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Statement of
LUIS P. SALAVERIA
Director

Department of Business, Economic Development and Tourism
before the

SENATE COMMITTEE ON WAYS and MEANS

Thursday, March 29, 2018

10:50 a.m.

State Capitol, Conference Room 211

in consideration of
HB2274, HD1, SD1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) offers comments on HB2274, HD1, SD1, which seeks to expand the State's existing electric vehicle charging requirements.

Our comments pertain to Part II, Section 3, of HB2274, HD1, SD1, which seeks to establish a working group to address the installation of electric vehicle supply equipment in the State. The working group is tasked with collaborating with the City and County of Honolulu to explore mobile charging infrastructure technology and examine the feasibility of increasing the number of electric vehicle charging stations at Aloha Stadium.

DBEDT has concerns because the working group proposed in this bill would be subject to requirements of Hawaii's Sunshine Law, codified at part I of chapter 92, Hawaii Revised Statutes, which would prohibit working group members from discussing working group matters outside of the working group meetings. These requirements could restrict and delay any action and/or projects, i.e. electric vehicle charging station deployment, that are related to the working group topics.

DBEDT is actively exploring opportunities related to clean transportation, in particular electric vehicles and electric vehicle infrastructure deployment, and has consulted with over 60 stakeholders. We have collaborated with the City and County of Honolulu, Neighbor Island counties, Department of Transportation and Hawaiian Electric Companies which resulted in the designation of electric vehicle corridors on

Oahu, Maui and Hawaii by the Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT), pursuant to the Fixing America's Surface Transportation (FAST) Act. This bill expresses interest in exploring options for electric vehicle charging infrastructure expansion at Aloha Stadium. DBEDT can hold discussions with the Aloha Stadium to assess opportunities.

Thank you for the opportunity to provide DBEDT's comments on HB2274, HD1, SD1.

Charlotte A. Carter-Yamauchi
Director

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LEGISLATIVE REFERENCE BUREAU
State of Hawaii
State Capitol, Room 446
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Written Comments

HB2274 SD1

RELATING TO THE ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Charlotte A. Carter-Yamauchi, Director
Legislative Reference Bureau

Presented to the Senate Committee on Ways and Means

Thursday, March 29, 2018, 10:50 a.m.
Conference Room 211

Chair Dela Cruz and Members of the Committee:

Good Morning Chair Dela Cruz and members of the Committee, my name is Charlotte Carter-Yamauchi and I am the Director of the Legislative Reference Bureau. Thank you for providing the opportunity to submit written comments on H.B. No. 2274, H.D. 1, S.D. 1, Relating to Electric Vehicle Charging Infrastructure.

The purpose of this measure is to strengthen the State's electric vehicle charging requirements by:

- (1) Requiring parking facilities built after 2016+ to provide electric vehicle supply equipment to at least one parking space per one hundred parking spaces to be designated exclusively for electric vehicles;
- (2) Creating a ratio to calculate the total number of electric vehicle stalls that a parking facility with more than one hundred public parking spaces must have, beginning July 1, 2021;
- (3) Authorizing the Director of Transportation to fine properties that are not in compliance with electric vehicle parking space requirements;

- (4) Establishing a working group within the Department of Business, Economic Development, and Tourism to address the installation of electric vehicle supply equipment in the State; and
- (5) Requiring the Legislative Reference Bureau to assist the working group with its final report and draft proposed legislation that are to be submitted to the Legislature no later than twenty days prior to the convening of the 2019 Regular Session.

The Bureau takes no position on this measure, but submits the following comments for your consideration.

As a general matter, we note that the working group established in this measure contains few members of the Legislature relative to the overall membership of the task force, and will be situated in the Department of Business, Economic Development, and Tourism, an executive branch agency. The Bureau is statutorily directed to use its resources and services to assist the Legislature and its members, unless otherwise directed by the Legislature.

Accordingly, we have some concerns with how the measure is currently drafted with respect to the work requested of the Bureau. The language of the measure requires the Bureau to assist the working group with its final report and draft proposed legislation. As currently drafted, the scope of assistance required of the Bureau is unclear and does not provide a specific deadline for the working group to submit its requests for service to the Bureau. Absent a specified deadline, the services requested could have an adverse impact on the services the Bureau provides to the Legislature and its members.

If the Committee decides to recommend the passage of this measure and desires to keep the Bureau involved, we respectfully request that the measure be amended to specifically clarify that the working group provide the Bureau with a draft of its final report and request to draft proposed legislation by no later than September 1, 2018, so that work on the report and legislation would not adversely impact our ability to provide our core services to the Legislature for the upcoming Regular Session.

If the measure is amended to address the concerns noted above to have the Bureau assist with finalizing the report and proposed legislation, the Bureau believes that the services requested under the measure would be manageable and that the Bureau will be able to provide the services in the time allotted; provided that the Bureau's interim workload is not adversely impacted by too many other studies or additional responsibilities, such as conducting, writing, or finalizing other reports, drafting legislation, or both, for other state agencies, task forces, or working groups that may be requested or required under other legislative measures.

Thank you again for your consideration.



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Thursday, March 29, 2018 — 10:50 a.m. — Room 211

Ulupono Initiative Strongly Supports HB 2274 HD 1 SD 1 with Comments, Relating to Electric Vehicle Charging Infrastructure

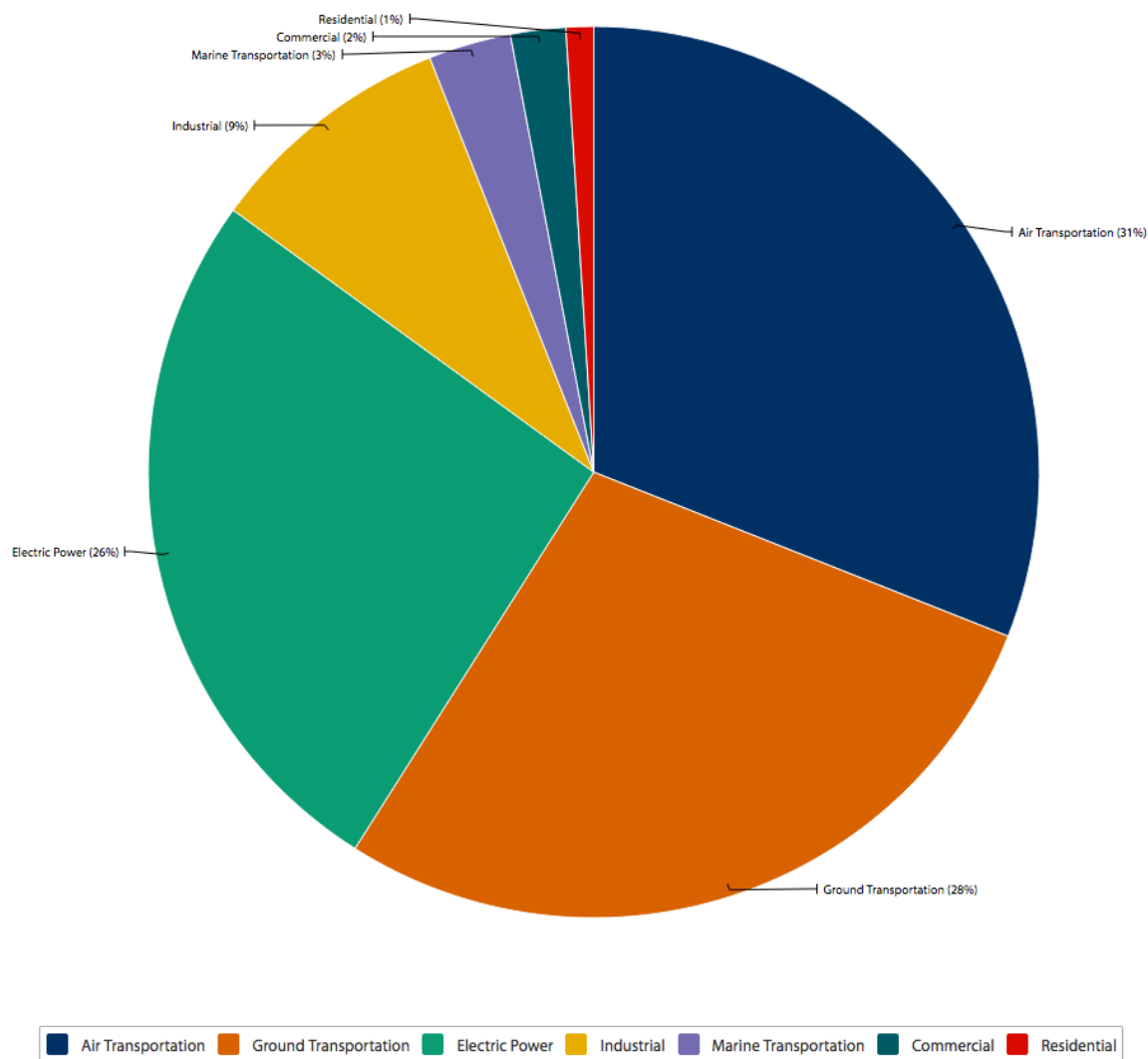
Dear Chair Dela Cruz, Vice Chair Keith-Agaran, and Members of the Committee:

My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and better management of waste and fresh water. Ulupono believes 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 strongly supports HB 2274 HD 1 SD 1, which expands the State's existing electric vehicle charging requirements for parking lots.

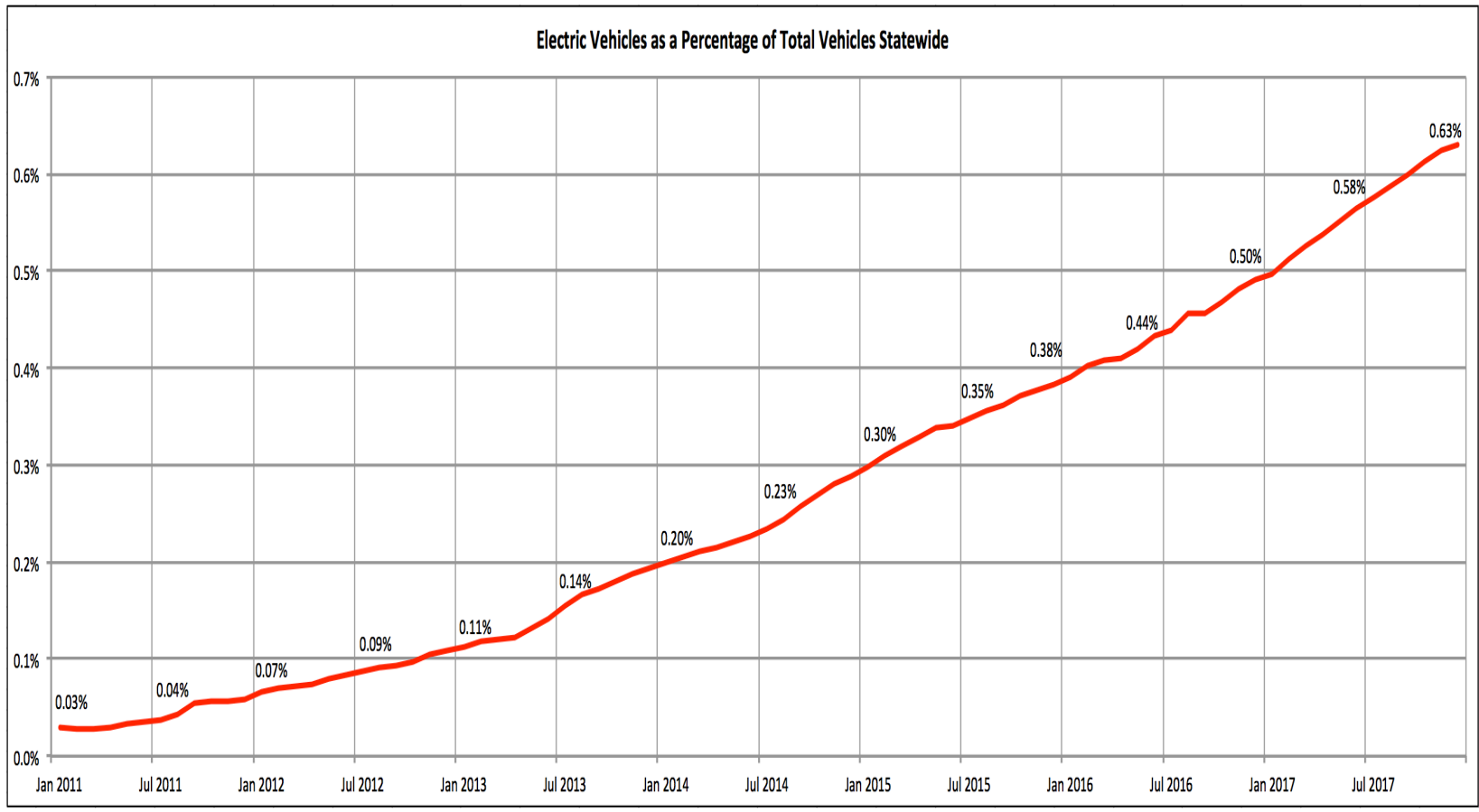
In Hawai'i, while ~25 percent of electricity generation is renewable energy, less than 1 percent of energy use in transportation is renewable. Meanwhile, the transportation sector requires more energy than the electricity sector. Furthermore, about 28 percent of the state's primary energy usage is due to ground transportation, such as cars and trucks, which rely almost exclusively on imported fossil fuels for its energy. Electrifying ground transportation is presently the most efficient and impactful way to move transportation toward more renewable energy.

Investing in a Sustainable Hawai'i



This bill would create greater availability of electric vehicle charging infrastructure, a precursor to making electric vehicle ownership more appealing by reducing range anxiety. More electric vehicle charging stations would have the additional benefit of providing the potential to add battery storage capacity and/or demand response capacity to the electric grid.

Hawai'i ranks second in the nation behind California in the number of electric vehicles registered as a percentage of vehicles. As of December 2017, electric vehicles represented 0.63 percent of all registered vehicles. In 2017, electric vehicle registrations increased by 31 percent while gasoline vehicle registration only increased by 1 percent. Electric vehicles are only going to grow in market share of vehicles and therefore this bill takes a reasonable proactive approach to support new technology.



Source: DBEDT Figures



Yet even as electric vehicle ownership is growing in Hawai'i, public electric vehicle charging infrastructure is not keeping up. In October 2015, there were 8.43 electric vehicles for every public level 2/3 charger in Hawai'i. Yet, in March 2017, there were 10.40 electric vehicles for every public level 2/3 charger in Hawai'i.

One recommendation for this bill is to add the requirement of the type of charging station needed to be put in. We recommend that parking lot owners install at least a level 2 or 3 charging station to be in compliance. While a level 1 charging station is substantially cheaper, the charging time is significantly slower. Ulupono is also supportive of a compliance system that factors charging station speed with greater credit toward meeting the requirement.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner