HAWAII STATE ENERGY OFFICE
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-3807
Fax: (808) 586-2536
Web: energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
SENATE COMMITTEES ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM AND TRANSPORTATION

Friday, March 19, 2021
3:15 P.M.
House conference room 224 via videoconference

In Support of
HB 552 HD1
RELATING TO THE ENVIRONMENT.

Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, and Members of the Committees, 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. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tonnes of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the

transportation emissions. For Hawaii to meet its statutory target “to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045”, policies that support the adoption of cleaner transportation options are necessary and tremendously important.

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. It is important that the State take actions within its power to advance and align with the decarbonization policies of the State and the 2045 time frame identified in Chapter 225P, Hawaii Revised Statutes (HRS).

Adopting targets for the conversion of the state fleet will be a material contribution to bolster the number of existing zero emission vehicles (ZEV) in Hawaii and sends a clear signal to the market on Hawaii’s commitment to the decarbonization of the ground transportation sector. HSEO suggests that goals or targets for specific actions that support the achievement of energy and environmental goals of the State be set in the relevant statute for the lead agency of the tactic. Section 196-72, Hawaii Revised Statutes states the Hawaii State Energy Office shall “Lead efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities”. Establishing the goal for State fleet conversion in Section 196-9, Hawaii Revised Statute, Energy efficiency and environmental standards for state facilities, motor vehicles, and transportation fuel, would align the goal with HSEO statutory responsibilities. A new section of 225P explicitly identifying the need to decarbonize the ground transportation sector in Hawaii could point to goals set in section 196-9 as supportive of achieving a net-negative carbon economy.

Fundamental to achieving the decarbonization of the State’s fleet is for procurement of new vehicles to be ZEVs when cost effective models are readily available in the market. Requiring comptroller approval for an exemption for the

procurement of any light duty passenger cars[1] that are not a ZEV[2] will ensure that objective is met. Procurement of ZEV's for light duty passenger cars will result in material progress towards the goals of decarbonizing the State's fleet. Approximately one third of the State's light duty fleet, or approximately 1,000 vehicles, are passenger cars. Currently 28% of the State's light duty passenger cars are 16 years or older. Over 50% of light duty passenger cars are 11 years or older. By 2025 those percentages grow to 44% and over 70% respectively. The requirement for comptroller approval could be added to Section 26-6, Hawaii Revised Statutes, by amending subsection (b) to add a new bullet addressing the approval of State fleet acquisitions with provisions that all new light duty passenger cars purchased for the State's fleets shall be ZEVs and that the comptroller may authorize an exemption for new fleet vehicle procurements if ZEVs are demonstrated to be cost-prohibitive on a lifecycle basis or unsuitable for the vehicle's planned purpose.

HSEO suggests an amendment to HB552 HD1 Section 6, HRS 196-9 subsection (c) (6) to read "Promote efficient operation of vehicles, including efficient planning of charging station locations and day-time charging for electric vehicles;". Aligning electric vehicle charging for the efficient utilization of renewable energy is an important consideration for agencies in managing their fleets. Efficient utilization of renewable energy reduces energy losses which can mitigate overbuild of generation, energy storage, and distribution infrastructure when implemented at scale. It is important to note that all islands are different in terms of the mix of renewable resources and renewable generation technology will advance over time. To account for that HSEO suggests that HB552 HD1 Section 6 amend 196-9 subsection (c)(6), HRS, to read "Promote efficient operation of vehicles, including efficient planning of charging station locations and efficient utilization of renewable energy for charging electric vehicles;" The

[1] "Passenger car" has the same meaning as contained in 49, Code of Federal Regulations, part 571.3.
[2] "Zero Emissions Vehicle (ZEV)" has the same meaning as contained in 40 Code of Federal Regulations Part 88.102-94

concept of day-time charging is still expressed through the directive to promote efficient operation and planning of charging station locations should solar energy be the predominate renewable energy for a given island.

For definitions, HSEO believes it would be helpful to be consistent with the Code of Federal Regulations. This will ensure Hawaii statutes track federal definitions as they are updated over time and provide for apples-to-apples comparisons when benchmarking and tracking Hawaii's progress against other states and national averages. HSEO is ready to work with agency and legislative staff on specific language for the suggested amendments as well as definitions.

Thank you for the opportunity to testify.

DAVID Y. IGE
GOVERNOR

BONNIE KAHAKUI
ACTING ADMINISTRATOR

STATE OF HAWAII
STATE PROCUREMENT OFFICE
P.O. Box 119
Honolulu, Hawaii 96810-0119
Tel: (808) 586-0554
email: state.procurement.office@hawaii.gov
http://spo.hawaii.gov

TESTIMONY
OF
BONNIE KAHAKUI, ACTING ADMINISTRATOR
STATE PROCUREMENT OFFICE

TO THE SENATE COMMITTEES
ON
ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM
AND
TRANSPORTATION
MARCH 19, 2021, 3:15PM

HOUSE BILL 552, HD1
RELATING TO THE ENVIRONMENT

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

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

RECOMMENDATIONS:

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

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

~~Priorities for selecting vehicles for leas 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.

~~[(c)]~~ (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.

Thank you.

TESTIMONY BEFORE THE SENATE COMMITTEES ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM AND TRANSPORTATION

HB 552, HD1

Relating to the Environment

March 19, 2021
3:15 PM, Agenda Item # 1
State Capitol, Conference Room 224 / VIDEO CONFERENCE

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

Aloha Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, 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. Specifically, the Company supports the legislature's proposed commitment to decarbonizing the ground transportation sector by transitioning one hundred percent of state-owned, light-duty vehicles to renewable energy sources by December 31, 2035.

Facilitating the electrification of transportation in Hawaii is a top Company strategic objective. Consistent with our *Electrification of Transportation Strategic Roadmap*, the Company is providing support and momentum for electrification of transportation through programs and initiatives such as EV-specific rates to encourage daytime charging, an electric bus make ready infrastructure pilot, the proposed Charge Ready Hawaii pilot to provide make ready infrastructure support to commercial properties and multi-unit

dwellings, and a planned request to expand our public charging network. Thank you for this opportunity to testify.

SanHi
GOVERNMENT STRATEGIES
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 17, 2021

TO: Senator Glenn Wakai
Chair, Committee on Energy, Economic Development and Tourism

Senator Chris Lee
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **H.B. 552, HD1, Relating to the Environment**
Hearing Date: Friday, March 19, 2021 at 3:15 p.m.
Conference Room: 224

Dear Chair Wakai, Chair Lee, and Members of the Joint Committees:

On behalf of the Alliance for Automotive Innovation ("Auto Innovators") we submit this testimony in support of H.B. 552, H.D.1.

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

The Auto Innovators appreciate the amendments made in the House to remove the 2045 timeline for private vehicles and to focus the intent of this measure on all-electric government fleets. We respectfully request that the committees pass H.B. 552, H.D.1 as is.

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

First Hawaiian Center T 808-539-0400
999 Bishop Street, Suite 1400 F 808-533-4945
Honolulu, HI 96813 governmentaffairs@awlaw.com

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

March 16, 2021

STRONG SUPPORT for **HB 552 HD1** (ESTABLISHES CLEAN GROUND TRANSPORTATION GOALS FOR STATE AGENCIES ON A STAGGERED BASIS UNTIL ACHIEVING A ONE HUNDRED PERCENT LIGHT-DUTY MOTOR VEHICLE CLEAN FLEET BY 12/31/2035.)

Dear Chair Wakai, Chair Lee, Vice-Chair Misalucha, Vice-Chair Inouye, and members of the Committee on Energy, Economic Development, and Tourism and the Committee on Transportation,

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.

Notably, major auto manufacturers have announced plans to deprecate 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/cardiovascres/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 can be over 90% efficient – most of the stored energy makes it to the wheels, and regenerative braking allows for the capture of kinetic energy. In contrast, it is around 25% for conventional internal combustion engine vehicles (fueleconomy.gov/feg/atv-ev.shtml).

Our state should now 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 a meaningful reduction in emissions and inspire individuals, businesses, and governments to do the same.

Our **recommended amendments**:

- Accelerate the timelines – Given our climate crisis's urgency, we need to strive for a 2030 target for our fleet's decarbonization.
- Mandate that the state's new car fleet purchases are zero-emission starting in 2022.
- Narrow the definition of 'zero-emission' – the options must be non-emitting vehicles that are not dependent on gas or diesel fuel or fuels that include a blend of fossil fuels. Plug-In Hybrid EVs and Hybrids emit and perpetuate our fossil fuel dependence.
- Ensure that our definition of alternative fuels excludes natural gas and hydrogen sourced from fossil fuel reformation.
- Clarify the 'reduce the carbon footprint of the project' in the clause related to construction projects and roadway materials. The footprint calculation needs to consider each project's material, transport, construction, and useful life.

Thank you for this opportunity.

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 18, 2021

Dear Chair Wakai, Chair Lee, Vice-Chair Misalucha, Vice-Chair Inouye, and members of the Committee on Energy, Economic Development, and Tourism and the Committee on Transportation,

Big Island Electric Vehicle Association is in strong support of HB552 HD1.

Electric vehicle (EV) adoption growth in our state is increasing but is still very much nascent - EVs represent a small fraction (around 1.2%) of our over 1.2 million passenger cars. We must accelerate adoption if we're to make a meaningful and timely reduction in our greenhouse gas emissions. There are other benefits to look forward to with this transition:

- Reduction in the state's fleet costs. EVs are very efficient and have low maintenance costs.
- Reduced local air pollution, particularly in densely populated areas.
- Enhanced resilience with a reduction/elimination of our dependence on imported energy.

The decarbonization of the state fleet will encourage fleet owners to follow and will compliment similar steps taken by county governments. Notably, an aggressive goal to decarbonize will send the market and industry signals that will accelerate the enablers – an even broader range of affordable EVs, expanded charging infrastructure, increased focus on workforce development and jobs creation in green technologies, and a more urgent response by local industries that are dependent on traditional vehicles and fossil fuel.

Importantly, vehicle manufacturers are responding to the need to electrify their offerings. They are motivated by consumer demand for clean transportation and future bans on internal combustion vehicles by governments worldwide[1]. At some point, it will be difficult or impossible to purchase gas-powered cars.

Big Island Electric Vehicle Association would like to offer the following amendments:

- Apply a more aggressive schedule for the passenger cars – long-range electric cars are available now. We can mandate that new car acquisitions be zero-emission ASAP, and a target of 100% by 2030 be set for the transition of this part of the fleet.
- Modify the "zero emission" definition – include only vehicles that don't require fossil fuels to run.
- Modify the definition of "alternative fuels" so that it excludes any fossil fuel or fossil energy-derived fuel.

[1] https://cleantechnica.com/2021/01/02/31-countries-states-and-cities-have-ice-bans-in-place/

.

HB552 HD1 establishes clean transportation goals that will accelerate the needed electrification of our ground transportation. Please support **HB552 HD1**.

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.

.

KauaiEV.org
302 Makani Rd.
Kapaa, HI 96746
808-652-0591

KauaiEV
Kauai Electric Vehicle Association

March 16

Dear Chair Wakai , Vice Chair Misalucha, and EET Committee members,
Dear Chair Lee, Vice Chair Inoue and TRS Committee members,

On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write **in strong support of HB552 HD1**. Our members are electric vehicle drivers, we believe that EVs are the personal transportation of the future, and they significantly reduce greenhouse gas emissions as well as our dependence on imported fossil fuels.

To reach Hawaii's climate goals and in order to combat climate change and sea level rise we need to move away from burning fossil fuels as soon as possible. If the state sets a good example counties, businesses and citizens will follow. Every year more models come to market, including SUVs and soon to include pickup trucks, it should be easy or state agencies to purchase electric vehicles that fir their needs.

EVs are very efficient and Hawaii's warm weather is ideal for them. Several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime. As our island grids are powered by more and more renewables EVs get even cleaner! A recent consumer report also found EV maintenance costs are half as much as a gas car's.

We also commend the other component of the bill, reducing the carbon foot print of road construction is another great way to mitigate climate change. Los Angeles, the UK, India, and the Netherlands are experimenting with plastic roads, maybe this could be done in Hawaii as well. Plastic-bitumen composite roads have better wear resistance than standard asphalt concrete roads (see for example https://en.wikipedia.org/wiki/Plastic_road).

Please support HB552 HD1!

Sonja Kass

Sonja Kass, President KauaiEV

PACIFIC BIODIESEL TECHNOLOGIES

40 Hobron Avenue
Kahului, Hawaii 96732
(808) 877-3144
www.biodiesel.com

Hearing at 3:15pm March 19, 2021

COMMENTS IN SUPPORT OF HB 552 RELATING TO THE ENVIRONMENT

Committee on Energy, Economic Development, and Tourism
Committee on Transportation

Chair Wakai and Chair Lee:

Pacific Biodiesel strongly supports the intent of SB 920 to convert the State fleet to a clean energy fleet. That said, it seems reasonable to include locally produced biodiesel in the formula. Biodiesel has the lowest life cycle greenhouse gas impact of all fuel sources today. When produced in Hawaii, biodiesel also has the most job creation and support for local agriculture. As such, for the benefit of Hawaii and the world, we suggest the following changes:

- **Section 2. Chapter 103D**. Priorities for selecting vehicles
  (1) 100% Biodiesel fueled vehicles
  (2) Electric vehicles and fuel cell vehicles using 100% renewable hydrogen
  -- balance of list to follow
- Under definitions, 100% biodiesel should be properly labeled a Renewable Fuel, while B20 can remain as an Alternative Fuel.

Please note that the term “alternative fuel vehicle” is not the same as “renewable fuel vehicle”. The stated goal of this bill is the reduction or elimination of greenhouse gas production, which is sometimes different than converting to electricity or some other technologies. Unless modified, this bill could have the unintentional consequence of the elimination of biodiesel fuel, the lowest life cycle GHG transportation fuel available.

Mahalo,

Robert O. King

Robert King, President
Pacific Biodiesel Technologies, LLC

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

HOUSE BILL 552 HD1, RELATING TO THE ENVIRONMENT

SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT AND TOURISM
The Honorable Glenn Wakai, Chair
The Honorable Bennette E. Misalucha, Vice Chair

SENATE COMMITTEE ON TRANSPORTATION
The Honorable Chris Lee, Chair
The Honorable Lorraine R. Inouye, Vice Chair
Friday, March 19, 2021 at 3:15 p.m.

Chair Wakai and Vice Chair Misalucha, and members of the Committee on Energy, Economic Development and Tourism. Chair Lee and Vice Chair Inouye, and members of the Committee on Transportation:

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 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 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.

Sustainable Energy Hawai‘i
sustainableenergyhawaii.org
421 Lama St.
Hilo, HI 96720

March 16, 2021

STRONG SUPPORT for **HB552 SD1**

Dear Chair Wakai, Chair Lee, Vice-Chair Misalucha, Vice-Chair Inouye, and members of the Committee on Energy, Economic Development, and Tourism and the Committee on Transportation,

I am Richard Ha, Chair of Sustainable Energy Hawai‘i, a coalition of concerned citizens dedicated to improving the quality of life of Hawaii residents through affordable renewable energy. **We are in strong support of HB552 SD1.**

We need to transition away rapidly from fossil-fuel vehicles to contribute our part in reducing planet-harming carbon emissions and to eliminate our dependency on imported energy sources. We have access to abundant renewable energy resources – solar, wind, geothermal - that will allow us to achieve a sustainable energy future. An aggressive goal to decarbonize our transportation will help us focus our resources to make this happen sooner than later.

We have the opportunity to lead in this area and influence other states and nations to do the same. We owe our future generations a world that is better than what we’re experiencing now.

I urge you to support HB552 SD1.

Mahalo,
Richard Ha
Chair - Sustainable Energy Hawai‘i

Email: communications@ulupono.com

SENATE COMMITTEES ON ENERGY, ECONOMIC DEVELOPMENT, & TOURISM AND TRANSPORTATION
Friday, March 19, 2021 —3:15 p.m.

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

Dear Chair Wakai, Chair Lee, and Members of the Committees:

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. While Ulupono supports the State leading by example to meet this goal by 2035, we ask these committees to consider moving the goal to 2030 to reflect what was passed by the Senate earlier this year in SB 920.

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.

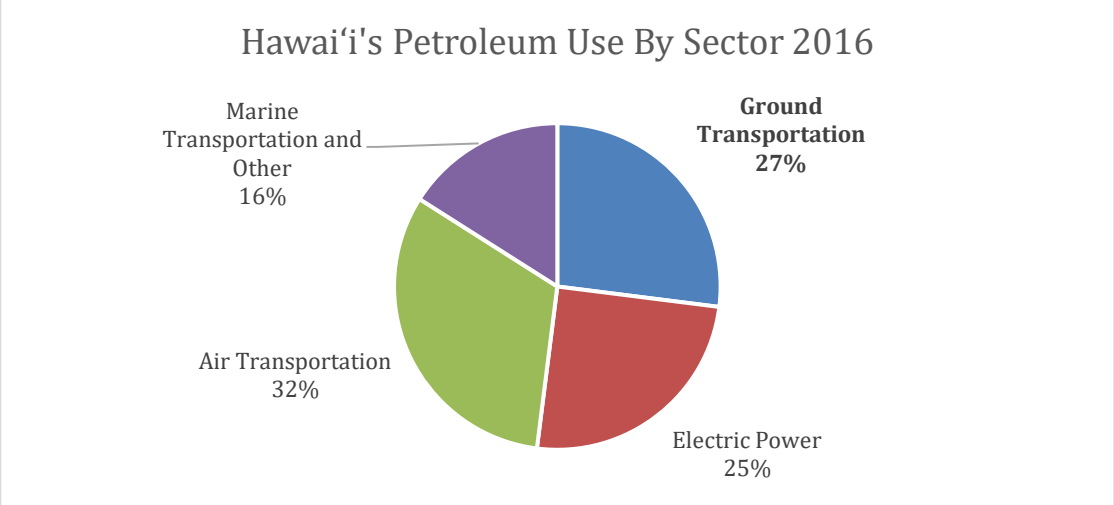
In fact, the Governor of California recently signed an executive order to eliminate the sale of new gas cars and trucks by 2035. California joins a multitude of countries and cities across Europe, as well as China and British Columbia, who have taken similar measures to eliminate the sale of new fossil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

SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM
SENATE COMMITTEE ON TRANSPORTATION
March 19, 2021, 3:15 P.M.
Video Conference

TESTIMONY IN SUPPORT OF HB 552 HD1, SUGGESTED AMENDMENT

Aloha Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, 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, http://dbedt.hawaii.gov/economic/energy-trends-2.

info@blueplanetfoundation.org
55 Merchant Street 17th Floor • Honolulu, Hawai'i 96813 • 808-954-6161 • blueplanetfoundation.org

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.

SIERRA CLUB OF HAWAIʻI

SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM

SENATE COMMITTEE ON TRANSPORTATION

March 19, 2021 3:15 PM

In SUPPORT of HB552 HD1: Relating to the Environment

Aloha Chair Wakai, Chair Lee, and members of the committees,

On behalf of our 27,000 members and supporters, the Sierra Club of Hawaiʻi **supports HB552 HD1**, which seeks to eliminate carbon-based ground transportation in state light-duty fleets by 2035 and reduce emissions from medium- and heavy-duty vehicles where feasible and cost efficient.

Since adopting our 100% renewable energy goal, Hawaiʻi has made considerable progress in fostering collaborative efforts to reform electricity policy. We have seen that setting such a high standard has accelerated the transition of our electric sector to clean, renewable energy. However, transportation accounts for approximately two-thirds of the state's fossil fuel consumption. More focus must be placed on reducing the use of fossil fuels for ground transportation in order to achieve our 100% carbon neutrality goal and to reduce air and water pollution, increase our energy independence, and mitigate the impacts of climate change.

The Sierra Club supports HB552 to transform the state's light-duty fleet to zero-emission vehicles by 2035 and also reduce emissions from the state's medium- and heavy-duty fleet. This bill begins to set targets for Hawaiʻi's vehicles to convert to zero-emission vehicles and indicates that our agencies are willing to lead by example in this commitment. As we move forward, it will also be important to provide funding to the agencies, as well as adopt other EV charging infrastructure and vehicle incentives to achieve these goals.

Thank you very much for this opportunity to provide testimony in **support of HB552 HD1.**

Environmental Caucus of The Democratic Party of Hawai‘i

Thursday, February 25 2021, 11:00 am

Senate Committees on Energy, Economic Development, Tourism, and Technology and on Transportation

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

Position: Strong Support

Me ke Aloha, Chairs Glenn Wakai and Chris Lee, Vice-Chairs Bennette Misalucha and Lorraine Inouye, and Members of the Committees on Energy, Economic Development, Tourism, and Technology and on Transportation:

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 (6^{th}) 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 in 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. Our committee believes this goal of 2035 will, in retrospect, seem modest.

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

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

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

HB-552-HD-1
Submitted on: 3/18/2021 1:39:45 PM
Testimony for EET on 3/19/2021 3:15:00 PM

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

Comments:

To: The Honorable Glenn Wakai, Chair, the Honorable Bennette Misalucha, Vice Chair and Energy, Economic Development and Tourism Committee members, and

The Honorable Chris Lee, Chair, The Honorable Lorraine Inouye, Vice Chair, and Members of the Senate Committee on Transportation

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

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

Friday March 19, 2021, 3:15 p.m., by videoconference

Aloha Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, and Energy, Economic Development and Tourism and Transportation Committee Members:

The Climate Protectors Hawai‘i is a group focused on reversing the climate crisis. **The Climate Protectors Hawai‘i STRONGLY SUPPORTS SB552 HD1, but propses amendments to move up the date!**

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. 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.

One of the areas where Hawai‘i 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 maintence, funds that are so needed at this time.

The Climate Protectors Hawai‘i 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 efficent 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.

However, **the Climate Protectors Hawai‘i also recommends that the measure be amended to include a target that all light-duty vehicles in Hawai‘i be powered by renewable energy sources by at least 2035, as California is requiring.**

Other states are moving ahead more aggressively than this bill would provide in current form. An executive order in California directs the state to require all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035. Several countries 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.

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.

The Climate Protectors Hawaii strongly supports this bill, but also recommends that the measure be amended to include a target that all light-duty vehicles in Hawai‘i be powered by renewable energy sources by at least 2035.

Please pass this bill with that amendment! Mahalo!

Climate Protectors Hawai‘i (by Ted Bohlen)

To: The Senate Committee on Energy, Economic Development, and Tourism
and
The Senate Committee on Transportation
From: Sherry Pollack, 350Hawaii.org
Date: Friday, March 19, 2021, 3:15pm

Support with Comments for HB552 HD1

Aloha Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, and members of the EET and TRS committees,

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

HB-552-HD-1
Submitted on: 3/16/2021 7:40:47 PM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Scott Kidd	Individual	Support	No

Comments:

I support this bill

HB-552-HD-1
Submitted on: 3/17/2021 9:35:45 AM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Stephanie Hall Morin	Individual	Support	No

Comments:

I support this bill.

HB-552-HD-1
Submitted on: 3/17/2021 10:45:17 AM
Testimony for EET on 3/19/2021 3:15:00 PM

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

Comments:

Dear EET/TRS, and WAM Chairs, Vice Chairs and 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 efficent planning of charging locations and day-time charging for electric vehicles.

Trucks, and other specialty vehicles are not available as EVs yet, but we should not hesitate convert these vehicles once hybrid or fully electric models 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 costâ€‘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 listening and for the opportunity to testify.

Sincerely,

Jan Pappas/Ronald Yasuda - Aiea, Hawaii

HB-552-HD-1
Submitted on: 3/17/2021 11:10:44 AM
Testimony for EET on 3/19/2021 3:15:00 PM

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

Comments:

Support

HB-552-HD-1
Submitted on: 3/17/2021 11:40:37 AM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sharon Geiken Westerberg	Individual	Support	No

Comments:

Dear leaders,
I am a constituent and an electric vehicle owner on Kauai. I strongly support Bill HB552.

I am passionate about doing all I can do in my life to keep from contributing to climate change. Since transportation is 28%of the total greenhouse admissions, for me it was a moral decision to buy an electric vehicle. I believe our state and county government has same moral imperative to reduce dependence of petroleum based fuels as evidenced by the signing of the 100% renewable transportation by 2035 commitment.

Thank you for your support. Sharon Geiken Westerberg

5102 Kahana St Kapaa, HI 96746

HB-552-HD-1
Submitted on: 3/17/2021 10:05:38 PM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Paul Bernstein	Individual	Comments	No

Comments:

Aloha EET and TRS Committee Members,

If the goal is to reduce greenhouse gas emissions from transportation, then I think that vehicles should be judged on their life cycle emissions, and a threshold should be set that vehicles must not exceed for them to qualify. The category of other alternative fuel vehicles seems problematic as it is currently defined. Biofuel powered vehilces can have quite high life cycle greenhouse gases because of land-use changes that occur in the production of particular biofuels (e.g., palm oil) or because of the process of manufacturing the biofuels (e.g., ethanol from corn). Furthermore, if the state wants to move toward zero-emitting vehicles, then vehicles fueled by LPG or natural gas should also be eliminated unless they would be lower emitting on a lifecycle basis than EVs or fuel cell vehicles.

Mahalo for your attention to my comments.

Kind regards,

Paul Bernstein

HB-552-HD-1
Submitted on: 3/18/2021 7:53:28 AM
Testimony for EET on 3/19/2021 3:15:00 PM

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

Comments:

Dear Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye and EET and TRS Committee Members,

I am writing in strong SUPPORT of HB552 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.

Transitioning from fossil fuel vehicles to electric vehicles is one of the biggest things we can do to reduce our dependence on oil and lessen the damaging effects of air pollution.

As a long-time EV owner, I am happy to see the signficant EV growth in our state over the past few years. But even with that growth, electric vehicles only amount to about 1.3% of the total vehicle population. We need to do better.

Setting specific clean ground transportation goals for the state agencies sets a clearer path to achieve a zero-emmision fleet by 2035.

Respectfully submitted,

Nanette Vinton

Mililani, HI

HB-552-HD-1
Submitted on: 3/18/2021 10:03:56 AM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Terence Tang	Individual	Support	No

Comments:

I support this!

HB-552-HD-1
Submitted on: 3/18/2021 10:56:40 AM
Testimony for EET on 3/19/2021 3:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jeff Hood	Individual	Support	No

Comments:

I support this bill.

DAVID Y. IGE
GOVERNOR

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

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

LATE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

March 19, 2021
3:15 P.M.
State Capitol, Teleconference

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

Senate Committee on Energy, Economic Development, and Tourism,
Senate Committee on Transportation

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, Highways 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.

Thank you for the opportunity to provide testimony.

LATE

Hawaii Automobile Dealers' Association

John Uekawa, President
Dave Rolf, Executive Director

HADA Testimony in SUPPORT of HB552 HD1
RELATING TO THE ENVIRONMENT
Presented to the Senate Committee on Energy, Economic Development & Tourism and the Senate Committee on Transportation
at the Public Hearing 3:15 p.m. Friday, March 19, 2021 in Conf. Rm. 224
Hawaii State Capitol
VIA VIDEO CONFERENCE
by David H. Rolf for the members of the Hawaii Automobile Dealers Association

Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye and members of the committees:

HADA dealers support 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, with the addition of certain percentages required for renewable-energy vehicle lease or purchase by certain listed dates.

The bill also calls for 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)."

HADA 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.

Respectfully submitted,

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