

Hawai'i Climate Change Mitigation and Adaptation Commission

Statement on Public Fleets Transition

Date: September 4, 2019

Background. The Permitted Interaction Group (PIG) on public fleets transition was established at the Climate Commission's meeting on April 24, 2019. Its scope was to investigate item 3 in the Commission's statement on mitigation, namely, look into how to "transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment."³

The group met twice-- on May 2, 2019, and June 7, 2019--to discuss fleet transition strategies and tasks. The PIG presented its findings and recommendations to the full Commission at its meeting on July 17, 2019. The full report is available online on at climate.hawaii.gov/commission.

Final statement. The Commission considered and took action to issue the following statement, which is based on the PIG's report, as follows:

In order to identify and undertake a complete set of activities in the near-, medium-, and long-term, that will help State and counties transition their fleets to clean, renewable fuels, the Commission calls for a lead entity that will coordinate/guide any necessary implementation, including a technical resource clearinghouse and outreach to fleet managers to bring regular updates to the full Commission meetings.

³The Commission's statement on ground transportation emissions reductions, excerpted here, emphasizes the following as priorities if the state's climate change goals are to be realized:

5. Partner with counties and local organizations to develop and undertake a multi-year educational/public service announcement (PSA) campaign to address the link between the need for a price on carbon, and highlighting the importance of clean transportation in Hawaii—which will increase quality of life, and address climate change impacts by decreasing congestion, commute time and costs, and emissions.
6. Explore and develop statewide policies and partner with counties to modernize parking policies and parking management, which will reduce overall emissions, congestion and vehicle miles travelled (VMT) from driving, and increase biking, walking, and transit use, to achieve State goals.
7. Transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment.
8. Amend laws, such as the state procurement laws, to better align them with clean transportation priorities.

For the Commission's full statement on ground transportation emissions reduction, see press release here: <http://climate.hawaii.gov/wp-content/uploads/2018/11/NR-Climate-Commission-Recommends-Urgent-Action-to-Combat-Emissions-Nov.-28-2018.pdf>.

Such coordination would include, but not be limited to, bills addressing:

1. The adverse impacts of climate change on vulnerable people, communities, industries, and ecosystems;
 2. Amendments that improve protection of Hawaii's beaches, as well as reduce community vulnerability to sea level rise along our coastal areas through resiliency planning, such as: to Ch. 205A, HRS; the need to educate and inform the real estate industry and prospective real estate investors of sea level rise threats by improving real estate disclosure requirements related to level rise vulnerability; and other such strategies; and
 3. Substantial and accelerated emissions reduction from ground transportation, using strategies identified by the Commission's Permitted Interaction Group on clean transportation.
- In addition, the Coordinator should ensure that all measures are consistent with the Commission's mission which:

“...recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient.”

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4. Amend laws, such as the state procurement laws, to better align them with clean transportation priorities.

For the Commission's full statement on ground transportation emissions reduction, see press release here:
<http://climate.hawaii.gov/wp-content/uploads/2018/11/NR-Climate-Commission-Recommends-Urgent-Action-to-Combat-Emissions-Nov.-28-2018.pdf>.

Hawai'i Climate Change Mitigation and Adaptation Commission

Statement on 2020 Climate Change Legislation

Re: Statement on 2020 Climate Change Legislative Session

Date: September 4, 2019

Background. The Permitted Interaction Group (PIG) on Climate Change Legislation was established at the Climate Commission's meeting on April 24, 2019. The PIG's scope was defined as: To identify priorities for climate legislation for the 2020 session, especially as related to the statements issued by the Commission on Sept 4, 2018 and Nov 27, 2018. The group met twice --on May 8, 2019 and June 6, 2019--to discuss its findings and recommendations. The PIG presented its findings and recommendations to the full Commission at its meeting on July 17, 2019. The full report is available online on at climate.hawaii.gov/commission.

Final statement. The Commission considered and took action on the following statement, which is based on the PIG's report, as follows:

To help implement its mandates as listed in Act 32 (SLH 2017), the Commission directs the Climate Change Mitigation and Adaptation Coordinator (Coordinator) to be its legislative liaison for the 2020 legislative session and to submit written testimony on behalf of the Commission. The Coordinator should, where possible, help align testimony among lead departments and relevant stakeholders to reflect priorities established in the Commission's guiding statements on adaptation¹ and mitigation.²

¹ The recommended strategies or steps [for adaptation] agreed upon by the Climate Commission include:

- Support legislation for disclosure for private property and public offerings located in areas with potential exposure to sea level rise.
- Request all new development, redevelopment and modifications be directed away from beach areas.
- Urge counties to incorporate the 3.2 ft. sea level rise exposure area (SLR-XA) into their general and development plans.
- Encourage agencies and non-governmental utility providers to identify and prioritize assets within the 3.2 ft SLR-XA or more as described in the State's Sea Level Rise report, identify adaptation measures, and to provide a status update on this activity annually to the Climate Commission.
- Support legislation that funds State programs to meet mitigation goals, and to bring resources to assist in planning and implementation for sea level rise and other climate related impacts.

² The Commission's statement on ground transportation emissions reductions is excerpted here as follows:

1. Partner with counties and local organizations to develop and undertake a multi-year educational/public service announcement (PSA) campaign to address the link between the need for a price on carbon, and highlighting the importance of clean transportation in Hawaii—which will increase quality of life, and address climate change impacts by decreasing congestion, commute time and costs, and emissions.
2. Explore and develop statewide policies and partner with counties to modernize parking policies and parking management, which will reduce overall emissions, congestion and vehicle miles travelled (VMT) from driving, and increase biking, walking, and transit use, to achieve State goals.
3. Transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment.

The group produced two recommendations: First one tries to get at what are the vulnerable communities—resources to create social vulnerability indexes—collaborate with DOH. The second recommendation is a playbook. Details are online and on the audio files. While there is a lack of resources to create a playbook, at next meeting the Commission could deliberate more on that. Michael Yee believes that the issues are being kept elevated – at the HCPO conference, and the state’s January conference. Kealoha Fox, one of the members of the PIG emphasized the need to elevate culturally responsive and appropriate strategies and policies.

Meeting reminders were announced for November 6. Conference is January 13-14, 2020.

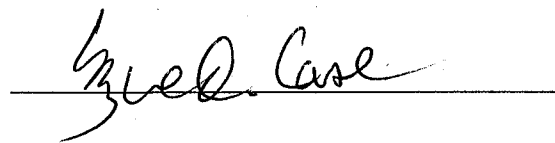
There being no further business, Co-Chair Case adjourned the meeting at 3:41pm.

Respectfully submitted,

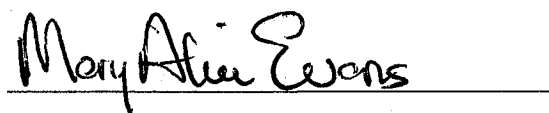


Anukriti S. Hittle

Approved for Submittal:



Suzanne D. Case, Co-Chair
Department of Land and Natural Resources



Mary Alice Evans, Co-Chair
Office of Planning, DBEDT

Item 5b. Updates from various departments on clean fleets activities (non-action item) Coordinator Anu Hittle displayed a list of pilots during her presentation for this item.

Item 5c. Deliberation and possible decision making to issue a Commission statement on public fleets transition to renewable fuels (action item) (1:47:15). Statement amended and passed. See final statement in Attachment B.

Item 6. Adaptation-Relating to Commission's work on the impacts of sea level rise:

- a. **Update on Climate Ready Hawaii Initiative, which aims to operationalize sea level rise models for planners and decisionmakers** (non-action item). (1:56:47) Sam Lemmo gave an update:
 - o Gordon Grau Fellow hired for two years through Sea Grant program.
 - o Operationalizing the sea level rise maps.
 - o Bruce Anderson: do the maps take into account sinking of the islands? Discussion followed. 2:05:40
- b. **Updates from various departments on adaptation to impacts of sea level rise** (non-action item) (2:08:03).

For Oahu: Matt Gonser presented slides (online at climate.hawaii.gov) to update the Commission from April meeting's presentation: Highlights were: the Resilience Strategy; HR training for city staff to catch up on Mayor's directive tools and resources including the Sea Level Rise report, and shoreline change maps, etc; flooding—preparing an application to the CRS, Hawaii county and Maui county are participants; how to implement on city capital projects; climate resiliency design guidelines; TOD branch in DPP is working on informational brief for private developers for long term; and others. See audio files online.

For Maui: Jeff Dack (2:18:23) announced that updates to the shoreline rules will be up online by end of week. They are thinking about a climate resilience strategy; their infrastructure agency is working on a vulnerability assessment, and other highlights were presented.

For Kauai: (2:23:24) Kaaina Hull—will have an update in October. They have had meetings to explain why bond ratings are important for a resiliency plan – their Finance director is part of this plan. The erosion line is being adopted, he notes: we are having problems developing a regulatory framework. They will have a draft ordinance in next few months. West Kauai plan update—incorporating slr-xa into this, it just went public with a draft.

For Hawaii county: (2:28:01) Michael Yee- Hawaii County is working on general comprehensive plan. First draft is just out. At the last meeting, disaster plan presentation helped to draft legislation to create ordinances to take advantage of trying to design and plan for sea level rise, learned from the lava event that they need to have things organized ahead of time.

Refer to the audio files for details.

Item 7. Findings and recommendations of the Permitted Interaction Group for climate equity legislation (2:30:19).

- forward, some infrastructure is needed, but not for everything, as long as there is a charging plan
- Could the state lease rather than purchase? (Lynn Araki-Regan) Lauren Reichelt noted that in the past, leasing was preferable because of rapidly evolving technology, but now that EVs are getting 200 mile range, it is less of an issue.
- Infrastructure aspect—should it be on the private side, market demands, or a regulatory framework (Kaaina Hull), and should the existing laws be enforced—such as the one that mandates EV charging in parking lots? Lauren Reichelt responded that putting teeth to that law is not as useful right now. Now that an EV infrastructure tax credit has passed, it will spur some investment in next couple of years. It is more effective if buildings can be made EV ready—if new builds are wired for EV charging to be installed later.
- It is clear there needs to be more discussion re: infrastructure; how to make sure it is maintained, etc. (Rep. Lowen).
- A big challenge in Maui county were the upfront costs for EVs (Keith Regan). Lauren Reichelt mentioned that funding could include tax credits.

Public testimony: (1: 14:50). Rep Wildberger from Maui mentioned a collapsing infrastructure, very little standardization in equipment and functionality and hoped that this group could look into that issue.

Henry Curtis, Life of the Land brought up several points regarding EV chargers, and green clean energy issues.

Coordinator reported on procurement and financing was looked at—multi-jurisdictional multi-stakeholder team went to RMI to discuss these issues with several experts. Team Hawaii – discussed main findings. Who leads such an effort for the state? The draft statement to be deliberated on was presented to the Commission, and is available on the Commission’s website at climate.hawaii.gov/commission. (1:18:22).

Questions and discussion included:

- Commissioner Bruce Anderson: DAGS should have such a policy to list preferences. (1:31:19)
- Co Chair Evans: is there legal barrier to hop onto a purchasing multi state agreement? NASEO agreement could help with price barrier.
- SPO: (1:32:28)—currently there is no contract for vehicles, but can get buy in from other states.
- DAGS: we review the specs, and they are approved –but have no control over what the departments buy. DAGS began acquiring EVs—2011, range was very limited and declined. This is the first year they are looking at EVs again, acquired one. Costs are coming down, difference is about \$4-5K between a Prius and EV. Don’t want to get into a situation where we jump the gun. Need to do it right. Infrastructure, vehicle repair and maintenance, etc.
- Jeff Dack: (1:37:17) Financing person may be the best person to know about fleets county wide. Suggested a couple of clarifications in the statement suggested to include the “little guys.”
- Chris Yunker, HSEO (2:40:22)—HSEO is doing an implementation study with DOT, on LDV, MDVs and trucks for charging infrastructure.

Public testimony: Lauren Reichelt, STCH/Blue Planet: Discussion on EV models and technology issues. She also indicted that with the \$7,500 tax credit, EVs are cheaper. Looping in all the agencies is a good idea. How can a tax credit help a state—not from the state tax credit, but states can use federal credit.

Co-chair Case (1:46:20): “Participating in the mess” is a very important. She also mentioned that there is a discussion also going on at the Governor’s level, headed in the same direction.

following dates: November 6, and the 2020 Climate Conference scheduled for January 13 and 14, 2020. She also noted that written testimony was submitted from Biki Bikeshare.

Item 2. Discussion and approval of July 17, 2019 meeting minutes (03:27). Minutes were approved. Final minutes audio files are available online.

Item 3. Coordinator's Report on Commission's work relating to ground transportation emissions reduction and adaptation to impacts of sea level rise (non-action item) (04:38) . Coordinator Anu Hittle provided a summary of the three Permitted Interaction Groups (PIGs)—and recapped their timelines and focus. She noted that actions are to be taken on the legislation and clean fleets PIGs, and that equity PIG will present findings only at this meeting. She provided summaries of program components: Climate Ready Hawaii, Parking Studies, Fleet Tools, and climate change communication.

Item 4. Climate change legislation: Deliberation and possible decision making to issue a Commission statement on 2020 climate legislation priorities and coordination (action item) (14:55- 23:24) Recognizing the Commission is made up of a lot of different departments, the Commission felt it would be useful to have a presence at the 2020 Legislative Session. The Commission considered a proposed statement (based on the work of the Climate Legislation PIG) that directs the Coordinator to be the legislative liaison to submit written testimony. The intent was to align testimony of various departments with priorities of the Commission where possible, and support, not displace the testimonies of the individual departments. Questions from the Commissioners included:

- Would commission be introducing legislation (Bruce Anderson). The response was no, but that Commission would likely support measures that are climate priorities. Commissioner Anderson also reiterated that departments will also be testifying, and that the Commission would not be speaking for depts, merely adding to the testimony.
- Could the Coordinator testify on county matters too? (Lynn Araki-Regan) (21:20). The response was yes, since the scope of Commission is not limited to state matters.

Testimony from the public: Dave Raney, Sierra Club, strongly supported this statement, as there were some bills last session that needed coordination.

The final statement is attached to these minutes (attachment A).

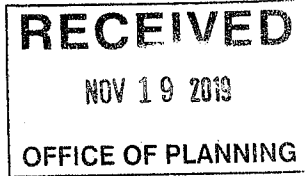
Item 5a. Informational presentations on electric vehicle technology, emissions and case studies applicable to Hawaii (non-action item) (23:33)

Introduction to the topic, and background and rationale for EVs for public fleets was followed by presentations from Lauren Reichelt (online on website) (27:04)—STCH/Blue Planet Foundation and Kathy McKenzie (not available yet) (46:29).

1:01:42: Questions and discussion included:

- Range questions from DOH's Bruce Anderson. Efficient and reliability is key for DOH staff. Lauren Reichelt's response was that fleets need to take inventory, and analyze their particular needs and then implement the fleet transition. There is an important planning piece to this transition.
- EV infrastructure needs to be developed (Rep. Lowen).
- We should not get paralyzed by the infrastructure discussion (co-Chair Case). In order to move

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GOVERNOR OF HAWAII



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HAWAI'I CLIMATE CHANGE MITIGATION AND
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LAND
STATE PARKS

**MINUTES FOR
THE MEETING OF THE
HAWAI'I CLIMATE CHANGE MITIGATION AND ADAPTATION COMMISSION**

DATE: WEDNESDAY, September 4, 2019
TIME: 1:00 PM
PLACE: KALANIMOKU BUILDING
LAND BOARD CONFERENCE ROOM 132
1151 PUNCHBOWL STREET
HONOLULU, HAWAI'I 96813

Attendees:

- | | |
|---------------------------------------|--|
| Suzanne Case, DLNR (co-chair) | Ka'aina Hull, Kaua'i County Planning Dept. |
| Mary Alice Evans, OP (co-chair) | Representative Nicole Lowen |
| Bruce Anderson, DOH | Senator Mike Gabbard |
| Lynn Araki-Regan, DOT | Justine Nihipali, CZM/OP |
| Jeff Dack, Maui County Planning Dept. | Phyllis Shimabukuro-Geiser, DOA |
| Keith Regan, HTA | Michael Yee, Hawaii County Planning Dept. |
| Matt Gonser, C+C Honolulu, OCCSR | |

A summary and main outcomes by agenda item are outlined below. For presentations, papers, supporting materials, and audio files please see the Commission's website at climate.hawaii.gov/commission.

Item 1. Welcome and introduction, and announcements of future meeting dates (non-action item) (0:28)

Co-Chair Suzanne Case (DLNR) began the meeting at 1:12pm, once quorum was achieved (attendees are listed above). She welcomed Co-chair Mary Alice Evans, Director, OP, and agencies invited to attend: DAGS, SPO, PUC, HSEO and DCCA, and legislative members: Rep. Lee, Rep. Lowen, Sen. Gabbard, and Rep. Wildberger. Announcements for remaining meetings included the