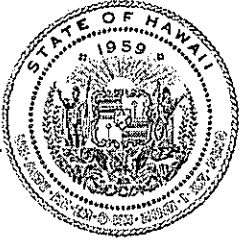


SB 2651

Measure Title: RELATING TO PARKING.

Report Title: Electric Vehicle Parking Requirement; Penalty

Description: Establishes fines beginning 1/1/2015 for owners of places of public accommodation with at least one hundred parking spaces that do not provide at least one parking space equipped with a charging system exclusively for electric vehicles.



**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 COMMITTEE ON ENERGY AND ENVIRONMENT

Thursday, January 30, 2014
3:30 pm
State Capitol, Conference Room 225

in consideration of
SB 2651
RELATING TO PARKING.

Chair Gabbard, Vice Chair Ruderman, and Members of the Committee.

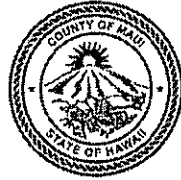
The Department of Business, Economic Development, and Tourism (DBEDT) supports the intent of SB 2651, to enforce Hawaii's requirement to provide at least one space for the exclusive use of electric vehicles (EVs) and equipped with an EV charging system. Under this proposal, beginning January 1, 2015, a parking facility shall be fined: \$5,000 for noncompliance of fewer than thirty days; \$10,000 for noncompliance of thirty to fifty-nine days; \$20,000 for noncompliance of sixty to eighty-nine days; and \$50,000 for noncompliance for ninety days and for each subsequent thirty day period, or portion of a thirty-day period, thereafter.

DBEDT recommends that the fines be lowered and restructured to escalate after the issuance of the first citation instead of the number of days out of compliance. We also suggest that the owner of a parking facility be granted 120 days from the first citation before being subject to a second citation for noncompliance, providing a sufficient window of time for an owner to retain a contractor, file for and receive all permits required by the county, and install the EV charging equipment.

DBEDT defers to DLNR and other State Agencies that have jurisdiction over state parking facilities on the appropriateness of issuing citations for noncompliance.

Thank you for the opportunity to provide these comments.

ALAN M. ARAKAWA
Mayor



TEENA M. RASMUSSEN
Economic Development Director

OFFICE OF ECONOMIC DEVELOPMENT
COUNTY OF MAUI

2200 MAIN STREET, SUITE 305, WAILUKU, MAUI, HAWAII 96793, USA
Telephone: (808) 270-7710 • Facsimile: (808) 270-7995 • Email: economic.development@mauicounty.gov

January 29, 2014

Mike Gabbard
Chair
Senate Committee on
Energy and Environment

Re: SB2651 Statement of Opposition

Dear Chair Gabbard:

SB 2651 proposes penalties of up to \$ 50,000 for failing to have a dedicated ev charging station and dedicated ev parking space. It also seems to remove discretion on the part of police officers by attempting to make issuance of citations mandatory ("Police officers shall issue a citation...").

The Mayor's Office views the penalty provisions of SB2651 as harsh and arbitrary, especially when one considers that the definition of what constitutes a "parking space" for purpose of this law is far from clear. HRS 291-71 applies to "parking spaces" at certain "places of public accommodation". HRS 291-71 borrows the definition of "place of public accommodation" from HRS 489-2:

"Place of public accommodation" means a business, accommodation, refreshment, entertainment, recreation, or transportation facility of any kind whose goods, services, facilities, privileges, advantages, or accommodations are extended, offered, sold, or otherwise made available to the general public as customers, clients, or visitors. By way of example, but not of limitation, place of public accommodation includes facilities of the following types:

;

(6) *A...convention center, lecture hall, concert hall, sports arena, stadium, or other place of exhibition or entertainment;...*

(8) *A park, a campsite, or trailer facility, or other recreation facility;*

Our understanding is that the law would apply on its face to beach parks, even if not all 100 stalls are paved. The purpose of the law defining place of public accommodation is to prevent discrimination. As a result, it does not make any distinctions based on time of day the facility operates.

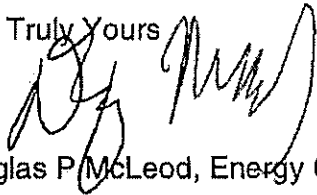
It makes sense to say that discrimination is illegal at beach parks, but that does not mean that we should require Counties to install ev chargers that would be behind locked gates and not accessible to the public. This is an unintended consequence of borrowing a key definition from an unrelated statute.

We believe the law is not intended to apply to beach parks and other parks and public facilities (like unlit soccer fields) that are not available for night time use.

We suggest the following language: **“government owned facilities which ordinarily prohibit public access after 10pm shall not be considered ‘available for use by the general public’ as that term is used in HRS 291-71”**

Another point of note with this bill is that it does not distinguish between the different types, or Levels, of ev chargers. On Maui the JUMP Smart Maui project www.jumpsmartmaui.com is in the middle of installing 81 fast charging ports for evs. These fast charging ports are 10 times as expensive as Level 2 chargers but they allow a car to charge in 20-30 minutes. We believe each Level 3 charger should be treated as the equivalent of 10 Level 2 chargers based on installation cost.

Very Truly Yours



Douglas P. McLeod, Energy Commissioner

cc: Herman Andaya
Jock Yamaguchi

ALAN M. ARAKAWA
Mayor



GLENN T. CORREA
Director

BRIANNE L. SAVAGE
Deputy Director

(808) 270-7230
Fax (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nakoa Street Unit 2, Wailuku, Hawaii 96793

Chair Mike Gabbard
Senate Committee on Energy and Environment

Glenn T. Correa, Director
Maui County Department of Parks and Recreation
700 Halia Nakoa Street, Unit 2
Wailuku, HI 96793

Dear Chair Gabbard,

Re: S.B. No. 2651– Relating to Parking– Statement of Opposition

The Maui County Department of Parks and Recreation would like to request exemptions to requirements and penalties for beach parking lots, parks that are closed after dark, and flood zones.

Currently, there are nine (9) parking lots within the department's inventory that fit into the criteria of 100 or more stalls open to the public, which are comprised of the following locations.

- War Memorial Complex
- Keopuolani Park
- Kahului Community Center
- Kanaha Beach Park
- Lahaina Civic Center
- Lahaina Aquatics and Recreational Center
- Kihei Aquatics and Community Center
- Kalama Park
- Hannibal Tavares Community Center and Upcountry Pool


The number of parking lots has been deduced based on the conditions that the stalls are open to the public, are not used for county employee parking, and are paved and marked. In addition, the public stalls were aggregated for the Lahaina Aquatics and Recreational Center, the Kihei Aquatics and Community Center, and the Hannibal Tavares Community Center and Upcountry Pool.

The department's mission is to provide safe, satisfying and cost-effective recreational opportunities for the residents of and visitors to the County of Maui. Without proper funding, as a consequence of having to pay penalties for the aforementioned parking lots, the department's

recreational programs, as well as, their ability to provide adequate facility maintenance would be negatively impacted. In addition, since alternative energy is a top priority for Maui County, there is an emphasis of building a network of high speed chargers and it is believed that one DC Fast Charger should count as ten (10) Level 2 chargers.

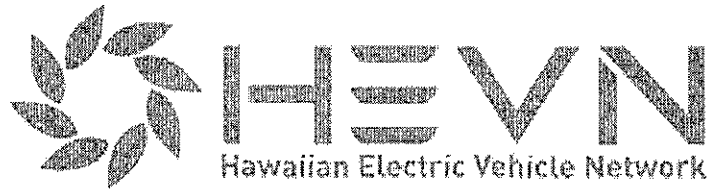
In closing, while the Maui County Department of Parks and Recreation understands the need for readily accessible forms of alternative energy, the concern of public safety at its facilities and providing quality recreational programming for the community should also be a priority. Therefore, consideration to the request for beach parking lots, parks that are closed after dark, and flood zones to be exempt from the requirements and penalties proposed by SB 2651 would be appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Glenn T. Correa".

for GLENN T. CORREA

Director of Parks and Recreation



LETTER OF STRONG SUPPORT FOR SB2651

Committee on Energy and Environment

Hearing Date: Thursday, January 30, 2014
Time: 3:30pm
Place: Conference Room 225
State Capital
415 South Beretania Street

Aloha Chair Gabbard, Vice Chair Ruderman, and Committee Members Senator's Chun-Oakland, Ihara Jr. and Slom,

As the Founder and President of Hawai'i's first organized and structured Sustainable Business Corporation based on Maui, but will be expanding quickly Statewide. We will initially be creating approximately 100 new, good paying, direct jobs (with many other construction and indirect jobs), and will be the largest and most advanced Renewable Energy, all-Electric Vehicle rental, Smart Grid, R&D facility and operation in the United States. Our EV rental facility will be LEED certified, (building on the State's Green Airports Initiative) and our all-EV fleet will primarily be powered by Clean Energy generated by PV or Wind on Maui. Additionally, we will be deploying 1,000+ Smart EV Charging Stations across the State of Hawai'i with our Project Partners ChargePoint, which will be one of the largest EV Charging Networks in the Country, and by far the largest per capita in the United States.

MAHALO Chair Gabbard for your leadership as it relates to Clean Energy and Electric Vehicles!! You know from first-hand experience how critical it is that Electric Vehicle Charging Stations be installed, functional and available to charge an EV, which will allow for greater adoption and use of EVs by both kama'aina and soon by thousands of visitors and Ecotourists who will be coming to Hawai'i and renting EVs. EV infrastructure is NOT "a chicken and egg situation" as EV Charging Stations must be installed for people to feel comfortable to purchase or lease an EV without the fear of "range anxiety". While this Law has been in place for a couple of years, adding this amendment with reasonable fines and allowing compliance by January 1, 2015 will permit property owners with 100+ parking stalls adequate time to come into compliance by installing just (1) EV Charging System. This amended Law will help our State move towards energy independence and security, sustainability, create local jobs, and enhance our environment by significantly reducing GHG and CO² in our State. This will assist us in meeting the Hawai'i Clean Energy Initiative goal of 70% Clean Energy by 2030, and make us a leader in the nation in Clean Energy transportation!

Your support in favor of this amendment would be greatly appreciated by me, the HEVN Team, Project Partners and Stakeholders. In addition, and most importantly this Law will positively impact current and future EV owners in Hawai'i especially by our keiki and kapuna for protecting our environment and leaving Hawai'i nei a better place for future generations.

Respectfully submitted for your consideration and support,
Michael Snyder

Ua lehulehu a manomano ka 'ikena a ka 'ano o ka nohona - Great and numerous is the knowledge of the environment

Michael Snyder
Founder and President
Hawaiian Electric Vehicle Network
Hawai'i's first Sustainable Business Corporation
www.hevn.net

Founder and President
Hawai'i Clean Energy Foundation - Ka Hui Ikehū Ma'ema'e o Hawai'i

Tel: [808.640.4386](tel:808.640.4386)
Cell: [808.280.4952](tel:808.280.4952)

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Noel Morin	Big Island EV Association	Support	No

Comments: Aloha, I am a member of the Big Island EV Association, an organization dedicated to increasing the adoption of sustainable transportation on the Big Island and reducing our dependency on fossil fuel. At last count, there were a little over 100 EVs on this island and many owners are part of the Association (evhawaii.org). I am an EV driver and have witness first hand the challenges associated with the non-compliance with the Hawaii State EV parking/charging law. The dearth of charging stations (either the absence of stations or availability of working stations) make it a challenge to rely on the EV. In Hilo, the Prince Kuhio Plaza, KTA, and Safeway still do not offer charging facilities. On the other hand, Walmart has a station but it is not operable or is not consistently available. I've heard that the station at the Waimea Hospital has not been operable for a while. Adequate infrastructure is critical for the increased adoption of EVs on this island (and across our state). Our ability to expand reach to the masses will be possible with adequate (available and operational) charging stations. Sincerely, Noel Morin



Letter of Support for SB 2651

Committee on Energy and Environment

January 29, 2014

For hearing date: Thursday, January 30, 2014 at 3:30 PM

Chair Gabbard, Vice Chair Ruderman, Committee Members Senators Chun-Oakland, Ihara Jr. and Slom:

I write to support this bill, as director of Maui Electric Vehicle Alliance, the two-year project led by UH Maui College and shared with subawardees DBEDT, Honolulu Clean Cities, and UC San Diego, and funded entirely by the Department of Energy and 14 cost-share (in-kind) partners representing stakeholders in reducing fossil fuel dependence through electrification of transportation. Participants in our two-year dialogue on Maui and neighbor islands through working group meetings, industry conferences, ride and drive events, workshops and seminars, media and social media outreach understand the importance of a COMPLETE charging infrastructure for plug-in electric vehicle (PHEV or EV) drivers.

What is a law if it's not enforced? No one checks. No one inspects. There is no incentive to comply, nor is there any penalty not to comply. The only ones that truly get affected by noncompliance are those EV drivers that run out of juice and need to charge.

Those properties that complied with the law, by investing resources in installing charging stations have learned what works and what doesn't. It does not work to install a charging station and not tell anyone that it exists or slap an hourly fee that makes it prohibitively expensive to use. It does not work to install a charging station that does not function. It does not work to install a charging station and designate an EV parking stall that is hidden, inconveniently located, or simply not available for use. Providing a standard 110-V outlet at a parking space is the least one can do to comply with the law, but I don't think that is the intention of the law. I think the law implies a charging station to mean one that's faster than a standard three-prong outlet. In other words, a charging station refers to a Level 2 (220-V) receptacle or pedestal or a Level 3 (480 V) DC Fast Charger accessible by a vehicle in a space specifically signed and stencilled for use by a Plug-in Electric Vehicle.

In late April 2012, our Visitors Working Group reported that they had identified over 100 hotels and condos on Maui island that fall under this law. This list does not include the numerous State and County parks, recreational centers, shopping malls, restaurants, schools, churches, and other properties that need to comply. We estimate less than 5% of properties that should comply have actually complied.

We hope the penalties you collect with this bill will be used towards educating property owners and managers on best practices for charging stations and electric vehicles as well as establishing a means to update the state's central database of charging stations and their locations.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Anne Ku", is written over a white background.

Anne Ku, Ph.D.

Director, Maui Electric Vehicle Alliance

Website: <http://www.mauieva.org>



January 29, 2014

Letter Number: OC-2014-002
Subject: Hawaii Bill SB2651 Testimony
Reference: SB2651

I am writing this letter to express support for the proposed bill. Hawaii has established itself as a leader in alternative fuel vehicles with the 2009 EV parking/charging law which requires certain parking structures to install and operate EV charging stations. As a direct result of this law, many parking structures have installed EV charging stations, giving potential EV owners the confidence needed in public charging and increasing the number of EVs in Hawaii. However, many more parking facilities have not complied with the law because there are no penalties for non-compliance.

EVs are positive for our environment and the next logical step in our adoption of these vehicles is to give the law some teeth. The bill as proposed is a good compromise because it provides any parking structure not currently in compliance time to comply and establishes reasonable fines for non-compliance. I urge the legislature to adopt this measure.

Sincerely,

Dexter Turner
President/CEO, Oponnect Hawaii, LLC

SB2651

Submitted on: 1/30/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Ron Rod	Electrical Solutions Co.	Support	No

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Douglas Perrine	Individual	Support	No

Comments: The Hawaii State EV parking / charging law is critical to achieving Hawaii's energy independence goals, but is not effective due to the lack of enforcement. SB2651 is an essential measure to enable enforcement of this law, and should be passed expeditiously.

I am writing to support Sen. Mike Gabbard's SB 2651 that adds more effective enforcement provisions for the EV parking law. I have been an EV owner on Maui for nearly three years. In addition to my family EV we have also installed solar panels that provide the electricity needed for home charging. Over the time that I have owned the EV we have been very pleased to see that for the most part we are driving based on solar power and thus contributing to the goal of stopping global warming based on greenhouse gas emissions.

Occasionally we need to charge at locations on other parts of the island. There has been some progress over the past year that has led to new charging stations but they are not enough to support a substantial increase in EV's that is needed to achieve the goal of limiting global warming and lessening our dependence on fossil fuels.

I am in favor of SB 2651 because it will help more Maui residents to see the value of driving emission free EV's and to provide an important basis for an even greater use of solar photovoltaic power used to power the EVs.

Respectfully,
Charles Carletta

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Victoria Yudis	Individual	Support	No

Comments: It is crucial that we support this. EVs are an extraordinary resource and a huge step forward. But this cannot continue moving forward without the support of the community and businesses. For our environment, progress, humanity - these stations need to be made available and enforced. I can not continue to drive an EV if the stress level of running out of charge going to the market is greater than it needs to be if there was a charging station. Especially upcountry!! PLEASE HELP US!!! We are trying to do the right thing and move forward environmentally and technologically - but in these infancy stages - we need enforcement of what was promised - charging stations. Thank You!!!!

January 29, 2014

Senator Mike Gabbard
Chair, Committee on Energy and Environment
Via: On-line Testimony

Re: Support for SB2651 – Relating to Parking - Electric Vehicle Parking Requirement; Penalty

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to testify in support of SB2651. As an electric vehicle owner, I have come to not only enjoy doing my part to be "green", but also to enjoy the incentives allowed for EV owners. Among these incentives is the ability to charge my vehicle when I'm away from home, which helps to ease the range anxiety that EV owners sometimes face. I've been able to travel around the island knowing that there are charging stations available should I need them.

While Hawaii is one of the most EV-friendly states in the nation, I'm often disappointed to find that certain big retailers, shopping centers, and other public places have not complied with the law and lack a charging station. While we are currently the minority, the growing number of EV vehicles is evident on our roads. While I understand there is a cost involved for the equipment and infrastructure of a charging station, I find it disheartening that certain property owners would turn their backs on accommodating EV drivers under this law.

With that said, I wholeheartedly support this bill for providing some kind of enforcement penalty for those in non-compliance. The next step (I hope) is to also enforce penalizing the non-electric cars who often times disregard the EV only parking/charging signs and park in these marked stalls.

Regards,

Nanette Vinton
Mililani, HI

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Timothy Kim	Individual	Support	No

Comments: I do recommend about enforcing parking restrictions to EV only vehicles. I know that this would only apply to public parking lots.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Phil Barnes	Individual	Support	No

Comments: Hawaii was very proactive when they passed legislation back in 2009 that mandated the creation of EV charging stations in public parking lots with over 100 spaces. Unfortunately very few businesses have actually created these charging stations. This severely limits the ability of EV owners to use their vehicles effectively. It is time for this legislation to have some teeth so that businesses take it seriously. We need to get off fossil fuels and EVs are an excellent step in this direction. Thank you for your consideration.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Masaki Takai	Individual	Comments Only	No

Comments: I support the proposed bill to impose enforcement penalties to previously enacted state law for EV parking and charging infrastructure. Having driven a Nissan Leaf EV for the last 2 years, I have enjoyed contributing to decreasing Hawaii's reliance on fossil fuels and improving our air quality. However while Hawaii enjoys a good charging infrastructure, it would be improved if all businesses that have large parking lots would have charging support and EV dedicated parking and would encourage others to move away from gas powered cars to electric vehicles.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Daniel Hodel	Individual	Support	No

Comments: Please support this measure. It is currently very difficult to drive a small EV very far on the Big Island, due to a lack of charging stations in critical locations. So I have to use a gas-burning car to make long trips that I would make by EV if I could count on charging stations where they are needed. Mahalo.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Robert Reed	Individual	Comments Only	No

Comments: Aloha. Thank you for considering enforcing the rules for making EV charging stations more accessible. My wife and I decided to go ahead with the Nissan Leaf, and after we took delivery we found out that finding working, nearby charging stations was real tough. We thought we'd do our part to help move toward a greener Hawaii, but it seems that others are not willing. We'd appreciate you moving in this direction. Thank you. Robert Reed, and Liping Liu. Maui residents for 6 years now, working at Research Park, and the University of Hawaii, Maui College.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Larry Boucher	Individual	Support	No

Comments: Hawaii is the land of sunshine. Most electric vehicle owners also have solar PV panels for their homes and EV cars. Please encourage EV use by making it easy to drive 100% electric vehicles on the islands. The 40-60 mile range of 100% electric cars prevents cross-island travel, unless there are convenient places to recharge while you enjoy and spend money at the destinations you are driving to. More EV vehicles means less pollution from gasoline powered vehicles. How could you not like and support that? No one sells the Nissan LEAF on the Big Island yet, but there are over 60 LEAF owners driving them on the Big Island now. The EV revolution is NOW. Don't wait to legislate. Help keep our islands green.

SB2651

Submitted on: 1/29/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
G Tom	Individual	Support	No

Comments: This measure will also have benefit in that the additional fines and penalties can be used to benefit the state's finances. As an EV owner, I have firsthand experience of the many times that I have either not been able to charge my vehicle at a non-compliant location, or where the charger was occupied by a non-EV and there was no enforcement by the property owner.

SB2651

Submitted on: 1/30/2014

Testimony for ENE on Jan 30, 2014 15:30PM in Conference Room 225

Submitted By	Organization	Testifier Position	Present at Hearing
Tom Saxton	Individual	Support	No

Comments: Charging infrastructure is critical to the adoption of electric vehicles which in turn are critical to Hawaii reducing our economic dependence on imported oil. Without enforcement, the current charging requirements are ineffective. Please act to enforce existing requirements and fine those not in compliance.

Lorn Douglas

RR2 4544

12-7045 Kekainehe St.

Pahoa, Hawaii 96778

(808) 965-8421

lornd@yahoo.com

Jan 29, 2014

To All Those Concerned about Electric Vehicle Experience

Re: Charger Ordinance

Aloha,

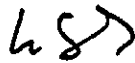
Having lived on this planet I realize what has happened to our beautiful spaceship Earth during my time. I feel quite sad that for most of my 67 years I had no idea what was happening.

I collect my rain water, have many varieties of fruit trees, a large solar system and 2 electric vehicles. Although there is an ordinance requiring public parking lots to have 1 EV charger for every 100 spaces this is not enforced. That has been a problem for me many times as I cannot drive the distance to town in one of my cars (I live 31 miles from town) unless I get a charge.

The problem has been that the few chargers have been inoperable at times and other times someone leaves their car in the charger for hours. If there were as many chargers as required this would not be a problem.

I support enforcement of the existing ordinance by putting some teeth into it.

Thanks for your consideration,



Lorn Douglas

I am submitting my comments in reference to SB2651 on 30 Jan 2014.

I am an EV owner and I have been denied access to charging facilities that I am authorized to use. I wish to give you my view of the frustrations we experience as a result of inconsiderate non-EV automobile drivers.

I do not wish for any one to be penalized to the extent of paying a fee of more than \$ 1,000 for parking a non-Electric Vehicle (EV) in a EV dedicated parking space. But I do however believe that a high dollar penalty is necessary to will serve as a adequate deterrent to those inconsiderate non-EV drivers that choose to ignore the Aloha of being a good citizen. Just to make sure I have made my point, I think the \$ 1,000 or \$ 5,000 fine is an excellent way to discourage the abuse by inconsiderate drivers. Just the scare they might have to pay that high fine would give them cause to find another non-EV parking space.

As you already know Hawaii requires that large parking lot property owners to insure that there are a few EV parking spaces. This is generally less than 1% of the available parking spaces. Some large parking lot property owners have used their required EV dedicated parking spaces requirements to also provide EV charging facilities to EV owners. We – EV Owners are grateful to the State of Hawaii legislature and the parking lot owner for providing both the dedicated spaces and especially the charging stations. But when an EV owner is denied access to the few re-charging stations intended for our use we are not just inconvenienced it equally jeopardizes our safety in receiving sufficient recharge to successfully and uneventfully return home.

There are few if any standalone EV recharging stations such as the gasoline stations and pumps that are located at an Island Mart, 7-11 Convenience Store or Costco gasoline station. These type locations don't exist since the time to re-charge would not be profitable to a proprietor as gasoline or diesel is. EV owners must rely on the malls or groups of stores to provide EV re-charging facilities' through some arrangement. EVs can benefit from a short a recharge as 30-60 minutes while the owner is shopping.

And when it can take 30-60 minutes or longer to re-charge, its easy to understand why EV owners can't cruise around looking for an empty re-charging station. EV drivers are generally sensitive to the need for other EV drivers to re-charge. EV drivers will usually vacate a re-charging station once its feasible to allow another EV driver to use it. But its obvious that non-EV drivers are indifferent and inconsiderate of EV drivers when they parking in EV spaces or re-charging facilities.

More than once I have arrived at a EV dedicated parking space and an EV recharging station and discovered the driver of a non-EV automobile just parking or walking away. There is no avoiding a bad scene when this occurs if the EV driver speaks out. I've been insulted, cussed and once I thought a scene was

going to lead to a fist fight for what started as simply requesting the non-EV driver to move their vehicle. And more than once, after asking, I am not sure I wanted to park there because the attitude of the non-EV driver gave me a feeling that they were going to take revenge on me and damage my car. I am not going to let a situation escalate into a dangerous confirmation. I will walk away or drive away. But a law that simply causes a non-EV driver to reconsider parking in a dedicated EV space because it gives them a pain in their wallet can save someone from getting hurt or property damage.

I sincerely hope I have made you more aware of the ripple effect and the potential for unpleasant incidents that many EV drivers experience on a routine basis. I say again, I don't wish for anyone to be fined and pay an expensive penalty for parking in an EV space/re-charging station. The non-EV driver has a choice. They can easily avoid the penalty and the fee. But I think it's the intent of this law is useful and can help avoid confrontations that will occur without the deterrent the fine will impose. Remember the non-EV driver has a choice to not park in the dedicated EV space.

Thank you for the opportunity to comment. I believe strongly enough in this issue to write you. I generally trust my city and state elected officials to know the issues that impact me. While I don't always agree, I know it will be in the best interest for the majority.

Steve Barnes
808 220-2249
Kaneohe, HI

Douglas Teeple
67-1247 Panalea St
Kamuela HI

With Regards Proposed Bill SB265, Relating to Parking,

I am a LEAF owner, having purchased my LEAF in 2011, and residing on the Island of Hawaii. I fully support Proposed Bill SB2651. Having owned my LEAF for 3 years, I have first hand experience in the lack of charging infrastructure on the Island of Hawaii. Compliance to date with the existing Bill is practically non-existent. Hundreds of locations fitting the requirements of the Bill have made no effort at all to comply. The Bill needs penalties as Senator Gabbard has identified in the proposed Bill to obtain compliance.

We have over 60 registered LEAF vehicles on the Island of Hawaii and over 100 road-worthy electric vehicles. Infrastructure on the Island of Hawaii is limited to a handful of charge station on the whole Island, thus making travel via electric vehicle almost impossible.

I fully support Bill SB265.

Best Regards

Douglas Teeple