

From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 14, 2016 10:54 AM
To: TRNtestimony
Cc: chuckedchang@gmail.com
Subject: Submitted testimony for HB1546 on Feb 17, 2016 10:00AM

HB1546

Submitted on: 2/14/2016

Testimony for TRN on Feb 17, 2016 10:00AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
charles chang	Individual	Support	No

Comments: I live in and work in the capitol district. I see many of same EVs moving from stall to stall to avoid pay fees. I dont think the intent of the law is to have these ev owners get free all day parking by moving from stall to stall.

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From: mailinglist@capitol.hawaii.gov
Sent: Saturday, February 13, 2016 11:39 AM
To: TRNtestimony
Cc: ealecks@hawaii.edu
Subject: Submitted testimony for HB1546 on Feb 17, 2016 10:00AM

HB1546

Submitted on: 2/13/2016

Testimony for TRN on Feb 17, 2016 10:00AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Emily Aleckson	Individual	Support	No

Comments: Thank you for the opportunity to submit testimony on this bill. I am writing in support of this bill because I believe that all vehicles should pay parking fees. There are two reasons for this, first, the traffic in Honolulu is not alleviated by electric vehicles and electric vehicles do not take up less space for parking. Second, while this is an ideal viewpoint, all cars will eventually make a move toward using more sustainable energy. Thank you

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Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION
Wednesday, February 17, 2016 — 10:00 a.m. — Room 309

Ulupono Initiative Provides Comments on HB 1546, Relating to Electric Vehicle Parking

Dear Chair Aquino, Vice Chair LoPresti, and Members of the Committee:

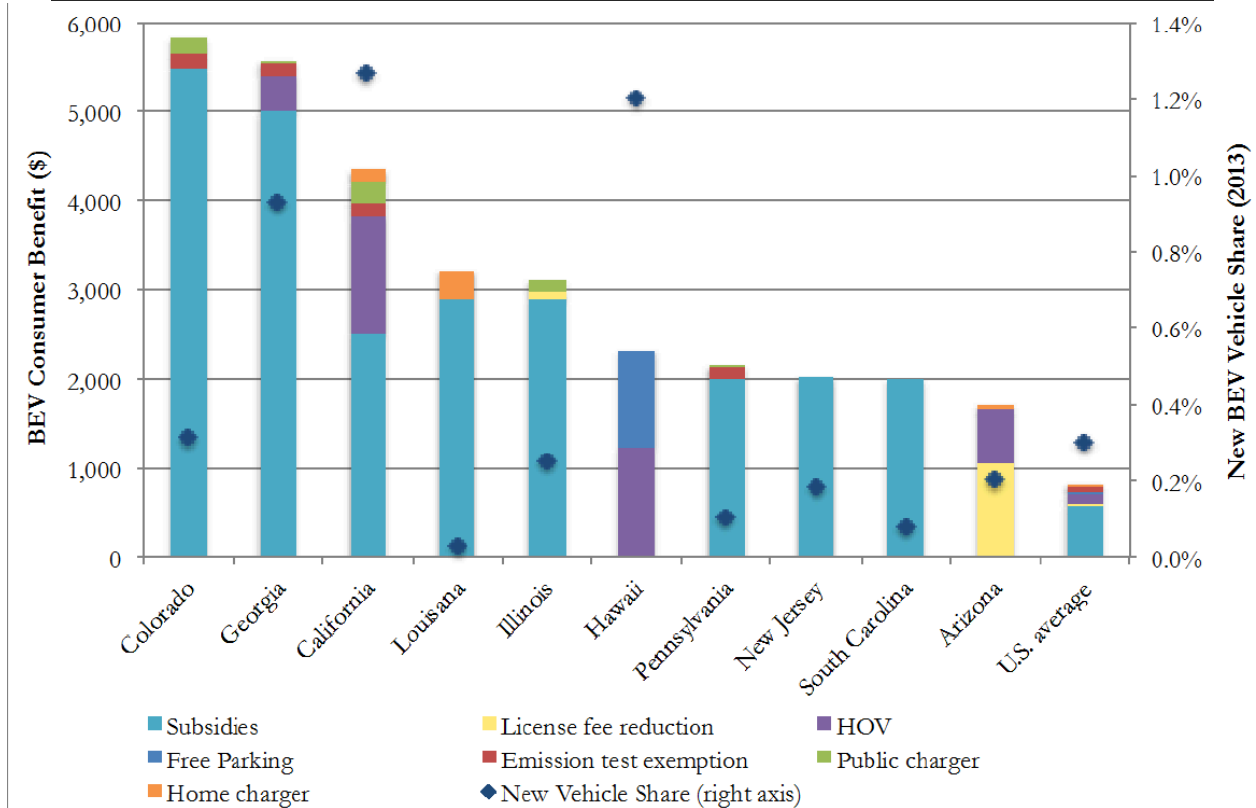
My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment company that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally grown food; increase affordable, clean, renewable energy; and reduce waste. We believe that self-sufficiency is essential to our future prosperity, and will help shape a future where economic progress and mission-focused impact can work hand in hand.

Ulupono is providing comments on HB 1546, which repeals provisions exempting electric vehicles from the payment of parking fees.

In April 2015, University of Hawai'i Economic Research Organization (UHERO) conducted a literature review and electric vehicle forecast for Hawai'i. The report analyzed electric vehicle incentives by the State and compared it to other states' incentives. The report identified that Hawai'i provides high occupancy vehicle (HOV) lane and free parking as its electric vehicle incentives. These incentives provided Hawai'i electric vehicle owners with the 6th highest economic net benefit of all the states. But, it is important to note that in urban and high traffic geographies, HOV lane use and free parking can provide a substantial economic benefit while not costing state government as much as direct subsidies for electric vehicle purchases would have. Meanwhile, many other states provide a direct subsidy for electric vehicle purchases. Yet, Hawai'i is able to achieve the 2nd highest market share for electric vehicles. This means that both HOV lane use and free parking incentives provide relatively effective benefits to electric vehicle owners, encouraged electric vehicle purchases, and provided these benefits in a more economically friendly way to state coffers.

Investing in a Sustainable Hawai'i

Electric Vehicle State Incentives, Their Economic Benefit to Consumers, and Market Share



Source: UHERO, Factors Affecting EV Adoption Literature Review and EV Forecast for Hawai'i, April 2015

The free parking benefit makes electric vehicle purchases more appealing and helps to grow the nascent electric vehicle industry. In 2015, electric vehicle registrations rose 26% even amongst falling gas prices, while gasoline vehicle registration dropped 6%. As of December 2015, electric vehicles represented ~0.4% of all registered vehicles. There will be a time when the electric vehicle industry will not need these incentives, but it seems too soon to remove these incentives at this stage of their business cycle.

Furthermore, electric vehicles can add battery storage capacity and/or demand response capacity to the electric grid, which would allow for increased renewable energy capacity such as solar. More low-cost renewable energy projects will lead to lower energy costs, lower cost of living, and a better quality of life for Hawai'i's residents.

As Hawai'i's energy and transportation issues become more complex and challenging, we appreciate this committee's efforts to look at policies that better prepare Hawai'i for the future. Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner

Testimony before the House Committee on Transportation

**By Michael Colón
Director, New Customer Initiatives
Hawaiian Electric Company, Inc.**

House Bill 1546 – Relating to Electric Vehicle Parking Wednesday, February 17, 2016

Chair Aquino, Vice Chair LoPresti, and Members of the Committee:

My name is Michael Colón and I am testifying on behalf of Hawaiian Electric Company and its subsidiary utilities, Maui Electric Company and Hawaii Electric Light Company (collectively, the “Hawaiian Electric Companies”).

House Bill 1546 seeks to eliminate the exemption provided for electric vehicles from payment of parking fees, including those collected through parking meters, charged by any state or county authority in Hawaii.

The Hawaiian Electric Companies oppose this bill because it is too early to eliminate incentives for this nascent industry in Hawaii. As of December 2015, the total number of registered passenger electric vehicles in the State is 3,990. This represents approximately 0.4% percent of the total registered passenger vehicles on the road in Hawaii.

Electric vehicles represent a tremendous opportunity to reduce the use of petroleum in the ground transportation sector and to replace fossil fuels with renewable energy, particularly if charging coincides with renewable energy production, such as with solar production during the daytime. Electric vehicles also have a lower cost of ownership through reduced maintenance costs, and, importantly, are cheaper to ‘refuel’ than most traditional internal combustion vehicles.

In recent years, the Hawaiian Electric Companies have undertaken several efforts to support the proliferation of electric vehicles, such as the development of their DC Fast Charger network, which provides rapid vehicle charging for a fee in a fraction of the time it takes to charge at level one or level two chargers. The Companies currently have time of use rates for electric vehicle charging, and have proposed an update to those rates with

the Public Utilities Commission to better align incentives with renewable energy production.

With the temporary low price of gasoline, higher sales price of electric vehicles, and a slight decline in new State EV registration in 2015, incentives are still necessary to support the adoption of electric vehicles. In short, this bill threatens to slow the momentum and progress already achieved in transforming Hawai'i's ground transportation to electric vehicles. If the State is serious about eliminating dependence on fossil fuel, it is important that the existing electric vehicle incentives remain in effect until greater adoption of electric vehicles has taken hold.

Thank you for the opportunity to testify.

**HOUSE COMMITTEE
ON
TRANSPORTATION**

February 16, 2016

House Bill 1546 Relating to Electric Vehicle Parking

Chair Aquino, Vice-Chair LoPresti, members of the House Committee on Transportation, I am Rick Tsujimura, representing General Motors LLC (GM).

GM opposes House Bill 1546 Relating to Electric Vehicle Parking. The need for the development and wide-scale deployment of alternatively fueled vehicles to reduce tailpipe emissions and greenhouse gas production, as well as mitigating our nation's dependence on foreign oil, has long been a policy goal of both state and federal government. And Hawaii has been and continues to be a recognized leader in this undertaking.

In the ongoing effort to encourage the acquisition of alternative fuel vehicles, incentives – such as free parking privileges – have become an important part of the initial “procurement equation” as a means of mitigating incrementally higher acquisition costs. Absent incentives, adoption will certainly continue, although arguably at a lower rate.

House Bill 1546 proposes to eliminate free metered parking for battery electric and plug-in battery electric hybrid vehicles which serves as a relatively inexpensive purchase incentive for consumers.

The State of Hawaii has shown tremendous leadership and foresight in encouraging the adoption of alternative fuel vehicles. We urge the Committee to hold this measure in order to continue to encourage consumers to log as many electric miles as possible.

Thank you for the opportunity to present this testimony.



HOUSE COMMITTEE ON TRANSPORTATION

February 17, 2016, 10:00 A.M., Room 309

(Testimony is 1 page long)

TESTIMONY IN OPPOSITION TO HB 1546

Aloha Chair Aquino, Vice Chair LoPresti and members of the Committee:

Blue Planet Foundation opposes HB 1546, which would repeal the provisions exempting electric vehicles from the payment of parking fees in state and county owned facilities.

Electric vehicles (EVs) have a critical role to play in helping the state move beyond fossil fuels, both for the ground transportation sector directly, and for the electricity sector indirectly where electric vehicles can be a tremendous asset through load shifting and energy storage to help handle anticipated excess solar energy during daytime hours.

As the large scale adoption of electric vehicles is a critical strategy in the state's long term energy goals and targets that will bring important economic and environmental benefits, it is entirely appropriate that the state incentivizes the purchase and ownership of EVs through small benefits such as the one allowing free parking at state and county owned facilities.

The state currently offers no tax credits or rebates for the purchase of EVs. The elimination of this relatively minor benefit would be signal a retreat from the state's long-term energy commitments and would be a mistake.

Thank you for the opportunity to testify.

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, February 16, 2016 12:46 PM
To: TRNtestimony
Cc: melissaiwamoto@gmail.com
Subject: Submitted testimony for HB1546 on Feb 17, 2016 10:00AM

HB1546

Submitted on: 2/16/2016

Testimony for TRN on Feb 17, 2016 10:00AM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Melissa Iwamoto	Individual	Oppose	No

Comments: From: Melissa M. Iwamoto Re: HB 1546– RELATING TO ELECTRIC VEHICLE PARKING Chair Henry J.C. Aquino, Vice Chair Matthew S. LoPresti, and members of the committee: I provide this testimony as a private citizen in opposition to HB 1546. As a strong supporter of the State of Hawai'i's efforts to move away from our dependence on fossil fuels and toward renewable energy, I appeal to you to oppose HB1546. Free parking for electric vehicles (EV) is clearly a financial incentive to purchase an EV over a traditional gasoline vehicle. When my husband and I purchased our EV at the end of 2013, we definitely took the free state parking incentive into account along with the federal tax incentive and lower fuel and maintenance costs. Without such incentives, an EV would have been too far out of our price range. As it was, buying an EV was still a financial stretch for our family, but once we considered the significance to our value and belief system—that we must all do our part to address climate change—the choice was one we were willing to make other financial sacrifices for. I am not sure that we, or other families like ours, will be financially able to make the same choice again if the financial incentives are removed. Please think about the importance of moving our island state toward a more sustainable, renewable future. Please think about my three-year-old daughter, and your children and/or grandchildren. What future do you want to leave for them? Please vote for the children and support the effort to move our State toward renewable, sustainable options for all residents. Thank you for the opportunity to provide testimony in opposition of this measure.

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Bill van den Hurk, President
Dave Rolf, Executive Director

LATE

HADA Testimony

With COMMENTS

On HB 1546

RELATING TO FUEL CELL ELECTRIC VEHICLE PARKING

Presented to the House Committee on Transportation

at the public hearing 10 a.m. February 17, 2016

in conference room 309, Hawaii State Capitol

Chair Aquino, Vice Chair LoPresti, and members of the committee:

The Hawaii Automobile Dealers Association, on behalf of the 68 franchised new- car dealers in the State of Hawaii, who employ 4,215 men and women across the state and who account for almost 15% of the state's retail economy, respectfully submits testimony with COMMENTS of HB 2080 HD1, Relating to Fuel Cell Electric Vehicles.

The bill repeals provisions exempting electric vehicles from the payment of parking fees.

HADA dealers continue to ardently support of the goals of the Hawaii Clean Energy Initiative and the adoption of renewable energy vehicles.

Current Hawaii public policy encourages electric vehicle adoption by authorizing use of HOV lanes by a single occupant electric vehicle and restricted exemptions from certain parking fees charged by any state or country authority in the State.

Hawaii continues to maintain its ranking as one of the top states in

percentage of renewable energy electric vehicles sold compared to internal combustion vehicles.

Initiatives, created by the legislature, like the use of High Occupancy Vehicle lanes with only one occupant, and the provision of limited free parking at designated public sites has encouraged the adoption of these electric vehicles.

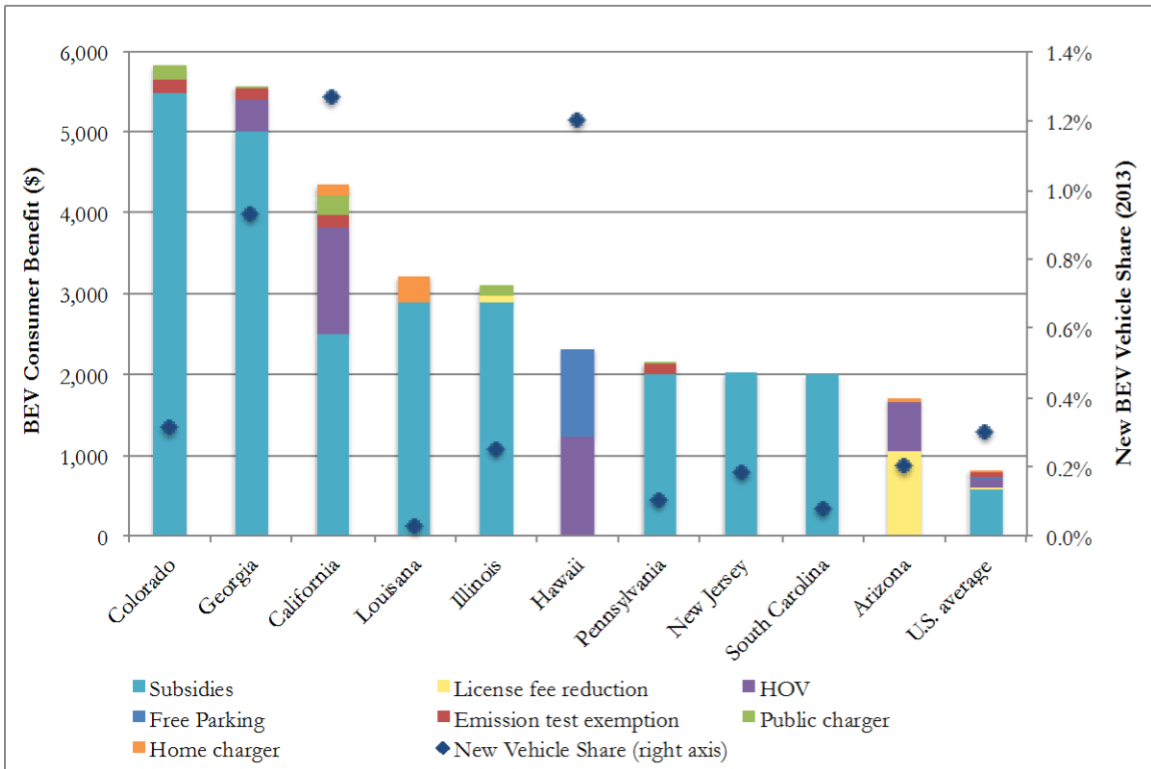
HADA believes Hawaii's high electric vehicle adoption rate provides a model for a similarly high Hydrogen Fuel Cell Electric Vehicle adoption rate, and has testified this session requesting similar public policy provisions like use of HOV lanes and free parking incentives be provided to hydrogen fuel cell electric vehicle purchasers.

An April 2015 study by the University of Hawaii, Economic Research Organization, "Factors Affecting EV Adoption: A Literature Review and EV Forecasts for Hawaii" shows the value of HOV lane use and free parking incentives in creating high adoption rates for electric vehicles.

Policy Mechanisms

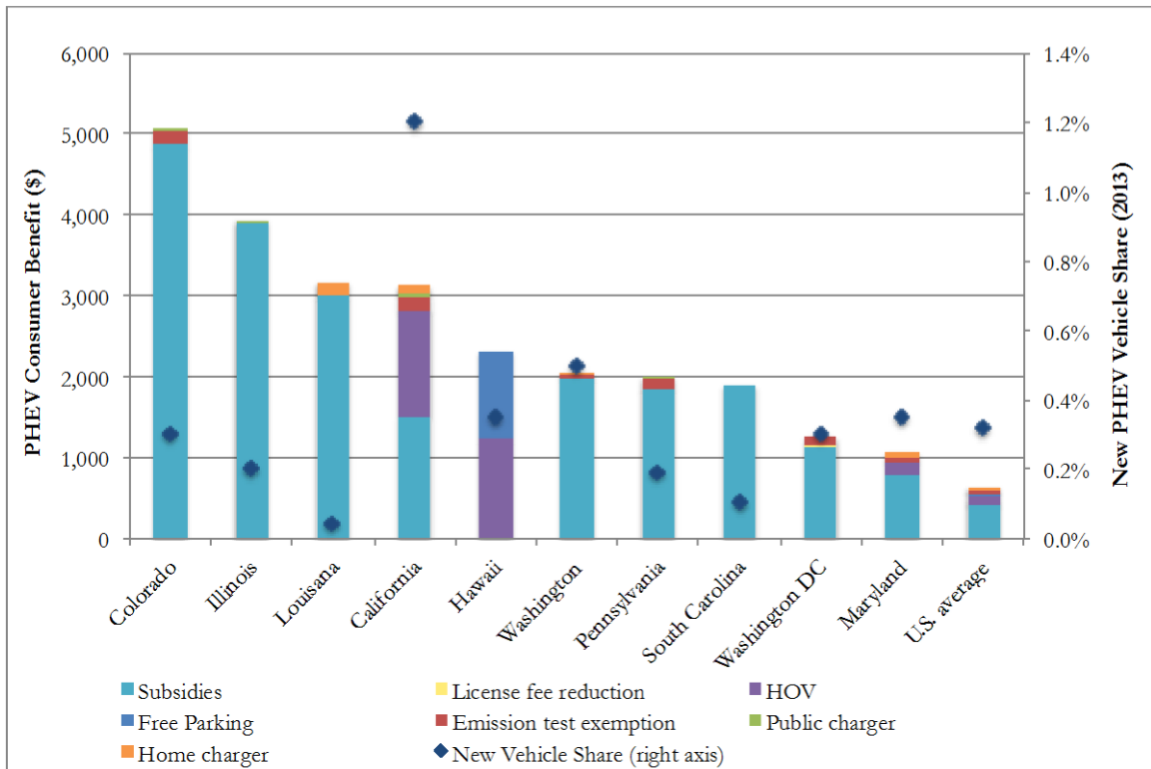
Policy mechanisms available to support EV adoption include *subsidies and other incentives, supporting infrastructure build-up and raising awareness.*

Gallagher and Muehlegger (2011) use national HEV sales data per capita to assess the impacts of incentives such as access to HOV lanes, tax credits, sales tax rebates, and gas prices. They found that gas prices and tax incentives significantly impact sales, where the rebate has a larger effect than the credit. They found that access to HOV lanes is significant in some states.



Source: Recreated from Jin et al. (2014).

Figure 7. PHEV Consumer Benefit and EV Market Share by State



Source: Recreated from Jin et al. (2014). 17

Jin et al. (2014) found that the most valuable state incentives are direct subsidies, though access to HOV lanes is also notable. Hawaii is found to rank sixth in regards to EV incentives, where they are valued at about \$1,200 for HOV lane access and about \$1,000 for free parking at metered stalls (for BEVs).

Public policy initiatives like providing HOV lane use for EVs and providing limited free parking, like that offered to EV owners in Hawaii, will provide much needed incentives for the purchase of the renewable energy vehicles needed to meet the goals of the Hawaii Clean Energy Initiative.

For the aforementioned reasons, the Hawaii Automobile Dealers Association respectfully requests that the committee give consideration to retaining the current parking exemption incentive to continue to foster the uptake of renewable energy electric vehicles in Hawaii.

Respectfully submitted,

David H. Rolf

Hawaii Automobile Dealers Association



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

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

DAVID Y. IGE
GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

Statement of
LUIS P. SALAVERIA
Director
Department of Business, Economic Development, and Tourism
before the
HOUSE COMMITTEE ON TRANSPORTATION



Wednesday, February 17, 2016
10:00 a.m.
State Capitol, Conference Room 309

in consideration of
HB 1546
RELATING TO ELECTRIC VEHICLE PARKING.

Chair Aquino, Vice Chair LoPresti, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) respectfully offers comments on this measure, which repeals provisions exempting electric vehicles (EVs) from the payment of parking fees.

DBEDT believes existing EV parking exemptions accelerate EV adoption, a key component in reducing Hawaii's dependence on fossil fuels. Although the rate of EV adoption is increasing in Hawaii, EVs have not reached a full one percent vehicle market penetration and therefore DBEDT has concerns that it would be premature to repeal the existing parking incentives.

Additionally, given the existing sunset date for this exemption and current market trends, DBEDT believes that prematurely repealing these incentives could have an adverse effect on the adoption of EVs. As EVs represent less than one percent of vehicles in Hawaii, the financial impact of retaining this exemption until its existing sunset is minimal.

Finally, previous Legislature's leadership in adopting the EV parking provision has had a significant positive impact in increasing EV adoption and therefore we are reluctant to lose this valuable incentive prematurely.

Thank you for the opportunity to provide these comments regarding HB 1546.