

**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
INTERIM DIRECTOR

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Statement of
RICHARD C. LIM
Interim Director
Department of Business, Economic Development, and Tourism
before the
HOUSE COMMITTEE ON TRANSPORTATION
Monday, January 31, 2011
8:30 AM
State Capitol, Conference Room 309

in consideration of
HB 1016
RELATING TO TRANSPORTATION ENERGY INITIATIVES.

Chair Souki, Vice Chair Ichiyama, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) strongly supports HB 1016, which amends sections in Chapter 291 of the Hawaii Revised Statutes (HRS), and incorporates into the HRS elements of Act 290, Session Laws of Hawaii 1997. We have a slight modifications to suggest to Section 3 of the bill.

Frequent requests for interpretation regarding language in HRS Chapter 291 and lack of awareness and understanding of Act 290 of 1997 have indicated a need to make these laws easier to find and reference. The amendments proposed in HB1016 will make these laws, which are important to electric vehicle adoption and rollout in Hawaii, easier to find and to understand.

Section 2 of the bill brings into statute Act 290; Session Laws of Hawaii 1997. This law exempts electric vehicles with electric vehicle license plates from the payment of parking fees charged by any city, state, or county governmental entity. We support this section as written.

Section 3 of the bill clarifies parking requirements and delays the implementation date by 6 months.

In this section, we request a slight modification to the definition of "electric vehicle charging system." We recommend adding a reference to the electric vehicle charging standard established by the Society of Automotive Engineers:

"Electric vehicle charging system" means a system that meets recognized standards, including SAE J1772 of the Society of Automotive Engineers; is designed in compliance with article 625 of the National Electrical Code; and delivers electricity from a source outside an electric vehicle into one or more electric vehicles. An electric vehicle charging system may include several charge points simultaneously connecting several electric vehicles to the system."

Section 4 delays enforcement of the parking requirement for 1 year. We support this section as written.

Thank you for the opportunity to offer these comments.

Testimony before the House Committee on Transportation

H.B. 1016 Relating to Transportation Energy Initiatives

**Monday, January 31, 2011
8:30 a.m., Conference Room 309**

**By Mark Yamamoto
Director
Energy Solutions Engineering Division
Hawaiian Electric Company, Inc.**

Chair Souki, Vice Chair Ichiyama and members of the Committee:

My name is Mark Yamamoto, 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.

H. B. 1016 increases availability of facilities to support electric vehicles by amending Section 291 HRS. The bill requires all parking facilities that have at least 100 parking spaces available for public accommodation to designate one percent of those public parking spaces for exclusive use of electric vehicles by July 1, 2012 – with at least one of these spaces equipped with an electric vehicle charging system.

Hawaiian Electric Company strongly supports H.B. 1016, with a suggested amendment. We recommend that the language the bill proposed as being stricken from HRS Sec. 291-7 on page 2, lines 19-21 be reinstated:

“The electric vehicle charging units shall meet recognized standards, including SAE J1772 of the Society of Automotive Engineers.”

It is essential to have standardized code to ensure public safety. SAE J1772 has been adopted by major electric vehicle manufacturers as a means of conductive coupling for vehicle battery charging and addresses specific safety concerns for personnel protection against shock hazards. We believe this to be an important detail that should be included in HRS 291.

Increased consumer acceptance of electric 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.



Sierra Club Hawai'i Chapter

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HOUSE COMMITTEE ON TRANSPORTATION

January 31, 2011, 8:30 A.M.
(*Testimony is 1 page long*)

TESTIMONY IN SUPPORT OF HB 1016

Aloha Chair Souki and Members of the Committee:

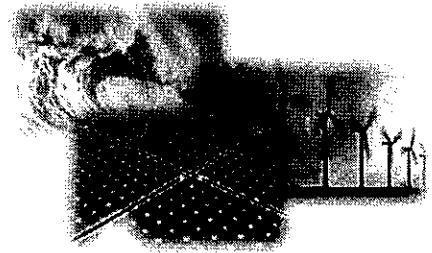
The Hawai'i Chapter of the Sierra Club cautiously supports HB 1016 which proposes small modifications to this Legislature's historic act requiring large parking lots to designate parking spaces and charging stations for electrical vehicles.

Two years ago, this legislature recognized the limited geography of Hawai'i makes it an ideal location for electric vehicles. Most commutes are well within an electric vehicles capacity, thus eliminating the need for a gas powered engine. Electric vehicles -- even assuming no improvements to our electric grid -- produce less carbon dioxide emissions than comparable gas powered cars. As Hawai'i begins to meet its renewable energy goals, electric vehicles could be a completely clean source of transportation.

Moreover, electrical vehicles are silent, create no air pollution, and need little maintenance. No tune ups, oil changes, or radiator repairs are necessary (these items simply don't exist on an electrical car).

Two years ago, this Legislature recognized the need to solve the "chicken or the egg" problem of not having a means to charge electrical vehicles away from home. The proposed changes in HB 1016 do not appear to significantly alter the impact of this historic legislation.

Mahalo for the opportunity to testify.



LATE TESTIMONY

HOUSE COMMITTEE ON TRANSPORTATION

January 31, 2011, 8:30 A.M.

Room 309

5 COPIES REQUESTED

(Testimony is 2 pages long)

TESTIMONY IN SUPPORT OF HB 1016, SUGGESTED AMENDMENT

Chair Souki and members of the Committee:

The Blue Planet Foundation supports HB 1016, a measure which clarifies electric vehicle (EV) parking incentives and amends the law requiring designated EV parking. While we strongly support incentives to encourage EV use, such as the availability of charging systems in public lots, we understand the concerns raised by some parking lot owners and accept the amendments proposed in HB 1016. We do not support, however, the repealing the requirement that public parking lot owners provide an increasing percentage of EV-designated parking spots as the number of registered EVs increases.

Proper incentives and requirements for electric vehicle infrastructure will foster rapid development of Hawaii's transportation future. Electric vehicles will play an integral role in Hawaii's clean energy future. By using stored electrical energy, EVs can take advantage of intermittent solar, wind, and other clean energy resources. Most vehicles sit idle over 22 hours of the day, so they can become *de facto* energy storage devices if their batteries are plugged into the grid when they are not in use. With smart grid infrastructure in place, EVs become an essential component to electricity load and clean energy resource balancing—in addition to providing clean mobility solutions for Hawai'i residents.

Electric vehicles today have evolved from their "golf cart" roots. In fact, one new production model, the Tesla Roadster, is a high-end sports car that can accelerate from zero to 60 miles per hour in under four seconds—beating almost all regular internal combustion engines on the road today. The drawback, however, is its price. As with most full performance EVs, the battery technology currently adds considerable expense to the cost of the EV. But this technology is evolving quickly, and new production EVs (such as the Nissan Leaf) are available at a more modest price. Many more mainstream EVs will be coming to market in Hawai'i within the next 3 to 5 years.

Jeff Mikulina, executive director • jeff@blueplanetfoundation.org

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House Bill 1016 clarifies the existing policies that exist in different forms (county statutes, etc.) that EVs are exempt from fees in governmental parking spots. The measure also delays and clarifies the new requirements for parking lots that accommodate public parking to designate 1% of parking stalls for EVs. Blue Planet supports those changes.

Blue Planet doesn't support the existing law's allowance to reduce the number of EV spots in one parking lot as long as the aggregate number of EV spots across an owner's lots complies with the law. This may defeat the purpose of encouraging EV use by ensuring that most public parking lots have available charging infrastructure. Second, we do not support the deletion in HB 1016 of the requirement for an increasing number of EV-designated parking stalls as the number of registered EVs increases in the state. Providing this schedule of steadily increasing EV charging capacity requirements over time would prepare building owners and managers for the upcoming requirements and help their EV investment decision making. Such a policy would also help to overcome the "chicken and the egg" problem of customer EV adoption; if residents know that infrastructure is coming, they will feel more comfortable about investing in a vehicle.

SUGGESTED AMENDMENTS

Page 2, line 22 to Page 3, line 4 (delete existing language):

~~[Owners of multiple parking facilities 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.]~~

Page 3, lines 5 – 11 (keep existing language):

When the number of registered electric vehicles in the State reaches five thousand, the spaces designated for electric vehicles shall increase to two per cent of parking spaces. The number of spaces designated for electric vehicles shall continue to increase by one per cent for each additional five thousand electric vehicles registered in the State until the percentage reaches ten per cent of parking spaces.

We are happy to work with the Committee on any further amendments to this measure.

Thank you for the opportunity to testify.

Before the
HOUSE COMMITTEE ON TRANSPORTATION
Rep. Joseph M. Souki, Chair
Rep. Linda Ichiyama, Vice Chair

Testimony of

Brian Goldstein
Better Place Inc.
745 Fort Street, Suite 2100
Honolulu, Hawaii 96813

HB1016
RELATING TO TRANSPORTATION ENERGY INITIATIVES

January 31, 2011 8:30 pm
Conference Room 309

My name is Brian Goldstein of Better Place, Inc. Better Place 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 the intent of HB1016 with modifications;

1. Electric vehicle charging stations must be required to **meet the SAE J1772 standard**, which is being adopted by all major automotive manufacturers.
2. The effective date should be extended to no later than **March 31, 2012**, which is when charging station installations under the State's *EV Ready* grant program will be completed.
3. There is no reason to require to define charging as compliant with Article 625 of the National Electric Code as this is already required by local permitting authorities.

Thank you for the opportunity to testify on this matter. Please feel free to contact me if you have any questions.