(e)+~~ (d) For the purposes of this section:

"Agency" means a state agency, office, or department.

"Alternative fuel" means alcohol fuels, mixtures containing eighty-five per cent or more by volume of alcohols with gasoline or other fuels, natural gas, liquefied petroleum gas, hydrogen, biodiesel, mixtures containing twenty per cent or more by volume of biodiesel with diesel or other fuels, other fuels derived from biological materials, and electricity provided by off-board energy sources.

"Covered fleet" has the same meaning as contained in 10 Code of Federal Regulations Part 490 Subpart C.

"Excluded vehicles" has the same meaning as provided in 10 Code of Federal Regulations section 490.3.

"Fuel cell electric vehicle" means a zero-emission electric vehicle that uses a fuel cell to convert hydrogen gas and oxygen into electricity that is used in a vehicle powertrain for propulsion.

"Light-duty motor vehicle" has the same meaning as contained in 10 Code of Federal Regulations Part 490, not including any vehicle incapable of traveling on highways or any vehicle with a gross vehicle weight rating greater than eight thousand five hundred pounds.

~~+(d)+~~ (e) Agencies may apply to the chief procurement officer for exemptions from the requirements of this section to the extent that the vehicles required by this section are not available or do not meet the specific needs of the agency; provided that life cycle vehicle and fuel costs may be included in the determination of whether a particular vehicle meets the needs of the agency. Estimates of future fuel costs shall be based on projections from the United States Energy Information Administration.

~~+(e)+~~ (f) Vehicles acquired from another state agency and excluded vehicles are exempt from the requirements of this section section[.] ~~but shall be included in the calculation of the clean ground transportation goals established in subsection (a).~~

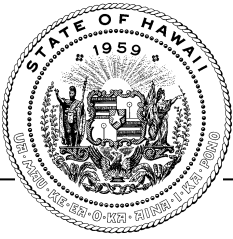
~~+(f)+~~ (g) Nothing in this section is intended to interfere with the ability of a covered fleet to comply with the vehicle purchase mandates required by 10 Code of Federal Regulations Part 490 Subpart C.

SPO also proposes the deletion of Section 8, page 12, lines 5-11:

~~"§103D— Construction projects, roadway materials, carbon footprint reduction. When purchasing building materials for the~~

construction of new roads, state and county agencies shall purchase building materials that reduce the carbon footprint of the project for use on the project, where the purchase of the building materials is feasible and cost effective."

Thank you.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE**

Tuesday, February 16, 2021  
2:00 P.M.

House conference room via videoconference

SUPPORT on  
**HB 552 HD1**  
**RELATING TO GROUND TRANSPORTATION.**

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports HB 552 HD1, which establishes clean ground transportation goals for state agencies on a staggered basis until achieving a one hundred per cent light-duty motor vehicle clean fleet by 12/31/2035, requires all agencies purchasing or leasing medium- and heavy-duty motor vehicles to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost-effective and requires state and county agencies to purchase building materials for the project that reduce the carbon footprint of the project.

HB 552 HD1 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 accounting for over 4 million metric tonnes of carbon dioxide equivalents per the 2016 Greenhouse Gas Inventory. 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.

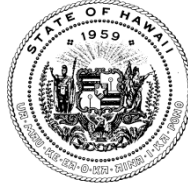
Accelerating the deployment of electric vehicles is an area of focus of the Hawaii Clean Energy Initiative Transportation Energy Analysis, prepared for HSEO by the International Council on Clean Transportation. HB522 HD1 addresses an important action within the State’s power that will materially advance the number of electric vehicles on the road in Hawaii sending a clear signal to the market on Hawaii’s commitment to the decarbonization of the ground transportation sector.

HSEO would offer a friendly amendment to HB552 HD1 Section 6 which amended 196-9 subsection (c) (6), Hawaii Revised Statutes to read “Promote efficient operation of vehicles, including efficient planning of charging station locations and day-time charging for electric vehicles;”. Aligning electric vehicle charging for the efficient utilization of renewable energy is an important consideration for agencies in managing their fleets. Efficient utilization of renewable energy reduces energy losses which can mitigate overbuild of generation, energy storage, and distribution infrastructure when implemented at scale. It is important to note that all islands are different in terms of the mix of renewable resources and renewable generation technology will advance over time. To account for that HSEO suggests that HB552 HD1 Section 6 amend 196-9 subsection (c)(6), Hawaii Revised Statutes to read “Promote efficient operation of vehicles, including efficient planning of charging station locations and efficient utilization of renewable energy for charging electric vehicles;” The concept of day-time charging is still expressed through the directive to promote efficient operation and planning of charging station locations should solar energy be the predominate renewable energy for a given island.

HB 552 HD1 also appropriately aligns statutes for key agencies with a roll in transitioning State fleets. HSEO will continue to coordinate with agencies including but not limited to DOT, DAGS, and SPO to review statutory language to provide input on the combination of amendments that could efficiently transition the State’s light duty

vehicles. HSEO is also analyzing the state fleet data to support agencies identifying the segment of light duty vehicles that are ready for conversion in the near term.

Thank you for the opportunity to testify.



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  
HONOLULU, HAWAII 96813-5097

February 16, 2021  
2:00 P.M.  
State Capitol, Teleconference

**H.B. 552, H.D. 1  
RELATING TO THE ENVIRONMENT**

House Committee on Consumer Protection & Commerce

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The Department of Transportation (DOT) **supports** this bill that will establish a goal to transition one hundred percent of light duty vehicles to renewable energy source for State owned vehicles by December 2035. H.B 552, H.D 1 requires the DOT, in collaboration with the state energy office, to develop strategies to meet these goals.

H.B. 552, H.D. 1 requires the procurement policy for all agencies purchasing or leasing medium and heavy-duty motor vehicles to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost-effective.

H.B 552, H.D. 1 requires state and county agencies to purchase building materials that reduce the carbon footprint of the project for use on the construction of new roads, where feasible and cost effective.

The DOT, Highway Division is currently in the process of converting light duty vehicle to electric through a lease agreement that has recently been executed with an electric vehicle provider who will also be providing supporting electrical charging equipment. The agreement is available for all State agencies, Counties, and University of Hawaii to utilize for their electric vehicle conversion needs. Highways Division has taken steps to reduce its carbon footprint by converting all highway and building lighting to energy efficient devices, installing photovoltaic systems at all base yard facilities, utilizing higher quality alternating current with longer life, requiring that all concrete on our system be carbon dioxide entrained, using cementitious epoxy coatings to extend the life of our structures, moving away from building new roads and using technology to improve the system we have, and piloting new technologies like plastics in pavements.

The DOT comments, that in the event of a disaster, electricity generation and distribution system (electric poles from the utility or through storage facilities) may be damaged and cause power outages. The DOT needs flexibility to use different types of



fuels for its mobile equipment, generators, and communication systems to support a disaster response and resumption of operations and the flow of cargo.

The DOT requests flexibility for emergency maintenance, operations, Aircraft Rescue and Fire Fighting and Public Safety vehicles and equipment. In the event of catastrophic commercial power loss, these types of vehicles and equipment need to be operational for extended periods of time. DOT facilities are critical to any disaster recovery for the State and all emergency vehicles must be able to maintain continued operations.

Thank you for the opportunity to provide testimony.

**HB-552-HD-1**

Submitted on: 2/16/2021 1:46:36 PM

Testimony for CPC on 2/16/2021 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Christopher Yunker	HSEO	Support	No

Comments:

I am here to answer questions for HSEO.



## HB 552, HD 1, RELATING TO THE ENVIRONMENT

FEBRUARY 16, 2021 · HOUSE CONSUMER  
PROTECTION AND COMMERCE COMMITTEE ·  
CHAIR REP. AARON LING JOHANSON

**POSITION:** Support.

**RATIONALE:** Imua Alliance supports HB 552, HD 1, relating to the environment, which establishes clean ground transportation goals for state agencies on a staggered basis until achieving a one hundred per cent light-duty motor vehicle clean fleet by 12/31/2035; requires all agencies purchasing or leasing medium- and heavy-duty motor vehicles to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost-effective; and requires state and county agencies to purchase building materials for the project that reduce the carbon footprint of the project whenever feasible and cost-effective.

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, like seawalls.

Furthermore, according to research conducted by Michael B. Gerrard from Columbia Law School, modern-day slavery tends to increase after natural disasters or conflicts where large numbers of people are displaced from their homes. In the decades to come, says Gerrard, **climate change will very likely lead to a significant increase in the number of people who are displaced and, thus vulnerable, to human trafficking.** While the Paris Climate Agreement of 2015 established objectives to limit global temperature increases and several international agreements are aimed at combating modern-day slavery, it is highly uncertain whether they will be adequate to cope with the scale of the problem that is likely to occur as a result of climate change.

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.

Therefore, we should take steps to accelerate Hawai'i's efforts to address climate change and develop a clean economy, **including by reducing combustion-engine powered vehicles in our state's vehicle fleets.** Norway will end the sale of new cars that use fossil fuels in 2025. The Netherlands will enact a similar plan, but by 2030. France and the UK have called for total internal-combustion vehicle bans by 2040. Hawai'i should at least do the same with regard to taxpayer-funded vehicles to advance our state's goal of mitigating climate change. For the sake of our keiki, we cannot afford to wait to solidify strategies to preserve our island home for generations to come.

**Kris Coffield · Executive Director, Imua Alliance · (808) 679-7454 · [kris@imuaalliance.org](mailto:kris@imuaalliance.org)**



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON  
CONSUMER PROTECTION & COMMERCE**

**HB 552, HD1**

**Relating to the Environment**

February 16, 2021

2:00 PM, Agenda Item # 10

State Capitol, Conference Room 329 / VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric Company, Inc.

Aloha Chair Johanson, Vice Chair Kitagawa, and Committee Members,

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company **in support of HB552, HD1**, Relating to the Environment. Hawaiian Electric Company supports this measure because it will strengthen Hawaii's commitment to clean ground transportation and help drive investment resulting in quantifiable emissions reductions. The Company supports the legislature's broad vision and substantial commitment to decarbonizing the ground transportation sector and applauds the legislature's intent to have the State develop strategies to transition all light-duty motor vehicles by 2035.

Facilitating the electrification of transportation is one of the Company's top priorities established in our *Electrification of Transportation Strategic Roadmap*. The Company has focused its planning for the coming influx of electric vehicles through electrification of transportation programs such as EV-specific rates to encourage daytime charging; our proposed Charge Ready Hawai'i pilot to provide make ready infrastructure support to commercial properties, workplaces, and multi-unit dwellings; and a request to expand our public charging network. Thank you for this opportunity to testify.



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

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE  
Tuesday, February 16, 2021 — 2:00 p.m.

**Ulupono Initiative supports HB 552 HD 1, Relating to the Environment.**

Dear Chair Johanson 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 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 HB 552 HD 1**, which establishes clean ground transportation goals for State agencies on a staggered basis until achieving a 100% light-duty motor vehicle clean fleet by 12/31/2035; requires the procurement policy for all agencies purchasing or leasing medium- and heavy-duty motor vehicles to seek vehicles that reduce dependence on petroleum-based fuels that meet the needs of the agency, where feasible and cost-effective; and, requires State and county agencies to purchase building materials that reduce the carbon footprint of the project for use on the construction of new roads, where feasible and cost-effective.

Ulupono supports Hawai'i's reduction of fossil fuel use as we strive to meet the State's 100% renewable goal by 2045. This measure seeks to make a large impact on the renewable energy goal by phasing in light-duty motor vehicles powered by renewable energy sources. Ulupono support the State leading by example to meet this goal by 2035.

**Hawai'i Should Be Doing More**

Ulupono finds that electric vehicles (EVs) are an important avenue to address Hawai'i's pressing climate issues and align with the State's energy and environmental goals. EVs currently offer an effective option to advance clean, renewable ground transportation and provide immediate benefits to Hawai'i. Though EVs currently only represent about one percent of all passenger vehicles in the state, EV sales grew by more than 40% in 2020. Simply put, zero-emission vehicles are the future and setting clear goals by the State will align with similar commitments around the globe.

*Investing in a Sustainable Hawai'i*

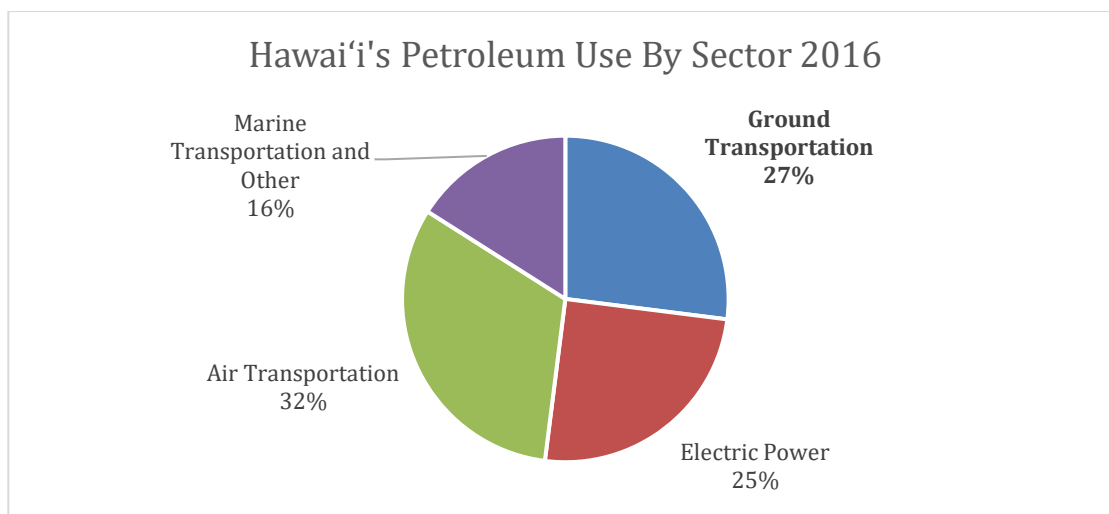
In fact, the Governor of California recently signed an executive order to eliminate the sale of new gas cars and trucks by 2035. California joins a multitude of countries and cities across Europe, as well as China and British Columbia, who have taken similar measures to eliminate the sale of new fossil fuel vehicles.

Most recently, Nissan committed to having every new vehicle in major markets (including the US) be electrified by the early 2030s. Last week, General Motors (GM) committed to stop making gasoline and diesel cars, vans and SUVs by 2035.

The future of transportation does not depend on fossil fuels and the State of Hawai'i should continue to lead by example and further show the world that Hawai'i is serious about the sustainability and resiliency of our community by encouraging EVs as this bill proposes.

### **EVs Provide Immediate Energy and Environmental Impact**

Ground transportation alone utilizes more than a quarter of the state's imported petroleum. Electrifying ground transportation will reduce our demand for imported fossil fuels, keeping millions of dollars in the state and cutting harmful pollution.



*Source: Hawai'i State Energy Office – Hawai'i Energy Facts & Figures*

Converting from petroleum-based vehicles to EVs immediately reduces greenhouse gas (GHG) emissions, helping combat climate change and its impacts on our islands. EVs produce zero-emissions at the tailpipe, and even when full lifecycle emissions (from manufacturing through disposal) are considered, EV emissions are approximately 50 percent lower than internal combustion engine (ICE) vehicles.

EVs can also support the integration of more renewables on the electric grid with smart charging technology and rate structures. Thus, proliferating EVs throughout Hawai'i can help accelerate progress towards the State's 100 percent RPS goal, as well as contribute to



the State's Paris Agreement commitments and carbon neutral goal.

This bill is an important measure for the State to push for the decarbonization of our economy, while continuing to show the world that Hawai'i is a clean energy leader.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs





To: The House Committee on Consumer Protection & Commerce Committee (CPC)  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday February 16, 2021, 2pm

### Comments for HB552 HD1

Aloha Chair Johanson, Vice Chair Kitigawa, and CPC committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org offers comments on HB552 HD1 **with some suggested amendments.**

We support the intent of HB552 HD1 that establishes clean ground transportation goals which would significantly reduce carbon emissions and increase the number of zero-emission vehicles entering the secondary market, making them more affordable to more Hawaii residents. However the target date does not address the urgency of the climate crisis. **Fossil fuel use needs to be phased out by 2030.** The Climate Crisis is here now. Scientists have made clear that we must swiftly phase out fossil fuel use or face untold suffering. We no longer have the luxury to wait to take the necessary actions to drastically reduce our greenhouse gas emissions.

The planet faces an existential climate crisis and we must act now. As an island state, Hawaii is ground zero for climate devastation, from more intense storms, to food insecurity, to rising seas and shoreline destruction. Scientists have made clear that we are part of the last generation that can stop or at least mitigate the devastating impacts of climate change. If we are to solve the climate crisis, it will require **all of us** working together. Hawaii can and should be a leader in showing the world the way forward towards a safe and sustainable climate and future. The sooner we inspire others to take action and lead by example, the better off the future will be for our children.

Secondly, the definition of "zero-emission vehicle" should not include plug-in hybrid electric vehicles. The legislature has the opportunity—and the power—to mandate very significant use of **real** zero-emission vehicles with this bill. Don't water it down by allowing sort-of-clean vehicles. Vehicles should be fully electric or hydrogen ones, not ones that will perpetuate our importation of fossil fuels.

Thirdly, the definition of "fuel cell electric vehicle" should specify hydrogen made from renewable sources. Hydrogen can be produced in many ways, including by burning fossil fuels.

Finally, we strongly urge this bill remove all fossil fuels, such as natural gas and liquefied petroleum gas, and list only nonclimate-harming fuels under the definition of 'alternative fuels'. Natural gas and liquified petroleum gas, for example, are dirty fossil fuels that contain methane which is actually a far more potent greenhouse gas than carbon dioxide and have no place in our clean energy future. As previously stated, the legislature has the opportunity and the power to mandate very significant use of **real** zero-emission vehicles with this bill. These times require strong and decisive leadership.

Bottomline, zero-emission vehicles are better for the environment and the economy. They are the future for Hawaii, a future we need to begin now.

Thank you for the opportunity to testify on this very important bill.

Sherry Pollack

Co-Founder, [350Hawaii.org](http://350Hawaii.org)



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 15, 2021

TO: Representative Aaron Johanson  
Chair, Committee on Consumer Protection and Commerce

FROM: Tiffany Yajima / Curt Augustine

RE: **H.B. 552, HD1, Relating to Environment**  
**Hearing Date: Tuesday February 16, 2021 at 2:00 p.m.**  
**Conference Room: 329**

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Dear Chair Johanson, Vice Chair Kitagawa, and members of the Committee on Consumer Protection and Commerce:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit testimony in support of H.B. 552, HD1.

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.

The Auto Innovators appreciate the amendments made by the prior committee to remove the 2045 timeline for private vehicles and focus the intent of this measure on all-electric government fleets.

Automobile manufacturers support state efforts to transition public fleets to zero-emission vehicles. Government support for ZEVs, EV charging infrastructure, and alternative fuel deployment is essential to the state’s overall transition to cleaner transportation. In the transition to 100 percent ZEV government fleets, state agencies can facilitate opportunities for private fleet electrification and can accelerate broader EV adoption among consumers. In addition, a statewide charging network would need to be built to fuel these vehicles, and with government support could transform the state’s ZEV landscape by offering widespread access and compatibility in charging stations across the state.

Thank you for the opportunity to submit testimony on this measure.

**HB-552-HD-1**

Submitted on: 2/15/2021 11:54:54 AM

Testimony for CPC on 2/16/2021 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Climate Protectors Hawaii	Climate Protectors Hawaii	Support	No

Comments:

To: The Honorable Aaron Ling Johanson, Chair,

The Honorable Lisa Kitagawa, Vice Chair, and Members of the

House Committee on Consumer Protection and Commerce

From: Climate Protectors Coalition

Hearing Date: Tuesday, February 16, 2021, 2:00 pm

**Position: STRONG SUPPORT of HB552 HD1 RELATING TO THE ENVIRONMENT!**

Aloha Chair Johanson, Vice Chair Kitagawa, and Consumer Protection and Commerce Committee members:

The Climate Protectors Coalition is a group focused on reversing the climate crisis. As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis, with more intense storms, loss of protective coral reefs, food insecurity, and rising sea levels destroying our shorelines. We must do all we can to reduce our carbon footprint and become at least carbon neutral as soon as possible. The planet faces an existential climate crisis and we must act now! Scientists have made clear that we are part of the last generation that can stop or at least mitigate the devastating impacts of climate change. If we are to solve the climate crisis, it will require **all of us** working together. Hawaii can and should be a leader in showing the world the way forward towards a safe and sustainable climate and future. The sooner we inspire others to take action and lead by example, the better off the future will be for our children.

One of the areas where Hawaii can make the most progress in reducing greenhouse gas emissions is in decarbonizing ground transportation, as the transportation sector accounts for over two-thirds of the oil imported into the State. Electric vehicles provide a viable cost-effective alternative to vehicles burning fossil fuels such as gasoline and diesel. Electric vehicles in the State's fleets can save the State substantial funds in fuel and maintenance, funds that are so needed at this time. The Climate Protectors Hawaii support HB552 HD1's:

1. transition to clean ground transportation, leading by example with the State's light duty vehicles, 100% by 2035;

2. requirement that Hawaii's DOT and State Energy Office develop strategies to transition all State-owned light duty vehicles to meetr the clean transportation goals; and

3. requirement that all State agencies promote efficient planning of charging locations and day-time charging for electric vehicles.

This plan for clean ground transportation for Stae agencies will help substantially in reducing greenhouse gases, addressing our existential climate crisis, and saving costs for the State. Please pass this bill!

Mahalo for the opportunity to testify in **strong support** of this very important legislation.

Climate Protectors Coalition (by Ted Bohlen)



## HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

February 16, 2021, 2:00 P.M.

Video Conference

### TESTIMONY IN SUPPORT OF HB 552 HD1, SUGGESTED AMENDMENT

Aloha Chair Johanson, Vice Chair Kitagawa, and Committee members:

Blue Planet Foundation **supports HB 552 HD1**, which sets a planning goal to transition 100% of state-owned, light-duty fleets to vehicles powered by renewable energy sources by 2035. This measure is an important first step to ensure that Hawai'i is taking meaningful action to reduce greenhouse gas emissions in the ground transportation sector. This bill will help the state lead by example and promote alignment and collaboration in ongoing and future planning efforts.

Blue Planet recommends that the measure be amended back to its original form and include a target for all light-duty vehicles in the state to be powered by renewable energy sources by at least 2045. Unlike several other states and countries across the globe, Hawai'i lacks a strong policy framework for shifting our lingering dependence on imported fossil fuel to power our ground transportation sector. The steady but incremental pace of clean vehicle adoption currently in the state is a result of this void. **To meet the challenge of climate change with the pace and scale required, Hawai'i must not continue along the business-as-usual trajectory. We need bold leadership to change course.**

### Existing policies and initiatives have failed to reduce carbon emissions from Hawai'i's cars and trucks

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While Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, **we are falling short on decarbonizing our ground transportation sector**. Greenhouse gas emissions from transportation have been climbing steadily for years prior to the coronavirus pandemic. In 2019, more gasoline was sold in the islands than in 2018.<sup>1</sup> Without deliberate and forward-thinking leadership, we risk accelerating this trend of increased transportation emissions as Hawai'i residents go back to school and the office and as tourists return, especially with lower than usual oil prices. In addition, the quicker we turn our private and public fleets over to electric, the faster we turn the spigot off that leaks

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<sup>1</sup> "Monthly Energy Trends," DBEDT, accessed June 9, 2020, <http://dbedt.hawaii.gov/economic/energy-trends-2>.

billions out of our economy annually to buy gasoline. Mobility should be powered by homegrown power, not imported carbon.

Even today, over one million gasoline-powered vehicles are on the roads in Hawai'i—and from them comes nearly five million metric tons of climate-changing carbon pollution. Although we now have over 13,000 electric vehicles (EVs) on the state's roads, they still only make up a mere 1% of all registered vehicles in the state.<sup>2</sup> Hawai'i drivers are increasingly choosing larger, heavier vehicles, which are often less fuel efficient. According to the Hawaii Auto Dealers Association, pickup trucks and sport utility vehicles—still largely powered solely by fossil fuels—accounted for 69.2% of Hawai'i vehicle sales in 2019, a sharp increase from 48.7 per cent in 2012.<sup>3</sup> Without a shift in policy, Hawai'i's reliance on fossil fuel for its transportation needs won't change. House Bill 552 can help Hawai'i shift this trajectory by setting planning targets for transitioning state fleets to zero-emission vehicles.

## Others have already committed to a clean transportation future

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In September 2020, California made headlines when Governor Gavin Newsom signed an executive order directing the state to require **all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035**, after a summer of devastating wildfires fueled by climate-change-induced extreme weather. California joined the ranks of several countries who have also recognized that fossil fuel-powered ground transportation needs to end. **France** plans to phase out gas-powered car sales by 2040. **Britain announced in November that it will ban the sale of new gasoline and diesel cars by 2030**, a decade earlier than its previous commitment of 2040. **India, Netherlands, Israel, and Denmark** have set a similar goal for 2030. And **Norway** plans to have all new cars, buses, and light commercial vehicles be zero emission vehicles by 2025.

Auto manufacturers are similarly making bold commitments to phase out fossil-fuel-powered vehicles. **General Motors—one of the world's largest automakers**—announced in January 2021 that it would phase out petroleum-powered cars and trucks and **sell only vehicles that have zero tailpipe emissions by 2035**. As a mere sampling of other examples, Ford is launching all-electric versions of its popular Mustang (launching 2021) and F-150 (expected in 2022), and Volkswagen is targeting electric options for all of its vehicle models by 2030.

## Conclusion

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Through HB 552 HD1, the state government is leading by example and taking an important step forward by setting a goal to transition 100% of state-owned, light-duty fleets to vehicles powered by renewable energy sources. Blue Planet recommends that the measure be amended back to its original form to include a target for all light-duty vehicles in Hawai'i to be powered by renewable energy sources by at least 2045.

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<sup>2</sup> Ibid.

<sup>3</sup> Hawaii Dealer, "Hawaii Auto Dealers Association, 2020 Spring Edition, [https://issuu.com/traveler-media/docs/hawaiidealer\\_2020\\_spring\\_edition](https://issuu.com/traveler-media/docs/hawaiidealer_2020_spring_edition).

Thank you for the opportunity to provide testimony.





# Environmental Caucus of The Democratic Party of Hawai'i

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Tuesday, February 16, 2021, 2:00 pm

House Committee on Consumer Protection and Commerce

HOUSE BILL 552 – RELATING TO CLEAN GROUND TRANSPORTATION

Position: Strong Support

Me ke Aloha, Chair Aaron Johanson, Vice-Chair Lisa Kitagawa, and Members of the Committee on Consumer Protection and Commerce:

HB 552 proposes to power 100% of the State light vehicle fleet by renewable energy by 2035, with planning for charging stations. With carbon emissions driving climate change, continuing to accelerate as we deliberate, we note that the transportation sector is by far the greatest contributor to greenhouse gases in Hawaii. It is therefore incumbent upon the State to provide the leadership in transforming our transportation sector, thereby encouraging private industry to follow.

Conversion to renewable fuels also means supporting a fleet of vehicles at cheaper maintenance costs. Reducing our fossil fuel use means a very large portion of Hawaii's wealth remains in the State rather than being exported to fossil fuel producers. Finally, this bill provides incentive for full build-out of Hawaii's renewable fuels infrastructure, affecting the general market for electric vehicles to decelerate statewide use of fossil fuels.

This bill is supported by the State Department of Transportation and by Hawaiian Electric Company, as well as the broad spectrum of grass roots organizations interested in promoting environmental awareness. Significantly, the conversion of Hawaii's vehicle culture to electric vehicles raises the awareness of the broad driving public regarding carbon emissions and environmental protection generally, and the fragility of our island ecosystems.

The Environmental Caucus strongly supports this bill; mahalo for the opportunity to address this issue.

/s/ Charley Ice, Co-Chair, Energy and Climate Action Committee, Environmental Caucus of the Democratic Party

**HB-552-HD-1**

Submitted on: 2/15/2021 2:03:14 PM

Testimony for CPC on 2/16/2021 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Rolf	Hawaii Auto Dealers Assoc	Support	No

Comments:

I am David Rolf testifying on behalf of the members of the Hawaii Automobile Dealers Association in support of HB552 HD1 which proposes to modernize the State's motor vehicle fleet through a transition to clean energy vehicles.

A power outage in Texas where I have come to help my wife through a health emergency relegates me to using the testimony box instead of sending comments on official association letterhead.

I'm using the power in my EV to charge my iPhone in order to be able to send in this support testimony.

The association appreciates the previous committee removing the reference to 2045 for the transition for all of Hawaii's light duty privately-owned vehicles,

The challenges here with the power outage illustrates the need to insure the electric grid is capable of handling the transition. There are many other issues affecting the transition to EVs,

HADA dealers have invested millions of dollars in support of the transition to a electric vehicles and a clean energy future. Dealers look forward to working with everyone to move that transition forward, and ask that the committee move HB552 HD1 forward to its next committee.

Resprctfully submitted,

David H. Rolf

For the members of the Hawaii Automobile Dealers Association



## Hawaii Electric Vehicle Association

PO BOX 6310  
Hilo, HI 96720  
hawaiidriveelectric@gmail.com



February 15, 2021

Dear Chair Johanson, Vice-Chair Kitagawa, and Consumer Protection and Commerce Committee members,

### **Hawaii EV Association is in strong support of HB 552 HD1.**

In order to reach Hawaii's sustainable transportation and climate goals, we must electrify the ground transportation on our islands as soon as possible. With automakers heeding the demand for zero-emission vehicles responding with expanding choice (makes and models), increasing driving ranges, and improving affordability, it should be easy for state agencies to purchase electric vehicles that fit their needs. The state must take the initiative to lead the effort to decarbonize and set an example for its citizens and other government and business fleets.

EVs are very efficient and Hawaii's warm weather is ideal for them. Only 16% - 25% of the energy from the fuel in a conventional vehicle gets to the wheels and 70% or more of the energy is wasted (<https://www.fueleconomy.gov/feg/atv.shtml>). EVs get 86% - 90% of the energy to the wheels. (<https://www.fueleconomy.gov/feg/atv-ev.shtml>), thus far less polluting and cheaper over their lifetime. As our island grids are powered by more and more renewables, EVs get even cleaner over time! A recent consumer report also found EV maintenance costs are half as much as those of gas cars.

We also commend the other component of the bill, reducing the carbon footprint of road construction is another great way to mitigate climate change.

Sincerely,

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

Noel Morin - President

**HB-552-HD-1**

Submitted on: 2/15/2021 2:09:29 PM

Testimony for CPC on 2/16/2021 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Matthew Geyer	Individual	Support	No

Comments:

Aloha Council,

Mahalo for hearing and passing as many measures that address climate change as possible!

We need to do as much as we possibly can to reduce the impact of climate change on generations to come.

Matthew Geyer

**HB-552-HD-1**

Submitted on: 2/15/2021 9:46:43 PM

Testimony for CPC on 2/16/2021 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Max Castanera	Individual	Support	No

Comments:

Aloha, I strongly support the passing of HB552. We need to transition quickly to more energy efficient and green modes of transportation and with the state leading the charge, private companies will be sure to follow. Mahalo for your time.