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

IN REPLY REFER TO:

March 17, 2009

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION
COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

SENATE BILL NO. 1202, S.D.2,
RELATING TO TRANSPORTATION ENERGY INITIATIVES.

Bill No. 1202

Support Y N

Date 3/14/09

Time 17:53

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We **support** the intent of this bill, which is to reduce the transportation sector's dependence on petroleum-based fuels.

Senate Bill No. 1202, S.D.2 seeks to develop a transportation infrastructure for electric vehicles by requiring an aggressive timetable to replace fossil fuel vehicles with electric and alternative fuel vehicles.

While the DOT supports the intent of this bill, we present the following concerns for your consideration:

1. The DOT is willing to consider plug-in locations at our airport and harbor parking facilities. However, several concerns are raised.

The DOT is willing to allow private sector service providers to install plug-in locations at airport and harbor parking facilities, provided that these plug-in locations do not compromise security or the operations of the facility.

In addition, the DOT would prefer to not allocate separate and independent locations for the various providers. To this end, the DOT will work with any qualified private service provider who can install universal plug-in locations that can be utilized by other interested service providers as well. Therefore, each provider must be able to implement a system that enables their individual customers to be identified as such and allows for the accounting of their own electrical charges and their own customer billing.

Furthermore, because the provider will benefit by the revenues generated from the use of the plug-in stations, the provider should be responsible for the cost of installing, operating, and maintaining these plug-in stations.

2. The permitting and installation of battery exchange stations and electric vehicle charging outlets in homes, businesses, public parking lots, and other buildings and facilities throughout the State are actions far outside the purview, authority, and resources of the DOT. Therefore, this task of developing and implementing the plan required by Section 8 of Senate Bill No. 1202, S.D.2 must be assigned to a more appropriate agency. If the Committee is intent on designating the DOT as the lead agency for this task, we request that the task be limited to a plan to expedite permitting and installation of battery exchange stations and electric vehicle charging outlets within DOT airport and harbor facilities.

Thank you for the opportunity to testify on this very important measure.

better place



Bill No. 1202

Support Y N

Date 3/16/09

Time 1246

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BEFORE THE
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
Representative Hermina Morita, Chair
Representative Denny Coffman, Vice Chair

Testimony of

BRIAN GOLDSTEIN
Better Place Hawaii
745 Fort Street, Suite 2100
Honolulu, Hawaii 96813

SB1202, SD2
RELATING TO TRANSPORTATION ENERGY INITIATIVES

Tuesday, March 17, 2009, 8:30 am
State Capitol, Room 325

Chair Morita & members of the Committee on Energy and Environmental Protection:

My name is Brian Goldstein of Better Place Hawaii. Better Place Hawaii coordinates with Hawaii utilities, automobile dealers, State and county governments and other stakeholders to deploy an electric vehicle charging network powered by renewable energy.

Better Place Hawaii **SUPPORTS, WITH AMENDMENTS** SB1202, SD2, which provides policy guidelines, parking requirements, government purchase mandates, and the development of a plan to dramatically transform the use of fossil-fuel cars to a more efficient renewable transportation system which supports electric vehicles.

With the State's goal of utilizing renewable sources for 70% of its energy by 2030, government action to further the use of electric vehicles is essential. In so doing, Hawaii will benefit in the following ways:

- Reduced demand for gas and oil imports.
- Reduced demand for electricity during peak demand times of day, hence lowering costs to ratepayers/taxpayers.
- Increased demand for off-peak and renewable energy when capacity is high, resulting in lower costs of renewable energy.
- Reduced utility costs resulting from distributed network of batteries in EVs.
- Increased tax receipts from the EV industry as a whole.

In particular, Better Place Hawaii supports Part I of these measures, which amends certain sections of the Hawaii State Plan. SB1202, SD2 establishes objectives and policies that will increase and diversify Hawaii's economic base, including the research and development of non-fossil fuel and energy efficient modes of transportation; as well as directs the state's energy systems to be dependable, efficient, and economical, leading towards increased energy self-sufficiency. Those additional guidelines in HRS Chapter 226 would better reflect the State's commitment towards non-fossil fuel and energy efficient transportation in Hawaii.

Part II of SB1202, SD2 provides for parking lot requirements where designated spaces and charge spots will be placed in public and government parking lots available for use by the general public. These parking requirements are an essential component to support electric vehicles. For part II, however, we recommend the following **RECOMMENDED AMENDMENTS**:

§291-A Designation of parking spaces for electric vehicles; charging units. All public, private, and government parking facilities available for use by the general public with at least fifty parking spaces shall designate parking spaces exclusively for electric vehicles according to the following schedule:

- *2% (two percent) of parking spaces by December, 31, 2011;
- *2% (two percent) of parking spaces by December 31, 2012;
- *4% (four percent) of parking spaces by December 31, 2013;
- *6% (six percent) of parking spaces by December 31, 2014;
- *10% (ten percent) of parking spaces by December 31, 2015;

provided that the parking space for electric vehicles is located near the building entrance and is equipped with an electric vehicle charging unit. Spaces shall be designated, clearly marked, and enforced. Owners of multiple parking lots within the state may designate and electrify fewer parking spaces than required in one or more of their owned properties as long as the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties.

Part III of SB1202, SD2 requires that government agencies lead the effort towards the electrification of transportation in Hawaii. We believe that State and local government can provide a strong kick-start to utilizing EVs in Hawaii. The measures and requirements outlined in SB1202, SD2 are strongly supported by Better Place Hawaii.

Lastly, SB1202, SD2 requires that the Department of Transportation develop and implement a plan to expedite State and county permitting and installation of EV charge outlets in homes, businesses, public parking lots and buildings and facilities throughout the state. To ensure that Hawaii is prepared for this new wave of electric vehicles to be introduced by automakers throughout the world, a well planned and developed EV charging infrastructure must be in place by no later than 2011. We believe that the Department of Transportation may not be the appropriate agency to conduct this study. However, we support this Committee's determination as to which entity would be most appropriate to address these issues.

Thank you for the opportunity to testify in **SUPPORT WITH AMENDMENTS** of SB1202, SD2. Please feel free to contact me if you have any questions.

Bill No. 1202

Support Y N

Date 3/16/09

Time 1317

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Testimony before the House Committee on
Energy & Environmental Protection

S.B. 1202, SD2, Relating to Transportation Energy Initiatives

Tuesday, March 17, 2009
8:30 a.m., Conference Room 325

By Carlos Perez Loriga
Director
Customer Technology Applications Division
Hawaiian Electric Company, Inc.

Chair Morita, Vice Chair Coffman and members of the Committee:

My name is Carlos Perez Loriga and I am testifying on behalf of Hawaiian Electric Company, Inc., and its subsidiary utilities, Maui Electric Company, Ltd., and Hawaii Electric Light Company, Inc.

S. B. 1202, SD2 provides incentives and requirements to help enable electrification of transportation in Hawaii.

While sensitive of the financial challenges that the State is currently facing, Hawaiian Electric Company supports S.B. 1202, SD2, to promote the increased acceptance and use of electric and plug-in hybrid electric automobiles. Increased acceptance and use of these types of vehicles will aid in the reduction of greenhouse emissions and fossil fuel use and will help enable the Hawaii Clean Energy Initiative's goal of 70% clean, renewable energy by 2030.

Thank you for the opportunity to testify.