DAVID Y. IGE GOVERNOR

EMPLOYEES' RETIREMENT SYSTEM HAWAI'I EMPLOYER-UNION HEALTH BENEFITS TRUST FUND

OFFICE OF THE PUBLIC DEFENDER



CRAIG K. HIRAI DIRECTOR

ROBERT YU DEPUTY DIRECTOR

STATE OF HAWAI'I DEPARTMENT OF BUDGET AND FINANCE P.O. BOX 150 HONOLULU, HAWAI'I 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION FINANCIAL ADMINISTRATION DIVISION OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY TESTIMONY BY CRAIG K. HIRAI DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE TO THE SENATE COMMITTEE ON WAYS AND MEANS ON HOUSE BILL NO. 1142, H.D. 2, S.D. 1

April 1, 2021 9:30 a.m. Room 211 and Videoconference

RELATING TO ENERGY

The Department of Budget and Finance (B&F) offers comments on House Bill (H.B.) No. 1142, H.D. 2, S.D. 1.

The purpose of H.B. No. 1142, H.D. 2, S.D. 1, is to: 1) reduce the portion of the State Environmental Response, Energy, and Food Security Tax (Barrel Tax) deposited into the Energy Security Special Fund from five to four cents per barrel and the portion deposited into the Energy Systems Development Special Fund from ten to eight cents per barrel; 2) deposit three cents per barrel of the Barrel Tax into the Public Utilities Commission Special Fund (PUCSF) for the Electric Vehicle Charging System Rebate Program (EVCSRP); 3) establish the Electric Vehicle Charging System Subaccount (EVCSS) within the PUCSF for the purposes of funding the EVCSRP; and 4) establish an effective date of July 1, 2050, and a repeal date of June 30, 2030.

As a matter of general policy, B&F does not support the creation or continuance of any special fund or special fund subaccount which does not meet the requirements of Section 37-52.3, HRS. Special funds and any related subaccounts should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Even with the proposed Barrel Tax allocation to fund the EVCSS, it is unclear if the subaccount would be self-sustaining.

B&F defers to the Department of Taxation and Public Utilities Commission on the implementation of utilizing the Barrel Tax to fund the EVCSS and EVCSRP.

Thank you for your consideration of our comments.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813 Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804 Telephone: Fax: Web: (808) 587-3807 (808) 586-2536 energy.hawaii.gov

Testimony of SCOTT J. GLENN, Chief Energy Officer

before the SENATE COMMITTEE ON WAYS AND MEANS

Thursday, April 1, 2021 9:30 A.M. State Capitol, Conference Room 211 & Via Videoconference

COMMENTS in consideration of HB 1142 HD 2 SD 1 RELATING TO ENERGY (Written Testimony Only)

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments for HB 1142 HD 2 SD 1, which allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems and establishes an electric vehicle charging system subaccount within the public utilities commission special fund.

HB 1142 HD 2 SD 1 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation.

Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as

practicable, but no later than 2045," programs that support the adoption of cleaner transportation options are necessary and important.

The adoption and widespread deployment of electric vehicles is essential to reduce Hawaii's dependence on fossil fuels. Insufficient electric vehicle charging infrastructure is an impediment to electric vehicle adoption. The electric vehicle charging system rebate program aides and encourages electric vehicle adoption by providing much needed rebates to offset a portion of the cost of installing an electric vehicle charging station at commercial facilities and multi-unit dwellings statewide. Expanding affordable and easily accessible electric vehicle charging infrastructure is one of the tactics identified in the Hawaii Clean Energy Initiative Transportation Energy Analysis, prepared for HSEO by the International Council on Clean Transportation, which could accelerate the adoption of electric vehicles.

As the State develops plans to achieve a decarbonized ground transportation sector, it is important to ensure the necessary infrastructure is in place to enable all residents and visitors to address the effects of climate change to protect the State's economy, environment, health, and way of life. All of the current EV charging station funds have been committed, demonstrating the success and popularity of the program. Allocating three cents of the barrel tax into the public utilities commission special fund for the electric vehicle charging system rebate program will allow for the program to continue supporting the achievement of a decarbonized ground transportation sector.

Thank you for the opportunity to testify.

TESTIMONY OF JAMES P. GRIFFIN, Ph.D. CHAIR, PUBLIC UTILITIES COMMISSION STATE OF HAWAII

TO THE SENATE COMMITTEE ON WAYS AND MEANS

April 1, 2021 9:30 a.m.

Chair Dela Cruz and Members of the Committee:

MEASURE: H.B. No. 1142 HD2 SD1 TITLE: RELATING TO ENERGY.

DESCRIPTION: Allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems. Establishes an electric vehicle charging system subaccount within the public utilities commission special fund. Sunsets 6/30/2030. Effective 7/1/2050. (SD1)

POSITION:

The Public Utilities Commission ("Commission") offers the following comments for consideration.

COMMENTS:

The Commission supports the intent of this measure to establish a funding source for the electric vehicle charging system rebate program.

Pursuant to the recommendations of the State Auditor, the Commission is currently working to reclassify the Electric Vehicle Charging System Rebate Program Special Fund, in order to fulfill the legislative intent of Act 142 (2019) and satisfy the significant interest in the program. The Commission intends to account for these funds separately once they are transferred to the PUC Special Fund.

If this measure moves forward, the Commission requests that the Committee add language appropriating funds from the PUC Special Fund to account for administration of

H.B. No. 1142 HD2 SD1 Page 2

the Electric Vehicle Charging System Rebate Program, along with a corresponding increase to the expenditure ceiling of the PUC Special Fund.

These amendments will authorize the Commission to spend the generated funds once they are deposited into the PUC Special Fund. It is the Commission's understanding that if this measure is passed without appropriation language and a ceiling increase, the Commission will be unable to use the funds in the electric vehicle charging system subaccount to administer the rebate program.

Thank you for the opportunity to testify on this measure.



Environmental Caucus of The Democratic Party of Hawaiʻi

Thursday, April 1, 2021, 9:30 am

Senate Committee on Ways and Means HOUSE BILL 1142 – RELATING TO ENERGY: barrel tax to fund installation of recharging stations.

Position: Support

Me ke Aloha, Chair Donovan Dela Cruz, Vice-Chair Gilbert Keith-Agaran, and Members of the Committee on Ways and Means:

Several bills this session have set ambitious but necessary targets for converting our vehicle fleets from gas-powered to electric vehicles. The need for a system of advanced charging stations will be crucial to implementing these goals. Charging stations are going in at State facilities, and many EV owners have their own charging stations at home. These Level 2 stations require hours of recharge, while newer Level 3 stations are capable of charging in minutes, and are better suited for dispersion throughout the pattern of daily traffic flow. These are more expensive, but with the penetration of EVs through the economy, those costs will likely lower. Our committee concurs with the change in financing from high-end vehicle surcharge to barrel tax of 3 cents.

HB 1142 is an appropriate beginning for our adaptation to climate change. The Energy and Climate Action Committee of the Environmental Caucus supports this bill and appreciates the opportunity to address this issue.

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

LEGISLATIVE TAX BILL SERVICE

TAX FOUNDATION OF HAWAII

126 Queen Street, Suite 304

Honolulu, Hawaii 96813 Tel. 536-4587

SUBJECT: FUEL, Earmark to Fund EV Charging System Rebate Program

BILL NUMBER: HB 1142, SD1

INTRODUCED BY: Senate Committees on Transportation and Energy, Economic Development, and Tourism

EXECUTIVE SUMMARY: Allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems. Establishes electric vehicle charging system subaccount within the public utilities commission special fund. Sunsets 6/30/2030.

SYNOPSIS: Amends section 243-3.5, HRS, to change the earmarks on the barrel tax as follows:

- 4 cents per barrel to the energy security special fund (section 201-12.8, HRS), down from 5 cents;
- 8 cents per barrel to the energy systems development special fund (section 304A-2169.1), down from 10 cents;
- 3 cents per barrel to be deposited in a subaccount of the public utilities commission special fund (section 269-33, HRS) to fund the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73, HRS, which is a new earmark.

EFFECTIVE DATE: 7/1/2050, repealed on 6/30/2030.

STAFF COMMENTS: The proposed measure would perpetuate the earmarking of tax revenues. Incentives for electric vehicle infrastructure may be a worthy expense if considered alone. But does that justify bypassing the normal appropriation and budgeting process that also considers invasive species, unique health risks like the Wuhan coronavirus, and the aging infrastructure in our educational system?

Earmarking revenues from any tax type for a particular purpose decreases transparency and accountability.

Next, it should be remembered that revenues diverted for a special purpose, in this case to fund electric vehicle infrastructure, will not be counted against the state's spending ceiling or debt limit and will obscure the state's true financial condition.

Digested 3/27/2021

Hawaii Electric Vehicle Association PO BOX 6310 Hilo, HI 96720 hawaiidriveelectric@gmail.com



March 28, 2021

SUPPORT for **HB 1142 HD2 SD1** (RELATING TO ENERGY - ALLOCATES THREE CENTS OF THE BARREL TAX TO FUND THE INSTALLATION OF ELECTRIC VEHICLE CHARGING SYSTEMS.)

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

Hawaii Electric Vehicle Association is in SUPPORT of HB 1142 HD2 SD1.

For Hawaii to achieve its sustainable transportation and climate goals, it must quickly electrify its ground transportation. Thankfully, automakers are heeding the demand for zero-emission vehicles and are providing consumers with a broader choice of long-range, affordable electric vehicles (EVs). The increasing number of options, extended driving range, and increased affordability address critical barriers to adoption.

Another critical barrier to address is our inadequate public charging infrastructure. Public charging stations are now the key to the broader adoption of EVs in Hawaii. Without adequate public charging, EV adoption with falter. While many of our residents can rely on home charging, many require a robust public charging infrastructure, e.g.,

- people who live in multi-unit dwellings,
- renters,
- visitors who prefer to rent an EV, and
- ride-hailing service providers who drive EVs.

Additionally, EV owners with home charging may need to charge during their commute to make it home.

Thus, we need to expand our public charging system to make meaningful and timely progress on our clean transportation efforts. (EVs are still a little over 1% of our 1 million passenger cars!) One way to accomplish this is to continue to provide site or property owners with rebates to help cover the cost of charging station installation. The **Hawaii Energy Commercial EV Charging Station**



rebate program has resulted in several new charging stations across the state over the past few quarters. It is an effective way to expand our infrastructure.

We are supportive of HB 1142 HD2 SD1 as it offers a means to fund the EV Charging Station Rebate program.

Thank you for your support of **HB 1142 HD2 SD1**.

Sincerely, 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.

Big Island Electric Vehicle Association www.bigislandev.org hawaiidriveelectric@gmail.com



March 28, 2021

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

Big Island Electric Vehicle Association is in strong support of HB1142 HD2 SD1.

Electric vehicle (EV) adoption growth in our state is increasing but is still very much nascent - EVs represent around 1.3% of our over 1 million passenger cars. We must accelerate adoption if we're to make a meaningful and timely reduction in our greenhouse gas emissions.

Price and driving range are no longer barriers to adoption. Auto manufacturers are responding to rising consumer demand for EVs, and the growing number of gas car bans announced by governments worldwide. They are now delivering more affordable long-range EVs in many makes and models. Additionally, there is a growing number of really affordable pre-owned EVs.

The key barrier to adoption is our inadequate EV charging infrastructure. Many EV owners can rely on home charging. However, many others require public charging. This includes owners who rent and those who live in condos and apartments. Owners with home chargers may also need to charge during a long day of driving. Thus, effective public charging infrastructure is needed to enable broader and more equitable access to EVs.

HB1142 HD2 SD1 establishes a means to fund the Electric Vehicle Charging Station Rebate program. This program has been effective in incentivizing property owners across Hawaii to install public chargers and has enhanced our charging infrastructure.

Please support HB1142 HD2 SD1.

Thank you for your consideration.

Sincerely, Noel Morin – President

Big Island Electric Vehicle Association (bigislandev.org), established in 2011, is a grassroots non-profit group dedicated to accelerating the adoption of EVs on Hawaii Island. Our members are EV owners and supporters.

HB-1142-SD-1 Submitted on: 3/29/2021 8:21:14 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Steve Parsons	Testifying for Kauai Climate Action Coalition	Support	No

Comments:

Aloha Trusted Lawmakers,

I support bill HB1141 with the recommended change of adding a surcharge onto any New or uses imported Gas-Guzzlers Including RENTALS. I'd also predict this surcharge not being very good at raising money, but being good at stemming the sales of ICE (Internal Combustion Engines)! Most ICE sales will be ending due to superior and cheaper EV's in 6-10 years: <u>https://thedriven.io/2020/07/07/the-osborne-effect-why-new-car-sales-will-be-all-electric-in-six-years/</u>

Imua>>>>>

Steve parsons, Kauai Resident, Wailua

Kauai Climate ACTION Core Member, Surfrider Foundation Member, EV Kauai Member



March 29, 2021

STRONG SUPPORT FOR HB1142 HD2 SD1 - EV CHARGER INFRASTRUCTURE

Dear Chair Vice Chair,

Think BIG (thinkbighawaii.org), a nonprofit based on the Big Island and focused on resiliency, equity and sustainability, supports HB1142 HD2 SD1 and urges you to approve its passage. Having more EV charging stations throughout the islands is a crucial part of achieving the necessary transition to a fully electric transportation future. The barrel tax is an appropriate way to support buildout of this infrastructure.

Please support HB1142.

Respectfully,

1

On behalf of the Think BIG Board - Bill Bugbee, Heather Kimball, Jeannette Gurung, Noel Morin, Olivia Grodzka, Scott Laaback, and Tam Hunt

HB-1142-SD-1 Submitted on: 3/29/2021 8:52:29 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jared Terpak	Testifying for BIEVA	Support	No

Comments:

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

I strongly support HB1142.

To reduce Hawaii's 20 MMT CO2 Eq emissions (2007 - 2019, 2020 excepted due to Covid) and avert the worst effects of the climate crisis, we must encourage and incentivize publicly available electric vehicle charging stations to electrify ground transportation as required to reach net-zero by 2045.

I respectfully urge your full support for HB1142.

Sincerely, Jared Terpak Electric vehicle owner Hawi, Hawaii

<u>HB-1142-SD-1</u> Submitted on: 3/29/2021 10:37:01 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ted Bohlen	Testifying for Climate Protectors Hawaiâ€~i	Support	No

Comments:

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

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

Re: Hearing HB1142 HD2 SD1 RELATING TO ENERGY.

Hearing: Thursday, April 1, 2021, 9:30 a.m., Rm. 211 and by videoconference

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

The Climate Protectors Hawai'i is a group focused on reversing the climate crisis. As a tropical island State, Hawai'i 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.

Hawaii's ground transportation is nearly one hundred percent dependent on imported petroleum for its ground transportation needs. Hawai'i residents, businesses, and visitors spent over \$1.7 billion on gasoline in 2019 and the combustion of that fuel released over ten billion pounds of climate-changing carbon dioxide into the atmosphere. Ground transportation is undergoing a seismic shift in the industry as more and more automobile manufacturers transition to all-electric vehicles. Hawai'i is woefully unprepared for this transition to all-electric vehicles. It is imperative that the State act with utmost haste to ensure that residents are sufficiently equipped for a future where all new vehicle sales will be electric vehicles. In order to prepare for the influx of electric vehicles, the State needs to ensure that there are sufficient electric vehicle charging stations to meet the anticipated demand. This measure will provide funding to increase the supply of EV charging stations.

Electric vehicle charging infrastructure has been noted as a barrier to electric vehicle adoption. The electric vehicle charging system rebate program aides and encourages electric vehicle adoption by providing much needed rebates to offset a portion of the cost of installing an electric vehicle charging station at commercial facilities and multiunit dwellings statewide. The adoption and widespread deployment of electric vehicles is essential to reduce Hawaii's dependence on fossil fuels. Expanding affordable and easily accessible electric vehicle charging infrastructure is needed. As the State develops plans to achieve a decarbonized ground transportation sector, it is important to ensure the necessary infrastructure is in place to enable all residents and visitors to address the effects of climate change to protect the State's economy, environment, health, and way of life. Preserving the electric vehicle charging system rebate program will help to achieve this goal.

Providing funding of 3 cents from the Barrel tax will benefit the State greatly by helping to ensure that Hawai'i is able to meet the demand for electric vehicle charging stations.

Please pass this bill! Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)

FAITH ACTION FOR COMMUNITY EQUITY ENVIRONMENTAL JUSTICE TASK FORCE

Senate Committee on Ways and Means April 1, 2021 at 9:30 am Via Videoconference and Conference Room 211

SUPPORTING HB 1142, HD2, SD1

The Environmental Justice Task Force of Faith Action for Community Equity supports **HB 1142, HD2, SD1**, which will help increase EV adoption by encouraging the development of a reliable charging network for EV drivers.

Personally, I have the experience of being forced to use only public charging stations for several months, and it was extremely difficult. Due to the current availability and maintenance level of charging stations, people are postponing purchasing electric vehicles which is slowing down our transition to a fossil fuel free economy at a time when we need to be accelerating the transition.

It is also extremely hard to find rental property that has EV charging available, harder than finding a rental property that accepts pets, for example.

We need to do everything we can to do our part to address climate change. Thank you for your support of HB 1142, HD2, SD1.



HEARING BEFORE THE SENATE COMMITTEE ON WAYS AND MEANS HAWAII STATE CAPITOL, SENATE CONFERENCE ROOM 211 THURSDAY, APRIL 1, 2021 AT 9:30 A.M.

To The Honorable Donovan M. Dela Cruz, Chair; The Honorable Gilbert S.C. Keith-Agaran, Vice Chair; and Members of the Committee on Ways and Means,

COMMENTS ON HB1142 HD2 SD1 RELATING TO ENERGY

Aloha, my name is Pamela Tumpap. I am the President of the Maui Chamber of Commerce, in the county most impacted by the COVID-19 pandemic in terms of our dependence on the visitor industry and corresponding rate of unemployment. I am writing share our comments on HB1142 HD2 SD1.

Mahalo to the Transportation and Energy, Economic Development and Tourism Committees for removing the vehicle surcharge tax from this measure. This would have caused extreme harm as many businesses need vehicles that cost more than \$60,000 and now is not the time to impose another tax on businesses.

Additionally, we appreciate that the Legislature is looking to maneuver the funds they are already receiving from one area to another to support this initiative. While we support the intent of this bill as currently written, we question how much money will be taken out of the energy security special fund and the energy systems development special fund, which are very important to us all, to create this special fund for the installation of EV charging stations, which will impact fewer now but is a rapidly growing market. We hope that should this bill pass, funding from the special fund can be used to offset the high cost of installing EV charging stations in new developments and the extremely high cost of adding stations to an existing site, which includes having to retrofit the existing property. This would be a great solution instead of mandating businesses do this without assistance as suggested in HB803.

We further request that the economic and fiscal impacts be understood before rendering a decision on this measure.

Mahalo for your consideration of our testimony.

Sincerely,

Pamela Jumpap

Pamela Tumpap President

To advance and promote a healthy economic environment for business, advocating for a responsive government and quality education, while preserving Maui's unique community characteristics. 45 North King Street, Suite 500 • Honolulu, Hawai'i 96817 • HawaiiEnergy.com • P: (808) 839-8880 • F: (808) 441-6068

Before the Senate Committee on Ways and Means Thursday, April 1, 2021, 9:30am

Testimony Providing Comments on HB1142 HD2 SD1: Relating to Energy

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee:

Thank you for the opportunity to provide comments on House Bill 1142 HD2 SD1.

Hawai'i Energy works to empower island families and businesses on behalf of the Hawai'i Public Utilities Commission (PUC) to make smart energy choices to reduce energy consumption, save money, and pursue a 100% clean energy future. Energy efficiency is the cheapest option to help us achieve our 100% clean energy goal by eliminating waste and being more efficient.

Under the Hawai'i Public Utilities Commission's direction, Hawai'i Energy has been managing the electric vehicle charging station (EVCS) rebate program that was funded in 2019 by the State Legislature and signed by the Governor as Act 142. Launched in January 2020, Act 142's total funding of \$400,000 is applicable to the installation of new or the retrofit of existing Level 2 chargers and DC Fast Chargers (DCFC) that are publicly available and completed by June 30, 2021. The incentive was even highlighted by Plug-In America as a main reason why Hawai'i is ranked #14 in its *"Top 25 States Supporting the EV Driver"* report, just released this month.¹

To date, the program has provided \$188,500 rebates, resulting in the installation or retrofit of 50 Level 2 chargers and one (1) DCFC. There are currently \$211,000 worth of rebates in progress, and should all of these applications come through, they will result in an additional 37 EVCS being installed. There is currently \$500 available in the program which ends on June 30, 2021, and we are still seeing high levels of customer interest.

To continue the momentum and demand for EV charging stations retrofits and installations to meet the growing demand for chargers, Hawai'i Energy would like to suggest funds for the rebate program be made available to the rebate administrator no later than January 1, 2022. Based on 14 months of administering the EVCS rebate under Act 142, the current annual funding requirement is about \$200,000.

Thank you for the opportunity to provide comments on HB1142 HD2 SD1.

Sincerely, Brian Kealoha Executive Director Hawai'i Energy

¹ "Top 25 States Supporting the EV Driver," Plug-In America, February 2021 - <u>https://pluginamerica.org/policy/top-</u> 25-states-supporting-the-ev-driver/

Hawaii Energy's mission is to empower island families and businesses to make smart energy choices that reduce energy consumption, save money and pursue a 100% clean energy future.



SENATE COMMITTEE ON WAYS & MEANS

April 1, 2021, 9:30 A.M. Video Conference

TESTIMONY IN SUPPORT OF HB 1142 HD2 SD1

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee members:

Blue Planet Foundation **supports HB 1142 HD2 SD1**, which allocates three cents of the barrel tax to provide much-needed funding to continue Hawai'i's successful electric vehicle (EV) charging system rebate program. Blue Planet supports the use of the existing fossil fuel tax for this purpose. It makes sense to tap the source of our problem—imported fossil fuels—to help fund solutions, such as EV charging infrastructure. Without additional funding, the rebate program will end on June 30, 2021.

Electric vehicles are the fastest growing segment of new cars in Hawai'i, even during a global pandemic. Over the past year (February 2020 – February 2021), EV registrations in Hawai'i grew 23.5%, while registrations of gasoline-powered vehicles dropped 3.5%.¹

Still, 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 nearly 14,000 EVs in the state, they still only make up a mere 1.3% of all registered vehicles in Hawai'i.² What's worse, 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. 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.

Building a robust, equitable, and accessible charging network

Even as the number of EVs in the state increases steadily, adequate and accessible vehicle charging infrastructure remains a roadblock to widespread EV adoption. The International Energy Agency found that "the availability of chargers emerged as one of the key factors for

¹ DBEDT Monthly Energy Trends, February 2021 (http://dbedt.hawaii.gov/economic/energy-trends-2/). ² Ibid.

contributing to the market penetration of EVs."³ Unlike gasoline car owners, 80% of EV drivers charge their cars at home or at work.⁴ Residents in multi-unit dwellings or condos, however, are often unable to find a place to charge, preventing them from receiving the benefits of EVs. This is a fundamental equity issue in Hawai'i: a large segment of residents in Hawai'i live in multi-family housing, in part because single-family homes are financially out of reach for many.

In addition, expanding access to EV charging is critical to unlock benefits for all electricity users, not just for EV drivers. Enabling EV charging during the middle of the day allows more low cost solar to be added to the grid and helps the overall energy system. When large numbers of EVs—which are essentially batteries on wheels—are connected to the electricity grid simultaneously, they can be used to help manage the system through demand response, load shifting, and other grid services. But most workplaces lack such charging infrastructure currently. How we define "workplaces" may also be shifting. With increases in remote working situations as a result of the COVID-19 pandemic, more homes could permanently morph into offices, underscoring the need to prioritize expanded charging access at both residential and commercial properties.

Ensuring that Hawai'i's successful EV-charging system rebate program continues at a critical time

Recognizing that a lack of charging infrastructure remains a barrier to more widespread adoption of EVs in Hawai'i, in 2019 lawmakers established an electric vehicle charging rebate program to incentive the installation of publicly available charging stations and charging stations that serve fleets, or multiple tenants, employees, or customers. This rebate program administered by Hawai'i Energy with oversight by the Public Utilities Commission—has been a success. The initial funding allotted to the program is nearly fully committed as a result of pentup demand. To date, the rebates have enabled the installation or retrofit of 50 Level 2 chargers and 1 DC fast charger across Kaua'i, Honolulu, and Hawai'i counties. But this is a fraction of the additional charging needed to prepare Hawai'i for the auto industry's emerging pivot to electric mobility.

Preparing Hawai'i for the electric mobility revolution

We expect the number of registered EVs to grow substantially as new EV models with longer ranges and lower prices hit the market. This is part of global trend of governments and automakers planning for and investing in an electric mobility 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

³ *Global EV Outlook 2017*, International Energy Agency, June 2017, https://www.iea.org/reports/globalev-outlook-2017.

⁴ Ibid.

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), **Volkswagen** is targeting electric options for all of its vehicle models by 2030, and **Volvo** will only sell electric cars by 2030.

House Bill 1142 is necessary to prepare Hawai'i with charging infrastructure for this influx of electric vehicles.

Conclusion

By providing additional, much-needed funding for EV charger rebates, HB 1142 can accelerate Hawai'i's transition away from fossil fuel while expanding access to EV charging options—and increasing consumer confidence in choosing an EV—for the many Hawai'i residents that do not currently have access to charging at home or at work. A robust public charging network that includes workplaces, commercial locations, and multi-family housing is a necessary component of an equitable clean transportation future. Convenient charging and clean mobility options should be available to all Hawai'i residents.

Thank you for the opportunity to provide testimony.



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS Thursday, April 1, 2021 — 9:30 a.m.

Ulupono Initiative <u>supports</u> HB 1142 HD 2 SD 1, Relating to Energy

Dear Chair Dela Cruz and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve quality of life throughout the islands by helping our communities become more resilient and selfsufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono <u>supports</u> HB 1142 HD 2 SD 1, which allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems and establishes an electric vehicle charging system subaccount within the public utilities commission special fund.

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 earmarking three cents of the barrel tax. These funds will then be reinvested into EVCS infrastructure to ensure community access to this low-cost alternative.

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.

Public EV charging stations are a vital component of the EV system. They provide access to charging for drivers who may not be able to charge at home, such as residents who live in multi-unit dwellings. Public charging also alleviates range anxiety for all EV drivers, a topcited barrier to purchasing EVs. Similar to the benefits that community solar offers to renters and apartment residents, public chargers open up the opportunity and feasibility of owning an EV to more people, increasing equity and access.

This bill is critical to progress the State's carbon emission and clean transportation goals. However, we suggest the legislators consider: i) allocating a portion of funds to specifically

Investing in a Sustainable Hawai'i



support EV charging infrastructure in lower income areas and more rural locations and ii) ensure that total funds raised best align with the intended primary use of funds.

Hawai'i Should Be Doing More

EVs are the future, but they currently only represent about one percent of all passenger vehicles in the state. Though EV sales grew by more than 40% in 2020, Hawai'i must encourage this still nascent market and be prepared with the necessary infrastructure.

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 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 the opportunity to testify.

Respectfully,

Micah Munekata Director of Government Affairs

<u>HB-1142-SD-1</u>

Submitted on: 3/31/2021 7:04:29 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jim Burness	Testifying for Aloha Charge	Support	No

Comments:

Dear Members of the Committee,

Aloha Charge, Hawaii's largest reseller and installer of EV charging stations, is in strong support of HB1142.

We can attest from our extensive experience that there is a strong desire by many potential clients (often small businesses) to install EV charging, however the cost to do so is often outside of their budget, especially in the era of COVID. Creating a reliable mechanism for the state to help fund the cost of installing an EV charging station is critical in the effort to achieve Hawaii's goal of 100% carbon-free transportation.

Please vote to approve HB1142 and create the reliable funding mechanism to achieve this goal.

Respectfully,

Jim Burness, CEO Aloha Charge



TESTIMONY BEFORE THE SENATE COMMITTEE ON WAYS AND MEANS

HB 1142, HD 2, SD 1

Relating to Energy

April 1, 2021 9:30 AM, Agenda Item # 26 State Capitol, Conference Room 211 / VIDEO CONFERENCE

> June Chee Program Manager, Electrification of Transportation Hawaiian Electric Company, Inc.

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee Members,

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company **in support of HB1142 HD2 SD1**, Relating to Energy.

The Company supports this measure to contribute necessary funding to the electric vehicle charging system rebate program, which will help meet the State's climate change goals and support the expected increase in electric vehicles.

In 2019, Hawaiian Electric conducted its Electric Vehicle Critical Backbone Study, which looked at the forecasted need for public and private electric vehicle (EV) charging infrastructure in the next 10 years. The backbone study projected a need of seven times more public charging by 2030 and an even greater need for private commercial and residential charging. This insight helped the Company focus its planning for the coming influx of EVs through electrification of transportation programs such as EV-specific rates to encourage daytime charging; an electric bus make ready infrastructure pilot; a planned request to expand our public charging network; and our proposed Charge Ready Hawaii pilot. The Charge Ready Hawaii program will provide make ready infrastructure support to commercial properties, fleet owners, and multi-unit dwellings, which are key locations

that serve EV charging needs of current and future EV drivers. The current EV charging system rebate program administered by Hawaii Energy has proven to be successful, widely adopted, and needed to encourage further EV and EV infrastructure adoption. The EV charging system rebate program offers cost-share for the Charge Ready Hawaii pilot making EV infrastructure installation even more cost-efficient for participants.

Accordingly, Hawaiian Electric Company supports HB1142 HD2 SD1. Thank you for this opportunity to testify.



DATE: March 27, 2021

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

FROM: Tiffany Yajima

RE: H.B. 1142, H.D.2, S.D.1 – Relating to Energy Hearing Date: Thursday, April 1, 2021 at 9:30 a.m. Conference Room: 211

Dear Chair Dela Cruz and Members of the Committee on Ways and Means:

On behalf of the Alliance for Automotive Innovation ("Auto Innovators") we submit these **comments** on H.B. 1142, HD2, SD1, which would reallocate barrel tax revenue to fund the state's electric vehicle charging infrastructure rebate program.

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.

Automobile manufacturers appreciate the amendments made in SD1 version of this bill to fund EV charging infrastructure through the environmental response, energy, and food security tax established under HRS 243-3.5.

The barrel tax is an important funding mechanism intended to advance clean energy programs for the state. Reallocating the barrel tax to support the PUC special fund established under HRS 269-33 for the electric vehicle charging system rebate program would provide much needed funding to increase the supply of EV charging stations across the state.

Thank you for the opportunity to submit this testimony.



COMMITTEE ON WAYS AND MEANS Senator Donovan M. Dela Cruz, Chair Senator Gilbert S.C. Keith-Agaran, Vice Chair

Thursday, April 1, 2021 9:30 AM, Conference Room 221

Testimony in Support of Bill 1142 House Draft 2, Senate Draft 1 Relating to Energy

The American Lung Association is the leading organization working to save lives by improving lung health and preventing lung disease, through research, education, and advocacy. The work of the American Lung Association in Hawaii and across the nation is focused on four strategic imperatives: to defeat lung cancer; to improve the air we breathe; to reduce the burden of lung disease on individuals and their families; and to eliminate tobacco use and tobacco-related diseases.

The American Lung Association in Hawaii supports House Bill 1142, which would fund the installation of electric vehicle charging systems.

The health impacts of ozone and particle pollution are well documented based on decades of scientific research. Exposure to ozone and particle pollution contribute to a wide range of negative health effects, including asthma attacks, lost work days and premature deaths¹. Transportation is a leading source of harmful air pollution in the United States, representing over half of the total ozone- and particle-forming oxides of nitrogen (NOx) emissions and represents the largest source of carbon pollution in the United States. Transportation sources also contribute to particle pollution and local diesel exhaust impacts that threaten lung health.² People who live near major roadways, lower-income communities and communities of color often face disproportionate exposures to harmful pollution, along with poor health outcomes, making health and climate equity key to the electric vehicle discussion³. Children, seniors and those living with respiratory, cardiovascular and other chronic health conditions are also more vulnerable to poor air quality.

Research by the American Lung Association shows that transitioning to zero-emission transportation solutions along with increasing levels of renewable energy will save lives by decreasing asthma triggers, improving the quality of air along roadways, and many other positive health effects for people who face lung health issues. In addition, moving to eliminate combustion from the transportation sector will yield significant reductions in greenhouse gases that drive wide-ranging climate change impacts on air quality and public health⁴.Hawaii stands to benefit from cleaner air through a transition to electric vehicles. Electric vehicles mean zero emissions from cars, buses and trucks, translating to cleaner air and better health for all residents of Hawaii. Such a transition would also help address the climate emergency, which threatens the health and future of all Americans today.

The American Lung Association in Hawaii urges legislators to continue to support and encourage the state's transition into electric vehicles by supporting electric vehicle charging infrastructure. We support House Bill 1142 House Draft 2, Senate Draft 1 and encourage your committee to approve the measure.

Feder Han

Pedro Haro Executive Director American Lung Association in Hawaii

² US Environmental Protection Agency. Air Pollutant Emissions Trends Data; U.S. Inventory of Greenhouse Gas Emissions and Sinks. https://www.epa.gov/air-emissions-inventories/air-pollutant-emissions-trends-data; https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf

³ American Lung Association. State of the Air 2020. April 2020. www.lung.org/sota

⁴ American Lung Association. The Road to Clean Air. September 2020 https://www.lung.org/clean-air/electric-vehicle-report

¹ Health Effects Institute. Health Effects Institute Panel on the Health Effects of Traffic-Related Air Pollution, Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. Health Effects Institute: Boston, 2010. Available at www.healtheffects.org.

<u>HB-1142-SD-1</u> Submitted on: 3/31/2021 9:35:59 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Sonja Kass	Testifying for KauaiEV	Oppose	No

Comments:

Aloha Leaders of Hawaii,

On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write in strong support of HB1142 HD2 SD1.

Our members are electric vehicle drivers, and we believe that EVs are the personal transportation of the future. EVs are very efficient, and several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime.

The Electric Vehicle Charging System Rebate Program incentivizes the installation of more public charging stations. This will help the environment, the climate and Hawaii's economically disadvantaged EV drivers.

The International Energy Association recommends a ratio of 10 EVs to 1 working charger - Hawaii's lack of public chargers, especially DC fast chargers is an obstacle to EV adoption. Charge anxiety is is a big a problem for EV-driving renters, condo-dwellers and potential EV buyers. 4 of our members had to sell their EVs because they had no way to keep them charged.

Typically 80% of EV charging takes place at home, it's easy and convenient for home owners.

Sadly Hawaii's economically disadvantaged usually can't charge at home. For them public chargers are even more important. The public charging infrastructure also greatly benefits EV owners with older models with shorter range.

Please support HB1142.

Mahalo

Sonja Kass, President KauaiEV

HB-1142-SD-1 Submitted on: 3/31/2021 9:38:46 AM Testimony for WAM on 4/1/2021 9:30:00 AM

 Submitted By	Organization	Testifier Position	Present at Hearing
Sonja Kass	Testifying for KauaiEV	Support	No

Comments:

Aloha Leaders of Hawaii,

On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write in strong support of HB1142 HD2 SD1.

Our members are electric vehicle drivers, and we believe that EVs are the personal transportation of the future. EVs are very efficient, and several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime.

The Electric Vehicle Charging System Rebate Program incentivizes the installation of more public charging stations. This will help the environment, the climate and Hawaii's economically disadvantaged EV drivers.

The International Energy Association recommends a ratio of 10 EVs to 1 working charger - Hawaii's lack of public chargers, especially DC fast chargers is an obstacle to EV adoption. Charge anxiety is is a big a problem for EV-driving renters, condo-dwellers and potential EV buyers. 4 of our members had to sell their EVs because they had no way to keep them charged.

Typically 80% of EV charging takes place at home, it's easy and convenient for home owners.

Sadly Hawaii's economically disadvantaged usually can't charge at home. For them public chargers are even more important. The public charging infrastructure also greatly benefits EV owners with older models with shorter range.

Please support HB1142.

Mahalo

Sonja Kass, President KauaiEV

HB-1142-SD-1 Submitted on: 3/28/2021 8:16:09 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Francine Roby	Individual	Support	No

Comments:

I strongly support this bill to allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems, and establish an electric vehicle charging system subaccount within the public utilities commission special fund.

We drive a 2018 Nissan Leaf and live on the Big Island, and see the urgent need for more public charging stations. Althought we have gone through the expense of installing a level 2 charger in our home, when we are out driving the long distances between services here, for example medical appointments that can be up to 50 miles each way, and using battery charge for driving, wipers, headlights, and dehumidifier, up and down hills, we use up that home charge and have to rely on public charging stations. Many times the available chargers are inoperable, or in use. Once I barely made it home with 8% left on my battery which is too close for comfort. If we ever had to take an alternate route home from Hilo across Saddle Road to our home in Ahualoa due to road closures, which happen regularly, we could not make it without a charger along that road, and there are none at this time.

If Hawaii intends to keep its committment to the goals set for renewable, non-fossil fuel energies and reduced carbon emissions, it must support electric vehicle usage by providing charging infrastruce here.

Please pass this bill. Mahalo.

Francine & Steven Roby

Honoka'a HI 96727

HB-1142-SD-1 Submitted on: 3/29/2021 11:13:33 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
John D. Smith	Individual	Support	No

Comments:

I support.

HB-1142-SD-1

Submitted on: 3/29/2021 11:44:28 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lorn Hoku Douglas	Individual	Support	No

Comments:

Aloha Legislators,

In line with the states desire to electrify the state this funding for chargers is essential. Now Electric Vehicles represent about 1% of registrations and several of the chargers are now quite booked. Imagine when the percentage increases 4 fold or 10 fold or 50 fold. Lets get started now!

Your support on this is very appreciated.

Lorn Douglas Big Island

HB-1142-SD-1 Submitted on: 3/29/2021 1:13:50 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Keith Neal	Individual	Support	No

Comments:

This bill is critical to progress the State's carbon emission and clean transportation goals.

I support this bill as it is intentded to:

1) Fund EV charging infrastructure in lower income areas and more rural locations and

2) Ensure that total funds raised best align with the intended primary use of funds
HB-1142-SD-1 Submitted on: 3/29/2021 3:34:04 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ronald Reilly	Individual	Support	No

Comments:

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

I strongly support HB1142.

To reduce Hawaii's 20 MMT CO2 Eq emissions (2007 - 2019, 2020 excepted due to Covid) and avert the worst effects of the climate crisis, we must encourage and incentivize publicly available electric vehicle charging stations to electrify ground transportation as required to reach net-zero by 2045.

I respectfully urge your full support for HB1142.

Sincerely, Ron Reilly Electric vehicle owner Volcano Village Hawaii

HB-1142-SD-1 Submitted on: 3/29/2021 5:55:06 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Thomas Martin	Individual	Support	No

Comments:

I support this bill!

HB-1142-SD-1 Submitted on: 3/29/2021 6:33:11 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Kern	Individual	Support	No

Comments:

We have so many of our residents in condominiums or parking structures that make installation of chargers impossible or impracticle. To get us to a net zero carbon emissions, we need charging infrastructure and it is very reasonable to put this burden on the industry causing the problem in the first place. This is a very appropriate way to help support a real charging infrastructure in Hawaii.

<u>HB-1142-SD-1</u>

Submitted on: 3/29/2021 7:24:00 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Tom Aitken	Individual	Support	No

Comments:

It goes without saying that we need to act now to fund the clean energy initiative goals of the future. Please support HB 1142.

Thank you

HB-1142-SD-1 Submitted on: 3/29/2021 8:30:00 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Luis	Individual	Support	No

Comments:

I support this bill, I belive is a great option for the state and the planet.

HB-1142-SD-1 Submitted on: 3/29/2021 9:49:34 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Michelle Matson	Individual	Support	No

Comments:

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran and Ways and Means Committee Members:

As an EV owner since 2014, I strongly support this measure to ensure expanded accessibility to EV chargers well-planned throughout public parking areas within Hawai'i's communities.

Recommendation: Future needs will require efficient EV charging systems, and the optimum long-term investment for the future is the Level 3 charging system instead of the Level 2 slow-charging system that will become obsolete.

And what better source to finance this necessary short-term EV expansion effort for future sustainability and reduction of climate change than by a small increase on the gas-guzzling barrel tax?

Mahalo for passing this measure!

HB-1142-SD-1

Submitted on: 3/30/2021 9:13:09 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Benton Kealii Pang, Ph.D.	Individual	Support	No

Comments:

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

I SUPPORT of HB 1142 HD2 SD1

A key barrier to adoption is our inadequate EV charging infrastructure. Many EV owners can rely on home charging. However, many others require public charging. This includes owners who rent and those who live in condos and apartments. Owners with home chargers may also need to charge during a long day of driving. Thus, effective public charging infrastructure is needed to enable broader and more equitable access to EVs.

HB1142 HD2 SD1 establishes a means to fund the Electric Vehicle Charging Station Rebate program. This program has been effective in incentivizing property owners across Hawai'i to install public chargers and has enhanced our charging infrastructure.

Sincerely,

Benton Kealii Pang, Ph.D.

EV owner, Palolo, Oʻahu

HB-1142-SD-1 Submitted on: 3/30/2021 2:12:18 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Joe Killian	Individual	Support	No

Comments:

Yes, by all means do this, we need to get off and at the very least cut back on fossil fuels.

Mahalo,

Joe Killian

HB-1142-SD-1 Submitted on: 3/30/2021 2:26:56 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Robert Duffer	Individual	Support	No

Comments:

This is absolutely needed to move Hawaii into cleaner, cheaper, more independant future. We have the solar energy in Hawaii to provide all we need but without the supporting infrastructure it will never come about. Please, please pass this very small measure that will do so much to help residents and visitors move to electric cars.

HB-1142-SD-1 Submitted on: 3/30/2021 5:39:04 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kaikea K. Blakemore	Individual	Support	No

Comments:

Support

HB-1142-SD-1 Submitted on: 3/30/2021 7:08:58 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Priscilla Rodriguez	Individual	Support	No

Comments:

I wholeheartedly agree

HB-1142-SD-1 Submitted on: 3/30/2021 7:22:47 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Okumura	Individual	Support	No

Comments:

I strongly support this bill. The existing laws have been unenforced for far too long.

HB-1142-SD-1 Submitted on: 3/30/2021 10:00:52 PM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nanette Vinton	Individual	Support	No

Comments:

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and committee members,

I'm writing to express my strong SUPPORT for HB1142 HD2 SD1 which allocates three cents of the barrel tax to fund the installation of electric vehicle charging systems.

As an EV owner since 2013, I have witnessed the significant growth in electric vehicles over the past 8 years. While this growth is welcomed, the state has a long way to reach its proactive clean transportation goals with EVs representing only about 1.3% of the total vehicle population here. One barrier to the decarbonization of ground transportation in Hawaii is the slow growth rate of EV charger infrastructure which has not kept pace with EV growth, especially in workplaces and multi-family buildings.

HB1142 will help to support the much needed expansion of the EV charger infastructure to service existing and future demand. Most major car brands are increasing their EV offerings so the availability of affordable options will rise significantly over the next few years.

Respectfully submitted,

Nanette Vinton

HB-1142-SD-1

Submitted on: 3/31/2021 9:23:42 AM Testimony for WAM on 4/1/2021 9:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Gary K. Tomita	Individual	Oppose	No

Comments:

Honorable Legislators,

I am opposed to the lowering of the tax credit. This bill is anti solar credit. Contrary to the Governors commitment to become less dependent on oil generated power.

Please vote against this bill.

MAHALO,

Gary Tomita

Makakilo resident