

**SB1316**



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

DAVID Y. IGE  
GOVERNOR

LUIS P. SALAVERIA  
DIRECTOR

MARY ALICE EVANS  
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804  
Web site: [www.hawaii.gov/dbedt](http://www.hawaii.gov/dbedt)

Telephone: (808) 586-2355  
Fax: (808) 586-2377

Statement of  
**LUIS P. SALAVERIA**  
Director  
Department of Business, Economic Development, and Tourism  
before the  
**SENATE COMMITTEE ON ENERGY & ENVIRONMENT**

Tuesday, February 17, 2015  
2:45 p.m.  
State Capitol, Conference Room 225

in consideration of  
**SB 1316**

**RELATING TO ELECTRIC VEHICLES.**

Chair Gabbard, Vice Chair Green, and Members of the Committee.

The Department of Business, Economic Development & Tourism (DBEDT) offers comments on SB 1316, Relating to Electric Vehicles. DBEDT supports the intent of the bill, however the specific language in the bill potentially contradicts Hawaii Revised Statutes Section 196-7.5, which prohibits multi-family dwellings from denying the installation of an electric vehicle (EV) charger. DBEDT, therefore, does not have a position regarding this bill in its current form.

In Hawaii, about 39% of all households reside in multi-family dwellings. Charging EVs in multi-family dwellings are a challenge and access is limited. Costs are a major barrier when installing another meter and running additional power in the parking garage to a designated stall.

Thank you for the opportunity to offer these comments regarding SB 1316.



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

SENATE COMMITTEE ON ENERGY & ENVIRONMENT  
Tuesday, February 17, 2015 — 2:45 p.m. — Room 225

### **Ulupono Initiative Strongly Supports SB 1316, Relating to Electric Vehicles**

Dear Chair Gabbard, Vice Chair Green, 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 company that strives to improve the quality of life for the people of Hawai'i by working toward solutions that create more locally grown food, increase clean, renewable energy, and waste reduction. We believe that self-sufficiency is essential to our future prosperity, and will help shape a future where economic progress and mission-focused impact can work hand in hand.

**Ulupono strongly supports SB 1316**, which requires homeowner associations to decide within 60 days of a completed request for installation of an electric vehicle charging system. This bill aligns with our goal of producing more clean, renewable energy in Hawai'i by providing faster decision making on electric vehicle infrastructure.

About 20% of the state's primary energy usage is due to ground transportation, which is almost entirely based on imported fossil fuels. Electric vehicles provide a more efficient transportation vehicle that reduces on fossil fuel consumption.

Currently, there are about 4,000 electric vehicles out of 1 million cars in Hawai'i (0.4%). However, in 2014, out of 50,000 new cars sold, about 1,500 were electric vehicles (3%). Thus, electric vehicles are slowly becoming a larger part of our vehicle fleet.

Yet, as the demand for electric vehicles grows, so does the demand for charging stations. There are currently about 300 commercially run charging stations at 160 sites across the state. As homeowners want the convenience of charging their electric vehicles at home, it will become more important and timely to make decisions on the installation of EV charging stations. This bill will provide EV charging station applicants with less bureaucratic frustration, a quicker turnaround time, and reduced financial expenses as they wait for a shorter amount of time.

As renewable energy and energy efficiency technology improves some of the decision-making processes in the state need to be updated to accommodate these new

*Investing in a Sustainable Hawai'i*



technologies. This bill simply provides a pathway for a timely decision to be made and does not force EV charging stations to be installed where economic or technical factors prevent it. All of Hawai'i's residents should have the right to choose more efficient transportation solutions and this bill helps to facilitate that right.

As Hawai'i's energy issues become more complex and challenging, we appreciate this committee's efforts to look at policies that support renewable energy production.

Thank you for this opportunity to testify.

Respectfully,

Murray Clay  
Managing Partner

**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [ENETestimony](#)  
**Cc:** [richard@hawaiifirst.com](mailto:richard@hawaiifirst.com)  
**Subject:** Submitted testimony for SB1316 on Feb 17, 2015 14:45PM  
**Date:** Tuesday, February 10, 2015 10:53:36 AM

---

**SB1316**

Submitted on: 2/10/2015

Testimony for ENE on Feb 17, 2015 14:45PM in Conference Room 225

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Richard Emery	Associa	Comments Only	No

Comments: Associa manages more than 600 condominiums and other associations in Hawaii. We support the timely response by boards to an owner's request provided it is understood that the installation is at the owner's expense and appropriate sub-metering for the electricity usage and electricity cost is paid by the owner. Generally speaking such sub-metering is in a stall owned by the owner and not a common element.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

Do not reply to this email. This inbox is not monitored. For assistance please email [webmaster@capitol.hawaii.gov](mailto:webmaster@capitol.hawaii.gov)



February 16, 2015

Aloha Committee Members,

Ev Structure strongly supports the intent of SB1316 and would like to recommend amendments.

SB1316 is essentially a means of enforcing Act 186, [Hawaii Revised Statutes Section 196-2.5](#), a homeowners right to place an electric vehicle charging system in a Multi-unit dwelling (MuD) residential or townhouse.

Ev drivers or potential drivers must present the Board with the necessary plans and information for installing a charger, and SB1316 is requiring that the request must be approved within **60 days or 2 Board meetings**.

The intent is that the request be approved in the same manner as any other architectural application and not willfully avoided or delayed. Delay may be the result of a reluctance on the Board association's required next steps; determining the building's electrical capacity. This assessment costs ~\$3,000 and is a step in the install process that arguably should not be put on the Ev driver, because an Ev driver cannot commission such an assessment for the building.

Our recommendation for SB1316 is that from the meeting that an Ev driver presents their request, the Board then has **60 days or 2 Board meetings to conduct a transformer load assessment to determine the buildings electrical capacity**. This accomplishes a number of things:

- Older buildings typically have limited electrical capacity. Level 2 chargers typically require a minimum of a 40 amp. Older apartments or condominium units may have only a 60 amp service or less. At current capacity and design, few of these multi-level garages are able to provide electric service for charging should more than six requests come in. Upgrading electrical capacity may be very costly and may also trigger requirements to bring the property up to today's building codes. EV drivers and potential EV drivers looking to install a charger need this information for their decision process in following through with installing a charger.
- This information lays the foundation for an EV plan for the building and can expedite further requests.
- Cost mitigation strategies for all parties can include placement of charging equipment in guest parking spaces or other common areas. Selection of a charging unit with a billing system will ensure that EV drivers pay-as-they-go and do not place a financial burden on non-EV drivers.

Developing an EV plan for a MuD building will help the Board and potential EV drivers to better understand the costs and barriers for installing chargers in their specific building and determine if they

can economically obtain sufficient electrical energy in deeded or communal parking spots being discussed for placement.

Penalties for non-compliance should align with the cost of the load assessment.

- Non-compliance after 60 days or 2 Board meetings: \$3,000
- Non-compliance after 90 days or 3 Board meetings: \$6,000
- Noncompliance after 120 days or 4 Board meetings: \$9,000

Penalties for non-compliance with SB1316 should go towards a fund that could become a rebate program for MuDs willing to pay for charger installs.

SB1316 should be amended to ensure EV drivers, potential EV drivers, and MuD Boards have the necessary knowledge to comply with Act 186, and put in place a penalty should Boards delay approval for the right to install a charging station. Once an MuD Board is presented with the required information from an EV driver or potential EV Driver, Boards should have **60 days or 2 Board meetings to present their electrical load capacity.**

Mahalo for your consideration,

Todd Ritter

808.352.3044

[www.evstructure.com](http://www.evstructure.com)