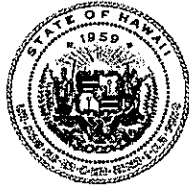


SB 2746

RELATING TO ELECTRIC VEHICLES.

Codifies Act 290, Session laws of Hawaii 1997, requirement for the Department of Transportation to adopt rules for the registration of, and issuance of license plates for, electric vehicles and revises and codifies electric vehicle exemptions from parking fees and High Occupancy Vehicle lane restrictions.

NEIL ABERCROMBIE
GOVERNOR



GLENN M. OKIMOTO
INTERIM DIRECTOR

Deputy Directors
JADE T BUTAY
FORD N. FUCHIGAMI
RANDY GRUNE
JADINE URASAKI

IN REPLY REFER TO:

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

February 6, 2012

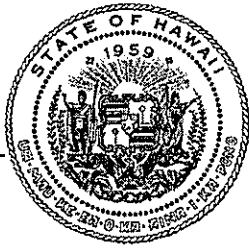
**SB 2746
RELATING TO ELECTRIC VEHICLES**

SENATE COMMITTEE(S) ON TRANSPORTATION AND INTERNATIONAL AFFAIRS
and ENERGY AND ENVIRONMENT

The Department of Transportation supports this Administration bill with a request to eliminate the requirement for DOT to make administrative rules relating to the license plates and the registration of electric vehicles, since electric vehicles are being registered with a special license plate without administrative rules.

Thank you for the opportunity to provide testimony.





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

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804
Web site: www.hawaii.gov/dbedt

Telephone: (808) 586-2355
Fax: (808) 586-2377

Statement of
RICHARD C. LIM
Director

Department of Business, Economic Development, and Tourism
before the

**SENATE COMMITTEES ON
TRANSPORTATION AND INTERNATIONAL AFFAIRS
and
ENERGY AND ENVIRONMENT**

Monday, February 6, 2012
1:17 PM
State Capitol, Conference Room 224

in consideration of
SB 2746
RELATING TO ELECTRIC VEHICLES.

Chairs English and Gabbard, Vice Chairs Espero and English, and Members of the
Committees.

The Department of Business, Economic Development, and Tourism (DBEDT) strongly
supports SB 2746, an Administration Bill, to codify the existing electric vehicle (EV) law, Act
290 Session Laws of Hawaii 1997, into the Hawaii Revised Statutes, making it easier to find and
updating the EV law for clarity, consistency, and enforceability, while addressing EV free
parking time limit concerns.

This Bill amends the EV parking time limit to the same requirement as Hawaii accessible
stalls, provides EVs with free parking for two-and-a-half hours at metered parking or the
maximum amount of time the meter allows, whichever is longer, and removes ambiguity

regarding allowable duration of parking. With the proposed amendments, EVs will not be allowed to park for free in increments longer than one 24-hour day, including weekly, monthly or annual parking permits. The amendment also clarifies that EVs are not required to be given free parking while parked at an electric vehicle charging station.

DBEDT would like to propose additional amendments to SB 2746 by changing the wording of “shall” to “may” on Page 2, Line 3:

“(a) The Department of Transportation ~~shall~~ may adopt rules pursuant to chapter 91 for the registration of, . . .”

We have been informed by the Department of Transportation that the registration of electric vehicles and issuance of electric vehicle license plates has been occurring since 1997 without the need for administrative rules and that requiring the rules to be developed is unnecessary.

Thank you for the opportunity to offer these comments in support of SB 2746.

DEPARTMENT OF CUSTOMER SERVICES
CITY & COUNTY OF HONOLULU
DIVISION OF MOTOR VEHICLE, LICENSING AND PERMITS
ADMINISTRATION
P.O. BOX 30300
HONOLULU, HAWAII 96820-0300

PETER B. CARLISLE
MAYOR



GAIL Y. HARAGUCHI
DIRECTOR

DENNIS A. KAMIMURA
LICENSING ADMINISTRATOR

February 2, 2012

The Honorable J. Kalani English, Chair
and Committee Members
Committee on Transportation and
International Affairs
The Honorable Mike Gabbard, Chair
Committee on Energy and Environment
The Senate
State of Hawaii
State Capitol, Room 205
Honolulu, Hawaii 96813

Dear Chair English, Chair Gabbard and Committee Members:

Subject: S.B. No. 2746, Relating to Electric Vehicles

The City and County of Honolulu has no objections to S.B. No. 2746 which codifies Act 290, SLH 1997.

The counties have been registering electric vehicles and issuing electric vehicle license plates since 1997. Therefore, subsection (a) is not necessary as waiting until rules to be adopted by the State Department of Transportation will delay the continuation of our current registration process. We recommend that subsection (a) be deleted or amended by deleting the word "shall adopt rules" and inserting the word "may adopt rules".

The City and County of Honolulu urges your favorable action on S.B. 2746, as amended.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis A. Kamimura".

Dennis A. Kamimura
Licensing Administrator



Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803
808.538.6616 hawaii.chapter@sierraclub.org

SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS SENATE COMMITTEE ON ENERGY AND ENVIRONMENT

February 6, 2012, 1:17 P.M.
(Testimony is 1 pages long)

TESTIMONY IN OPPOSITION TO SB 2746 WITH PROPOSED AMENDMENTS

Aloha Chairs English, Gabbard, and Members of the Committee:

The Sierra Club, Hawaii Chapter, with 9,000 dues paying members and supporters statewide, *opposes SB 2746*. This bill would amend current incentives to the purchase of electric vehicles, including the length of time EVs could be park for free in public parking spaces.

Electric vehicle deployment is in its infancy. By many reports, the total number of electric vehicles in use has doubled over the past year. But this growth is infinitesimal to what is truly needed to wean Hawai'i off of imported oil. We need to deploy hundreds of thousands of electrical vehicles over the next decade.

Reducing the incentives for electric vehicles at this stage may be counter-productive, particularly as standards still need to be better understood. We lack the necessary understanding of the current practices of electrical vehicle owners to help shape what would be appropriate restrictions.

For example, SB 2746 proposes to exempt EVs from parking fees “[w]hile the vehicle is parked at an electric vehicle charging station” But what about the individual who parks in the EV charging station space for the day without actually charging? How do we encourage folks to move their vehicle after they’ve received sufficient charge?

To this end, what about the individual who parked while waiting for the charging station to become available? If charging takes more then three hours, should EV owners be penalized because they’re waiting for the spot to open up?

We suggest removing the following language from SB 2756 and asking the stakeholders to propose a more comprehensive revision that could be considered next year after more EVs have been deployed.

Proposed Amendment:

"§286-___ Electric vehicles; registration; license plates; parking fee exemptions. (a) The department of transportation shall adopt rules pursuant to chapter 91 for the registration of, and issuance of special license plates for, electric vehicles.

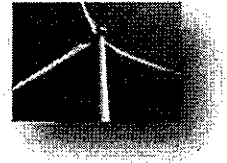
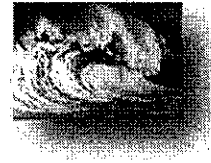
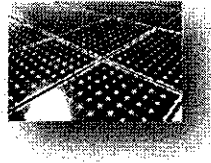
(b) An electric vehicle on which an electric vehicle license plate is affixed shall be exempt from payment of parking fees, including those collected through parking meters, charged by any state or county authority in this State[.], ~~except that this exemption shall not apply:~~

~~(1) While the vehicle is parked at an electric vehicle charging station;~~

~~(2) For more than two and a half hours of metered parking, or the maximum amount of time the meter allows, whichever is longer; or~~

~~(3) To parking fees assessed in increments longer than one twenty-four hour day, including weekly, monthly, or annual parking permits.~~

Mahalo for the opportunity to testify.



**SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS
SENATE COMMITTEE ON ENERGY AND ENVIRONMENT**

February 6, 2012, 1:17 P.M.

Room 224

(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF SB 2746

Chairs English and Gabbard and members of the Committees:

The Blue Planet Foundation supports SB 2746, a measure which clarifies electric vehicle (EV) registration rules and clearly codifies existing incentives for EV use in Hawai'i.

Appropriate incentives and requirements for EV infrastructure will foster rapid development of Hawaii's transportation future. Electric vehicles will play an integral role in Hawaii's clean energy future. While EVs that use the existing electricity grid to charge still use mostly fossil fuel (the source of fuel for the power plant), they use that fuel more effectively than burning fuel directly in a typical internal combustion engine (ICE). This is why EVs are much less expensive to "fuel" per mile than their ICE counterparts. Further, 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. Many production models available today can outperform many regular internal combustion engines on the road today in many measures, including acceleration, torque, and cost to operate per mile. 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 two to three years.

Senate Bill 2746 codifies and clarifies the existing policies and incentives that exist in different forms (session laws, county statutes, etc.). Blue Planet supports these changes.

Thank you for the opportunity to testify.

Testimony of

Brian Goldstein

Better Place, Inc.

Honolulu, Hawaii 96813

Before the

**SENATE COMMITTEES ON TRANSPORTATION AND INTERNATIONAL AFFAIRS and
ENERGY AND ENVIRONMENT**

FEBRUARY 6, 2012

SB2746

RELATING TO ELECTRIC VEHICLES

Chairs English and Gabbard, Vice Chair Espero and Members of the Committee.

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 SUPPORTS THE INTENT of SB2746 with CHANGES.

Better Place supports codifying Act 290 into the Hawaii Revised Statutes.

We DO NOT SUPPORT adding time limits to free parking of electric vehicles (EVs). While at some time in the future this may be necessary, there are still relatively few on Hawaii's roads. The electrification of transportation is a key element in reaching Hawaii's clean energy goals. Providing free parking is a key of driving an EV that is a very small cost to the State.

Thank you for the opportunity to testify on this matter.

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 05, 2012 11:25 PM
To: TIATestimony
Cc: abaalto@gmail.com
Subject: Testimony for SB2746 on 2/6/2012 1:17:00 PM

Testimony for TIA/ENE 2/6/2012 1:17:00 PM SB2746

Conference room: 224
Testifier position: Support
Testifier will be present: No
Submitted by: anthony aalto
Organization: Individual
E-mail: abaalto@gmail.com
Submitted on: 2/5/2012

Comments:

Aloha Chairs English and Gabbard and members of the committees, In order to reduce our dangerous dependency on imported carbon-based fuels and to meet the goals of the Clean Energy Initiative, the state must do everything it can to encourage citizens to give up gas guzzling vehicles. This bill would take some modest steps in that direction and I respectfully urge you to approve it.