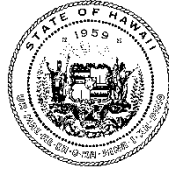


DAVID Y. IGE
GOVERNOR



RODERICK K. BECKER
Comptroller
AUDREY HIDANO
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

P.O. BOX 119, HONOLULU, HAWAII 96810-0119

TESTIMONY OF
RODERICK K. BECKER, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE
HOUSE COMMITTEE ON FINANCE
ON
WEDNESDAY, MARCH 28, 2018
4:00 P.M.
CONFERENCE ROOM 308

S.B. 2122, S.D. 1, H.D. 1

RELATING TO ELECTRIC VEHICLES.

Chair Luke, Vice Chair Cullen, and members of the Committee, thank you for the opportunity to testify on S.B. 2122, S.D. 1, H.D. 1.

The Department of Accounting and General Services (DAGS) appreciates the opportunity to offer comments to this measure which imposes a limit on parking fee exemption for electric vehicles for the Committee's consideration.

Act 168, Session Laws of Hawaii 2012 (Act) exempts electric vehicles (EV) for certain parking fees collected by State and County agencies. This Act was meant to encourage the adoption of EV purchases with free parking incentives. The law was enacted to promote clean energy and jump-start EV sales. DAGS believes that Act 168 has served its intended purpose since EV sales are up and research shows that EV adoption would occur without free parking incentives. The Department believe the current sunset date of Act 168 of June 30, 2020, should be retained.

In addition, the current law allows electric vehicles to move from one metered stall to another metered stall in the same parking lot to avoid parking fees. This is abuse of parking

privileges that electric vehicle owners are taking advantage of in all areas. DAGS sees about 50 to 60 personal EVs parked in the State lots on a daily basis which account for approximately \$15,000 to \$20,000 of lost revenues each month. Moreover, this abuse takes away valuable public parking stalls from legitimate users who need to do business in areas when personal EVs are parked in the same area for the whole day. We suggest a time limit of 1.5 hours maximum free time per day for EV owners in order to allow other vehicle owners who require parking for legitimate business purposes.

Thank you for the opportunity to testify on this matter.



To: The House Committee on Finance
From: Brodie Lockard, OFA Hawaii Climate Lead, 808-262-1285
Date: Wednesday, March 28, 2018

In support of SB 2122 SD1 HD1

Dear Chair Luke, Vice Chair Cullen and Committee members,

I am the Hawaii Climate Lead for Organizing for Action, a progressive group that played a lead in electing President Barack Obama twice. Organizing for Action supports SB 2122 SD1 HD1.

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

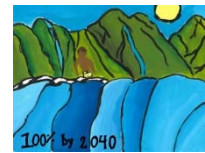
Please support SB2122 SD1 HD1 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

Thank you for the opportunity to testify.

Brodie Lockard
Hawaii Climate Lead, Organizing for Action

[1] http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf

[2] <https://www.eia.gov/state/analysis.php?sid=HI>



HOUSE COMMITTEE ON FINANCE

March 28, 2018, 4:00 P.M.

Room 308

(Testimony is 4 pages long)

TESTIMONY IN SUPPORT OF SB 2122 SD1 HD1, SUGGESTED AMENDMENTS

Aloha Chair Luke, Vice Chair Cullen, and members of the Committee:

Blue Planet Foundation is **supports** SB 2122 HD1, which would increase the accessibility of EV charging infrastructure and help prepare for our modern transportation system. Accessible EV charging is a key barrier to EV adoption in Hawaii, so an “EV Ready” requirement as described in SB 2122 is timely and needed. **Blue Planet opposes, however, reducing the current incentives available to electric vehicle (EV) owners regarding parking benefits**, and we respectfully request that the changes to the EV parking incentives be removed from SB 2122.

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 (except on Hawaii Island), they use that fuel more effectively than burning fuel directly in a typical gasoline engine. This is why EVs are much less expensive to “fuel” per mile than their gasoline 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 Hawaii residents.

Over one million gasoline-powered vehicles are on Hawaii's roads—and from them comes nearly five million metric tons of climate-changing carbon pollution. What’s worse, while Hawaii has made good progress in reducing its carbon emissions from the electricity sector, emissions from ground transportation have been increasing in recent years.

This, in part, inspired **the mayors from all four of Hawaii’s counties in December, 2017, to pledge to transform ground transportation to 100 percent renewable fuel by 2045**. The purpose of their action was to set a vision for clean, modern mobility options for all. This goal is necessary and achievable. **The state should support these county goals with appropriate incentives to foster the rapid adoption of electric and other renewable fuel vehicles.**

info@blueplanetfoundation.org

55 Merchant Street 17th Floor • Honolulu, Hawai'i 96813 • 808-954-6142 • blueplanetfoundation.org

Requiring 25% of parking be “EV Ready” is keystone transportation policy

Adequate EV charging infrastructure is currently a key barrier to EV adoption. The International Energy Agency has found that “the availability of chargers emerged as one of the key factors for contributing to the market penetration of EVs.” Unlike gasoline car owners, charging behavior for EV owners indicates that more than 80% of EV drivers charge their cars at home or at work.¹ In addition, a large share of the Hawaii population lives in high density, multi-unit dwellings (MUDs). The vast majority of parking facilities are not currently being built to accommodate EV chargers. Building parking facilities that have the capacity to add EV chargers incurs minimal additional costs, while helping to avoid expensive retrofits in the future.

Senate Bill 2122 wisely requires that at least 25% of parking stalls for new or substantially renovated multi-unit dwelling and commercial parking areas be “EV Ready.” To be EV Ready, the parking stalls would need to have sufficient wire, conduit, electrical panel service capacity, overcurrent protection devices, and suitable termination points to connect to an EV charger. Such “EV Ready” requirements (at varying percentages of required parking stalls) are already in place in San Francisco, Oakland, New York City, Boston, Vancouver, Washington state, and numerous other locations.

Requiring that a percentage of parking stalls be EV Ready results in significant long-term savings for residents. When EV readiness is considered in the design of a building or parking area, decisions about the lowest cost layout can be made—allowing building owners and operators to reduce the financial burden of modifying or upgrading electrical systems later as well as avoid the construction costs and mess of trenching or boring to lay conduit for EV charger installation. The costs associated with installing and EV charger vary widely, depending on the site location and available electrical capacity. What is certain is that it is significantly *less expensive* to prepare for charging EVs as buildings are designed and constructed.

A study conducted by Energy Solutions and Pacific Gas and Electric Company² prior to adopting building standard changes in San Francisco, in addition to data from Southern California Edison’s EV infrastructure retrofitting program demonstrate that 1) **installing EV infrastructure at the time of construction can be 91% less expensive than post construction retrofits,** and 2) per stall installation costs can be reduced through economies of scale, by deploying more stations at time of construction.

While some new multi-unit developments in Hawaii offer EV charging as a standard option for buyers, that option comes at significant cost. Some new condominium developments in Kakaako charge new condo buyers upwards of \$14,000 to add EV charging to their parking

¹ <https://www.iea.org/publications/freepublications/publication/GlobalEVO Outlook2017.pdf>

² Energy Solutions & Pacific Gas and Electric (November 2016), “Plug-in Electric Vehicle Infrastructure Cost Effectiveness Report for San Francisco.”

stall. In other developments, where EV charging isn't a standard option, that expense can be even higher. In addition, as more residents require EV charging in any one building, the overall electrical system will need to be retrofitted to handle the additional power—a costly upgrade after-the-fact.

To be clear, SB 2122 HD1 only requires that future building codes requires that 25% of larger parking lots in the future be “EV Ready.” It does not require that all spaces be equipped with EV infrastructure, nor does it require that these stalls be set aside for the exclusive use of EVs. It also does not require that actual EV chargers be installed in these stalls—only that the backbone infrastructure be in place to avoid expensive retrofits later.

When buildings aren't built EV Ready, owners need to engage in expensive and time-consuming retrofitting, adding electrical capacity and running conduit to install EV charging. This can take several weeks and cost tens of thousands of dollars, and greatly reduce the interest in driving electric. Building EV Ready from the start is a better approach.

Reducing EV parking incentives is premature without broader policy considerations

Barriers still remain to widespread EV adoption, including initial vehicle cost, lack of awareness, and vehicle range. That is why many U.S. states have provided incentives—often in the form of a rebate—to prospective purchasers to help overcome these hurdles. A listing of these incentives is below.

Arizona	Reduced Vehicle License Tax, Carpool lane access and reduced rates for electric vehicle charging
California	\$2,500 rebate (based on income eligibility)
Connecticut	\$3,000 rebate for new vehicles under \$60,000
Colorado	\$5,000 tax credit for purchase of a new vehicle \$2,500 tax credit for lease of a new vehicle
Delaware	\$1,000 rebate for new vehicles over \$60,000 \$3,500 rebate for new vehicles under \$60,000
Louisiana	\$2,500 income tax credit
Maryland	\$3,000 Excise Tax Credit for new vehicles under \$60,000 \$700 rebate on wall connectors and installation
Massachusetts	\$1,000 rebate for new vehicles over \$60,000 \$2,500 rebate for new vehicles under \$60,000
Nevada	Reduced rates for electric vehicle charging
New Jersey	Sales tax exempt
New York	\$500 rebate for new vehicles over \$60,000 \$2,000 rebate for new vehicles under \$60,000

Oregon	\$750 rebate on wall connectors and installation (more for commercial use)
Pennsylvania	\$1,750 rebate for new vehicles \$50,000 and under (500 rebates available between January 1 and June 30, 2018)
Washington	Partial sales tax exemption for new vehicles under \$42,500
Washington DC	Excise tax exempt

With the mayors' proclamations last December, Hawaii joined the ranks of several countries who have also recognized that fossil fuel-powered ground transportation needs to end. **Both France and Britain have set a target phasing out the sale of new gas cars by 2040.** India set a similar goal for 2030. Belgium, Sweden, and Norway are developing policies to do the same. Earlier this year, China announced plans to electrify its entire vehicle fleet.

These countries recognize the environmental imperative for setting long-term transportation policies. Here, policy is key, as the market fails to account for the environmental and social cost of carbon pollution from vehicles today.

Blue Planet Foundation believes that changes should not be made to the existing EV parking incentives until a comprehensive, phased incentive structure for EV adoption is developed and implemented to match our renewable transportation goals and Paris Climate Agreement commitments.

Thank you for the opportunity to testify.



TESTIMONY REGARDING SB 2122 SD 1, HD 1

**being heard by the House Committee on Finance
on Wednesday, March 28, 2018 at 4:00 PM**

Aloha Chair Luke, Vice Chair Luke and Members of the Committee:

Thank you for the opportunity to provide testimony in support of SB 2122 SD1 HD1. This bill would limit the exemption that electric vehicles currently receive from parking fees as well as establish that any state building codes adopted after July 1, 2018 to require the deployment of infrastructure necessary to make at least 25% of the parking spaces in certain types of parking facilities “EV charger ready”.

Tesla’s mission is to accelerate the world’s transition to sustainable energy. As the world’s leading manufacturer of electric vehicles, we are keenly aware of the barriers that currently inhibit more widespread adoption of electric vehicles, which include access to EV charging infrastructure.

For this reason, Tesla strongly supports SB 2122 SD1 HD1, in particular the provisions that require the state building code to include minimum requirements related to EV charging infrastructure. As Hawaii seeks to achieve its sustainable energy objectives, it is critically important that the state building code evolve to ensure that on a going-forward basis, the built environment increasingly reflects and support the state’s clean energy priorities. To the degree vehicle electrification is recognized as an important element in an overall strategy to reduce dependency on fossil fuels, requiring newly constructed parking facilities to incorporate minimum levels of EV charging infrastructure is reasonable and appropriate.

Establishing an up-front requirement can also help make investments in this infrastructure more cost effective. 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.¹

We understand this legislation would not require that all spaces equipped with EV charger ready infrastructure be set aside for the exclusive use of EVs. Rather, the intent is to ensure that as customers increasingly adopt EVs, the backbone infrastructure is in place such that a parking facility owner can easily and quickly deploy an EV charger, should they determine it is in the interest of building occupants. In addition, we understand the requirement would apply only to new constructed parking facilities that meet the thresholds in the bill. We believe these clarifications address some of the concerns regarding the EV charger ready provisions of this bill.

Thank you for the opportunity to submit this testimony.

¹ Energy Solutions and Pacific Gas & Electric (November 2016), “Plug-in Electric Vehicle Infrastructure Cost-Effectiveness Report for San Francisco.”



**TESTIMONY OF TINA YAMAKI
PRESIDENT
RETAIL MERCHANTS OF HAWAII
March 28, 2018**

Re: SB 2122 SD1 HD1 RELATING TO ELECTRIC VEHICLES

Good afternoon Chair Luke and members of the House Committee on Finance. 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 **OPPOSES** SB 2122 SD1 HD1 Relating to Electric Vehicles. This bill would mandate that the State Building Code Council require parking facilities or parking lots built after 7/1/2018 be 25% electric vehicle charger ready. Clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports.

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. We are finding many residents are feeling entitled to be able to charge their EVs when the malls and centers are closed – in the middle of the night or early morning hours - hours before the mall and centers opens for business. Or these residents leave their cars charging when the mall/centers are open AND are NOT shopping in the stores while their batteries are being recharged. These residents are taking away the EV stall from customers coming to shop during mall hours. 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' infrastructure and their installation? These stalls for EV will come at a cost to businesses for the installation, upkeep and electricity. 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 from across a large shopping center. Each existing 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.



To: The House Committee on Finance
From: Sherry Pollack, 350Hawaii.org
Date: Wednesday, March 28, 2018

In support of SB 2122 SD1 HD1

Dear Chair Luke, Vice Chair Cullen and Committee members,

I am the Vice President of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org supports SB 2122 SD1 HD1.

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 SD1 HD1 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

Thank you for the opportunity to testify.

Sherry Pollack
Vice President, 350Hawaii.org

[1] http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf

[2] <https://www.eia.gov/state/analysis.php?sid=HI>

SB-2122-HD-1

Submitted on: 3/26/2018 2:25:32 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Graham	350.org	Support	No

Comments:

Thank you for the chance to support this bill.

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

Mahalo

[1] http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf

[2] <https://www.eia.gov/state/analysis.php?sid=HI>

SB-2122-HD-1

Submitted on: 3/27/2018 3:33:14 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melodie Aduja	Oahu County Committee on Legislative Priorities of the Democratic Party of Hawai'i	Support	No

Comments:

Good afternoon. My name is Melodie Aduja. I serve as Chair of the Oahu County Committee (“OCC”) Legislative Priorities Committee of the Democratic Party of Hawaii. Thank you for the opportunity to provide written testimony on **SB2122 SD1 HD1**, relating to Electric Vehicles; Parking Fee; Exemptions; and Airport Parking Limitations.

The OCC Legislative Priorities Committee is in favor of **SB2122 SD1 HD1** and supports its passage.

SB2122 SD1 HD1 is in accord with the Platform of the Democratic Party of Hawai'i (“DPH”), 2016, as it requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready; clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports; and extends the parking fee exemption for parking fees charged by state authorities until 6/30/2024.

Specifically, the DPH Platform provides that “[w]e endorse efforts to promote less reliance on the automobile by employing private and public use of alternative modes of travel. We encourage efforts to provide better vehicle and pedestrian safety.

In particular, we support initiatives that will provide our state with more fuel-efficient vehicles, affordable mass transit and well-identified bike lanes. In order to be best served by mass transit, we must recognize the importance of the integration in an urban setting of any new modes of mass transportation with existing and future public streets and highways, bike lanes, retail establishments and services, and truly-affordable housing – while maintaining a high degree of open space at ground level in current and all future high-density developments. (Platform of the DPH, P. 9, Lines 473-480 (2016)).

Given that **SB2122 SD1 HD1** requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready; clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports; and extends the parking fee exemption for parking

fees charged by state authorities until 6/30/2024, it is the position of the OCC Legislative Priorities Committee to support this measure.

Thank you very much for your kind consideration.

Sincerely yours,

/s/ Melodie Aduja

Melodie Aduja, Chair, OCC Legislative Priorities Committee

Email: legislativepriorities@gmail.com, Text/Tel.: (808) 258-8889



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

Testimony to the
House Committee on Finance
March 28, 2018
4:00 p.m.
State Capitol - Conference Room 308

RE: SB2122 SD1 HD1 Requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready.

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 SB 2122 SD1 HD1 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.

Under this bill, the state Building Code will 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.

GARAGE 1 EV TICKETS						
DATE	DAY	TIME IN	TIME OUT	LICENSE #	TOTAL TIME	TOTAL CHARGE
7/25/2016	MONDAY	8:33	16:33	EV1949	8:00	\$ 21.00
7/25/2016	MONDAY	15:36	16:33	EV3040	0:57	\$ 1.50
7/25/2016	MONDAY	7:04	16:39	EV1182	9:35	\$ 21.00
7/25/2016	MONDAY	15:23	19:18	EV3336	3:55	\$ 5.25
7/25/2016	MONDAY	10:01	16:51	EV2349	6:50	\$ 18.00
7/25/2016	MONDAY	9:17	16:42	EV5765	7:25	\$ 19.50
7/26/2016	TUESDAY	7:31	18:30	EV2349	10:59	\$ 21.00
7/26/2016	TUESDAY	8:59	17:10	EV5765	8:11	\$ 21.00
7/26/2016	TUESDAY	7:25	17:10	EV1182	9:45	\$ 21.00
7/26/2016	TUESDAY	6:42	16:24	EV4907	9:42	\$ 21.00
7/27/2016	WEDNESDAY	9:44	11:19	EV2998	1:35	\$ 3.00
7/27/2016	WEDNESDAY	10:08	10:48	EV7146	0:40	\$ 1.50
7/27/2016	WEDNESDAY	8:32	18:20	EV1949	9:48	\$ 21.00
7/27/2016	WEDNESDAY	6:59	17:02	EV1182	10:03	\$ 21.00
7/27/2016	WEDNESDAY	8:47	16:49	EV5765	8:02	\$ 21.00
7/27/2016	WEDNESDAY	6:49	16:24	EV4907	9:35	\$ 21.00
7/27/2016	WEDNESDAY	7:23	16:04	EV2349	8:41	\$ 21.00
7/28/2016	THURSDAY	11:40	11:51	EV4330	0:11	\$ 0.75
7/28/2016	THURSDAY	6:50	15:06	EV1182	8:16	\$ 21.00
7/28/2016	THURSDAY	6:40	16:23	EV4907	9:43	\$ 21.00
7/28/2016	THURSDAY	8:56	16:54	EV5765	7:58	\$ 21.00
7/28/2016	THURSDAY	8:34	17:06	EV1949	8:32	\$ 21.00
7/28/2016	THURSDAY	8:24	17:10	EV5199	8:46	\$ 21.00
7/28/2016	THURSDAY	7:02	17:49	EV2349	10:47	\$ 21.00
7/28/2016	THURSDAY	15:19	19:18	EV3336	3:59	\$ 5.00
7/28/2016	THURSDAY	18:25	20:57	EV7151	2:32	\$ 3.00
7/29/2016	FRIDAY	8:45	17:05	EV5199	8:20	\$ 21.00
7/29/2016	FRIDAY	6:40	16:49	EV1182	10:09	\$ 21.00
7/29/2016	FRIDAY	8:53	16:48	EV5705	7:55	\$ 21.00
7/29/2016	FRIDAY	10:01	16:42	EV2349	6:41	\$ 18.00
7/29/2016	FRIDAY	6:45	16:24	EV4907	9:39	\$ 21.00
7/30/2016	SATURDAY	8:49	10:02	EV7151	1:13	\$ 2.25
7/31/2016	SUNDAY	6:23	19:20	EV3336	12:57	\$ 3.00

\$ 521.75

HOURLY

\$0.75	Monday - Friday (Except Holidays) 6 AM - 5 PM [1/2 HOUR FOR FIRST 2 HOURS]
\$1.50	THEREAFTER
\$0.50	Monday - Friday (Except Holidays) 5 PM - 12 Midnight [1/2 HOUR TO A MAX OF \$3.00]
\$0.50	Saturdays, Sundays & Holidays 6 AM - 12 Midnight [1/2 HOUR TO A MAX OF \$3.00]
\$21.00	LOST TICKET

\$12 paid in adance for 10hrs increase 2016

SB2122 - Opposed

Allen Alana, Propark, Inc.

SB-2122-HD-1

Submitted on: 3/26/2018 1:19:09 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Joan Gannon	Individual	Support	No

Comments:

SB-2122-HD-1

Submitted on: 3/27/2018 6:42:16 AM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carolynn Bell-Tuttle	Individual	Support	No

Comments:

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

Carolynn Bell-Tuttle

SB-2122-HD-1

Submitted on: 3/26/2018 1:18:35 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Josephine	Individual	Support	No

Comments:

SB-2122-HD-1

Submitted on: 3/26/2018 1:20:21 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jonathan Boyne	Individual	Support	No

Comments:

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

SB-2122-HD-1

Submitted on: 3/26/2018 2:07:48 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
B.A. McClintock	Individual	Support	No

Comments:

Arguments about Electric Vehicles usually center around accessibility of charging stations. Hawaii needs to do all possible to aid in the reduction of greenhouse gases and emissions. This bill is a good step forward in accomplishing this. Please support this important bill.

SB-2122-HD-1

Submitted on: 3/26/2018 4:11:16 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sandra Fujita	Individual	Support	No

Comments:

SB-2122-HD-1

Submitted on: 3/26/2018 6:53:53 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
tlaloc tokuda	Individual	Support	No

Comments:

I belong to 350HI and we try to assist policy makers to create bills that promote renewables, keep fossil fuels in the ground and try to make State Funds join the divestment movement so we support the following:

Technological development and R&D in PV, Wind generation, battery storage and driving prices down so that wind and PV are competitive with coal without all the environmental, social, health, poverty externalities. So we should try and implement the United Nations' Global Goals. 7. Hawaii is well placed to use these and other (OTEC, Geothermal & market mechanisms to transition to a 100% renewable future.

SB2122 SD1HD1 - Requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready. Clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports. Extends the parking fee exemption for parking fees charged by state authorities until 6/30/2024. (SB2122 HD1)

Talking points:

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

[1] http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf

[2] <https://www.eia.gov/state/analysis.php?sid=HI>

SB-2122-HD-1

Submitted on: 3/26/2018 8:15:06 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Patricia Blair	Individual	Support	No

Comments:

SB-2122-HD-1

Submitted on: 3/27/2018 2:48:07 AM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Pappas	Individual	Support	No

Comments:

Dear FIN Chair, Vice Chair and members,

As an early adopter of an electric vehicle (Nissan Leaf, 2011; 57,000 gas-free miles and counting), I strongly support SB2122.

There is no reason Hawaii should not be the leader in electric vehicle ownership in the United States, especially starting this year, when the range issue (running out of charge) has eased considerably with the 2018 electric car models (examples: Nissan Leaf: 151 miles/charge; Chevy Bolt: 236 miles/charge; Tesla Model 3: 220 to 310 miles/charge, depending on your choice of battery).

Conversion of vehicle transportation to electric/hybrid should be "low-hanging fruit" for Hawaii due to our relatively short commutes. Adding charging stations at malls, worksites, schools, parks, condos and other heavily-used areas will encourage drivers to make the change to electric. They will then also realize the added benefits of negligible maintenance costs (no oil, no radiator or transmission fluids), lower fuel costs and zero emissions, all while helping to mitigate climate change. Hawaii's fossil fuel use would drop dramatically with the adoption of electric vehicles.

Also, is there a reason that the bulk of State-owned cars have not been converted to electric cars? I suggest adding such an amendment to this bill.

Please support SB2122. Thank you very much for your consideration.

Sincerely,

Jan Pappas

Aiea, Hawaii 96701

SB-2122-HD-1

Submitted on: 3/27/2018 12:10:34 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Meredith Buck	Individual	Support	No

Comments:

I am a resident of Kailua Kona, and I support SB 2122 SD1 HD1.

As of January 2018 there were 6,748 passenger electric vehicles in the state, out of 1,062,518 total registered passenger vehicles, or an anemic 0.64 percent [1]. We should be doing everything we can to increase that percentage.

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii [2]. This bill will reduce Hawaii's greenhouse gas emissions by helping to make parking ZEVs a non-issue, thus increasing their appeal. Beyond the obvious advantage of reducing greenhouse gases, zero-emission vehicles (ZEVs) provide many benefits, including lower maintenance and fuel costs.

Please support SB2122 as a small incentive toward increasing the percentage of ZEVs in Hawaii.

SB-2122-HD-1

Submitted on: 3/24/2018 3:38:24 PM

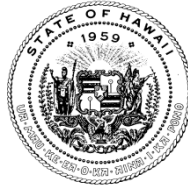
Testimony for FIN on 3/28/2018 4:00:00 PM

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

Comments:

I live in the downtown areaI see electric vehicles (Teslas, BMWs and Nissan) parked all day at parking meters and not feeding meters. I would think that the City and State could use the revenue for maintenance of our streets and grassy areas. Why should these people park free? They can afford the electric vehicle they can afford to pay the fee. Please consider repeal or changes for a law not needed.

DAVID Y. IGE
GOVERNOR



Testimony by:
JADE T. BUTAY
INTERIM DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

LATE

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

IN REPLY REFER TO:

March 28, 2018
4:00 p.m.
State Capitol, Room 308

**S.B. 2122 S.D. 1, H.D. 1
RELATING TO ELECTRIC VEHICLES**

House Committee on Finance

The Department of Transportation (DOT) **supports** S.B. 2122 S.D.1, H.D. 1, which limits parking fee exemptions for electric vehicles for non-metered parking at all state airports under the jurisdiction of the DOT.

Based upon the demand of parking within the airports parking structures, limiting the initial twenty-four hours of use will aide in deterring over-extended periods of usage, thus providing more equitable opportunities for other patrons.

Thank you for the opportunity to provide testimony.



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Wednesday, March 28, 2018 — 4:00 p.m. — Room 308

Ulupono Initiative Provides Comments on SB 2122 SD 1 HD 1, Relating to Electric Vehicles

Dear Chair Luke, Vice Chair Cullen, and Members of the Committee:

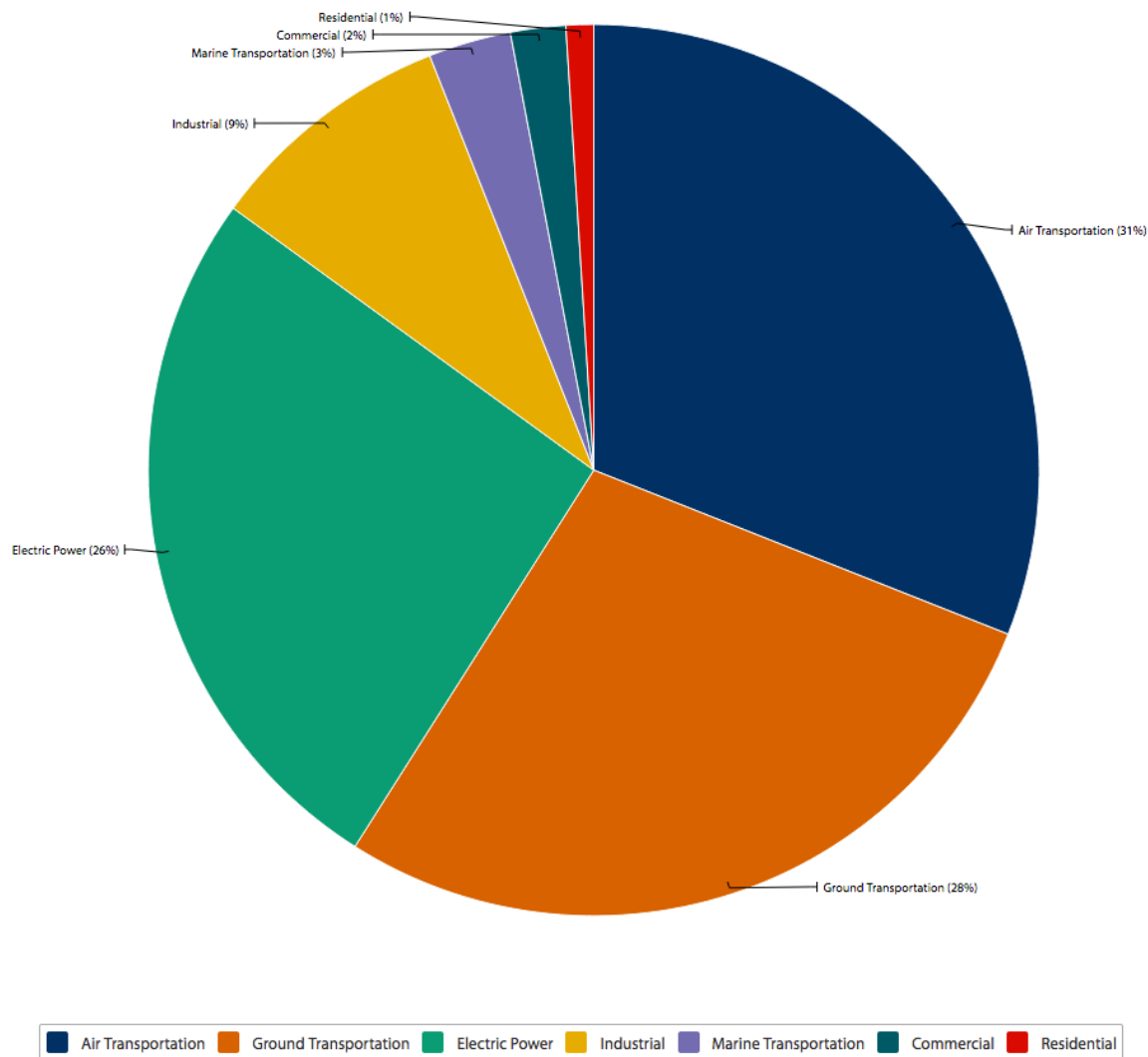
My name is Murray Clay and I am Managing Partner of the Ulupono Initiative, a Hawai'i-based impact investment firm that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally produced food; increase affordable, clean, renewable energy; and 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 provides comments on SB 2122 SD 1 HD 1, which requires 25 percent of certain residential and commercial buildings be electric vehicle charger ready and clarifies the existing parking fee exemption for electric vehicles at metered stalls and creates a twenty-four hour exemption for electric vehicles using non-metered stalls at all state airports.

Ulupono supports the requirement that 25 percent of certain residential and commercial buildings be electric vehicle charger ready.

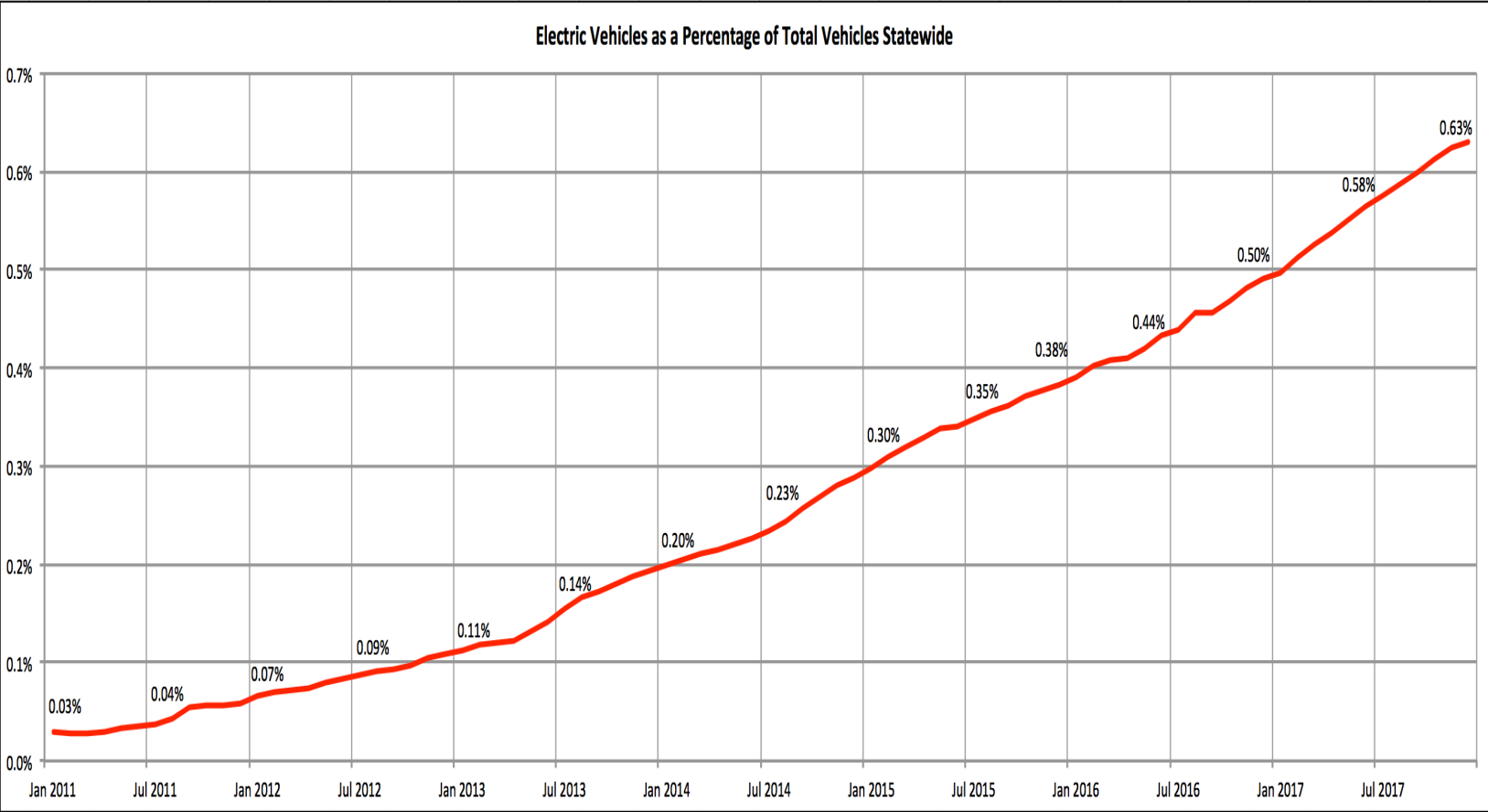
In Hawai'i, while ~25 percent of electricity generation is renewable energy, less than 1 percent of energy use in transportation is renewable. Meanwhile, the transportation sector requires more energy than the electricity sector. Furthermore, about 28 percent of the state's primary energy usage is due 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



Electric vehicle drivers are now expecting the parking benefits and have factored it into their decisions to purchase electric vehicles. There are still a lot of outstanding questions that should be answered before the State decides to further restrict electric vehicle parking.

- Is the cost of enforcement greater than the lost revenue?
- Is the parking at airports already maxed out such that it restricts others from parking?
- Would electric vehicle drivers simply park their vehicles elsewhere rather than pay? Would electric vehicle drivers park their vehicles in nearby parking areas, already adding to crowded street parking spaces?

Since electric vehicles are a small but growing sector, it is far too early in the electric vehicle adoption curve to start dialing back incentives.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay
Managing Partner

DAVID Y. IGE
GOVERNOR



CRAIG K. HIRAI
EXECUTIVE DIRECTOR

STATE OF HAWAII

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION
677 QUEEN STREET, SUITE 300
Honolulu, Hawaii 96813
FAX: (808) 587-0600

IN REPLY REFER TO:

LATE

Statement of
Craig K. Hirai
Hawaii Housing Finance and Development Corporation
Before the

HOUSE COMMITTEE ON FINANCE

March 28, 2018 at 4:00 p.m.
State Capitol, Room 308

In consideration of
S.B. 2122, S.D. 1, H.D. 1
RELATING TO ELECTRIC VEHICLES.

The HHFDC *offers the following comments* on S.B. 2122, S.D. 1, H.D. 1.

HHFDC is very concerned about the increase in the costs of affordable housing projects due to the H.D. 1's new requirement that multifamily residential buildings constructed after July 1, 2018 make 25 percent of its parking be electric vehicle charger ready. Adding this requirement will increase the development costs of affordable housing and places a significant obstacle towards achieving the Special Action Team on Affordable Rental Housing's goal of developing 22,500 new units of affordable rental housing ready for occupancy by December 31, 2026.

Thank you for the opportunity to provide written comments on this bill.



1654 South King Street
Honolulu, Hawaii 96826-2097
Telephone: (808) 941.0556
Fax: (808) 945.0019
Web site: www.hcul.org
Email: info@hcul.org

Unite
for
Good

Testimony to the House Committee on Finance
Wednesday, March 28, 2018, 4:00 pm
State Capitol, Room 225

LATE

Testimony on Opposition to SB 2122 SD1 HD1 – Relating to Electric Vehicles

To: The Honorable Sylvia Luke, Chair
The Honorable Ty Cullen, 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 HB 2274 HD1, Relating to Electric Charging Infrastructure, which requires 25% of parking stalls for residential multi-unit buildings that have 20 or more parking stalls, and commercial buildings that have 40 or more parking stalls be electric vehicle charger-ready after 7/1/2018. The bill also clarifies the existing parking fee exemption for electric vehicles, specifies application at state airports, and extends the parking fee exemption for parking fees charged by state authorities until 6/30/2024.

As proposed, the bill requires all residential multi-unit buildings provide 5 electric vehicle supply equipment parking stalls for every 20 in the complex, and commercial buildings provide 10 electric vehicle supply equipment parking stalls for every 40 in the project.

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

SB-2122-HD-1

Submitted on: 3/28/2018 10:25:12 AM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Molina	County of Maui	Oppose	No

Comments:

DAVID Y. IGE
GOVERNOR



HAKIM OUANSAFI
EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO
EXECUTIVE ASSISTANT

STATE OF HAWAII
HAWAII PUBLIC HOUSING AUTHORITY
1002 NORTH SCHOOL STREET
POST OFFICE BOX 17907
HONOLULU, HAWAII 96817



Statement of
Hakim Ouansafi
Hawaii Public Housing Authority
Before the

HOUSE COMMITTEE ON FINANCE
Wednesday, March 28, 2018
4:00 PM - Room 308, Hawaii State Capitol

In consideration of
SB 2122, SD1, HD1
RELATING TO ELECTRIC VEHICLES

Honorable Chair Luke, and Members of the House Committee on Finance, thank you for the opportunity to provide testimony concerning Senate Bill (SB) 2122, SD1, HD1, relating to electric vehicles.

The Hawaii Public Housing Authority (HPHA) **offers comments with strong concerns** for SB 2122, SD1, HD1, **SECTION 1 (b)**, which requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready.

As written, the requirement of 25% of parking stalls being electric vehicle charger ready will severely hinder the HPHA with its future redevelopment projects because of the significant added cost.

With most of the HPHA's future redevelopment projects planned near the Honolulu Authority for Rapid Transit rail line, the HPHA is looking to reduce parking stall requirements with the hopes that tenants will use the future rail line as part of their transportation needs.

Furthermore, in serving the most vulnerable populations, the cost of an electric car may be out of reach for most of the tenants that we serve. This in turn may lead to tenants parking outside of the property and overcrowding community streets, if a future mandate requires the HPHA to eventually reserve the 25% of parking stalls for electric vehicles only. If the Committee decides to move this bill forward, the HPHA humbly requests an exemption from this parking stall mandate.

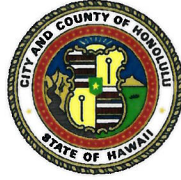
The HPHA appreciates the opportunity to provide the House Committee on Finance with the HPHA's testimony regarding SB 2122, SD1, HD1. We thank you very much for your dedicated support.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813

Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

March 28, 2018

LATE

The Honorable Sylvia Luke, Chair
and Members of the Committee on Finance
State Capitol, Room 306
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Luke and Members of the Committee:

SUBJECT: Testimony Supporting the Intent of SB No. 2122, SD1, HD1

The Department of Transportation Services, on behalf of the City and County of Honolulu ("City"), supports the intent of Senate Bill 2122, SD1, HD1, Relating to Electric Vehicles. This bill would narrow some of the parking benefits currently enjoyed by electric vehicle owners and change the repeal date of Act 168, Session Laws of Hawaii 2012, to June 30, 2024 for state agencies. The City thanks the Committee on Energy and Environmental Protection for preserving the repeal date of June 30, 2020 for county parking fees.

Thank you for your consideration of the City and County of Honolulu testimony.

Very truly yours,

A handwritten signature in black ink, appearing to read "W. Frysztacki", is written over a faint, larger version of the same signature.

Wes Frysztacki
Director



LATE

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

Testimony to the
House Committee on Finance
March 28, 2018
4:00 p.m.
State Capitol - Conference Room 308

RE: SB2122 SD1 HD1 Requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready.

Aloha Chair Luke, Vice Chair Cullen 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 SB2122 SD1 HD1 as written.

In addition to our testimony, please note that the following additional BOMA Hawaii members have also asked to be included as opposing SB2122 SD1 HD1:

677 Ala Moana

Alan Short

ProPark Inc

Shidler Pacific Advisors LLC

Thank you for the opportunity to testify.

LATE

SB-2122-HD-1

Submitted on: 3/28/2018 12:13:52 PM

Testimony for FIN on 3/28/2018 4:00:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carol Reimann	County of Maui	Comments	No

Comments:

Maui County's Department of Housing & Human Concerns would like to express concern about requiring multi-family residential buildings to make 25% of their parking EV ready. We are currently in a housing crisis and need 13,949 units built within the next 10 years in order to keep up with demand. This new requirement will certainly increase the cost of affordable housing would likely stifle future development.

Thank you for the opportunity to provide testimony.

Sincerely,

Carol Reimann
Director of Housing & Human Concerns



Hawaii Reserves, Inc.
A LAND MANAGEMENT COMPANY

LATE

March 28, 2018

Via hawaii.gov legislative website

Committee on Finance
Rep. Sylvia Luke, Chair
Rep. Ty Cullen, Vice Chair
Hawaii State House of Representatives

Re: *Opposition to SB 2122, SD1, HD 1 (electric vehicles) Section 1*

Dear Chair Luke and Finance Committee members:

Aloha and thank you for the opportunity to submit comments in opposition to the above-referenced bill on behalf of Hawaii Reserves, Inc., a land management company. We manage approximately 7,000 acres of land in agricultural, residential and commercial uses.

As stated in the bill's summary, SB 2122 SD1 HD1 would require that new commercial or multi-unit residential buildings constructed after July 1 provide 25% parking stalls for electric vehicles (section 1).

This new requirement is unnecessary as Hawaii Revised Statutes section 291-71 was amended in 2012 to require public parking lots of at least 100 parking spaces to provide an electric vehicle charging station.

We complied with the existing law, installing in February 2012 two electric vehicle charging stations at the Laie Shopping Center, which we manage. While the charging stations get some use, much of the time the two electric vehicle charging station stalls sit vacant and unused among the 200 plus regular parking stalls at our shopping center.

Hawaii's regulatory environment is already very challenging for businesses and landowners; the unnecessary requirement proposed in section 1 of the bill would work yet another hardship on commercial and multi-unit residential building owners.

For these reasons we respectfully request that your committee either remove Section 1 of SB 2122 SD1 HD1, or defer the bill in its entirety.

Kind regards,

Steve Keali'iwahamana Hoag, Esq.
Vice President of Administration



LATE

March 28, 2018

Representative Sylvia J. Luke, Chair
Representative Ty J.K. Cullen, Vice Chair
House Committee on Finance

Comments in Opposition to SB 2122, SD1, HD 1, Relating to Electric Vehicles (Requires 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready. Clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports. Extends the parking fee exemption for parking fees charged by state authorities until 6/30/2024.)

Wednesday, March 28, 2018, at 4:00 p.m., in Conference Room 308

The Land Use Research Foundation of Hawaii (LURF) is a private, non-profit research and trade association whose members include major Hawaii landowners, developers and a utility company. LURF's mission is to advocate for reasonable, rational and equitable land use planning, legislation and regulations that encourage well-planned economic growth and development, while safeguarding Hawaii's significant natural and cultural resources, and public health and safety.

LURF **opposes Section 1 of SB 2122, SD1, HD1**, because it mandates an unjustified, impractical, infeasible and overly burdensome requirement to provide 25 % of parking stalls as electric vehicle charger-ready. LURF respectfully requests that this bill be **held**, or in the alternative, that this Committee **amend this measure by deletion of Section 1**.

SB 2122, SD1, HD1. This bill proposes to: (1) Require 25% of parking for certain residential multi-unit buildings and commercial buildings built after 7/1/2018 be electric vehicle charger ready; (2) Clarifies the existing parking fee exemption for electric vehicles and specifies application at state airports; (3) Extends the parking fee exemption for parking fees charged by state authorities until 6/30/2024.

LURF's Position. While LURF and its members are involved with the generation of renewable and clean energy, we must oppose Section 1 of this measure based on the following:

- There was no opportunity for a fair and objective review and discussion relating to Section 1, as it was inserted into the bill by the House Committee on Energy and Environmental Protection (EEP) without any prior public notice of its contents, and without the posting of a Proposed HD1 on the Capitol website.
- The bill does not include any factual evidence of the current usage of electric vehicle charging stations or the market demand to justify the 25% requirement in Section 1;
- EEP inserted this requirement without providing any information regarding the costs associated with the 25% mandate, or the availability of any tax benefits or financing programs to reduce the financial burden of the requirement; and
- This measure also lacks any justification to support the start date of July 1, 2018.

In view of the above, LURF must **oppose Section 1 of SB 2122, SD1, HD1,** and respectfully requests that this bill be **held,** or that this Committee favorably consider LURF's request to **delete Section 1** from this measure.