



**STATE OF HAWAII
STATE PROCUREMENT OFFICE**

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TESTIMONY
OF
BONNIE KAHAKUI, ACTING ADMINISTRATOR
STATE PROCUREMENT OFFICE

TO THE HOUSE COMMITTEE
ON
FINANCE
FEBRUARY 25, 2021, 11:00AM

HOUSE BILL 552, HD1
RELATING TO THE ENVIRONMENT

Chair Luke, Vice Chair Cullen, and members of the committee, 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.

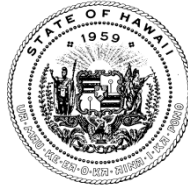
~~{(e)}~~ (f) Vehicles acquired from another state agency and excluded vehicles are exempt from the requirements of this section section[.] but shall be included in the calculation of the clean ground transportation goals established in subsection (a).

~~{(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.



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
HONOLULU, HAWAII 96813-5097

February 25, 2021
11:00 a.m.
State Capitol, Teleconference

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

House Committee on Finance

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.

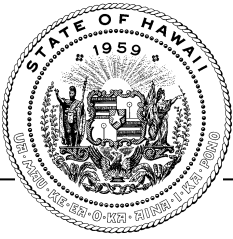
The DOT, Highway Division is currently in the process of converting light duty vehicle to electric through a lease agreement that has recently been executed with an electric vehicle provider who will also be providing supporting electrical charging equipment. The agreement is available for all State 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.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Thursday, February 25, 2021
11:00 A.M.

House conference room via videoconference

In SUPPORT of
HB 552 HD1
RELATING TO THE ENVIRONMENT.

Chair Luke, Vice Chair Cullen, 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. HB552 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.

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 a 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.



John Uekawa, President
Dave Rolf, Executive Director



HADA Testimony with SUPPORT for HB552 HD1
RELATING TO THE ENVIRONMENT

Presented to the House Committee on Finance

at the Public Hearing 11 a.m. Thursday, February 25, 2021 in Room 308

VIA VIDEO CONFERENCE
Hawaii State Capitol

by David H. Rolf for the members of the Hawaii Automobile Dealers Association

Chairs Luke, Vice Chair Cullen and members of the committee:

HADA dealers offer support for this bill which seeks to establish clean ground transportation goals for state agencies on a staggered basis until achieving a 100 per cent light-duty motor vehicle clean fleet by 12/31/2035, and 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.

The goal for state agencies achieving a light-duty vehicle clean fleet by 12/31/2035 continues to follow the purchasing priorities set for state agencies through the Hawaii Clean Energy Initiative in 2010.

The bill also calls the Department of Transportation, in collaboration with the Hawaii State Energy Office, to develop strategies to transition all light-duty motor vehicles in the State to meet the clean ground transportation goal established pursuant to section 225P- (b)."

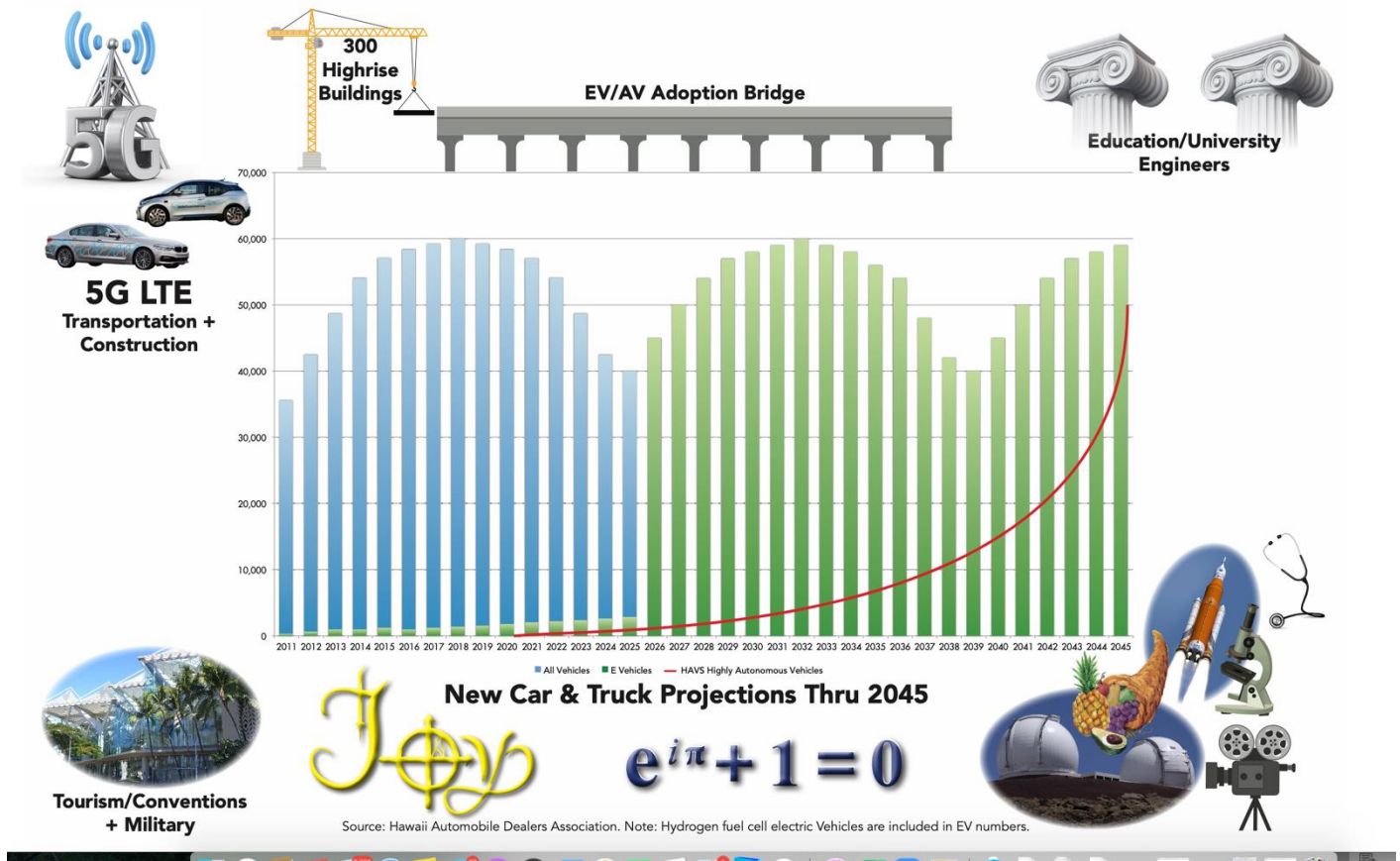
[\$225P-5] Zero emissions clean economy target. (a) Considering both atmospheric carbon and greenhouse gas emissions as well as offsets from the local sequestration of atmospheric carbon and greenhouse gases through long-term sinks and reservoirs, a statewide target is hereby established to sequester more atmospheric carbon and greenhouse gases than emitted within the State as quickly as practicable, but no later than 2045.

HADA testimony with COMMENTS on HB552 HD1 page 2 of 3

The association appreciates acceptance of the amendments made by the prior committee to remove the timeline for light duty vehicles by 2045 and the assigning of focus on the target in HRS 225 P-5 which includes offsets and sequestration of atmospheric carbon and greenhouse gases.

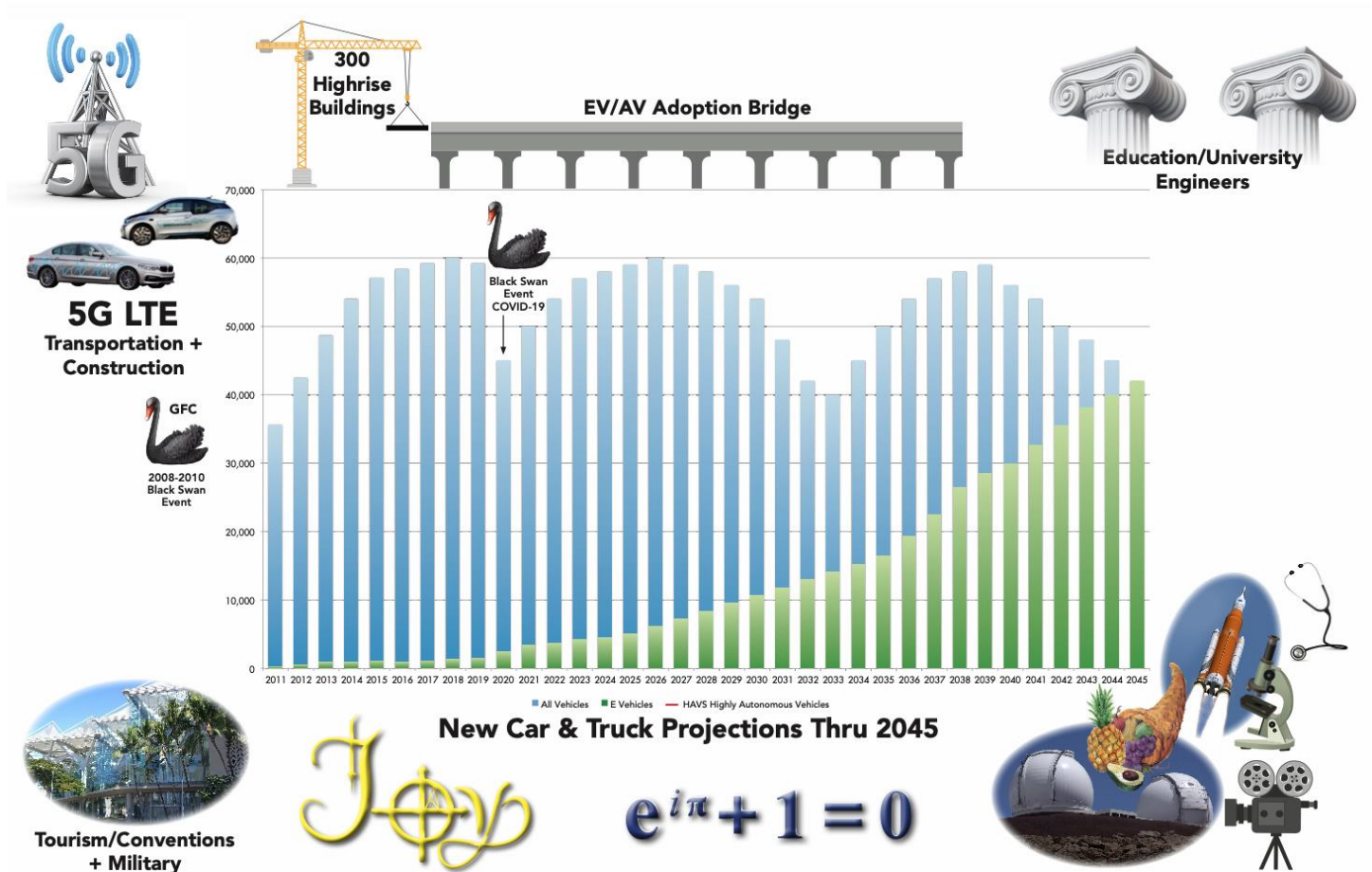
The Hawaii new vehicle purchase rate over the past forty years has averaged 50,000 new vehicles per year—a rate that sees the replacement of the 1 million private vehicles in Hawaii over a 20-year period—which is the approximate life of a motor vehicle.

A graphic illustrating the magnitude of the jump previously required to replace all fossil fuel vehicles by 2045 is shown below.



From 2010 to 2020--for the last 10 years—the vehicle uptake has closely followed the HADA predictions. Auto industry researchers predict that EV sales nationwide will be 9.5% of sales in 2025 and 19% in 2030.

The most recent HADA Rosetta Stone includes the effects of the COVID black swan event and shows what EV sales rate that would be required if it was anticipated all new vehicles in 2045 would be electric vehicles.



HADA dealers include the word JOY on this graphic because we know that since the transition will be difficult we think that it might as well be joyful.

What is needed is a Roadmap to EV adoption. Customers purchase vehicles to meet individual, family and business needs. HADA dealers have spent millions and millions of dollars in EV investments. We look forward to working together with all in the transition to clean energy in Hawaii.

Respectfully submitted,
David H. Rolf for 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



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Thursday, February 25, 2021 — 11:00 a.m.

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

Dear Chair Luke 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

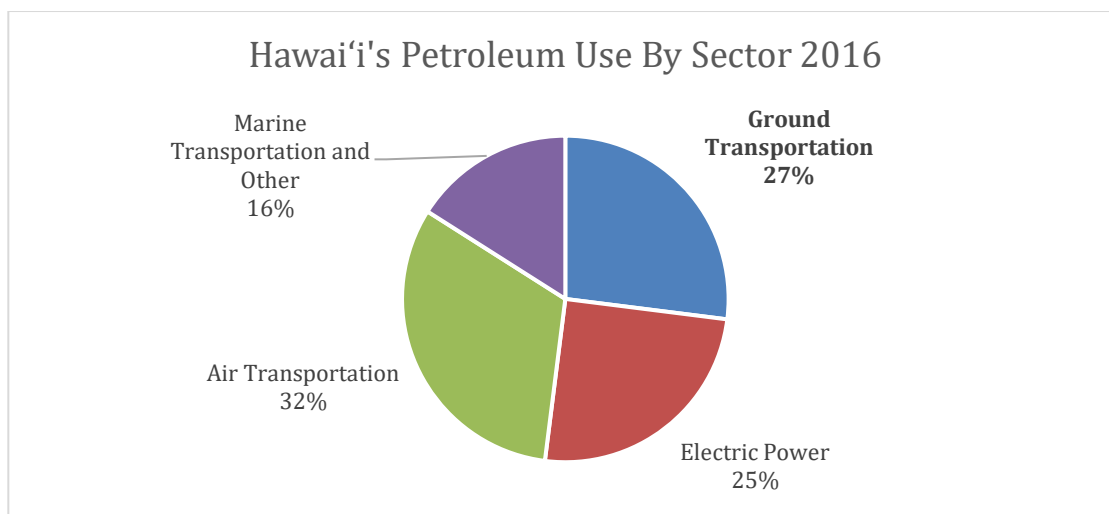
In fact, the Governor of California recently signed an executive order to eliminate the sale of new gas cars and trucks by 2035. California joins a multitude of countries and cities across Europe, as well as China and British Columbia, who have taken similar measures to eliminate the sale of new fossil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

Most recently, Nissan committed to having every new vehicle in major markets (including the US) be electrified by the early 2030s, and 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



HOUSE COMMITTEE ON FINANCE

February 25, 2021, 11:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF HB 552 HD1, SUGGESTED AMENDMENT

Aloha Chair Luke, Vice Chair Cullen, 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

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 2018.¹ 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

¹ "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 1.3% of all registered vehicles in the state.² 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 2012.³ 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

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

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. Thank you for the opportunity to provide testimony.

² Ibid.

³ Hawaii Dealer, "Hawaii Auto Dealers Association, 2020 Spring Edition, https://issuu.com/traveler-media/docs/hawaiidealer_2020_spring_edition.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 24, 2021

TO: Representative Sylvia Luke
Chair, Committee on Finance

FROM: Tiffany Yajima / Curt Augustine

RE: **H.B. 552, HD1, Relating to Environment**
Hearing Date: Thursday, February 25, 2021 at 11:00 a.m.
Conference Room: 308

Dear Chair Luke, Vice Chair Cullen, and members of the Committee on Finance:

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 committees to focus the intent of this measure on all-electric government fleets by removing the 2045 timeline for private vehicles.

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 is needed 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: 2/24/2021 8:27:53 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

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

Comments:

To: The Honorable Sylvia Luke, Chair,

The Honorable Ty Cullen, Vice Chair, and Members of the

House Committee on Finance

From: Climate Protectors Hawaii (by Ted Bohlen)

Re: Hearing **HB552 HD1– RELATING TO THE ENVIRONMENT**

Thursday February 25, 2021, 11:00 a.m., by videoconference

Position: **STRONG SUPPORT of HB552 HD1!**

Aloha Chair Luke, Vice Chair Cullen, and Finance 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 carbon negative as soon as possible. The planet faces an existential climate crisis and we must act now! The IPCC (Intergovernmental Panel on Climate Change) says we have less than 10 years for worldwide climate action to avoid climate catastrophe. 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 2036;
2. requirement that Hawaii's DOT and State Energy Office develop strategies to transition all State-owned light duty vehicles to meet 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 will help substantially in reducing greenhouse gases and addressing our existential climate crisis. Please pass this bill!

Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)



Environmental Caucus of The Democratic Party of Hawai'i

Thursday, February 25 2021, 11:00 am

House Committee on Finance

HOUSE BILL 552 – RELATING TO CLEAN GROUND TRANSPORTATION: converting the State light vehicle fleet to electric vehicles

Position: Strong Support

Me ke Aloha, Chair Sylvia Luke, Vice-Chair Ty Cullen, 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 ground transportation sector is even greater a contributor to greenhouse gases in Hawaii than generating electric power. It is therefore incumbent upon the State to provide the leadership in transforming our ground 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.

Very recently, the International Panel for Climate Control (IPCC) issued its latest (6th) Assessment Report, as we approach the coming Paris Climate Accord meeting in Glasgow. Once again, scientists are concluding that the window of opportunity to bring climate change into check is closing faster than we anticipated, once again emphasizing that climate destabilization is accelerating with feedback loops kicking in, sending us deeper into tipping points of no return. The warning that we had only a decade (to 2030) to get our plans rolled into gear is pushing us against the wall sooner than we have been able to react as societies. The pressure is on to get all hands on deck, to accelerate our political moxie to get a grip on a situation getting out of hand. It must be frustrating to many politicians that we only see the early results: mind-blowing gigafires in California and Australia, even in the Arctic, multiple powerful hurricanes pummeling the Atlantic, harsh freezing in the U.S. Southeast and Northeast, steady shoreline erosion here in Hawaii. It may take another season of seven hurricanes, including big ones that broadside Honolulu, to make us wake up to the urgency of getting our act together right away. Within a few years, our legislature is likely to find it necessary to move up our compliance targets far sooner than 2045.

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.

Let there be no doubt that this challenge will be difficult to address in a shortened time frame, but the alternative is virtually unthinkable. While Hawaii is a small drop in the bucket for the global scene, how we react to adapt and mitigate is the real question, regardless of our clean energy goals. Interruptions in shipping – from disasters in fossil fuel-producing areas or storms *en route* – complicate our situation. Self-reliance and adaptation must spur innovation and boldness, the willingness to err and to tackle multiple problems at once. They are the only substitute for taking our time to watch the worst inevitably overwhelm us. We are faced with adopting more complex strategies and becoming more flexible in decision-making. The learning curve is steep, only for those prepared to lead survival. 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

FAITH ACTION FOR COMMUNITY EQUITY
ENVIRONMENTAL JUSTICE TASK FORCE

House Finance Committee
February 25, 2021 at 11:00 am
Via Videoconference and Conference Room 308

SUPPORTING HB 552 HD 1

The Environmental Justice Task Force of Faith Action for Community Equity supports HB 552 HD 1, which establishes a goal of having all light duty vehicles owned and operated by the state to be powered by 100% renewable energy by 2035. The bill also establishes benchmarks leading up to 2035 and requires the Department of Transportation to develop a strategic plan to achieve the benchmarks and the goal.

Climate change is accelerating, and in the several years before the Covid-19 pandemic, Hawaii's consumption of fossil fuels had not declined. Hawaii must do much more to do its part to control climate change.

Ground transportation uses more than one-fourth of the petroleum imported into Hawaii. This bill will reduce the consumption of fossil fuels and is consistent with the State's 2045 net zero emissions goal. This bill should be one of multiple bills passed by the Legislature to enable Hawaii to do its part to control climate change.

Thank you for hearing and supporting HB 552 HD 1. The Environmental Justice Task Force of Faith Action for Community Equity supports HB 552 HD 1.



HB 552, HD 1, RELATING TO THE ENVIRONMENT

FEBRUARY 25, 2021 · HOUSE FINANCE
COMMITTEE · CHAIR REP. SYLVIA LUKE

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



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
FINANCE**

HB 552, HD1

Relating to the Environment

February 25, 2021

11:00 AM, Agenda Item # 18

State Capitol, Conference Room 308 / VIDEO CONFERENCE

June Chee

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

Aloha Chair Luke, Vice Chair Cullen, 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 and multi-unit dwellings; and a request to expand our public charging network. Thank you for this opportunity to testify.

Hawaii Electric Vehicle Association

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



February 24, 2021

Dear Chair Luke, Vice-Chair Cullen, and Finance Committee members,

Hawaii EV Association is in strong support of HB 552 HD1 with amendments.

To achieve Hawaii's sustainability and climate action goals, we must electrify our ground transportation ASAP. Automakers are heeding the demand for zero-emission vehicles and anticipating more bans on the sales of new gas-powered vehicles. They are expanding their electric vehicle offerings or have announced plans to do so.

Importantly, major auto manufacturers have announced plans to depreciate their fossil-fuel-powered vehicles by the 2030s. There are many other reasons to consider prompt electrification of our transportation, e.g.,

- EVs reduce air pollution, a leading cause of health issues and mortality across the globe. (academic.oup.com/circovascres/article/116/2/279/5579822; lung.org/clean-air/outdoors/who-is-at-risk/highways)
- EVs reduce our greenhouse gas emission footprint, and they get better at it as our grid is decarbonized, something Hawaii is making good progress at (greentechmedia.com/articles/read/hawaii-is-ahead-of-schedule-for-renewable-power-adoption).
- EVs cost less to maintain. (consumerreports.org/car-repair-maintenance/pay-less-for-vehicle-maintenance-with-an-ev/)
- EVs are very efficient - up to 90% of the stored energy makes it to the wheels, whereas it is around 25% for conventional vehicles (fueleconomy.gov/feg/atv-ev.shtml).

Our state should now be able to find electric vehicle replacements for many of the gas-powered vehicles in the fleet. Given the increasing availability of electric vehicles and the various benefits they offer operators and the public, making this shift is feasible and responsible.

Our state must lead our effort to decarbonize and can set the example for other fleet owners. **HB552 HD1** establishes clean transportation goals that will help us contribute to meaningful reduction in emissions and inspire individuals, businesses, and governments to do the same.

Our recommended amendments:

- Accelerate the timelines – Given the urgency of our climate crisis, we need to strive for a 2030 target for decarbonization of our fleet.
- Support a mandate for all new light-duty fleet purchases are non-fossil-fuel dependent by 2022.
- Narrow the definition of 'zero-emission' – the options must be vehicles that are not dependent on gas or diesel fuel.

- Ensure that our definition of alternative fuels exclude natural gas and hydrogen that is sourced from fossil fuel reformation.
- On the clause related to construction projects and roadway materials, please define 'reduce the carbon footprint of the project'. The footprint calculation needs to take into account the material, transport, construction, and useful life of each project.

Sincerely,

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

Noel Morin - President

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.



To: The House Committee on Finance
From: Sherry Pollack, 350Hawaii.org
Date: Thursday, February 25, 2021, 11am

Support with Comments for HB552 HD1

Aloha Chair Luke, Vice Chair Cullen, and members of the Finance committee,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org supports the intent of this measure and respectfully offers comments **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. Further, electric vehicles in the State's fleets can **save the State substantial funds in fuel and maintenance**, funds so needed at this time.

However, the target date does not address the urgency of the climate crisis. **Fossil fuel use needs to be phased out by 2030**. In addition, the original language in this bill included developing strategies to transition *all* light-duty motor vehicles, both public and private, in the State to meet our clean ground transportation goals. We strongly urge this language be restored to this measure. 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. 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



Testimony of Kimo Haynes,
President of the Hawaii Petroleum Marketers Association

HOUSE BILL 552 HD1, RELATING TO THE ENVIRONMENT

House Committee on Finance
The Honorable Sylvia Luke, Chair
The Honorable Ty J.K. Cullen, Vice Chair
Thursday, February 25, 2021 at 11:00 a.m.

Chair Luke and Vice Chair Cullen, and members of the Finance Committee:

I am Kimo Haynes, president of the Hawaii Petroleum Marketers Association (“HPMA”). HPMA is a non-profit trade association comprised of members who directly market liquid motor fuel products across the Hawaiian Islands. Our membership includes individuals and companies who operate as independent marketers, jobbers or distributors of petroleum products and who buy liquid motor fuel products at the wholesale level and sell or distribute products to retail customers, other wholesalers, and other bulk consumers.

House Bill 552 HD1 seeks to begin the transition to one hundred per cent clean ground transportation in the State by establishing a goal, including date specific targets, for the State to lead by example by transitioning to one hundred per cent of state-owned, light duty vehicles powered by renewable energy sources by 12/31/2035.

HPMA comments on HB 552 HD1.

We believe the purpose of HB 552 HD1 is misplaced by mandating into law specific goals and date specific targets for the State Energy Office to implement, without the benefit of a feasibility study of the adverse impacts of such specific goals and targets to achieve one hundred percent of state-owned, light duty vehicles powered by renewable energy sources by year 2035. We feel these goals and targets require significant review, and a feasibility study will allow the collection of scientific data to support the policies governing the transition.

HPMA supports other pending legislation which (1) acknowledges that no strategic plan currently exists in Hawaii for the attainment of the state’s renewable energy goals, and (2) would require The Hawaii Natural Energy Institute of the University of Hawaii to conduct a feasibility study in order to establish incremental goals and targets to achieve a one hundred per cent renewable energy portfolio standard, as well as a zero emissions clean economy target. The feasibility study will review the data and science, and together with the State Energy Office and input from our group, will help to support and determine the specific goals and targets needed to reach these goals.

We continue to partner with the state to support the energy transition and mandate requiring Hawaii to run completely off renewable sources of energy by 2045. We want to work with all stakeholders to make smart, data and science-based decisions during the energy transition.

Thank you for allowing HPMA the opportunity to comment on this bill.

HB-552-HD-1

Submitted on: 2/23/2021 10:36:12 PM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrea Quinn	Individual	Support	No

Comments:

Dear Honorable Committee Members,

Please support HB552.

Thank you,

Andrea Quinn

HB-552-HD-1

Submitted on: 2/24/2021 8:41:45 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Caroline Kunitake	Individual	Support	No

Comments:

Dear Chair Luke, Vice Chair Cullen and Committee on Finance,

Please support HB552 HD1.

We need legislation to push and require ground transportation that is fueled by cleaner energy sources. The government entities can serve as a role model to non-profit and for-profit business to encourage the use electric vehicles.

It is in the interest of the government to purchase and use building materials that reduce the carbon footprint of the project whenever possible. Again the government can serve as a role model to promote the use of building materials that are less harmful to the environment.

These proactive government procurement standards will lead the way to more environmentally friendly products and services.

Thank you for taking the time to review this issue. I appreciate the opportunity to provide testimony in support of this bill.

Mahalo,

Caroline Kunitake

HB-552-HD-1

Submitted on: 2/24/2021 9:43:04 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Susan Gorman-Chang	Individual	Support	No

Comments:

I fully support HB 552. We need to make plans with real milestones to make progress towards decarbonizing our lives, and HB 552 is tangible, meaningful path forward. The State can **save money**, since electric vehicles are cheaper to operate and maintain, as they do not require gas nor the periodic oil changes, air filter changes and other work necessary to keep a combustion engine, gas powered vehicle running efficiently. A Consumer Reports study finds that maintenance costs for **EVs are 50% less** than for gas powered vehicles, and **that “owning an electric vehicle will save the typical driver \$6,000-\$10,000 over the life of the vehicle, compared to owning a comparable gas-powered vehicle.”**

The State can show **environmental and fiscal leadership**, with its employees publicly using electric vehicles in the operation of their jobs with the State. In addition, whether the vehicles are purchased or leased, when their use by the State is up, these vehicles can be put into the market for folks to purchase used, thus making EVs more affordable for those in the middle and lower income tiers. My husband and I purchased our Prius used from Hertz Rentals (when we lived on the mainland); we could not have afforded to purchase brand new one. A robust used EV market here on the island would benefit everyone.

LATE

HB-552-HD-1

Submitted on: 2/24/2021 11:13:21 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Pappas	Individual	Support	No

Comments:

Dear Chair Luke, Vice Chair Cullen, and Finance Committee members,

We are in strong support of HB552 HD1 to transition the State's fleet of vehicles to clean energy fuels as soon as possible. Hawaii imports fossil fuel to the tune of \$5 billion per year and two thirds of that is for transportation. Decarbonizing Hawaii's transportation sector needs to be one of the State's major goals.

Having purchased solar panels in 2008 and owning a Nissan Leaf EV since 2011 (which we charge at home), our family realizes the savings available in energy costs and car maintenance for anyone who takes this path. There is just no reason to continue with fossil-fueled electricity and gas-guzzling cars--especially for entire fleets. Simultaneously, the infrastructure for EV charging stations (or for other alternate fuel vehicles) must be put in place.

We agree that Hawaii should:

- transition to clean ground transportation, leading by example with the State's light duty vehicles, 100% by 2036;
- require that Hawaii's DOT and State Energy Office develop strategies to transition all State-owned light duty vehicles to meet the clean transportation goals; and
- require that all State agencies promote efficient planning of charging locations and day-time charging for electric vehicles.

Trucks, and other specialty vehicles are not yet available, but we should not hesitate once hybrid or fully electric vehicles are on the market. Shenzhen, China, has 16,000 (not a typo) electric buses in their fleet and are now transitioning their taxis (World Economic Forum, "Shenzhen just made all its buses electric, and taxis are next").

We also favor having state and county agencies purchase building materials that reduce the carbon footprint in the construction of new roads where feasible and cost-effective; also consider using pervious concrete in light duty areas such as parking lots.

We can do better for our climate AND save money doing it. Please give these new ideas strong consideration. Please pass HB552 HD1. Thank you for the opportunity to testify.

Jan Pappas/Ronald Yasuda

Aiea, Hawaii

HB-552-HD-1

Submitted on: 2/24/2021 11:41:32 AM

Testimony for FIN on 2/25/2021 11:00:00 AM



Submitted By	Organization	Testifier Position	Present at Hearing
Fern Anuenue Holland	Individual	Support	No

Comments:

Mahalo Representatives. Myself and my ohana are in strong support of this measure and state efforts to address our climate change footprint and impacts. Mahalo for your consideration. Please pass HB 552.

LATE

HB-552-HD-1

Submitted on: 2/24/2021 2:40:41 PM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
David Mulinix	Individual	Support	No

Comments:

Aloha Chair Luke, Vice Chair Cullen, and members of the Finance committee,

On behalf of Our Revolution Hawaii's 7,000 members and supporters we are in support of HB552 with some essential 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. Further, electric vehicles in the State's fleets can save the State substantial funds in fuel and maintenance, funds so needed at this time.

However, the target date does not address the urgency of the climate crisis. **Fossil fuel use needs to be phased out by 2030.** In addition, the original language in this bill included developing strategies to transition *all* light-duty motor vehicles, both public and private, in the State to meet our clean ground transportation goals. We strongly urge this language be restored to this measure. 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.

Our 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.

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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 non-climate-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.

Bottom line, 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 your find attention.

Dave Mulinix

Hawaii State Community Organizer

Our Revolution Hawaii

LATE

HB-552-HD-1

Submitted on: 2/25/2021 5:18:55 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Banner Fanene	Individual	Support	No

Comments:

Necessary Legislation. Please Pass. Mahalo!

LATE

HB-552-HD-1

Submitted on: 2/25/2021 7:34:08 AM

Testimony for FIN on 2/25/2021 11:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Mary Lacques	Individual	Support	No

Comments:

Support of HB 552. State driven electric vehicles will save substantial funds in maintenance and fuel in these lean economic times.