



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of **SCOTT J. GLENN, Chief Energy Officer**

before the
HOUSE COMMITTEE ON FINANCE
Tuesday, February 25, 2020
11:00 AM
State Capitol, Conference Room 308

In SUPPORT of **HB 2722, HD 1** **RELATING TO ELECTRIC VEHICLES.**

Chair Luke, Vice Chair Cullen, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports HB 2722, HD 1, which authorizes each county to adopt ordinances to enforce section 291-71, Hawaii Revised Statutes, including through the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle charging stations in working order and clarifies that certain enforcement officers may enter private property to enforce electric vehicle parking space violations.

Electrification of ground transportation, in coordination with the one hundred percent renewable portfolio standard in the electric sector, will provide a material contribution to the decarbonization of Hawaii's economy. The availability of and access to electric vehicle (EV) charging infrastructure is a critical catalyst to the further adoption of EVs. Having EV charging infrastructure available in parking lots throughout the state supports a critical backbone of EV charging infrastructure and creates consumer confidence when purchasing an EV. HSEO supports efforts to ensure access to public and private charging infrastructure for its intended use, and our comments are focused on supporting the owners and operators of these EV vehicle parking stalls and charging stations.

The maintenance of EV charging stations varies from location to location and at times is the responsibility of the charging station manufacturer, property owners, or a third-party service provider. The HSEO recognizes that having working EV charging stations is a key component to reducing drivers' range anxiety and promoting greater adoption of EVs. Our office continues to work in support of projects and initiatives that focus on the installation, operation, and maintenance of new EV charging stations statewide, and we look to support and advise government-owned charging station owners and operators with upgrades to newer, networked systems.

As with other parking violations on public property, State and County public safety/law enforcement officers can issue warnings or citations for EV parking stall violations. However, in privately owned parking areas (shopping centers, residential parking structures/lots) parking enforcement is handled by private security, private parking enforcement officers, and/or property management officers. Parking enforcement in private parking areas can range from issuing warnings to towing vehicles. The bill specifically notes, "A law enforcement officer may access the property of a private entity to enforce the provision". The actual 'enforcement entity' may differ depending on both the definition of "private" and the location of the EV parking stalls.

The HSEO defers to each county and law enforcement agencies on the impacts and ability to perform the requirements of this bill.

Thank you for the opportunity to testify on this bill.



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Tuesday, February 25, 2020 — 11:00 a.m. — Room 308

Ulupono Initiative supports HB 2722 HD 1, Relating to Electric Vehicles.

Dear Chair Luke and Members of the Committee:

My name is Amy Hennessey, and I am the Senior Vice President of Communications & External Affairs at Ulupono Initiative. We are a Hawai'i-based impact investment firm that strives to improve our community's quality of life by creating more locally produced food; increasing affordable clean renewable energy and transportation options; and better managing waste and fresh water resources.

Ulupono supports HB 2722 HD 1, which authorizes each county to adopt ordinances to enforce section 291-71, HRS, including through the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle charging stations in working order.

Ulupono supports the enforcement of the EV parking stall standards as stated in Section 291-72, Hawai'i Revised Statutes. EV parking and infrastructure are critical to supporting the State's clean energy and transportation goals. Clarifying the authority to enforce this law will undoubtedly provide much needed compliance.

Thank you for this opportunity to testify.

Respectfully,

Amy Hennessey, APR
Senior Vice President, Communications & External Affairs

Investing in a Sustainable Hawai'i



TESTIMONY OF TINA YAMAKI
PRESIDENT
RETAIL MERCHANTS OF HAWAII
February 25, 2020

Re: HB 2722 HD 1 RELATNG TO ELECTRIC VEHICLES

Good morning Chairperson 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.

The Retail Merchants of Hawaii is opposed to HB 2722 HD 1 Relating to Electric Vehicles. This measure authorizes each county to adopt ordinances to enforce section 291-71, Hawaii Revised Statutes, including through the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle charging stations in working order; clarifies that certain enforcement officers may enter private property to enforce electric vehicle parking space violations and takes effect on 7/1/2050.

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 or because their complex does not have the ability to charge the EV. Furthermore, these residents leave their cars charging AND are not shopping in the stores while their batteries are being recharged. Thus, these residents are taking away the EV stall from customers coming to shop. We have also found that many of the EV chargers are deliberately broken and vandalized by those can't charge because the stall is in use by someone else.

Shopping Centers and retailers often try to maintain the customers' expectations and needs. However, for some the constant repair of the vandalized and damaged EV chargers adds up into the tens of thousands of dollars. Some of the EV chargers are not owned by the retailer or shopping center but a third party who is responsible for the maintenance.

We question if enforcement officers are really going to determine if parking lots are complying when the larger problem that is facing retailers and the community is theft, homelessness and safety issues. Are they going to physically count all the stalls to determine if the lot is complying? Who is these volunteer enforcement officers and who is going to be liable for them in the private parking lots? Why are the enforcement officers not concentrating on catching those who are deliberately breaking the EV chargers or who are not customers of the center or who have overstayed in the stall?

We ask you to hold this measure

Mahalo for this opportunity to testify.