

**HCR-242**

Submitted on: 3/19/2018 8:49:50 AM

Testimony for EEP on 3/20/2018 9:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Melodie Aduja	OCC Legislative Priorities Committee, Democratic Party of Hawai'i	Support	No

Comments:



**TESTIMONY IN SUPPORT OF HCR 242/HR 209**  
**being heard by the House Committee on Energy and Environmental Protection**  
**on Tuesday, March 20, 2018 at 9:00 a.m.**  
**Room 325**

Aloha Chair Lee, Vice Chair Lowen, and Members of the Committee:

Tesla is pleased to submit this testimony in support of HCR 242/HR 209, which would direct the Hawaii Building Code Council to require a baseline level of investment in electric vehicle (EV) charging infrastructure in newly constructed or significantly renovated parking facilities serving multi-unit buildings, workplaces and commercial buildings.

Tesla's mission is to accelerate the world's transition to sustainable energy. As a leading manufacturer of EVs, we are keenly aware of the conditions necessary to support widespread EV adoption. Access to charging remains among the most significant barriers impeding market growth. One of the most common questions and concerns prospective EV customers have is where to charge their vehicle. This issue is particularly acute for those living in more dense, urban environments where parking space is limited and the electrical capacity to charge may not exist in typical parking garages. Absent concerted policy efforts to make charging more ubiquitous, EV adoption will grow more rapidly with suburban customers, who are more likely to live in single-family, detached housing that can be easily equipped with electric vehicle charging equipment.

As Tesla has expressed in other testimony presented to this Committee, we support the approach of "charge where you park," not "park where you charge". In other words, EV drivers should not be limited to basing their trips around where EV charging is available. Charging infrastructure should be sufficiently ubiquitous, or strategically located where EV drivers would park their vehicles regardless, such that they can simply go about their daily business like any other driver, without considering where they are going to plug-in.

To that end, Tesla believes that efforts to drive deployment of charging infrastructure should specifically focus on parking facilities serving multi-unit residential buildings and workplaces. These are locations where drivers will park their cars for relatively long periods as a matter of course and thus represent ideal locations to place charging infrastructure.

Changes to the building code, as encouraged by HCR 242/HR 209, such that newly built or significantly renovated parking facilities are required to have a minimum levels of charging infrastructure represent a powerful policy lever to ensure that new parking facilities reflect and advance the State's policy objectives to dramatically reduce its reliance on fossil fuels.

To the degree vehicle electrification is known part of the solution, establishing requirements to design parking facilities with EV charging infrastructure from the outset is also far more cost-effective than seeking to retrofit facilities with this infrastructure. A study conducted by Energy Solutions and Northern California utility Pacific Gas & Electric Company prior to adopting building standard changes in



San Francisco found that installing EV infrastructure at the time of construction can be 64-75% less expensive than post-construction retrofits.<sup>1</sup>

For these reasons, Tesla encourages passage of this important Resolution.

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<sup>1</sup> Energy Solutions & Pacific Gas and Electric (November 2016), "Plug-in Electric Vehicle Infrastructure Cost-Effectiveness Report for San Francisco."

**Testimony before the House Committee on Energy & Environmental Protection**

**Tuesday, March 20, 2018**

**9:00 am**

**HCR 242/HR 209 – Directing the State Building Code Council to Require Certain Parking Facilities to be Equipped with Electric Vehicle Ready Infrastructure for at Least One Parking Space, or Twenty-Five Percent of Parking Spaces, Whichever is Greater**

**By Brennon Morioka  
General Manager, Electrification of Transportation  
Hawaiian Electric Company, Inc.**

Chair Lee, Vice Chair Lowen, and Members of the Committee:

My name is Brennon Morioka and I am testifying on behalf of Hawaiian Electric Company and its subsidiary utilities, Maui Electric Company and Hawai'i Electric Light Company (collectively, the "Hawaiian Electric Companies").

HCR 242/HR 209 seek to require electric vehicle ("EV") ready charging infrastructure in new parking facilities, such as multi-unit dwellings, workplaces, or commercial buildings.

The Hawaiian Electric Companies support the intent of these resolutions to promulgate smart building codes that increase the amount of available EV charging facilities in places where people use them the most. There are numerous studies showing the critical link between the availability of EV charging facilities and the adoption of EVs. In fact, many consumers list the availability of public and private charging facilities as one of the most important determining factors in deciding to convert to driving an EV. The electrification of transportation can help mitigate global climate impacts from greenhouse gas emissions and provide immediate health and environmental benefits to Hawaii residents through reduced tailpipe emissions, as studies have shown an association between air pollutants from vehicle exhaust and heart disease, asthma, pulmonary disease and cancer. Electric vehicles also provide a unique opportunity to promote electric grid reliability and lower electricity bills for all utility customers. As of the end of 2017, over one million passenger cars were

registered in the State of Hawaii with less than one percent of that total attributed to electric vehicles. The Hawaiian Electric Companies applaud the proposed resolutions' acknowledgement of the need to support a nascent electric vehicle market for the benefit of all Hawaii residents.

In recent years, the Hawaiian Electric Companies have undertaken several efforts to support the proliferation of electric vehicles, such as the development of a growing DC Fast Charger network, with over 12 locations across the Companies' service territory. The Companies currently have time-of-use rates for home electric vehicle charging, and are developing a strategy filing with the Public Utilities Commission to explore and expand our participation in Hawaii's transition to electrified transportation.

In short, these resolutions support the momentum towards transforming Hawaii's ground transportation to electric vehicles. If the State is serious about eliminating dependence on fossil fuel, it is important to support the buildout of charging facilities in a real and tangible manner.

Thank you for the opportunity to testify.



**TESTIMONY OF TINA YAMAKI  
PRESIDENT  
RETAIL MERCHANTS OF HAWAII  
March 20, 2018**

**Re: HCR 242/HR 209 DIRECTING THE STATE BUILDING CODE COUNCIL TO  
REQUIRE CERTAIN PARKING FACILITIES TO BE EQUIPPED WITH ELECTRIC VEHICLE-  
READY INFRASTRUCTURE FOR AT LEAST ONE PARKING SPACE, OR TWENTY-FIVE  
PERCENT OF PARKING SPACES, WHICHEVER IS GREATER**

Good morning Chair Lee and members of the House Committee on Energy & Environmental Protection. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii (RMH) is a statewide not-for-profit trade organization committed to supporting the retail industry and business in general in Hawaii. The retail industry is one of the largest employers in the state, employing 25% of the labor force.

Retailers continue to be concerned about our aina and have supported many initiatives that preserve and protect our environment. However, The Retail Merchants of Hawaii does not support HCR 242 or HR 209. This resolution would mandate that the State Building Code Council require certain parking facilities or parking lots that has least 2 parking spaces, are permitted for construction or renovations and serve as a multi-unit dwelling, workplace, or commercial building, to be equipped with wiring and electrical infrastructure to accept electric vehicle charging infrastructure in at least one parking space, or twenty-five percent of parking spaces, whichever is greater

We believe that the market and customers should be the influencers in business trends and operations and not government mandates. Taking away more open public parking stalls and turning them into reserved EV stalls would hurt businesses, especially on weekends when many go to the malls and stores to shop and turn away when they can't find a stall. Retailers and shopping malls already provide these "reserved parking spaces" some with a FREE charging station for electric vehicles.

Many of our members have found EV drivers in the surrounding neighborhood and condominiums come to plug into the retailers charging stations to avoid increasing their electric bill at home. Furthermore, these residents leave their cars charging AND are not shopping in the stores while their batteries are being recharged. Thus these residents are taking away the EV stall from customers coming to shop. And the money that is spent in the stores in turn supports our family, friends and neighbors who work in the stores.

Who is to pay for these charging stations and their installation? These stalls for EV will come at a cost to businesses for the installation, upkeep and electricity. We are already seeing in the news about businesses closing. Existing parking facilities infrastructures are often not wired for electricity. It is not that easy sometimes to install the stations when there is electricity that needs to be pulled in. Each building and facility varies on how stations can be installed. Often the major cost factor is having to dig up or into the structure, install electrical infrastructure, replace the part of the facility that affected by the installation. This can be very costly.



We would also like to point out that with the advancement of technology, the newer model Electric Vehicles can travel further distances. There are also other cars being developed that uses alternatives to traditional gas-powered car like that of hydrogen fuel cell. We are concerned that government will begin to mandate "reserved parking stalls" for all of the various types alternative gas powered vehicles including the EV delivery trucks and that businesses with large parking lots would just become a reserved parking charging station for the public and not able to offer convenient parking for the customers that actually shop in the stores.

Government mandates like this does drive up the cost of doing business that in turn drives up the cost of living in Hawaii. We urge you not to impose another government mandate on business and ask that you hold this measure.

Mahalo for this opportunity to testify.



**LATE**

“Advancing the Commercial Property Management Industry through Education, Networking and Advocacy”

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Testimony to the  
House Committee on Energy & Environmental Protection  
March 20, 2018  
9:00 a.m.  
State Capitol - Conference Room 325

RE: HCR 242 DIRECTING THE STATE BUILDING CODE COUNCIL TO REQUIRE CERTAIN PARKING FACILITIES TO BE EQUIPPED WITH ELECTRIC VEHICLE-READY INFRASTRUCTURE FOR AT LEAST ONE PARKING SPACE, OR TWENTY-FIVE PERCENT OF PARKING SPACES, WHICHEVER IS GREATER.

We are testifying on behalf of the Building Owners and Managers Association of Hawaii. BOMA Hawaii supports energy efficient alternatives in transportation but opposes inflexibility in regulations.

We strongly oppose HCR 242 as written.

It has been estimated that more than 100,000 electric vehicles are now on the road in the United States, and this is only expected to grow. As plug-in cars have become more visible on the nation’s highways and local streets, there has also been a corresponding need for electric vehicle charging stations. This emerging need is creating a marketplace demand. Many building owners have installed EV charging stations and have successfully used it as a profit center as well as an amenity to attract new business and/or new tenants. Others are reluctant to take on the cost (installation cost, lost revenue from lost parking spaces, etc.), ongoing maintenance and management responsibilities, and liability. Where building owners are able to balance the benefits and potential draw backs, and where it makes economic sense, property owners will move forward to meet the need, without federal, state or local mandates. We have consistently requested to be a part of the dialogue concerning EV legislation and the impacts of EV parking mandates on the community and economy.

This resolution proposes that the state Building Code should require 25% of parking spaces in new buildings to be equipped with EV-ready capability. It is impracticable, infeasible and overly burdensome to accomplish within the amount of time provided.

Please do not advance this measure.



**LATE**



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Your Partner For Success

Unite  
for  
Good

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Testimony to the House Committee on Energy & Environmental Protection  
Tuesday, March 20, 2018, 9:00 am  
State Capitol, Room 325

Testimony on Opposition to HCR 242/HR 209 – Electric Vehicle-Ready Infrastructure

To: The Honorable Chris Lee, Chair  
The Honorable Nicole Lowen, Vice-Chair  
Members of the Committee

My name is Stefanie Sakamoto, and I am testifying on behalf of the Hawaii Credit Union League, the local trade association for 57 Hawaii credit unions, representing over 800,000 credit union members across the state.

We are in opposition to HCR 242 / HR 209, which directs the State Building Code Council to require certain parking facilities to be equipped with electric vehicle-ready infrastructure for at least one parking space or 25%, whichever is greater.

Current law states that parking lot owners/operators must provide 1 electric vehicle charging device per 100 parking stalls. While we understand the desire to provide more charging stations and dedicated parking stalls for electric vehicles to promote “green” transportation, this cost is completely borne by the business owner. The cost of the device itself, along with painting and re-configuration of parking stalls, and the possible loss of parking stalls for employees, tenants, and customers is completely the responsibility of the owner, with no incentive; only penalty for non-compliance. This bill represents a further increase in the cost of doing business in Hawaii. Further, with the cost of living in Hawaii already being so high, most people cannot afford to switch to an electric vehicle to benefit from this proposed law.

Thank you for the opportunity to testify.



**LATE**

“Advancing the Commercial Property Management Industry through Education, Networking and Advocacy”

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Testimony to the  
House Committee on Energy & Environmental Protection  
March 20, 2018  
9:00 a.m.  
State Capitol - Conference Room 325

RE: HCR242 HR209 DIRECTING THE STATE BUILDING CODE COUNCIL TO REQUIRE CERTAIN PARKING FACILITIES TO BE EQUIPPED WITH ELECTRIC VEHICLE-READY INFRASTRUCTURE FOR AT LEAST ONE PARKING SPACE, OR TWENTY-FIVE PERCENT OF PARKING SPACES, WHICHEVER IS GREATER.

Aloha Chair Lee, Vice Chair Lowen and members of the committee:

We are testifying on behalf of the Building Owners and Managers Association of Hawaii. BOMA Hawaii supports energy efficient alternatives in transportation but opposes inflexibility in regulations.

We strongly oppose HCR 242 as written.

In addition to our testimony, please note that the following BOMA Hawaii members have also asked to be included as opposing this resolution:

Shidler Pacific Advisors LLC  
Healthcare Realty  
Diamond Parking  
PMRG – Alii Place

Thank you for the opportunity to testify.



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**Testimony to the House Committee on Energy & Environmental  
Protection  
Tuesday, March 20, 2018  
9:00 am  
State Capitol, Room 325**

**LATE**

**RE: HCR 242 / HR 209 – Electric Vehicle-Ready Charging  
Infrastructure for Parking Facilities**

Chair Lee, Vice-Chair Lowen, & members of the Committee:

My name is Gladys Quinto-Marrone, CEO of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii.

BIA-HAWAII is in strong opposition to HCR 242 / HR 202, which directs the State Building Code Council to require certain parking facilities to be equipped with electric vehicle-ready charging infrastructure for at least one parking space, or 25%, whichever is greater.

BIA Hawaii has consistently opposed “unfunded government mandates” such as what is being proposed in this bill. The proposed resolution directs the State Building Code Council to mandate at least one parking space, or 25%, have electric vehicle charging equipment, regardless of how many parking spaces the property has. Current law states that for all parking lots with 100 stalls or more, one parking space is required to be dedicated for electric vehicles and have charging equipment. The cost to restripe and install the necessary equipment for charging electric vehicles is to be borne by the owner/operator of the parking lot. This proposed mandate would be a massive cost to the property owner.

Rather than providing incentives for parking lot owners/operators to install more electric vehicle stalls and charging equipment, as is the case in most instances, the Legislature arbitrarily “mandates” compliance.

We are in strong opposition to HCR 242 / HR 209, and appreciate the opportunity to express our views on this matter.

**HCR-242**

Submitted on: 3/19/2018 3:33:12 PM

Testimony for EEP on 3/20/2018 9:00:00 AM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Erica Scott	Individual	Support	No

Comments: