

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

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

February 8, 2019
2:00 p.m.
State Capitol, Room 225

S.B 657
RELATING TO ELECTRIC VEHICLES

Senate Committee(s) on Transportation
& Energy, Economic Development and Tourism

The Department of Transportation (DOT) **supports the intent** of Senate Bill 657, which extends the sunset date of Act 168, Session Laws of Hawaii 2012, by ten years to June 30, 2030.

The DOT is acceptable to extending the incentives offered on highways; however, we are concerned that the extension of the parking fee exemption for electric vehicles will result in DOT's continued loss of significant revenue over an extended period of time when there is oftentimes a lack of parking spaces in our airport parking structures.

Thank you for the opportunity to provide testimony.



Email: communications@ulupono.com

SENATE COMMITTEES ON TRANSPORTATION AND ENERGY, ECONOMIC DEVELOPMENT,
& TOURISM

Friday, February 8, 2019 — 2:00 p.m. — Room 225

Ulupono Initiative Strongly Supports SB 657, Relating to Electric Vehicles

Dear Chair Inouye, Vice Chair Harimoto, Chair Wakai, Vice Chair Taniguchi, and Members of the Committees:

My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and better manage waste and fresh water resources. Ulupono believes that self-sufficiency is essential to our future prosperity and will help shape a future where economic progress and mission-focused impact can work hand in hand.

Ulupono strongly supports SB 657, which extends free metered parking and high occupancy lane access for electric vehicles to 2030, because it reduces Hawai'i's dependence on imported fossil fuels by increasing the use of more efficient, cleaner forms of transportation.

While Hawai'i's electric power sector continues to make progress toward its 100 percent renewable portfolio standard goal, our transportation sector has received little attention. Ground transportation alone utilizes roughly a third of the state's imported fossil fuels. Electrifying ground transportation is presently one of the most efficient and impactful ways to move transportation toward more renewable energy, thereby reducing the State's consumption of imported oil and also decreasing greenhouse gas emissions.

Electric vehicles (EVs) are both an economically and environmentally prudent choice for vehicular transportation.

- EVs are cheaper to maintain and operate than internal combustion engine vehicles (ICEVs) and comparable in upfront cost
- EVs are about three times as efficient -> 17-21% vs. 59-62% efficient (US Dept. of Energy Office of Energy Efficiency & Renewable Energy);
- EVs are zero-emission vehicles at the tailpipe, and even when full lifecycle emissions

Investing in a Sustainable Hawai'i

(from manufacturing through disposal) are considered, EV emissions are about 50% lower than the sales weighted average ICEVs and about 38% less than compact ICEVs

- EVs are more easily powered by renewable energy and can enable the integration of more renewables with smart charging technology and rate structures

EVs are an increasingly affordable option for all. For example, the 2019 Nissan Leaf's starting MSRP is \$29,990. After the Federal tax credit is considered, the purchase price is \$22,490, which is less than the 2019 Toyota Camry as well as the 2019 Honda Civic (the two best selling sedans in the country).

EVs are also cheaper to operate and maintain because they have less moving parts and are more fuel efficient. According to a recent study by the Union of Concerned Scientists, Honolulu drivers could save more than \$500 per year by switching to an EV.

Though Hawai'i has the second highest share of EVs per capita in the country, the EV market in Hawai'i is still very nascent. While year-over-year growth remains very strong (24% in 2018), EVs currently constitute less than 1% share of the total light-duty vehicle sector (vs 45% share in Norway), thus necessitating the extension of benefits. We believe an extension of these benefits to 2030 can help incent further adoption and continue to signal to the global market that Hawai'i seeks to prioritize EVs over traditional gas powered vehicles.

In fact, according to the Hawai'i Natural Energy Institute's "Factors Affecting EV Adoption" report, the State of Hawai'i's EV benefits are a valuable incentive to EV owners and prospective buyers. Hawai'i is actually the only top 10 ranked state (for EV adoption) that does not offer a direct subsidy to incentivize EV usage. Therefore, any risk of losing these benefits could slow our progress towards the clean transportation vision of the State of Hawai'i.

As Hawai'i's energy issues become increasingly complex and challenging, we appreciate these committees' efforts to look at policies that support clean ground transportation.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner



ChargePoint, Inc.

254 East Hacienda Avenue | Campbell, CA 95008 USA
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Before the Senate Committee on Transportation

February 6, 2019

SB 657: Relating to Electric Vehicles

Aloha Chair Inouye, Vice Chair Harimoto, and members of the Committee,

On behalf of ChargePoint, Inc. (ChargePoint), I would like to testify in support for SB 657. The bill would extend the sunset date for Department of Transportation incentive programs that support the adoption of electric vehicles.

ChargePoint is the world's largest and most open electric vehicle ("EV") charging network with more than 60,000 Level 2 EV and DC fast charging spots around the country, including over 360 public and private ports in Hawaii. ChargePoint's customers include major employers, municipalities, universities, utilities, real estate developers and parking garage facility owners and operators that provide EV charging and related services to EV drivers. ChargePoint customers in Hawaii include the Aulani Disney Resort, the City and County of Honolulu, the University of Hawaii, Target, BMW of Hawaii, Kapolei Lofts, Maui Ocean Club, Maui Electric, and many more. Every 2 seconds, a driver connects to a ChargePoint station, and drivers on the ChargePoint network have driven over 1.2 billion gas-free miles.

SB 657 will ensure that vital incentive programs which help to reduce the upfront cost of purchasing an electric vehicle will continue to be funded through 2030. As consumers look to switch from fossil-fueled vehicles to EVs, these programs help Hawaiians realize the benefits of driving electric. ChargePoint supports this legislation and respectfully asks for your Aye vote.

Thank you for the opportunity to provide this testimony.

Anthony Harrison
Director of Public Policy
ChargePoint, Inc.



SanHi

GOVERNMENT STRATEGIES
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 7, 2019

TO: Senator Lorraine Inouye
Chair, Committee on Transportation

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

Submitted Via Capitol Website

RE: **S.B. 657 – Relating to Electric Vehicles**
Hearing Date: Friday, February 8, 2019 at 2:00 p.m.
Conference Room: 225

Dear Chair Inouye, Chair Wakai and Members of the joint Committees on Transportation and Energy, Economic Development and Tourism:

We submit this testimony on behalf of the Alliance of Automobile Manufacturers (“Alliance”).

The Alliance is a trade association of twelve car and light truck manufacturers including BMW Group, Fiat Chrysler Automobiles, Ford Motor Company, General Motors Company, Jaguar Land Rover, Mazda, Mercedes-Benz USA, Mitsubishi Motors, Porsche, Toyota, Volkswagen Group of North America, and Volvo Car USA.

The Alliance supports S.B. 657, which would extend current electric vehicle incentives beyond the anticipated sunset date of June 30, 2020 to June 30, 2030. Hawaii has one of the highest rates of adoption of passenger electric vehicles in the nation and currently there are over 8,330 passenger electric vehicles registered in the state. While electric vehicle uptake is increasing, passenger electric vehicles still only make up less than 1% of registered vehicles on the road in the state. The Alliance is supportive of these incentives because they would encourage greater adoption of passenger electric vehicles in Hawaii.

Thank you for the opportunity to submit testimony in support of this measure.

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

S.B. 657

Relating to Electric Vehicles

Friday, February 8, 2019
2:00 PM, Agenda # 2
State Capitol, Conference Room 225

Brennon Morioka
Director, Electrification of Transportation
Hawaiian Electric Company, Inc.

Aloha Chair Inouye and Chair Wakai, Vice Chair Harimoto and Vice Chair Taniguchi and Committee Members,

My name is Brennon Morioka and I am testifying on behalf of Hawaiian Electric Company Inc. and its subsidiary utilities Maui Electric Company, Limited and Hawaii Electric Light Company, Inc. (“the Hawaiian Electric Companies”) in support of S.B. 657, Relating to Electric Vehicles. S.B. 657 takes an important step in supporting our state’s transition away from imported fossil fuels by extending the sunset date from 2020 to 2030 for certain electric vehicle (“EV”) incentives authorized under Act 168 (2012).

The Hawaiian Electric Companies are committed to supporting the state’s transition towards clean transportation and considers the existing benefits for clean fuel vehicles as an important incentive towards incentivizing adoption. Reducing barriers to adoption and facilitating the electrification of transportation is one of the Company’s top priorities established in our *Electrification of Transportation Strategic Roadmap*.

The Companies are committed to an EV strategy that acknowledges the need for more sustainable transportation options. This bill will continue the tremendous progress that the state has made towards a cleaner and more sustainable transportation future.

Accordingly, the Hawaiian Electric Companies support S.B. 657. Thank you for this opportunity to testify.



TESLA'S TESTIMONY IN SUPPORT OF SB 657

**being heard by the Senate Committees on Transportation and
Energy, Economic Development, and Tourism
on Friday, February 8, 2019 at 2:00 p.m.
Room 225**

Aloha Chairs Inouye and Wakai and Members of the Committees:

Thank you for the opportunity to provide testimony regarding SB 657, which would extend the sunset date for various benefits provided to electric vehicles (EVs) pursuant to Act 168.

Tesla's mission is to accelerate the world's transition to sustainable energy. The electrification of transportation is critical to this effort, recognizing the significant role of the transportation sector in our society's dependence on fossil fuels and the attendant challenges that dependency entails, including climate change, local air quality and public health impacts, as well as energy and economic security concerns. By adopting and extending progressive policies, like those embodied by Act 168, Hawaii can effectively encourage the adoption of EVs and help facilitate the state movement away from fossil fuels.

Studies have shown that policies like providing electric vehicles access to HOV lanes can be a significant driver of demand for electric vehicles. One such study, in California, found that HOV lane access was the primary reason for purchasing an EV or plug-in hybrids for between 38% and 57% of the drivers surveyed.¹ We believe that parking benefits, like those currently provided for in Hawaii can also represent a meaningful incentive that can serve as an additional inducement for households and businesses to consider an EV over a conventional gas or diesel burning alternative.

As we start to see the Federal Electric Vehicle Tax Incentive step down and eventually go away, state policies have an ever more important role to play in driving EV adoption. For these reasons, Tesla strongly supports SB 657 which would extend the benefits currently provided to EVs by an additional ten years. Hawaii's commitment to renewable energy remains among the most ambitious in the country and the Mayoral proclamation to eliminate the use of fossil fuels from ground transportation is truly-pace setting. Achieving these ambitious goals will not be easy, but supportive policies like those this bill would extend are important enablers and should be adopted.

Thank you for the opportunity to submit this testimony.

¹ "Evaluating the Impact of High Occupancy Vehicle (HOV) Lane Access on Plug-in Vehicles (PEVs) in California"; Gil Tal, Ph.D. Michael A. Nicholas Ph.D.; Institute of Transportation Studies, UC Davis Plug-In Hybrid and Electric Vehicle Research Center. Available for download at https://policyinstitute.ucdavis.edu/files/Tal_June2014_Final.pdf

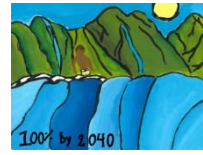
SB-657

Submitted on: 2/7/2019 12:51:35 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Paxton Jerry	Testifying for Tesla	Support	No

Comments:



**SENATE COMMITTEE ON TRANSPORTATION
SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM**

February 8, 2019, 2:00 P.M.

Room 225

(Testimony is 2 pages long)

LATE

TESTIMONY IN STRONG SUPPORT OF SB 657

Aloha Chair Inouye, Chair Wakai, and members of the Committees:

Blue Planet Foundation strongly supports Senate Bill 657, which would extend the sunset date—from 2020 to 2030—for certain incentives for electric vehicles, such as incentives for parking and high occupancy vehicle (HOV) lane access (as set forth in Act 168, Session Laws of Hawai'i 2012).

Parking incentives and access to HOV lanes for electric vehicles (EVs) have helped to increase EV adoption in the state over the past seven years, making Hawai'i second highest in per capita EV adoption of any state in the United States. As a community nonprofit engaged in the local dialogue on clean transportation options, we often hear from stakeholders and community members that these ancillary benefits factor heavily into the decision-making process for purchasing an EV.

While it is currently cheaper to own an EV over the lifetime of the vehicle due to fuel cost and maintenance savings, there remains an upfront cost premium on EVs compared to gas-powered vehicles. It is important that these parking and driving incentives remain intact until the upfront cost of EVs reaches cost parity with their gas-powered counterparts. Bloomberg New Energy Finance estimates that the upfront cost of EVs will become competitive on an unsubsidized basis beginning in 2024 and will reach all vehicle segments by 2029.¹

Although electric vehicles have recently seen impressive adoption increases in Hawai'i (25% growth in EV registrations statewide from December 2017 to December 2018), they still only comprise less than 1% of total passenger vehicles in the state.² Eliminating parking and other incentives for electric vehicles at this early stage in market adoption could hamper our progress,

¹ See Bloomberg New Energy Finance, *Electric Vehicle Outlook 2018*, available at: <https://about.bnef.com/electric-vehicle-outlook/>.

² See DBEDT Monthly Energy Trends, available at: <http://dbedt.hawaii.gov/economic/energy-trends-2/> (accessed January 28, 2019).

steering us in the opposite direction and away from our clean energy and carbon reduction goals.

If Hawai'i hopes to achieve its 100% renewable energy and renewable transportation goals by 2045, we do not have time to wait for the market to take over on its own. Instead, it is imperative that we maintain and even expand incentives for those community members that want to lead the charge by becoming early EV adopters. Now is the time to push harder for clean transportation in Hawai'i, not scale back support.

Senate Bill 657 offers an opportunity to reinforce Hawai'i's support for EV adoption, and we urge the committee to pass the bill as currently drafted.

Thank you for the opportunity to testify.

LATE



John Uekawa, President
Dave Roll, Executive Director

Hawaii Automobile Dealers Association

HADA testimony in **Strong Support** of ~~SB~~^{SB} 657

Relating to Electric Vehicles

Submitted to the Senate Committee on Transportation and the
Committee on Energy, Economic Development and Tourism
for the public hearing, 2 p.m. Friday, February 8, 2019^[SEP]
in Conference room 225, Hawaii State Capitol

Chairs Inouye and Wakai, Vice Chairs Harimoto and Taniguchi and members of the committees:

This bill proposes to extend the sunset date extension from 2020 to 2030 on incentives to purchase EVs.

Well-crafted public policies relating to electric vehicles are welcome and strongly supported by the members of the Hawaii Automobile Dealers Association—Hawaii's franchised new car dealers.

Dealers, customers and auto manufacturers are making the investments in renewable fuel vehicles. Public policies encouraging these investments are helping to improve the customer uptake process.

A UH research study, authored by Sherilyn Wee, Makena Coffman, and Sumner La Croix, is one of the nation's most definitive studies on EV adoption and the effects of public policies like HOV lane access and free parking for electric vehicles.

Their research, along with insights from new car sales personnel in Hawaii, shows that these public policy benefits (HOV lane access and free parking) are motivating factors in the choice of new vehicles by Hawaii customers.

Wee, Coffman and La Croix quote from an early study in noting the following:

Several regional analyses support the findings that HOV lane access, regardless of actual

passenger count, is important to EV sales. Looking at the 2010–2013 time period, Sheldon and DeShazo (2016) attribute a quarter of California’s EV registrations to its HOV lane access policy. Prior studies on HEVs similarly find that consumers are willing to pay a premium for HOV lane access. Bento et al. (2014) estimate that HEV owners in Southern California gain \$473 annually from purchasing a sticker to access HOV lanes, regardless of vehicle passenger count. Similarly, Shewmake and Jarvis (2014) find that in 2005 HOV lane access could have been sold to Californians for \$5800 per sticker, instead of being freely allocated to HEV owners. In a study of Virginia, Diamond (2008) finds that the impact of HOV lane access is highly dependent on the local provision of HOV lanes.

The researchers later point out that the findings on HOV access are highly contextual and note the following:

Policy instruments vary in the way that they affect EV consumers. There are some that are accrued universally while others are highly contextual, depending on local conditions and EV consumer driving patterns. Policy instruments that accrue to all EV consumers in a state include vehicle purchase incentives, home charger subsidies, reduced VLT or registration fees, emissions inspection exemptions, and annual EV fees. Policy instruments that are experienced by only some EV consumers in a state include HOV lane access, designated or free parking and TOU rates. The potential benefits of HOV lane access are highly circumstantial, depending on local provision of HOV lanes, congestion on other roads and individual driving needs. This is similarly true of designated or free parking in terms of parking costs and individual parking demands.

Wee, Coffman, and La Croix reported that the present value of HOV access in states over a 6-year vehicle ownership period, based on initial purchase value ranged from \$1,770 to \$3,880 with a mean value of \$2,780.

While Hawaii has the second highest customer uptake rate (per capita) for renewable fuel vehicles, second only to California, the number still remains lower than 1% of the total personal transportation vehicles on the roadways.

Well-crafted public policies encouraging customer benefits of ownership of renewable fuel vehicles, including HOV lane access with single occupancy, and free parking provisions, will show Hawaii’s commitment to clean energy. It is energy that can be produced in Hawaii.

The members of the Hawaii Automobile Dealers Association (HADA) thank the sponsors and supporters of SB657 and respectfully ask that the committees give the measure favorable consideration and pass it forward.

Respectfully submitted,^[L]_[SEP]

David H. Rolf

On behalf of the members of HADA

SB-657

Submitted on: 2/7/2019 1:55:12 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melodie Aduja	Testifying for O`ahu County Committee on Legislative Priorities of the Democratic Party of Hawai`i	Support	No

Comments:

SB-657

Submitted on: 2/7/2019 11:00:34 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

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

Comments:

Hawaii is very far off from seeing EV as mainstream. We need to continue to support the EV market if indeed Hawaii is to achieve its sustainable goals that have been set for the state. The advantages offered to the EV owner significantly effect the market place and thus we should support this bill as this bill significantly eliminates one of the big advantages to owning an EV.

Thank you,

Kevin Kern

SB-657

Submitted on: 2/7/2019 10:54:33 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Timothy Kim	Individual	Support	No

Comments:

As an electric car driver, I find that the incentives have been great in promoting others to purchase these types of vehicles. We need to move away from use of gas powered vehicles as we try and curb the effects of global warming. I support this extension.

Timothy Kim, MD

SB-657

Submitted on: 2/7/2019 10:52:32 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Robin Uyeshiro	Individual	Support	No

Comments:

I support SB657 to extend the sunset date of Electric Vehicle parking and HOV benefits from 2020 to 2030. Although more popular, EVs still are a tiny minority of vehicles on the road. If the state is serious about reducing emissions and fighting climate change, incentives are still required.

SB-657

Submitted on: 2/7/2019 10:28:59 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Peter Forman	Individual	Support	No

Comments:

Dear Committee members,

I support SB 657 because it continues to provide incentives for Hawaii residents to move toward clean, sustainable electric vehicles. The world is quickly moving to a future based upon emission-free vehicles. Besides the benefits such vehicles have for the environment, modern electric vehicles provide substantial reductions in per mile costs for transportation. We should encourage the growth of this superior and safer form of transportation, and incentives such as those addressed by SB 657 are vital to keeping the transition towards better technologies on track. Early adopters should be rewarded for doing the right thing.

Respectfully submitted,

Peter Forman
Kailua, Hawaii

SB-657

Submitted on: 2/7/2019 11:44:02 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Amit Kamra	Individual	Support	No

Comments:

We are an Eco sensitive family of four that has chosen to go all electric for our transportation since 2017 beginning. We support any and all legislation that encourages progress towards sustainable energy and transportation methods for the environment and our kids.

We are doing our part. Our transportation is electric. Now it is the responsibility of the politicians to deliver.

Extending the incentives for electric vehicles will accelerate the progress towards a sustainable future for our kids.

SB-657

Submitted on: 2/7/2019 11:21:04 AM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kenneth Eisner	Individual	Support	No

Comments:

I support this bill and think it's a good step in the right direction

SB-657

Submitted on: 2/7/2019 1:59:03 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

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

Comments:

I strongly support this extension.

SB-657

Submitted on: 2/7/2019 1:28:17 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

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

Comments:

SB-657

Submitted on: 2/7/2019 1:17:22 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Richard Michaels	Individual	Support	No

Comments:

Keep supporting our move into electric vehicles.

SB-657

Submitted on: 2/7/2019 1:11:02 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

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

Comments:

Honorable Chairs and Committee Members,

I am writing in support of SB657 to extend EV Owner benefits including HOV lane access and parking benefits to 2030. I have been an electric vehicle owner since 2013 and these benefits played a key role in my decision to purchase an EV.

While the number of EVs in Hawaii has grown substantially over the past few years, they still account for only a small part of the vehicle population here. To meet the State's Clean Transportation goals and to help protect our environment for decades to come, we need more Electric Vehicles.

There is no doubt that these benefits will continue to incentivize potential EV buyers and promote EV growth in Hawaii.

Thank you for your consideration.

Respectfully,

Nanette Vinton

SB-657

Submitted on: 2/7/2019 1:02:03 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Amber Wilson	Individual	Support	No

Comments:

If more benefits are awarded/extended to EVA users old and new then we are supporting the conscious effort to reduce our carbon footprint.

SB-657

Submitted on: 2/7/2019 1:10:29 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sabrina Lobdell	Individual	Support	No

Comments:

I support legislation that encourages the use of electric vehicles

Ladies and Gentlemen,

7 Feb 2019

I respectfully request your support in passing SB657 to extend to 2030 the current electric vehicle benefits such as street parking, state parking lots and HOV lane access. I am grateful for the consideration that has already been afforded those of us that own electric vehicles. I am a full supporter of the state's efforts to reduce the consumption of fossil fuels. I am doing my part through my 10 year ownership and use of solar panels and sixth year of ownership of electric vehicles. With every opportunity, I encourage both other EV drivers and particularly gas/diesel power car owners to consider adaption of electric vehicles for all our benefit.

Thank you for your support.

VR,
Steve Barnes
Kaneohe, HI

SB-657

Submitted on: 2/7/2019 12:41:52 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

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

Comments:

I urge you to strongly support this bill. EV use must be incentivized in order to get more EV's on the road. More EV's, less global warming. Our oceans are rising. This is critical!

LATE

SB-657

Submitted on: 2/7/2019 3:42:08 PM

Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bernard M Moret	Individual	Support	No

Comments:

Dear Senators,

My wife and I, both registered voters on the Big Island, would like to register our strong support for Senate Bill 657. Transition from internal combustion engines to clean electrical motors is a very important step for the state of Hawaii -- bringing significant reduction in pollution and oil imports, in noise levels, and, in the future, in congestion, and thus contributing to better health, increased tourism, and other benefits. Act 168 provided modest incentives to accelerate this transition, but its measures are set to expire soon, before this transition is well under way. It thus makes sense to extend these measures by 10 years, at which time we may hope that over half the vehicles on the islands will be driven by electric motors.

Respectfully submitted,

Bernard Moret

LATE

SB-657

Submitted on: 2/8/2019 8:54:08 AM
Testimony for TRS on 2/8/2019 2:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carlo A Daquanni	Individual	Support	No

Comments: