



**STATE OF HAWAII**  
**STATE PROCUREMENT OFFICE**

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TESTIMONY  
OF  
BONNIE KAHAKUI, ACTING ADMINISTRATOR  
STATE PROCUREMENT OFFICE

TO THE SENATE COMMITTEE  
ON  
WAYS and MEANS  
APRIL 9, 2021, 10:10AM

HOUSE BILL 552, HD1, SD1  
RELATING TO THE ENVIRONMENT

Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the committee, thank you for the opportunity to submit testimony on HB552, HD1, SD1. 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.

Language about motor vehicle requirements are already part of §103D-412, HRS. The SPO's recommendation is to streamline the Code so all the requirements are in a single section pertaining to that specific subject, rather than being in multiple sections of the Code.

RECOMMENDATIONS:

The SPO proposes removing Section 2, page 2, lines 20-21; and page 3, lines 1-18:

~~"§103D- Other motor vehicle requirements. (a) The procurement policy for all agencies purchasing or leasing medium and heavy duty motor vehicles shall be to seek vehicles~~

~~that reduce dependence on petroleum based fuels that meet the needs of the agency, where feasible and cost-effective.~~

~~Priorities for selecting vehicles for lease or purchase shall be as follows:~~

- ~~(1) Electric or plug in hybrid electric vehicles and fuel cell electric vehicles;~~
  - ~~(2) Other alternative fuel vehicles;~~
  - ~~(3) Hybrid electric vehicles; and~~
  - ~~(4) Vehicles that are identified by the United State Environmental Protection Agency in its annual "Fuel Economy Leaders" report as being among the top performers for fuel economy in their class.~~
- ~~(b) Vehicles shall not be larger than necessary for their intended functions."~~

The SPO also proposes the revision of Section 6, page 19, lines 13-20; page 20, lines 1-20, page 21, lines 1-20; and page 22, lines 1-17 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) Forty per cent of light-duty motor vehicles of each fleet shall be powered by renewable energy sources by December 31, 2025;~~
- ~~(2) One hundred per cent of light-duty motor vehicles of each fleet shall be powered by renewable energy sources by December 31, 2030; and~~

(b) Beginning January 1, 2010, all state and county entities, when purchasing new vehicles, shall seek vehicles with reduced dependence on petroleum-based fuels that meet the needs of the agency. Priority for selecting vehicles shall be as follows:

- (1) Electric or plug-in hybrid electric vehicles and fuel cell electric vehicles;
- (2) Other alternative fuel vehicles;
- (3) Hybrid electric vehicles; and
- (4) Vehicles that are identified by the United States Environmental Protection Agency in its annual "Fuel Economy Leaders" report as being among the top performers for fuel economy in their class.

(c) Vehicles shall not be larger than necessary for their intended functions.

~~{(e)}~~ (d) For the purposes of this section:

"Agency" means a state agency, office, or department.

"Alternative fuel" means alcohol fuels, mixtures containing eighty-five per cent or more by volume of alcohols with gasoline or other fuels, natural gas, liquefied petroleum gas, hydrogen, biodiesel, mixtures containing twenty per cent or more by volume of biodiesel with diesel or other fuels, other fuels derived from biological materials, and electricity provided by off-board energy sources.

"Covered fleet" has the same meaning as contained in 10 Code of Federal Regulations Part 490 Subpart C.

"Excluded vehicles" has the same meaning as provided in 10 Code of Federal Regulations section 490.3.

"Fuel cell electric vehicle" means a zero-emission electric vehicle that uses a fuel cell to convert hydrogen gas and oxygen into electricity that is used in a vehicle powertrain for propulsion.

"Light-duty motor vehicle" has the same meaning as contained in 10 Code of Federal Regulations Part 490, not including any vehicle incapable of traveling on highways or any vehicle with a gross vehicle weight rating greater than eight thousand five hundred pounds.

~~{(d)}~~ (e) Agencies may apply to the chief procurement officer for exemptions from the requirements of this section to the extent that the vehicles required by this section are not available or do not meet the specific needs of the agency; provided that life cycle vehicle and fuel costs may be included in the determination of whether a particular vehicle meets the needs of the agency. Estimates of future fuel costs shall be based on projections from the United States Energy Information Administration.

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

~~{(f)}~~ (g) Nothing in this section is intended to interfere with the ability of a covered fleet to comply with the vehicle purchase mandates required by 10 Code of Federal Regulations Part 490 Subpart C.

Thank you.

DAVID Y. IGE  
GOVERNOR



CRAIG K. HIRAI  
DIRECTOR

ROBERT YU  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER

**STATE OF HAWAII**  
**DEPARTMENT OF BUDGET AND FINANCE**  
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ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND  
MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

**WRITTEN ONLY**  
TESTIMONY BY CRAIG K. HIRAI  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE SENATE COMMITTEE ON AND WAYS AND MEANS  
ON  
HOUSE BILL NO. 552, H.D. 1, S.D. 1

**April 9, 2021**  
**10:10 a.m.**  
**Room 211 and Videoconference**

RELATING TO THE ENVIRONMENT

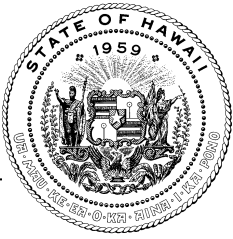
The Department of Budget and Finance (B&F) offers comments on House Bill (H.B.) No. 552, H.D. 1, S.D. 1.

H.B. No. 552, H.D. 1, S.D. 1, proposes to:

1. Establish clean ground transportation goals for State agencies to achieve a 100% light-duty motor vehicle clean fleet by December 30, 2030.
2. Require the Hawai'i State Energy Office to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities.
3. Require that all new light-duty passenger vehicles purchased for the State's fleet be zero emission vehicles, though the Comptroller may authorize an exemption for new fleet vehicle procurement.
4. Require that the vehicle selection criteria include 100% biodiesel fueled vehicles.
5. Define "green infrastructure" and revise the definitions of "capital investment costs" and "construction costs" to include "green infrastructure" under Chapter 37-62, HRS.

While B&F supports the development of green infrastructure, such developments should be appropriately related to the capital improvement program (CIP) project to be constructed or renovated. In addition, green infrastructure developments must also comply with Internal Revenue Code requirements for tax-exempt general obligation or revenue bond funds, should the CIP projects be so funded.

Thank you for your consideration of our comments.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON WAYS AND MEANS**

Friday, April 9, 2021  
10:10 A.M.  
Senate conference room 211 and via videoconference

In Support of  
**HB 552 HD1 SD1**  
**RELATING TO THE ENVIRONMENT.**  
(Written Testimony Only)

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports HB 552 HD1 SD1, 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 12/31/2030, requires the HSEO to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities, requires that all new light-duty passenger vehicles purchased for the state's fleet are zero emission vehicles (ZEV) and the comptroller may authorize an exemption for new fleet vehicle procurement, requires that the vehicle selection criteria include one hundred percent biodiesel fueled vehicles, allows state and counties to include trees and plants with lifespans longer than twenty years as a part of capital improvement projects, adds a "green infrastructure" definition, and revises definitions for "capital investment costs" and "construction "costs."

HB 552 HD1 SD1 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. 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).

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. Establishing mechanisms to drive procurement of ZEVs is critical to near term adoption, even more so than interim targets. HSEO supports the amendment in HB 552 HB1 SD1 to Section 26-6, Hawaii Revised Statute as it drives procurement by requiring comptroller approval for an exemption for the procurement of any light-duty motor vehicle that is not a ZEV. HSEO recommends that the amendment to HB 552 HB1 SD1 to Section 26-6, Hawaii Revised Statute be separated into two segments for light duty motor vehicles. The reason is to match the timing the comptroller exemption requirement goes into effect with the timing of the market availability of associated makes and models of ZEVs. HSEO proposes that the first section require an exemption by the comptroller for light-,duty motor vehicles<sup>1</sup> that are passenger cars<sup>2</sup> that are not a ZEV<sup>3</sup>, which would go into effect now to ensure near term progress is made. The second section would require a comptroller exemption for light-duty motor vehicles that are multipurpose passenger vehicles (MPVs)<sup>4</sup> or trucks<sup>5</sup> that are not ZEVs to go into effect no later than 2030. This would allow time for these vehicles to become readily available in the marketplace. HSEO recommends the definitions provided in the footnotes be added to Section 26-6, Hawaii Revised Statute.

Procurement of ZEVs for light-duty motor vehicles that are passenger cars will result in real, near term progress towards the goal of decarbonizing the State's fleet.

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<sup>1</sup> "Light-duty motor vehicle" has the same meaning as contained in title 10 Code Federal Regulations part 490

<sup>2</sup> "Passenger car" has the same meaning as contained in 49, Code of Federal Regulations, section 571.3.

<sup>3</sup> "Zero Emissions Vehicle (ZEV)" has the same meaning as contained in title 40 Code of Federal Regulations section 88.102-94

<sup>4</sup> "Multipurpose passenger vehicle" has the same meaning as contained in title 49 Code of Federal Regulations section 571.3.

<sup>5</sup> "Truck" has the same meaning as contained in title 49 Code of Federal Regulations section 571.3.

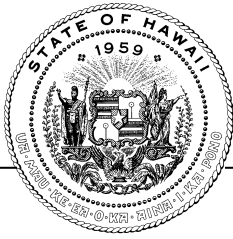
Light-duty motor vehicles that are passenger cars such as Nissan Leafs, Chevy Bolts, and Tesla models 3 and Y are readily available in the marketplace today. Approximately one third of the State's light-duty vehicle fleet, or approximately 1,000 vehicles, are passenger cars. Currently 50% of these vehicles are 11 years or older and 28% are 16 years or older. By 2025, the percentages grow to 70% and 44% respectively. Creating the requirement that the replacement of these vehicles are ZEVs will drive adoption in the near term.

The remaining two-thirds of the State's roughly 3,200 light-duty motor vehicles is made up of MPVs and trucks. MPVs include models such as sport utility vehicles, vans, minivans, and wagons. In the next two to five years there are multiple manufacturers introducing multiple ZEVs for MPVs and trucks. Establishing a mechanism now sends a signal to the market and State agencies to plan for the integration of these models which represent over 95% of the State's light-duty motor vehicle fleet.

Additionally, HSEO recommends amending HB 552 HD1 SD1 Section 6, HRS 196-9 subsection (c)(6) 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 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 recommends consistency 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 bill to align definitions and references for light-, medium-, and heavy-duty vehicles classes as well as references to agencies and statutes on authorities and responsibilities.

Thank you for the opportunity to testify.





# OFFICE OF PLANNING STATE OF HAWAII

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DAVID Y. IGE  
GOVERNOR

MARY ALICE EVANS  
DIRECTOR  
OFFICE OF PLANNING

Statement of  
**MARY ALICE EVANS**  
Director, Office of Planning  
before the  
**SENATE COMMITTEE ON WAYS AND MEANS**  
Friday, April 9, 2021  
10:10 AM  
State Capitol  
  
in consideration of  
**HB 552, HD 1, SD 1**  
**RELATING TO THE ENVIRONMENT.**

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

The Office of Planning (OP) **supports** and offers **amendments** on HB 552, HD 1, SD 1. The Office of Planning supports the green infrastructure capital improvement project language and definitions added to HB 552, HD 1, SD 1. The Office of Planning supports and notes that there is also a green infrastructure bill (SB 167), concurrently amending the Hawai'i State Planning Act, and OP would appreciate the definitions found in the Office of Planning's statutes, HRS Chapter 225P and HRS Chapter 226, align for clarity and consistency purposes.

The Office of Planning offers **two amendments** to HB 552, HD 1, SD 1:

- **Page 4, lines 14-17: Revise:** "(c) State and county agencies may include trees and plants with lifespans longer than twenty years as a part of its capital improvement projects to meet the goals of reducing its carbon footprint and in meeting the state's [~~energy~~] decarbonization and sustainability goals."
- **Page 13, lines 5-9: Revise:** "Green infrastructure" means the range of measures that use plant, tree, or soil systems permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspire water, with an expected life span of at least twenty years designed to reduce carbon footprint, temperatures, urban heat island temperatures, and storm water flow to sewer systems or surface waters to meet the State's climate and sustainability goals.

The Office of Planning is actively working on the sustainable development and climate adaptation of the state to meet the needs of the present without compromising the ability of future generations of Hawai'i to meet their own needs.

Mahalo for this opportunity to provide testimony in support of HB 552, HD 1, SD 1.



**Statement of the Democratic Party of Hawai'i  
In Support of HB552 HD1 SD1, Relating to the Environment**

The [Democratic Party of Hawai'i](#) supports HB552 HD1 SD1, Relating to the Environment, to the extent that it aligns with our Party's [platform](#). The bill would establish 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 12/31/2030; require the Hawai'i state energy office to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities; require that all new light-duty passenger vehicles purchased for the state's fleet are zero emission vehicles and that the comptroller may authorize an exemption for new fleet vehicle procurement; require that the vehicle selection criteria include one hundred percent biodiesel fueled vehicles; allow the state and counties to include trees and plants with lifespans longer than twenty years as a part of capital improvement projects; and would establish new definitions for "green infrastructure," "capital investment costs," and "construction costs". The bill will be effective 7/1/2050.

The Democratic Party of Hawai'i recognizes that the conservation, preservation and restoration of Hawai'i's natural resources are connected to the health and welfare of our people; therefore, we support the conservation and protection of our natural environment, which includes reducing our carbon footprint for the benefit of current and future generation. We endorse efforts that will lead us on the path to getting 100 percent of our electricity from clean energy sources within a decade.

We find that by setting clean ground transportation goals for various state agencies, we can ensure that we can measure and better ensure our progress towards a 100% clean fleet by 2030.

Mahalo nui for the opportunity to provide these comments in support of this important bill.

*Tyler Dos Santos-Tam  
Chairperson*

DEMOCRATIC PARTY OF HAWAII'I

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# Environmental Caucus of The Democratic Party of Hawai'i

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Friday, April 9 2021, 10:10 am

Senate Committee on Ways and Means

HOUSE BILL 552 – RELATING TO THE ENVIRONMENT: Converting the State light vehicle fleet to electric vehicles

Position: Strong Support

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

HB 552 has been materially updated to positive effect, adding a biodiesel vehicle as an additional lower priority choice, removing some requirements that may incur distractions, and moving up the targeted dates for transitioning the fleet, so that 100% compliance would be achieved in 2030 rather than 2035. It also encourages new facility planning to use green infrastructure. The Energy and Climate Action Committee concurs that the ground transportation sector is even greater a contributor to greenhouse gases in Hawaii than generating electric power and that carbon emissions continue to accelerate as we deliberate. It is therefore incumbent upon the State to provide the leadership in transforming our ground transportation sector, thereby encouraging private industry to follow.

HB 552 recognizes that conversion to renewable fuels also means supporting a fleet of vehicles at cheaper maintenance costs and reduces the outflow of Hawaii dollars going offshore 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.

As background for our sense of urgency, the International Panel for Climate Control (IPCC) very recently issued its latest (6<sup>th</sup>) 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.

In addition, two recent local studies have highlighted the coming changes we cannot avoid. The Nature-Based Climate Resilience Working Paper outlines the breadth of the efforts we need to pursue, and the architectural study "South Shore Promenade" proposes mitigative-adaptive designs for coming sea-level rise from Ke'ehi Lagoon to Waikiki.

This bill is supported by the State Department of Transportation, State Energy Office, automobile dealers and automotive innovation advocates, 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



## SENATE COMMITTEE ON WAYS AND MEANS

April 9, 2021, 10:10 A.M.

Video Conference

### TESTIMONY IN SUPPORT OF HB 552 HD1 SD1, SUGGESTED AMENDMENT

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

Blue Planet Foundation **supports HB 552 HD1 SD1**, which sets a planning goal to transition 100% of state-owned, light-duty fleets to vehicles powered by renewable energy sources by 2030. 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 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

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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.<sup>1</sup> 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 billions out of our economy annually to buy gasoline. Mobility should be powered by homegrown power, not imported carbon.

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<sup>1</sup> "Monthly Energy Trends," DBEDT, <http://dbedt.hawaii.gov/economic/energy-trends-2>.

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 close to 14,000 electric vehicles (EVs) on the state's roads, they still only make up a mere 1.3% of all registered vehicles in the state.<sup>2</sup> 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.<sup>3</sup> 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

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

## Conclusion

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Through HB 552 HD1 SD1, 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.

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<sup>2</sup> Ibid.

<sup>3</sup> Hawaii Dealer, "Hawaii Auto Dealers Association, 2020 Spring Edition, [https://issuu.com/traveler-media/docs/hawaiidealer\\_2020\\_spring\\_edition](https://issuu.com/traveler-media/docs/hawaiidealer_2020_spring_edition).



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SENATE COMMITTEE ON WAYS & MEANS  
Friday, April 9, 2021 —10:10 a.m.

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

Dear Chair Dela Cruz and Members of the Committee:

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

**Ulupono supports HB 552 HD 1 SD 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 12/31/2030; requires the Hawai'i State Energy Office to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities; requires that all new light-duty passenger vehicles purchased for the State's fleet are zero-emission vehicles and the comptroller may authorize an exemption for new fleet vehicle procurement; requires that the vehicle selection criteria include one hundred per cent biodiesel fueled vehicles; allows the State and counties to include trees and plants with lifespans longer than twenty years as a part of capital improvement projects; and, adds a "green infrastructure" definition and revises definitions for "capital investment costs" and "construction costs."

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.

**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

*Investing in a Sustainable Hawai'i*

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.

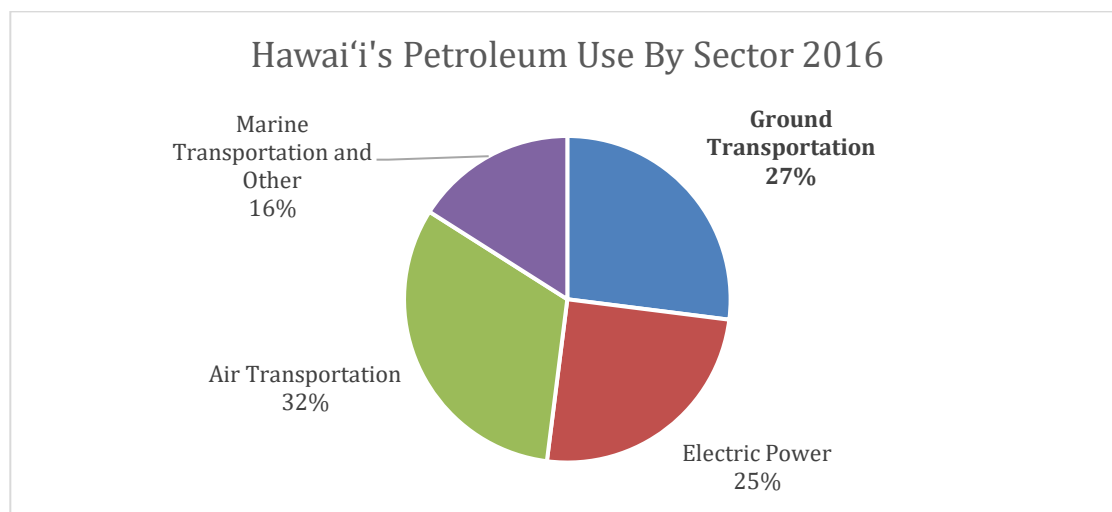
In fact, the Governor of California recently signed an executive order to eliminate the sale of new gas cars and trucks by 2035. California joins a multitude of countries and cities across Europe, as well as China and British Columbia, who have taken similar measures to eliminate the sale of new fossil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

**HB-552-SD-1**

Submitted on: 4/7/2021 9:22:57 PM

Testimony for WAM on 4/9/2021 10:10:00 AM

| Submitted By | Organization                              | Testifier Position | Present at Hearing |
|--------------|---|--------------------|--------------------|
| Ted Bohlen   | Testifying for Climate Protectors Hawai'i | Support            | No                 |

Comments:

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

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

Re: Hearing **HB552 HD1 SD1 RELATING TO THE ENVIRONMENT.**

Hearing: Friday, April 9, 2021, 10:10 a.m., Rm. 211 and by videoconference

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

The Climate Protectors Hawai'i is a group focused on reversing the climate crisis and encouraging Hawai'i to lead the world towards a safe and sustainable climate and future. **The Climate Protectors Hawai'i STRONGLY SUPPORTS HB552 HD1 SD1.**

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. **Climate change is here now! Levels of carbon dioxide were measured by US National Oceanic and Atmospheric Administration (NOAA) at Mauna Loa last weekend at 421 parts per million, higher than at any time in human history! We must do all we can to reduce our carbon footprint and become carbon negative as soon as possible, not wait until 2045!** The sooner we show the world the way towards a safe and sustainable climate and future, the better it will be for our keiki and future generations.

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 also can save the State substantial funds in fuel and maintenance,** funds that are so needed at this time.

This bill 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 12/31/2030. It requires the Hawaii State Energy Office to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities. It also requires that all new light-duty passenger vehicles purchased for the State's fleet be zero emission vehicles, though the comptroller may authorize an exemption for new fleet vehicle procurement. It amends the vehicle selection criteria to add one hundred percent biodiesel fueled vehicles. The State and counties may include trees and plants with lifespans longer than twenty years as a part of capital improvement projects. The bill adds a "green infrastructure" definition and revises definitions for "capital investment costs" and "construction costs."

**Through HB 552 HD1 SD1, 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 Hawai'i **strongly supports** this bill!

Please pass this bill. Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



To: The Senate Committee on Ways and Means  
From: Sherry Pollack, 350Hawaii.org  
Date: Friday, April 9, 2021, 10:10 am

### **Support with Comments for HB552 HD1 SD1**

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and Committee members of Ways and Means,

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 HB552 HD1 SD1 that establishes clean ground transportation goals which would significantly reduce carbon emissions. Further, electric vehicles in the State's fleets can **save the State substantial funds in fuel and maintenance**, funds so needed at this time.

**Fossil fuel use needs to be phased out by 2030.** 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.

Further, 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 liquefied 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.

**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.

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

# Hawaii Electric Vehicle Association

[hawaiiev.org](http://hawaiiev.org)  
hawaiidriveelectric@gmail.com



April 8, 2021

## **STRONG SUPPORT** for **HB 552 HD1 SD1** (RELATING TO THE ENVIRONMENT)

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

### **Hawaii EV Association is in strong support of HB 552 HD1 SD1.**

**HB552 HD1 SD1** establishes clean transportation goals that will help us contribute to a meaningful reduction in emissions. Importantly, it will inspire individuals, businesses, and governments to do the same. The goal of 100% of the **state's** light-duty vehicles to be powered by renewable energy sources by 2030 is a powerful beacon for change. This measure would even be more impactful if it included a goal of 100% of **Hawaii's** light-duty vehicles to be powered by renewable energy sources by 2045, as stated in the original version. We recommend that this goal also be included.

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/circovas/article/116/2/279/5579822](http://academic.oup.com/circovas/article/116/2/279/5579822); [lung.org/clean-air/outdoors/who-is-at-risk/highways](http://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](http://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/](http://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](http://fueleconomy.gov/feg/atv-ev.shtml)).

Our state can 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.

Thank you for your support of our environment and paving the way to a sustainable future.

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](http://hawaiiev.org).



## **Sustainable Energy Hawai'i**

[sustainableenergyhawaii.org](http://sustainableenergyhawaii.org)

421 Lama St.

Hilo, HI 96720

April 8, 2021

### **STRONG SUPPORT for HB552 HD1 SD1 - RELATING TO THE ENVIRONMENT**

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

I chair **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 HD1 SD1.**

We must transition away rapidly from fossil-fuel vehicles to contribute our part in reducing planet-warming 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 are experiencing now.

I urge you to support HB552 HD1 SD1.

Mahalo,  
Richard Ha  
Chair - Sustainable Energy Hawai'i

**Big Island Electric Vehicle  
Association**

[bigislandev.org](http://bigislandev.org)

[hawaiiidriveelectric@gmail.com](mailto:hawaiiidriveelectric@gmail.com)



April 8, 2021

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

**Big Island Electric Vehicle Association is in STRONG SUPPORT of HB552 HD1 SD1.**

HB552 HD1 SD1 establishes goals that will accelerate the needed decarbonization of our ground transportation.

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

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<sup>1</sup>. At some point, it will be difficult or impossible to purchase gas-powered cars.

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

Big Island Electric Vehicle Association would like to recommend that our goal also includes a target of 100% of light-duty vehicles across Hawaii to be powered by renewable energy sources by 2045 (or sooner), as stated in the initial version.

[...]

(b) There is established a clean ground transportation target, across all business sectors of the State, to attain a goal of one hundred per cent of light duty vehicles powered by renewable energy sources by December 31, 2045, and for light-duty state-owned vehicles by December 31, 2035."

This will complement the State goal and further accelerate our transition to a clean and sustainable transportation future.

Please support **HB552 HD1 SD1**.

Thank you for your consideration.

Sincerely,  
Noel Morin – President

**Big Island Electric Vehicle Association** ([bigislandev.org](http://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.





**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: April 8, 2021

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

FROM: Tiffany Yajima

RE: **H.B. 552, HD1, SD1, Relating to the Environment**  
**Hearing Date: Friday, April 9, 2021 at 10:10 a.m.**  
**Conference Room: 211**

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

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in support of H.B. 552, H.D.1, S.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 infrastructure across the state.

The Auto Innovators appreciate the amendments made in the prior committees 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 this committee pass H.B. 552, H.D.1, S.D.1 as is.

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



[KauaiEV.org](http://KauaiEV.org)  
302 Makani Rd.  
Kapaa, HI 96746  
808-652-0591

**KauaiEV**  
Kauai Electric Vehicle Association

**LATE**

April 8, 2021

Dear Chair Chair Donovan M. Dela Cruz, Vice Chair Gilbert S.C. Keith-Agaran, and Committee on Ways and Means members,

On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write **in strong support of HB552 HD1 SD1**. 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 and plant more trees. 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 components of the bill, especially allowing state and counties to include trees and plants with lifespans longer than twenty years as a part of capital improvement projects.

Please support HB552!

Sonja Kass, President KauaiEV

**HB-552-SD-1**

Submitted on: 4/7/2021 12:08:24 AM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Janet Pappas        | Individual          | Support                   | No                        |

Comments:

Dear WAM Chair Dela Cruz, WAM Vice Chair Keith-Agaran and WAM Committee members,

We are in strong support of HB552 HD1 SD1 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 also:

- transition to clean ground transportation, leading by example with the State's light duty vehicles, 100% by 2030 with an interim goal of 40% by 2025;
- require that the Hawaii State Energy Office lead and coordinate efforts to promote energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all Hawaii public facilities;
- Incorporate "green infrastructure" measures across Hawaii to meet the State's climate and sustainability goals.

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

We also favor having state and county agencies purchase building materials that reduce the carbon footprint in the construction of new roads where feasible and

cost-effective; also consider using pervious concrete in light duty areas such as parking lots.

We can do better for our climate AND save money doing it. Please give these new ideas strong consideration. Please pass HB552 HD1 SD1. Thank you for the opportunity to testify.

Jan Pappas/Ronald Yasuda - Aiea, Hawaii

**HB-552-SD-1**

Submitted on: 4/7/2021 11:05:49 AM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| tlaloc tokuda       | Individual          | Support                   | No                        |

Comments:

Dear WAM chair, vice chair and committee members,

i support HB552 HD1 SD1 because: one of the areas where Hawaii can make the most progress in reducing greenhouse gas emissions is in decarbonizing ground transportation, as the transportation sector accounts for over two-thirds of the oil imported into the State. Electric vehicles provide a viable cost-effective alternative to vehicles burning fossil fuels such as gasoline and diesel. Electric vehicles in the State's fleets can save the State substantial funds in fuel and maintenance, funds that are so needed at this time.

This bill 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 12/31/2030. It requires the Hawaii State Energy Office to lead the efforts to incorporate energy efficiency, renewable energy, energy resiliency, and clean transportation to reduce costs and achieve clean energy goals across all public facilities. It also requires that all new light-duty passenger vehicles purchased for the State's fleet be zero emission vehicles, though the comptroller may authorize an exemption for new fleet vehicle procurement. It amends the vehicle selection criteria to add one hundred percent biodiesel fueled vehicles. State and counties may include trees and plants with lifespans longer than twenty years as a part of capital improvement projects. The bill adds a "green infrastructure" definition and revises definitions for "capital investment costs" and "construction costs".

Mahalo for your consideration

Tlaloc Tokuda

Kailua Kona HI 96740

**HB-552-SD-1**

Submitted on: 4/7/2021 10:10:01 PM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Andrea Nandoskar    | Individual          | Support                   | No                        |

Comments:

Strongly support !!



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEE ON  
WAYS AND MEANS**

**HB 552, HD1, SD1**

**Relating to the Environment**

April 9, 2021

10:10 AM, Agenda Item # 1

State Capitol, Conference Room 211 / VIDEO CONFERENCE

June Chee

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

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

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company **in support of HB552 HD1 SD1**, Relating to the Environment, **and requests an amendment**. 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, 2030.

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.

The Company proposes that Page 23, line 17 be amended to read: “Promote efficient operation of vehicles, including efficient planning of charging station locations and [~~day-time charging for electric vehicles~~] efficient utilization of renewable energy for charging electric vehicles”.

Thank you for this opportunity to testify.



**HB-552-SD-1**

Submitted on: 4/8/2021 10:07:25 AM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Nanette Vinton      | Individual          | Support                   | No                        |

Comments:

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the committes,

I am writing in strong SUPPORT of HB552 HD1 SD1 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 significant 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-emmission fleet by 2035.

Respectfully submitted,

Nanette Vinton

Mililani, HI

**HB-552-SD-1**

Submitted on: 4/8/2021 10:08:26 AM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Victoria Anderson   | Individual          | Support                   | No                        |

Comments:

Hawai'i is already being harmed by the climate crisis. We have stronger storms, we're losing coral reefs, and rising sea levels are destroying our shorelines. NOAA says our current level of CO2 is 421 ppm. We can't wait any longer; we need to do everything we can to go carbon negative!

Please pass this important bill!

Mahalo,

Victoria Anderson (individual, and part of Climate Protectors Hawai'i)

**LATE**

**HB-552-SD-1**

Submitted on: 4/8/2021 3:09:26 PM

Testimony for WAM on 4/9/2021 10:10:00 AM

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Cara Oba            | Individual          | Support                   | No                        |

Comments:

I support this bill!

These changes make clear some positive actions towards carbon neutrality. It is also written in a way to provide some flexibility so that perfect doesn't get in the way of good. "Vehicles shall not be larger than necessary for their intended functions" is a good floor for the kinds of provisions that may be allowed. Providing time to transition but with specific goals makes this feels respectful of everyone involved. We need to start making changes as quickly as possible (we may soon see that we need to be carbon negative rather than carbon neutral) but we do need to be flexible enough to keep things running. This feels like it strikes that balance. Let's not wait any longer to get things moving in the right direction. ;)

Thank you!

Cara

**HB-552-SD-1**

Submitted on: 4/8/2021 5:45:02 PM

Testimony for WAM on 4/9/2021 10:10:00 AM

**LATE**

| <b>Submitted By</b>  | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|----------------------|---------------------|---------------------------|---------------------------|
| Stephanie Hall Morin | Individual          | Support                   | No                        |

Comments:

Thank you for taking action for a cleaner Hawaii and planet earth!