



DAVID Y. IGE
GOVERNOR

JOSH GREEN
LT. GOVERNOR

**STATE OF HAWAII
OFFICE OF THE DIRECTOR
DEPARTMENT OF COMMERCE AND CONSUMER AFFAIRS**

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CATHERINE P. AWAKUNI COLÓN
DIRECTOR

JO ANN M. UCHIDA TAKEUCHI
DEPUTY DIRECTOR

Testimony of the Department of Commerce and Consumer Affairs

**Before the
House Committee on Energy and Environmental Protection
Thursday, January 30, 2020
8:30 a.m.
State Capitol, Conference Room 325**

**On the following measure:
H.B. 1863, RELATING TO GREENHOUSE GAS EMISSIONS REDUCTION**

Chair Lowen and Members of the Committee:

My name is Dean Nishina, and I am the Executive Director of the Department of Commerce and Consumer Affairs' (Department) Division of Consumer Advocacy. The Department supports the intent of and offers comments on this bill.

The purpose of this bill is to require the Hawaii State Energy Office (HSEO) to conduct a comprehensive study to provide recommendations for a comprehensive approach to the development of electric vehicle (EV) infrastructure.

The Department recognizes the need for a comprehensive approach on how Hawaii might decarbonize its transportation sector and how the development and deployment of EV infrastructure will play an important role. Thus, the Department supports the idea of a comprehensive study to develop recommendations for consideration. The Department has concerns, however, with certain items that are currently identified to be studied. Those items relate to what incentives the electric

utilities could offer to develop EV infrastructure (section 2(b)(3)(C) of the bill) and to incent EV adoption (section 2(b)(5) of the bill).

While the Department understands that incentives may be necessary to stimulate both the development and deployment of EV charging infrastructure, as well as EV adoption, it is concerned about the presumption that the electric utility may be required to provide that incentive. Assuming the electric utility incentive may entail rebates, discounts, or any other incentive that may require the expenditure of funds, the cost of those incentives will ultimately fall upon other nonparticipating customers, unless otherwise prohibited. The Department is concerned that participants, who will receive the greatest benefit from such incentives, will not bear an equitable share of the costs that may be recovered from utility customers. Conversely, nonparticipating customers, which will likely include low-income customers, may be asked to bear more than their fair share of the cost burden associated with those incentives.

Thus, the Department respectfully suggests amending the bill to instead evaluate the incentives that might encourage EV infrastructure and EV adoption as well as whom the best party or source of those incentives might be. For instance, as it relates to the adoption of EVs, rather than assuming the electric utility should be offering incentives, it should be evaluated whether tax credits after buying an EV and/or rebates from EV dealers may be more effective in spurring more EV purchases.

Thank you for the opportunity to testify on this bill.

DAVID Y. IGE
GOVERNOR



SARAH ALLEN
ADMINISTRATOR
BONNIE KAHAKUI
ASSISTANT ADMINISTRATOR

**STATE OF HAWAII
STATE PROCUREMENT OFFICE**

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**TESTIMONY
OF
SARAH ALLEN, ADMINISTRATOR
STATE PROCUREMENT OFFICE**

**TO THE HOUSE COMMITTEE
ON
ENERGY & ENVIRONMENTAL PROTECTION**
Thursday, January 30, 2020 at 8:30 AM

**HB1863
RELATING TO GREENHOUSE GAS EMISSIONS REDUCTION**

Chair Lowen, Vice-Chair Wildberger, and members of the committee, thank you for the opportunity to submit testimony on HB1863. The State Procurement Office (SPO) strongly supports the Hawaii state energy office to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure. We have found many different agencies, counties and departments are all very excited to get started in this area, and without a central guidance, are duplicating effort. It is a best practice to develop a strategic sourcing plan for the procurement and placement of electric vehicles as well as the infrastructure that serves them.

The SPO does, however, have strong concerns on the request to exempt the procurement of a consultant (Page 5, SECTION 3, lines 5-9). There are many consulting firms that would be able to compete for this work. In fact, the department does not need to procure at all for this requirement as the SPO has already awarded a nation-wide cooperative through the National Association of State Procurement Officers, called the PASS Contract (#19-19) for acquisition support services. This contract will allow the Department to hire consultants and subject matter experts to conduct an acquisition strategy (sourcing strategy) for this effort.

The Hawaii Public Procurement Code (code) is the single source of public procurement policy to be applied equally and uniformly, while providing fairness, open competition, a level playing field, government disclosure and transparency in the procurement and contracting process vital to good government.

Public procurement's primary objective is to provide everyone equal opportunity to compete for government contracts, to prevent favoritism, collusion, or fraud in awarding of contracts. To legislate that any one entity should be exempt from compliance with both HRS chapter 103D and 103F conveys a sense of disproportionate equality in the law's application.

Exemptions to the code mean that all procurements made with taxpayer monies will not have the same oversight, accountability and transparency requirements mandated by those procurements processes provided in the code. It means that there is no requirement for due diligence, proper planning or consideration of protections for the state in contract terms and conditions, nor are there any set requirements to conduct cost and price analysis and market research or post-award contract management. As such, Agencies can choose whether to compete any procurement or go directly to one contractor. As a result, leveraging economies of scale and cost savings efficiencies found in the consistent application of the procurement code are lost. It also means Agencies are not required to adhere to the code's procurement integrity laws.

The National Association of State Procurement Officials state: "Businesses suffer when there is inconsistency in procurement laws and regulations. Complex, arcane procurement rules of numerous jurisdictions discourage competition by raising the costs to businesses to understand and comply with these different rules. Higher costs are recovered through the prices offered by a smaller pool of competitors, resulting in unnecessarily inflated costs to state and local governments."

When public bodies, are removed from the state's procurement code it results in the harm described above. As these entities create their own procurement rules, businesses are forced to track their various practices. Moreover, a public body often can no longer achieve the benefits of aggregation by using another public body's contract because different state laws and regulations may apply to the various public bodies making compliance more difficult.

Each year new procurement laws are applied to state agencies causing state agency contracts to become more complex and costly, while other public bodies, such as agencies with strong legislative influence, are exempted. Relieving some public bodies from some laws by exempting or excluding them from compliance with a common set of legal requirements creates an imbalance wherein the competitive environment becomes different among the various jurisdictions and the entire procurement process becomes less efficient and costlier for the state and vendors.

Thank you.



STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

Testimony of
Anukriti Hittle
Coordinator, Hawaii Climate Change Mitigation and Adaptation Commission

Before the House Committee on
ENERGY & ENVIRONMENTAL PROTECTION

Thursday, January 30, 2020
8:30AM
State Capitol, Conference Room 325

In consideration of
HOUSE BILL 1863
RELATING TO GREENHOUSE GAS EMISSIONS REDUCTION

House Bill 1863 proposes to require the Hawaii State Energy Office to conduct a study to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure. **On behalf of the Hawaii Climate Change Mitigation and Adaptation Commission (Commission) I offer the following comments in support of this measure.**

The Hawaii Climate Change Mitigation and Adaptation Commission “recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.” The Commission, established by Act 32 SLH 2017 to uphold the United States’ pledges under the Paris Agreement, is the coordinating body for policies on climate change mitigation and adaptation for the state. It is a high-level multi-jurisdictional body that guides the priorities of the state’s climate response. Co-chaired by DLNR and Office of Planning, it consists of 20 members—chairs of four legislative committees, and executive department heads at the county and state levels.

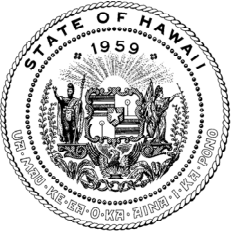
Transportation (air and ground) is the single largest source of greenhouse gas emissions in Hawaii, which mirrors the trend nationwide (according to EPA, it was the largest source of GHG emissions in 2017). One of the two focuses of the Commission is to reduce emissions from ground transportation, and HB1863 is a crucial component of this effort. The Commission’s statement on ground transportation, issued in November 2018, “supports mechanisms to reduce overall vehicle miles travelled (VMT) as well as converting all remaining vehicle-based ground transportation to renewable, zero-emission fuels and technologies.” Such conversions would include electrification of transportation, and its supporting infrastructure.

Co-Chairs:
Chair, DLNR
Director, Office of Planning

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WTH
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHH
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

The Commission's mission statement (above) emphasizes that strategies be equitable, and that HB 1863 makes reference to ensure that currently underserved areas and populations are considered in this infrastructure development is noteworthy.

Thank you for the opportunity to comment on this measure.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5TH Floor, Honolulu, HI 96813 | energy.hawaii.gov

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

(808) 587-3807

Testimony of SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Thursday, January 30, 2020
8:30 AM
State Capitol, Conference Room 325

In SUPPORT of **HB 1863** **RELATING TO GREENHOUSE GAS EMISSIONS REDUCTION.**

Chair Lowen, Vice Chair Wildberger, and members of the Committee. The Hawaii State Energy Office (HSEO) supports HB 1863, which requires the HSEO to conduct a study to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure to support the State's transition to clean transportation.

The proposed study aligns directly with the duties of the HSEO and a stated objective for the use of the Energy Security Special Fund, to support achieving the zero emissions clean economy target set forth in Hawaii Revised Statutes (HRS) §225P-5. The purpose of the HSEO is to promote energy efficiency, renewable energy, and **clean transportation** to help achieve a resilient, clean energy, **decarbonized economy**. HRS §196-71 states the office shall: Provide analysis and planning to actively develop and inform policies to clean transportation goals with the legislature, Public Utilities Commission, state agencies, and other relevant stakeholders; Lead efforts to incorporate clean transportation to reduce costs and achieve clean energy goals across all public facilities; Provide clean transportation project deployment facilitation to assist private sector project completion when aligned with state energy goals.

In 2016, emissions from transportation activities in Hawaii were 8.69 MMT CO₂ Eq., accounting for 51 percent of Energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. Eliminating emissions from the ground transportation sector will require significant adoption of both public and privately owned electric vehicles. This transition will require that adequate infrastructure is in place to support an increasing adoption of these vehicles. As noted in the bill, it is imperative that electric vehicle infrastructure serves areas and populations that are currently underserved and that the technology is functional, reliable, accessible, and operated in a way that contributes to the functionality of the grid and its ability to accommodate more renewable energy and distributed generation.

Conducting a study to determine the most effective approaches to regulate, manage, and prepare for electric vehicle infrastructure in the State will ensure that the ongoing electrification of the ground transportation sector supports HRS §225P-5 (Zero Emissions Clean Economy Target). The HSEO looks forward to collaborating with the Legislature, Public Utilities Commission, state agencies, and other relevant stakeholders on the scope of this study.

Thank you for the opportunity to testify on this bill.



P.O. Box 37158, Honolulu, Hawai`i 96837-0158
Phone: 927-0709 henry.lifeoftheland@gmail.com

COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Rep. Nicole E. Lowen, Chair

Rep. Tina Wildberger, Vice Chair

DATE: Thursday, January 30, 2020

TIME: 8:30AM

PLACE: Conference Room 325

HB 1863 GHG EMISSIONS REDUCTION

PLEASE DEFER

Aloha Chair Lowen, Vice Chair Wildberger, and Members of the Committees

Life of the Land is Hawai`i's own energy, environmental and community action group advocating for the people and `aina for 49 years. Our mission is to preserve and protect the life of the land through sound energy and land use policies and to promote open government through research, education, advocacy and, when necessary, litigation.

The Hawaii Clean Energy Initiative (HCEI) Energy Agreement (October 2008) stated the need to tackle the fossil fuel-power transportation sector.

This bill proposes the Hawaii State Energy Office study the electric vehicle issue but does not mention their need to consult with the regulator (the Public Utilities Commission), the implementer (the electric utilities) or the public.

We can think of better things to spend money on. Climate change requires actions not words.

Mahalo

Henry Curtis

Executive Director

HB-1863

Submitted on: 1/29/2020 7:28:43 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

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

Comments:

The Climate Protectors Coalition **strongly supports** HB1863!

We are a new group inspired by the Mauna Kea Protectors but focused on reversing the climate crisis. As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis, with more intense storms, loss of protective coral reefs, and rising sea levels. We must do all we can to reduce our carbon footprint and become at least carbon neutral as soon as possible, including by funding a comprehensive study by the Energy Office of how to reduce greenhouse gas emissions and develop electric vehicle infrastructure. Mahalo!



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Thursday, January 29, 2020 — 8:30 a.m. — Room 325

Ulupono Initiative supports HB 1863, Relating to Greenhouse Gas Emissions Reduction

Dear Chair Lowen and Members of the Committee:

My name is Amy Hennessey, and I am the Senior Vice President of Communications & External Affairs at Ulupono Initiative. We are a Hawai'i-based impact investment firm that strives to improve our community's quality of life by creating more locally produced food; increasing affordable clean renewable energy and transportation options; and better managing waste and fresh water resources.

Ulupono supports the intent of HB 1863, which requires the Hawai'i State Energy Office to conduct a study to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure.

Ulupono supports the intent of this bill emphasizing the importance and need for electric vehicle infrastructure. As Hawai'i's energy issues become increasingly complex and challenging, we appreciate this committee's efforts to look at policies and research that support clean ground transportation.

We would like to note that Hawaiian Electric Company has worked to research the need for EV charging stations across the State. Collaboratively, they have released the "[Electric Vehicle Critical Backbone Study: Planning Methodology](#)" on July 30, 2019.

Thank you for this opportunity to testify.

Respectfully,

Amy Hennessey, APR
Senior Vice President, Communications & External Affairs

Investing in a Sustainable Hawai'i



Pono Hawai'i Initiative

Josh Frost - President • Patrick Shea - Treasurer • Kristin Hamada
Nelson Ho • Summer Starr

Wednesday, January 29, 2020

Relating to Greenhouse Gas Emissions Reduction
Testifying in Support

Aloha Chair and members of the committee,

The Pono Hawai'i Initiative (PHI) **supports HB1863 Relating to Greenhouse Gas Emissions Reduction**, which will require the Hawaii state Energy office to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure.

Knowing where the shortfalls and underserved areas are is important so that we know where we need to improve and to make sure those improvements are done correctly and reliably. The state needs this information to create a comprehensive plan that will then best serve the state as it moves forward to lower its reliance on fossil fuels.

For all these reasons, we urge you to move this bill forward.

Mahalo for the opportunity,
Gary Hooser
Executive Director
Pono Hawai'i Initiative

HB-1863

Submitted on: 1/29/2020 7:56:35 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
David Mulinix	Our Revolution Hawaii	Support	No

Comments:

LATE



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION**

H.B. 1863

Relating to Greenhouse Gas Emissions Reduction

Thursday, January 30, 2020

8:30 A.M. Agenda #12

State Capitol, Conference Room 325

LATE

Michael Colón

Manager, Electrification of Transportation
Hawaiian Electric Company, Inc.

Aloha Chair Lowen, Vice Chair Wildberger and Committee Members,

My name is Michael Colón and I am testifying on behalf of Hawaiian Electric Company, Inc. (Hawaiian Electric) in **support** of H.B. 1863, Relating to Greenhouse Gas Emissions Reduction.

The stated purpose of this bill is to enable the Hawaii State Energy Office to research and develop an overarching strategy related to the development and deployment of electric vehicle (EV) charging infrastructure. This bill places clean transportation planning at the forefront of the State Energy Office's priorities and establishes the need for proactive planning for the successful transition to clean transport.

Hawaiian Electric supports the state's efforts to develop an overarching strategy and make recommendations related to infrastructure deployment, as outlined in the bill. While the Company continues along a path identified in its *Electrification of Transportation Strategic Roadmap*, the Company welcomes the additional guidance, insight, and support that a comprehensive study like the one contemplated in this bill

would provide.¹ The Company suggests expanding the scope of the study to also include an examination of ways in which the State can engage with vehicle manufacturers and local dealers to develop increased support for electrification efforts, such as securing increased allocations of EVs, developing and improving the training of sales staff on EVs, the and installation of charging stations at dealerships.² Including manufacturers and dealers in the light duty vehicle ecosystem acknowledges the vital role that these entities can play in the State's planning efforts.³

Hawaiian Electric supports the proliferation of zero-emission vehicles and recognize the importance and positive impact this bill can play. Hawaiian Electric has undertaken several efforts to support the adoption of electric vehicles, such as the development of a growing DC Fast Charger network, with over 17 locations across the Company's service territory, continued development of rates tailored for EV charging including for electric buses, and education and outreach.

As the largest provider of electric vehicle fast charging in the state, the Hawaiian Electric remains committed to an EV strategy that is sustainable and helps create a bridge to a cleaner future. Accordingly, the Hawaiian Electric supports H.B. 1863. Thank you for this opportunity to testify.

¹ <https://www.hawaiianelectric.com/clean-energy-hawaii/electrification-of-transportation>

² <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights/as-dramatic-disruption-comes-to-automotive-showrooms-proactive-dealers-can-benefit-greatly>

³ <https://www.sierraclub.org/compass/2018/08/automakers-are-still-not-advertising-electric-cars>;
<https://www.greentechmedia.com/articles/read/us-auto-dealerships-are-bad-at-selling-electric-vehicles-study-finds>



Hawaii Automobile Dealers Association

John Uekawa, President
Dave Rolf, Executive Director

HADA Testimony in SUPPORT of HB1863
RELATING TO GREENHOUSE GAS EMISSIONS REDUCTION
Presented to the Committee On Energy & Environmental Protection
at the Public Hearing 8:30 a.m., Thursday, January 30, 2020
in Room 325 Hawaii State Capitol

by David H. Rolf for members of the Hawaii Automobile Dealers Association,
*Hawaii's franchised new car dealers, who provide sales, warranty work and other factory-certified
maintenance service for Hawaii's personally-owned and fleet-owned cars and light trucks*

Chair Lowen, Vice chair Wildberger and members of the committee:

HADA members offer their support of HB1863-- a bill that requires the Hawaii State Energy Office to conduct a study to provide recommendations for a comprehensive approach to the development of electric vehicle infrastructure and appropriates moneys.

HADA members have worked ardently to help fulfill the goals of the Hawaii Clean Energy Initiative.

We have testified in the past that the process is of the transition to renewable fuels in ground transportation is best achieved through free-market uptake of renewable energy technology aided by an informed public.

We appreciate the opportunity to testify on this important topic.

Respectfully submitted,

David H. Rolf

For the Member of the Hawaii Automobile Dealers Association



183 Pinana St., Kailua, HI 96734 • 808-262-1285 • info@350Hawaii.org

To: The House Committee on Energy & Environmental Protection
From: Brodie Lockard, Founder, 350Hawaii.org
Date: Thursday, January 30, 2020, 8:30 am

In strong support of HB 1863

Dear Chair Lowen, Vice Chair Wildberger, and members:

350Hawaii.org strongly supports HB 1863.

The transportation sector contributes more to the Climate Crisis than any other sector in Hawaii.

More than two-thirds of the fossil fuel imported into the State is used for transportation.

Electric vehicles (EVs) are coming to Hawaii hard and fast. We need many more public charging systems, strategically placed and sized.

Charging systems need to be reliable, available, maintainable, diverse, and easy to find. The network so far has been ad hoc, with all the resultant issues one would expect.

We need a comprehensive approach to the development of EV infrastructure.

HB 1863 will lead Hawaii into a stable EV future in a thoughtful way that considers what, where, why, when and how an infrastructure should be developed.

Brodie Lockard
Founder, 350Hawaii.org

HB-1863

Submitted on: 1/29/2020 8:05:29 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Julie Stowell	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/28/2020 4:39:25 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Shyla Moon	Individual	Oppose	No

Comments:

HB-1863

Submitted on: 1/29/2020 8:20:38 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jan Barosh	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/29/2020 9:04:09 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
J Riverstone	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/29/2020 7:22:08 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Meredith Buck	Individual	Support	No

Comments:

I support this bill

HB-1863

Submitted on: 1/28/2020 5:30:05 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

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

Comments:

Dear Honorable Committee Members:

Please support HB1863. A study to provide recommendations for electric vehicle infrastructure will help Hawaii continue to be a leader in climate change mitigation.

Thank you for the opportunity to present my testimony.

Andrea Quinn

Kihei

HB-1863

Submitted on: 1/28/2020 11:15:10 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

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

Comments:

Please support HB1863.

Mahalo,

Caroline Kunitake

HB-1863

Submitted on: 1/29/2020 4:43:02 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nanea Lo	Individual	Support	No

Comments:

Hello,

My name is Nanea Lo and I'm a lifelong resident of Hawai'i on the island of O'ahu. I am also a masters student at the university of Hawai'i at MÄ• noa in the Department of Urban and Regional Planning. I fully support this bill.

me ke aloha 'Ä• ina,

Nanea Lo

HB-1863

Submitted on: 1/29/2020 6:10:41 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lynn Aaberg	Individual	Support	Yes

Comments:

Transportation is a major cause of carbon emissions, and must be reduced if the climate crisis does not become climate collapse. EV's are very important in this, but currently, there are areas are underserved in charging stations. Hawai'i Island is a significant example. It is extremely difficult to find working charging stations that would allow residents to travel significant distances on the island. And all the rental cars on the road have no hope of transitioning to electric until the charging infrastructure problem is solved. This is very important! Thank you for supporting.

HB-1863

Submitted on: 1/29/2020 9:59:24 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Karen Shimizu	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/29/2020 10:59:34 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

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

Comments:

Please enact this bill to reduce green house gas emissions. Our future generations are depending on it, mahalo!

HB-1863

Submitted on: 1/29/2020 11:21:52 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/29/2020 4:01:29 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Chris Mentzel	Individual	Support	No

Comments:

HB-1863

Submitted on: 1/29/2020 7:25:25 PM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Sherry Pollack	Individual	Support	No

Comments:

LATE

LATE

HB-1863

Submitted on: 1/29/2020 7:33:14 PM
Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Linda Morgan	Individual	Support	No

Comments:

I strongly support HB1863.

Electric vehicles (EVs) are coming to Hawaii at a rapidly increasing rate. We need many more public charging systems, strategically placed and sized.

Charging systems need to be reliable, available, maintainable, diverse, and easy to find. The network so far has been ad hoc, with all the resultant issues one would expect.

We need a comprehensive approach to the development of EV infrastructure.

HB 1863 will lead Hawaii into a stable EV future in a thoughtful way that considers what, where, why, when and how an infrastructure should be developed.

LATE

HB-1863

Submitted on: 1/29/2020 8:15:37 PM
Testimony for EEP on 1/30/2020 8:30:00 AM

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

Comments:

Dear Representatives,

Now that most new electric cars can travel more than 150 miles on a single charge, the lack of electric vehicle (EV) charging stations has become THE main roadblock to the purchase of an electric vehicle in Hawaii. This must be remedied if we are to reach our 100% renewable energy goal. Bill 1863 can be a major step in the right direction IF it will indeed incentivise the installation of more public charging stations across the state and the purchasing/leasing of more electric vehicles.

But why will this plan take 2 years to complete? Let's get ideas for grid flexibility, incentives for buying EVs, and workable EV charging infrastructures from states or countries (perhaps even our own Honolulu resiliency office) who are already moving ahead with plans.

Accelerating the full-scale adoption of electric vehicles needs to be on the front burner. Let's get this plan done and ready to implement by 2021.

Note: Having owned an electric vehicle for 8 1/2 years and having reaped all its benefits (no gas, no oil, no transmission fluid, no water, few maintenance bills (only tires and windshield wipers) and no emissions, I support all efforts to put more EVs on our roads.

Thank you for supporting this bill.

LATE

HB-1863

Submitted on: 1/30/2020 8:05:05 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
helen raine	Individual	Support	No

Comments:

To: The House Committee on Energy & Environmental Protection

From: Helen Raine

Date: Thursday, January 30, 2020, 8:30 am

In strong support of HB 1863

Dear Chair Lowen, Vice Chair Wildberger, and members:

As the driver on an electric vehicle, I strongly support HB 1863.

The transportation sector contributes more to the Climate Crisis than any other sector in Hawaii.

More than two-thirds of the fossil fuel imported into the State is used for transportation.

Electric vehicles (EVs) are coming to Hawaii hard and fast. We need many more public charging systems, strategically placed and sized.

Charging systems need to be reliable, available, maintainable, diverse, and easy to find. The network so far has been ad hoc, with all the resultant issues one would expect.

We need a comprehensive approach to the development of EV infrastructure.

HB 1863 will lead Hawaii into a stable EV future in a thoughtful way that considers what, where, why, when and how an infrastructure should be developed.

Helen Raine

HB-1863

Submitted on: 1/30/2020 8:38:59 AM

Testimony for EEP on 1/30/2020 8:30:00 AM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Lana Olson	Individual	Support	No

Comments: