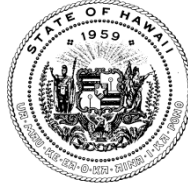


DAVID Y. IGE  
GOVERNOR



**LATE**

Testimony by:  
JADE T. BUTAY  
DIRECTOR

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

IN REPLY REFER TO:

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

March 13, 2018  
8:30 a.m.  
State Capitol, Room 325

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

---

House Committee on Energy and Environmental Protection

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

Thank you for the opportunity to provide testimony.

**SB-2122-SD-1**

Submitted on: 3/12/2018 1:27:59 AM

Testimony for EEP on 3/13/2018 8:30:00 AM

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

Comments:

PRESENTATION OF THE  
OAHU COUNTY COMMITTEE ON LEGISLATIVE PRIORITIES  
DEMOCRATIC PARTY OF HAWAII  
TO THE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION  
THE HOUSE OF REPRESENTATIVES  
TWENTY-NINTH LEGISLATURE  
REGULAR SESSION OF 2018

Tuesday, March 13, 2018

8:30 p.m.

Hawaii State Capitol, Conference Room 325

RE: Testimony in Support of **SB2122 SD1**, RELATING TO ELECTRIC VEHICLES

To the Honorable Chris Lee, Chair; the Honorable Nicole E. Lowen, Vice-Chair and Members of the Committee on Energy & Environmental Protection:

Good morning. 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**, relating to Electric Vehicles; Parking Fee; Exemptions; and Airport Parking Limitations.

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

**SB2122 SD1** is in accord with the Platform of the Democratic Party of Hawai'i ("DPH"), 2016, as it 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 under the jurisdiction of the department of transportation.

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** 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 under the jurisdiction of the department of transportation, 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

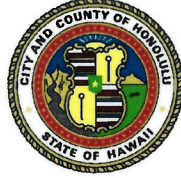
Melodie Aduja, Chair, OCC Legislative Priorities Committee

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

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 13, 2018

The Honorable Chris Lee, Chair  
and Members of the Committee on Energy  
and Environmental Protection  
State Capitol, Room 325  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Lee and Members of the Committee:

**SUBJECT: Testimony Supporting the Intent of Senate Bill 2122, SD1**

The Department of Transportation Services, on behalf of the City and County of Honolulu ("City"), supports the intent of Senate Bill 2122, SD1, 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. The City prefers keeping the repeal date at June 30, 2020.

The City operates over 10,000 parking spaces for a fee. Act 168 exempts personal electric vehicles from those fees. The City establishes parking fees to sustain the operating, enforcement and maintenance costs of those parking spaces and related infrastructure. Recent data indicates that about 20% of all parking stall demand is attributable to personal electric vehicles parking for free at an estimated revenue loss of \$3,000,000 per year. The City has been raising parking fees to offset this lost revenue.

The City has no budget other than parking fees to offset the loss of parking revenue due to Act 168. Accordingly, the City supports this measure as it begins to phase out parking exemptions for personal electric vehicles. This phasing out would allow the City to continue to charge reasonable parking fees and not be forced to significantly increase on-street metered parking stall fees for non-electric vehicles. If the intent is to achieve a goal of having all parking supply consumed entirely by personal electric vehicles, raising parking fees on non-electric vehicles would ultimately produce no revenue. Therefore, allowing the parking fee exemption to remain in place indefinitely creates a situation that is not financially viable.

One solution would be to amend Senate Bill 2122, SD1 to have the state provide the necessary funding to operate, enforce and maintain parking stalls provided by each County for a fee. The City estimates that by the last full year before the currently



The Honorable Chris Lee, Chair  
and Members  
March 13, 2018  
Page 2

proposed repeal date of June 30, 2024 the needed level of state funding to subsidize personal electric vehicle parking at City parking stalls may be \$20,000,000 per year.

The City has supported Act 168 and its original intent and is pleased to observe the positive results of Act 168. However, the City has seen a dramatic increase in the number of personal electric vehicles in the past year parking for free in City parking stalls. The City anticipates the number of personal electric vehicles growing rapidly even without free parking. Personal electric vehicles have definitely increased in popularity; so much so that the incentives provided by Act 168 are no longer needed.

Free parking for personal electric vehicles is valued at over \$3,000 per year, per stall for downtown Honolulu parking. The City has observed that the vast majority of these personal electric vehicles are occupied by just one person when they park in downtown. The State's incentive to allow single occupant vehicles to park for free in downtown Honolulu is in direct contradiction to many well-established City policies designed to encourage people to use less environmentally damaging modes of transportation such as using TheBus, walking or bicycling.

Ironically, personal electric vehicles on Oahu are powered primarily by fossil fuels. Use of electric vehicles in specific locations in Hawaii such as downtown Honolulu does not benefit from the essential high-mix of source power from non-fossil fuels that makes them environmentally-friendly. The Environmental Protection Agency provides data that compares Hawaiian Electric Company's source power and emissions to National averages ([https://oaspub.epa.gov/powpro/ept\\_pack.charts](https://oaspub.epa.gov/powpro/ept_pack.charts)). The charts illustrate how about 70% of the fuel mix to generate power is from oil. Other EPA charts depict the nitrogen oxides, sulfur dioxide and carbon dioxide emissions from HECO's fuel sources as being far above the National averages.

The City supports policies and actions that provide meaningful environmental and community benefits in an equitable manner, such as transit and biking alternatives. However, personal electric vehicle free parking is causing unforeseen negative consequences. Higher income workers are the primary beneficiaries of Act 168, while lower income workers who cannot afford an electric vehicle use other modes which are actually more environmentally-friendly. The City would prefer to invest City funds in those other modes and programs that improve the environment.

Instead, the City is committed to convert its 525 buses to run on 100% renewable energy by 2035. Unlike personal electric vehicles, the City's electric buses are used continuously throughout the day, every day, to serve all people choosing to use public transportation. Electric buses will operate through high density communities where emissions and noise reduction are additional environmental and community benefits. This is a crucial difference between personal electric vehicles and electric buses. Electric buses will be replacing existing diesel buses where other environmental benefits will be provided to the community equitably.

The Honorable Chris Lee, Chair  
and Members  
March 13, 2018  
Page 3

Recent comparisons with other cities revealed that substantially more revenue should be generated from parking. Honolulu is planning to use the additional revenue to support more environmentally sustainable transportation modes such as safer pedestrian crossings, well-designed bicycle paths and electric buses.

Seattle, Portland, San Francisco, Denver, San Diego and New York are not losing parking revenue because of the type of state mandate imposed upon their operations as represented by Act 168. Instead, they are using parking revenue to fund more environmentally-beneficial and community-desired transportation projects and programs. Please allow the City to do the same.

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 'Wes Frysztacki', with a long horizontal flourish extending to the right.

Wes Frysztacki  
Director



## ORGANIZING *for* ACTION

To: The House Committee on Energy & Environmental Protection  
From: Brodie Lockard, OFA Hawaii Climate Lead, 808-262-1285  
Date: Tuesday, March 13, 2018

In support of SB 2122 SD1

Dear Chair Lee, Vice Chair Lowen 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.

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 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](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 ENERGY & ENVIRONMENTAL PROTECTION

March 13, 2018, 8:30 A.M.

Room 325

(Testimony is 2 pages long)

### TESTIMONY IN OPPOSITION TO SB 2122

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

Blue Planet Foundation is **opposed** to SB 2122, reducing the current incentives available to electric vehicle (EV) owners regarding parking benefits. **If the legislature intends to reduce the parking incentives available to EV owners, we respectfully request that other incentives be considered to foster the continued adoption of Hawaii's electrified transportation future.**

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.**

Barriers still remain to widespread EV adoption, including initial vehicle cost, lack of charging infrastructure, 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.

<b>Arizona</b>	Reduced Vehicle License Tax, Carpool lane access and reduced rates for electric vehicle charging
<b>California</b>	\$2,500 rebate (based on income eligibility)
<b>Connecticut</b>	\$3,000 rebate for new vehicles under \$60,000
<b>Colorado</b>	\$5,000 tax credit for purchase of a new vehicle \$2,500 tax credit for lease of a new vehicle
<b>Delaware</b>	\$1,000 rebate for new vehicles over \$60,000 \$3,500 rebate for new vehicles under \$60,000
<b>Louisiana</b>	\$2,500 income tax credit
<b>Maryland</b>	\$3,000 Excise Tax Credit for new vehicles under \$60,000 \$700 rebate on wall connectors and installation
<b>Massachusetts</b>	\$1,000 rebate for new vehicles over \$60,000 \$2,500 rebate for new vehicles under \$60,000
<b>Nevada</b>	Reduced rates for electric vehicle charging
<b>New Jersey</b>	Sales tax exempt
<b>New York</b>	\$500 rebate for new vehicles over \$60,000 \$2,000 rebate for new vehicles under \$60,000
<b>Oregon</b>	\$750 rebate on wall connectors and installation (more for commercial use)
<b>Pennsylvania</b>	\$1,750 rebate for new vehicles \$50,000 and under (500 rebates available between January 1 and June 30, 2018)
<b>Washington</b>	Partial sales tax exemption for new vehicles under \$42,500
<b>Washington DC</b>	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 respectfully requests that this Committee hold SB 2122** 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.



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION  
Tuesday, March 13, 2018 — 8:30 a.m. — Room 325

**Ulupono Initiative Opposes SB 2122 SD 1, Relating to Electric Vehicles**

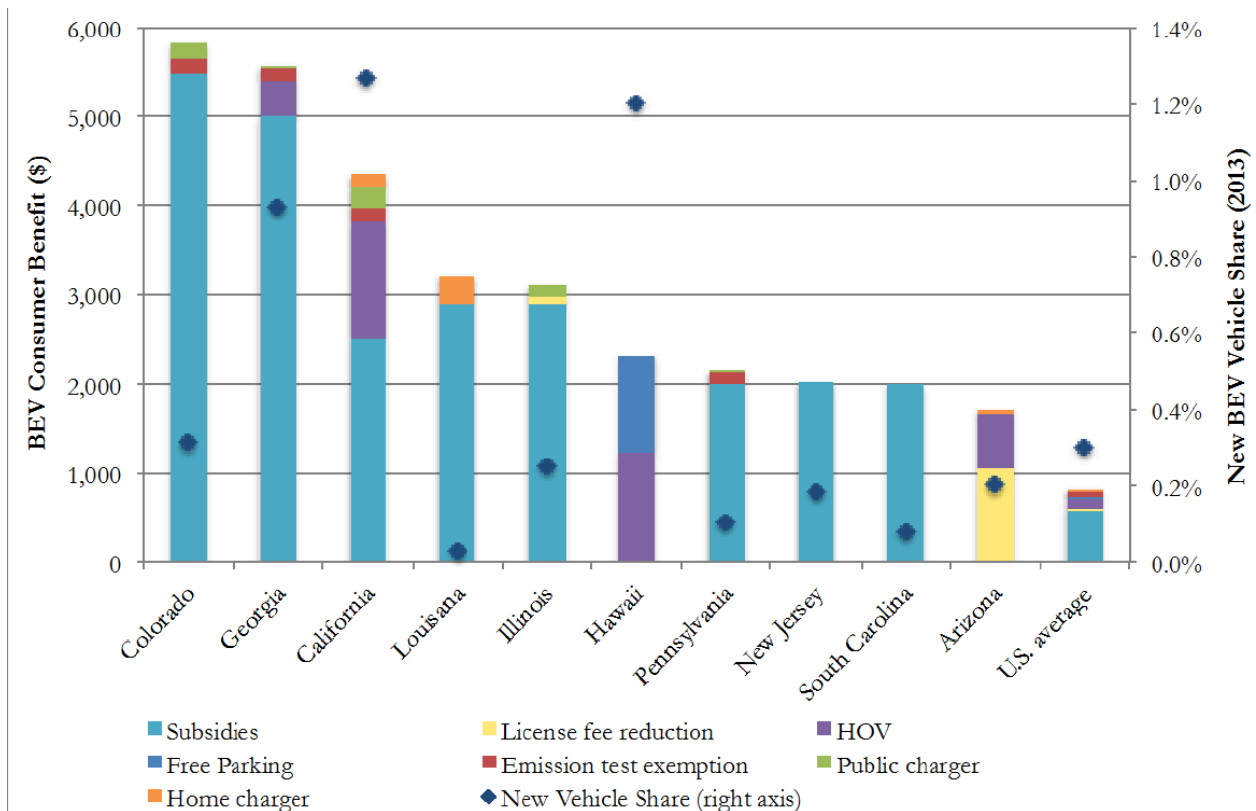
Dear Chair Lee, Vice Chair Lowen, and Members of the Committee:

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 opposes SB 2122 SD 1**, which 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.

According to the Hawai'i Natural Energy Institute's "Factors Affecting EV Adoption" report, the State of Hawai'i's free parking benefit for electric vehicles is a valuable incentive to electric vehicle owners and prospective buyers. Many other states provide direct subsidies to achieve its electric vehicle incentives, while the State of Hawai'i can still achieve comparable incentives using high occupancy vehicle and free parking benefits. By altering the parking fee exemption, this could lead to unintended consequences that run counter to the overarching clean transportation vision of the State of Hawai'i.

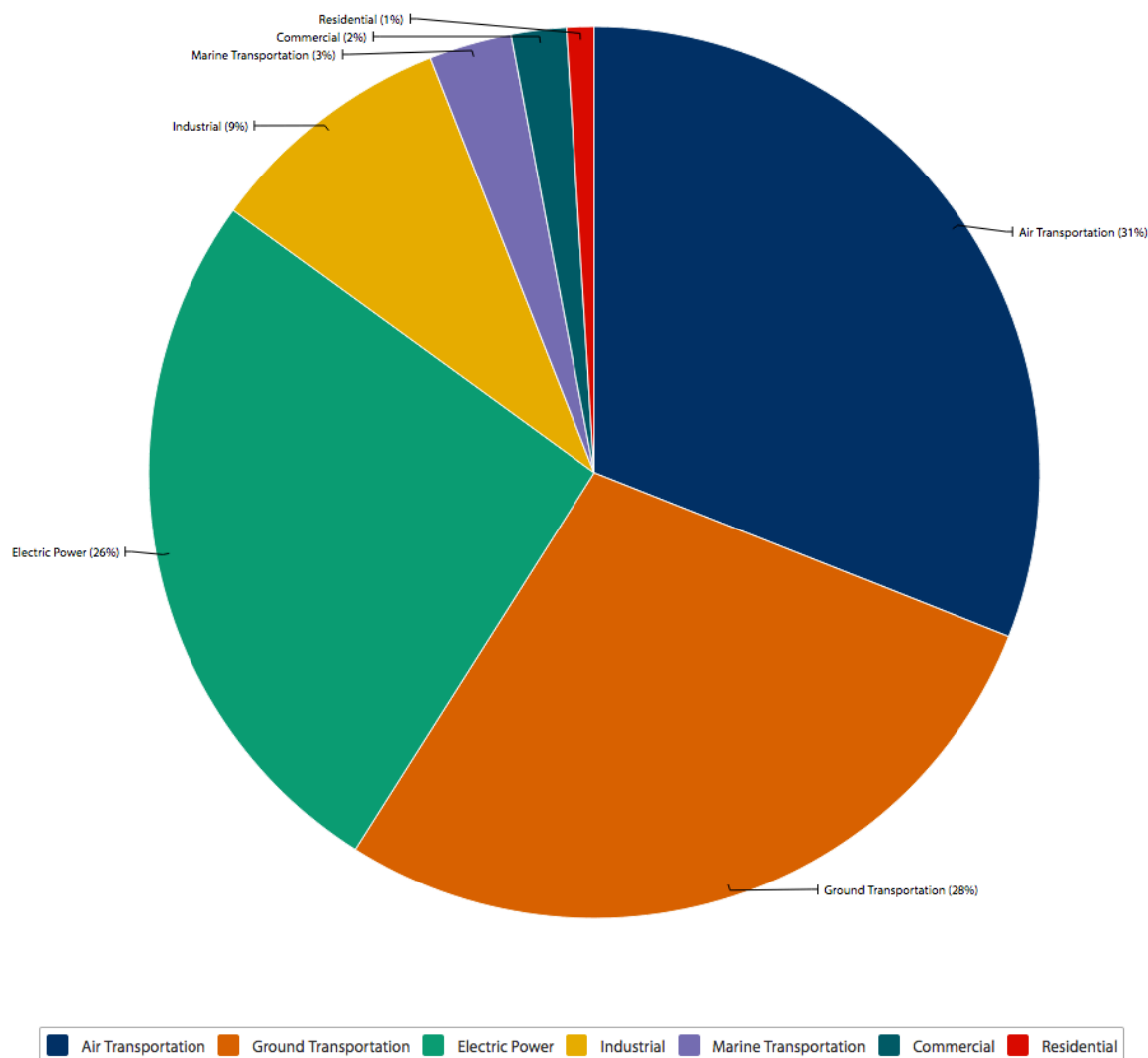
*Investing in a Sustainable Hawai'i*



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?

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.

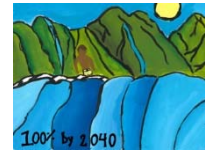


Hawai'i ranks second in the nation behind California in the number of electric vehicles registered as a percentage of vehicles. As of December 2017, electric vehicles represented 0.63 percent of all registered vehicles. Yet, electric vehicles are growing in market share as these incentives encourage more people to buy them. In 2017, electric vehicle registrations increased by 31 percent while gasoline vehicle registration only increased by 1 percent. 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



**LATE**

**HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

March 13, 2018, 8:30 A.M.

Room 325

(Testimony is 4 pages long)

**TESTIMONY IN OPPOSITION TO SB 2122, SUGGESTED AMENDMENTS**

Aloha Chair Lee, Vice Chairs Lowen, and members of the Committee:

Blue Planet Foundation is **opposed** to SB 2122, reducing the current incentives available to electric vehicle (EV) owners regarding parking benefits. **If the legislature intends to reduce the parking incentives available to EV owners, we respectfully request that other incentives be considered to foster the continued adoption of Hawaii’s electrified transportation future.** To this end, we are offering a suggested amendment to SB 2122 to increase the accessibility of EV charging infrastructure, which is currently a key barrier to EV adoption. **We recommend that SB 2122 be amended to require that at least 25% of parking stalls for new or substantially renovated multi-unit dwelling and commercial parking areas be “EV Ready.”**

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.**

Barriers still remain to widespread EV adoption, including initial vehicle cost, lack of charging infrastructure, 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.

<b>Arizona</b>	Reduced Vehicle License Tax, Carpool lane access and reduced rates for electric vehicle charging
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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.

If this measure is to advance, however, **Blue Planet Foundation respectfully requests that the measure be amended to include a policy to help overcome another key barrier to EV adoption: the lack of adequate EV charging infrastructure.**

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.<sup>1</sup> 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.

**Blue Planet Foundation recommends that SB 2122 be amended to require 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 Company<sup>2</sup> 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

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

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

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 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.

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.

Blue Planet Foundation would be happy to work with the Committee to help develop appropriate language to achieve this goal.

Thank you for the opportunity to testify.

**SB-2122-SD-1**

Submitted on: 3/9/2018 11:54:58 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Circe Carr	Individual	Support	No

Comments:

**SB-2122-SD-1**

Submitted on: 3/10/2018 4:28:25 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

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

Comments:



**SB-2122-SD-1**

Submitted on: 3/11/2018 8:10:25 AM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
charles chang	Individual	Comments	No

Comments:

Electric vehicles have been taking advantage of free all day parking in meters by moving from stall to stall. I dont think this is the legislative intent. EVS continue to move from stall to stall to avoid paying fees. Please consider limiting free parking to 1 hour per day regardless of what facility.

**SB-2122-SD-1**

Submitted on: 3/11/2018 5:15:38 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
John Nix	Individual	Support	No

Comments:

Aloha,

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.

Thank you for the opportunity to testify.

[1] [http://files.hawaii.gov/dbedt/economic/data\\_reports/energy-trends/Energy\\_Trend.pdf](http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf)

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

Mahalo,

John

**SB-2122-SD-1**

Submitted on: 3/11/2018 6:40:17 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Patricia Blair	Individual	Support	No

Comments:

**SB-2122-SD-1**

Submitted on: 3/11/2018 7:47:29 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Meredith Buck	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.

Thank you for the opportunity to testify.

**SB-2122-SD-1**

Submitted on: 3/11/2018 10:45:22 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
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.

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.

Thank you for the opportunity to testify.

[1] [http://files.hawaii.gov/dbedt/economic/data\\_reports/energy-trends/Energy\\_Trend.pdf](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-SD-1**

Submitted on: 3/11/2018 11:33:48 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
tia pearson	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-SD-1**

Submitted on: 3/11/2018 11:49:15 PM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nanea Lo	Individual	Support	No

Comments:

To Whom It May Concern:

My name is Nanea Lo and I was born and raised on this land. I am writing to say PLEASE 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.

Thank you for the opportunity to testify.

[1] [http://files.hawaii.gov/dbedt/economic/data\\_reports/energy-trends/Energy\\_Trend.pdf](http://files.hawaii.gov/dbedt/economic/data_reports/energy-trends/Energy_Trend.pdf)

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

Nanea Lo

**SB-2122-SD-1**

Submitted on: 3/12/2018 12:21:23 AM

Testimony for EEP on 3/13/2018 8:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
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.

Thank you for the opportunity to testify.