

State of Hawaii



Department of Business Economic Development & Tourism
Report to the Hawaii State Legislature

Regarding Financing Mechanisms to Assist Private Parking Lot Owners with the Costs Associated
with Providing Electric Vehicle Charging Infrastructure

Pursuant To
House Resolution No. 155

*Prepared by the State Energy Office within the State of Hawaii
Department of Business, Economic Development and Tourism*

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INTRODUCTION

Hawaii is the most oil-dependent state in the United States with more than 95% of its energy needs coming from imported fossil fuels. This reliance has resulted in Hawaii having the highest gasoline and electricity prices in America. Hawaii's extreme dependence on petroleum, as its single source of energy, makes Hawaii's economy extremely vulnerable to world events completely outside of its control.

As a strategy to relieve Hawaii's dependence on oil, the State has set a goal of achieving 70% clean energy by 2030, an undertaking that will require a transformation in how its energy is produced and consumed. Within the transportation sector, Hawaii is addressing the challenge of modernizing its energy system and building a clean transportation future with the plug-in electric vehicle (EV) as well as other alternative transportation solutions that will reduce Hawaii's fossil fuel dependence. Hawaii's leaders and stakeholders view the adoption and widespread deployment of EVs as a key approach towards reducing Hawaii's dependence on fossil fuels.

While the State of Hawaii has exercised significant leadership preparing for EV deployment, there have been many hurdles along the way. One of the biggest hurdles faced so far has been the slow adoption of the necessary EV charging infrastructure. The purpose of this report is to examine, analyze and make recommendations on possible financial incentives that could be used to assist private parking lots with the installation of EV charging equipment.

BACKGROUND

2.1 The Hawaii Clean Energy Initiative

The Hawaii Clean Energy Initiative (HCEI) is a partnership between the State of Hawaii and the U.S. Department of Energy. HCEI was launched in 2008 with a goal to reduce Hawaii's dependence on imported fossil fuels and to move Hawaii towards locally-produced renewable energy for both its electricity and transportation needs. HCEI seeks to achieve a 70% clean energy economy by 2030, with 40% of Hawaii's electricity from renewable resources and 30% from energy efficiency measures. Hawaii cannot achieve this ambitious clean energy goal without tremendous progress in reducing the amount of petroleum needed by Hawaii's ground transportation sector. Currently the HCEI ground transportation targets call for displacing 385 million gallons per year (MGY) by 2030.

The HCEI strategies to reduce ground transportation petroleum use in Hawaii are recommended approaches, many of which rely heavily on influencing personal behavior. The goals are not projections but rather very aggressive targets, reflecting the transformational change needed to meet Hawaii's clean energy goals.

Each of the pathways below represents a segment towards the goal of how the transportation sector will reduce its demand by 385 million gallons per year by 2030. The potential petroleum displacement was calculated for each of the strategies leading to the overall goal:

- Accelerate the deployment of EVs, 75 Million Gallons
- Expand the use of alternative fuels/biofuels for transportation, 150 Million Gallons
- Improve the efficiency of the standard vehicle fleet, 120 Million Gallons
- Reduce the overall number of vehicle miles traveled, 40 Million Gallons

2.2 Hawaii's existing EV public policy

Enacting supportive public policies has been a key strategy in supporting Hawaii's young EV market, and has sent signals to both businesses and individuals that there is an increased value in supporting clean energy and EVs in Hawaii. As a result, there has been a local commitment to support an EV favorable state regulatory structure since the late 1990's. Consequently, Hawaii has become a national leader in establishing policies designed to promote the electrification of transportation.

The following list of policies adopted by Hawaii State Legislature were the first of their kind in the United States and have significantly contributed to the decision of EV manufacturers to target Hawaii as early market for the introduction of EVs.

- Free EV parking at government facilities including meters for vehicles with specialized EV plates (Act 168 of 2012 formerly Act 290 of 1997)
- Limited exemptions from High Occupancy Vehicle (HOV) lanes (Act 168 of 2012)
- Public accommodations with at least one hundred parking spaces available for use by the general public shall have at least one parking space exclusively for EVs and be equipped with an EV charging system. (Act 89 of 2012, formerly Act 156 of 2009)
- EV charger requirements in multi-family residential dwellings (Act 186 of 2010)

2.2.1 EV Ready Program

The American Recovery and Reinvestment Act of 2009 (ARRA) program, directed a significant amount of funding for energy activities to states across the nation. Nearly five million dollars of the ARRA project funds for the Hawaii State Energy Program were designated for use in the Hawaii Transportation Energy Diversification's EV Ready Program.

The Hawaii State Energy Office launched The EV Ready Program, composed of a Grant and Rebate program, aimed at: 1) launching the Hawaii EV market, 2) accelerating EV adoption by stimulating market demand, 3) supporting companies entering Hawaii's market, 4) addressing range anxiety by establishing a charging network across the islands, and 5) reducing upfront costs for the purchase and installations of EV chargers.

The Rebate program targeted individual sales by providing rebates for the purchase of EVs and chargers, and the Grant program aimed to facilitate the EV sector's quick ramp-up to commercialization through the adoption of EVs and installation of charging equipment via multi-site, multi-partner projects.

EV Ready Rebate Program

The Hawaii EV Ready Rebate program was launched in August of 2010. Through this program, Hawaii auto-dealers, residents, businesses, government agencies, and non-profit entities were eligible for rebates following the initial purchase of new EVs for use in Hawaii as well as for the purchase and installation of the necessary EV charging equipment. EV Ready Rebates were approved for up to 20% of the vehicle purchase price, with a cap of \$4,500 per vehicle, and restricted to one rebate per applicant. Rebates for charging equipment were approved for up to 30% of the charging system cost, including installation, with a cap of \$500. The EV Ready Program helped Hawaii become a nationwide leader in EV charging infrastructure deployment. The Rebate program funding ran through April 2012 and provided 455 rebates for EVs and 279 rebates for chargers.

EV Ready Grant Program

Through a competitive solicitation process, The EV Ready Grant program granted a total of \$2.3 million to six organizations to promote, install, and deploy charging stations and EVs across the

state of Hawaii. The grants were awarded to Better Place, AeroVironment, GreenCar Hawai'i, County of Kauai, City and County of Honolulu, and Plug In America. These organization completed projects including charging station installations, outreach and education, data collection, online permitting program, and the purchase of EVs. The EV Ready Grant Program helped to install over 230 Level 2 EV charging sites and six DC Fast Chargers at over 95 locations across Hawaii.

2.2.2 Current State of Hawaii's Public EV Charging Infrastructure

The State Energy Office has recognized that charging availability is a key driver for EV adoption in Hawaii, and a potential barrier if infrastructure is not developed to meet the needs of EV deployment in a timely manner. Thanks largely to the successful EV Ready Program, Hawaii has surged to the national forefront for the deployment of public charging stations and is currently the nation's leader for public EV charging stations on a per capita basis. These market indicators prove that Hawaii's focus on EVs is beginning to pay off.

In August 2012 Hawaii received a further support for its successful EV policies and programs when it was selected as one of the top 10 most EV-ready cities in the U.S.¹ by Plug Share, the community-driven EV mobile and web application to find and share public and private EV charging stations.

Table 1. Publically Available EV Chargers² in Hawaii by County (as of October, 2012)

Island	# of Chargers	# of Ports
Oahu	155	179
Hawaii	20	34
Kauai	18	21
Maui	31	39
State of Hawaii	224	273

2.3 Infrastructure Challenges of EV Adoption

2.3.1 EV Charging Station Existing Requirements and Compliance

Act 156 of 2009 created a requirement for large parking lots with over 100 stalls available for use by the general public to have EV charging equipment installed by December 31, 2011. This requirement was modified by Act 89 of 2012, which established a new effective date of July 1,

¹ The information from PlugShare considered public charging locations per 100,000 residents based on 2010 Census data

² A "Charger" can have one or more ports. The number of "Ports" determines how many vehicles each charger can service at a time. One "Port" can service one vehicle.

2012³. When Act 156 was initially adopted, shopping center managers and parking lot owners claimed the requirement would be a big concern, however today (some three years later since Act 156 passed in 2009) compliance with the law is increasing, as property owners become more aware of the requirements and complete their research on EV stations and the installation process.

2.3.2 Charging Station Installation Costs

The cost of installing publicly available EV charging equipment varies widely, depending on two main categories, cost of product and cost of installation. Product costs vary depending on brand and features. Installation costs are primarily driven by the desired location and placement of charging station, availability of electrical capacity, distance from the electrical panels to charging station and site specific installation issues such as trenching. When asked, stakeholder report respondents claimed publically available EV charging station installation projects in Hawaii ranged from \$4,000 to \$25,000⁴ or more depending on the factors mentioned above. While prices vary, a relatively simple project in Hawaii typically costs approximately \$6,000-\$8,000 per installed charger.

2.4 House Resolution 155

As already discussed, if Hawaii is to meet its clean energy goals, EVs will play a significant role in Hawaii's transportation future. Charging station availability is a key driver for EV use in Hawaii. Without widespread availability of EV charging infrastructure throughout the state, it is highly unlikely that there will be widespread adoption and use of EVs in Hawaii. Recognizing this, the House of Representative of the Twenty-sixth Legislature of the State of Hawaii, regular Session of 2012, enacted House Resolution 155 (HR 155).

HR 155 calls for the Hawaii State Energy Office, within the Department of Business, Economic Development and Tourism, to examine, analyze and make recommendations on possible

³ Act 156 of 2009 required all facilities with at least one hundred parking spaces available to the general public to designate 1% of parking spaces exclusively for EVs, provided that at least one of the parking spaces designated for EVs is located near the building entrance and is equipped with an EV charging unit. Act 89 of 2012 clarifies requirements pertaining to parking spaces for EVs, in particular removing the 1% requirement. Specifically Act 89, declares that places of public accommodation with at least one hundred parking spaces available for use by the general public shall have at least one parking space exclusively for EVs and equipped with an EV charging system located anywhere in the parking structure or lot by July 1, 2012; provided that no parking space designated for electric vehicles shall displace or reduce accessible stalls required by the Americans with Disabilities Act Accessibility Guidelines.

⁴ The figures listed here are costs associated with installing a Level 2 charging station. Level 2 chargers provide charge through a 240-volt, AC plug and require the installation of specialized charging equipment and a dedicated electrical circuit. Based on the battery type of the EV, Level 2 charging adds about 10 to 20 miles of range to an EV per hour of charging time. Level 2 charging stations are widely installed across Hawaii.

funding mechanisms such as a surcharge to dealerships that sell EVs and subsidies or tax incentives to help private parking lot owners meet the requirements of Act 89 (See above). This report addresses the questions posed by HR 155.

2.5 Consulted Parties & Stakeholders

The House of Representatives in seeking to gain valuable insight from community members and stakeholders has directed the State Department of Business, Economic Development and Tourism to consult with a number of specific entities and stakeholders in crafting its response to HR 155. For clarity and simplicity the consulted stakeholders have been broken down into seven (7) categories listed below. A complete list of the requirements may be found in HR 155, attached in appendix A.

Tax, Budget and Finance

- The Department of Taxation
- The Department of Budget and Finance

Disabilities and Access

- The Disability and Communication Access Board

Cities and Counties (Energy Coordinators)

- The City and County of Honolulu
- The County of Kauai
- The County of Hawaii
- The County of Maui

Auto Dealers

- Hawaii Auto Dealers Association
- Auto dealerships representing each county in the State

Industry Representatives

- EV charging station Installers
- Suppliers and manufacturers of charging stations
- Maui Electric Vehicle Alliance
- Parking lot owners
- Shopping center managers

Financial Institutions

- Local Bank
- Community Development Financial Institution

State and County Chambers of Commerce

FINDINGS & ANALYSIS

3.1 Defining Financing Mechanisms

3.1.1 Surcharge on the Sale EVs

A surcharge, by definition is an added cost typically placed on a good and service designed to shift additional cost to consumers. One example of a typical surcharge is a fuel or gas surcharge often imposed by airlines or taxi companies. Adding a surcharge to dealerships who sell EVs is one way to raise additional funds that could be used to help private parking lots owners come into compliance with State mandated EV charging requirements for parking lots.

3.1.2 Subsidies

Subsidies are benefits given by a government that are typically designed to reduce or remove a burden or cost on a product or service. Subsidies can take a number of forms including, but not limited to: rebates, cash grants and direct payments, in-kind subsidies other than money (ie, infrastructure, housing), tax concessions/ incentives, and government guarantees.

3.1.3 Tax Incentives

Tax incentives are subsidies (see above 3.1.2) that are written into a tax code(s). These incentives can be state or federally based and are designed to encourage or incentivize behaviors that are generally seen as good for the public. Tax incentives can include tax holidays, tax deductions, and abatements. Tax incentives can be further given to individuals, corporations, or other taxpaying entities.

3.2 Stakeholder Responses

Stakeholder groups contacted regarding this report offered numerous comments, which are summarized below. When possible information was presented in the aggregate to preserve confidentiality.

Department of Budget and Finance

The Department of Budget and Finance responded that any financing program would be difficult to support because of the need to balance competing needs during a time when the State is facing significant budget shortfalls. Due to this fact, they believe it is unlikely a direct subsidy/grant program could be funded given higher priority program needs. Likewise, tax credits do not appear to be a viable option because it will cause additional revenue losses.

Department of Taxation

The Department of Taxation responded that it would prefer that any subsidy (such as a grant program) have a set amount of funding as an alternative to an unlimited open ended liability. The Department expressed further reservations in modifying the existing tax code due to program administrative and enforcement issues caused by an outdated IT computer system, and limited staffing. Department representatives also believe that a new tax credit designed to assist large parking lots with over 100 parking stalls available to the public would be hard to enforce and difficult to confirm applicant eligibility. For example if there were a tax benefit, the Department of Taxation would be required to determine eligibility and enforce the proper application of the benefit, even if county planning/permitting/zoning agencies are better suited/knowledgeable about how to determine eligibility. All tax issues would fall under Title 14 and The Department of Taxation has sole authority to administer the laws that fall thereunder.

Finally, the Department of Tax also noted that due to tax reporting requirements, monitoring tax credit programs costs is difficult because the financial impacts are not known until two years after the credit has been claimed, thus making it difficult administratively.

Cities and Counties

City and County representatives (Energy Coordinators) were not supportive of placing a surcharge on the sale of EVs. Contacted representatives either had no opinion or were very apprehensive about adding to the cost of EVs which are significantly more expensive than other alternatives. They believe any additional “add on” costs would undermine EV sales.

City and County representatives also voiced concerns on allocating public funds for EV charging equipment on privately owned parking facilities. The general consensus was that the existing EV parking spaces are not being utilized and reserving additional EV parking spaces at this time could provoke “public backlash.” They believe that there are other higher priority needs for the funding.

Auto Dealer Industry

Auto dealership representatives from all of Hawaii’s counties, as well as the Hawaii Auto Dealers Association, all voiced 100% opposition to the idea of a surcharge being placed on the sale of EVs. The general consensus was that EVs were already more expensive than similarly styled and designed internal combustion engine automobiles and any additional surcharge would only make EVs less attractive to consumers, thus chilling the EV market in Hawaii. Many auto dealerships also voiced concerns that a surcharge would appear to conflict with previous state and federal mandates that encouraged the adoption of EVs in Hawaii.

In regards to subsidies and tax credits, most in the auto-dealer industry believe that given the State’s fiscal condition, state funding for EV subsidies will not likely be available in the near

future. They did suggest that integrating EV charging stations with already existing renewable energy subsidies and tax credits, might be one way to encourage distributed renewable energy generating solutions (such as solar energy) while also promoting EV use.

EV Industry Representatives

EV industry representatives shared an overall consensus that a surcharge on the sale of EVs would be bad for the EV industry. They believe that doing so would increase the cost of EVs and consequently disincentivize the growth of the EV market in Hawaii and impact potential EV buyer decisions.

Industry respondents stated the largest economic barrier to EV market growth is cost of the vehicles themselves. EVs are beyond the purchase price of most consumers, ranging from mid-\$30,000 to \$40,000 depending on features. The high cost of the battery system and advanced drive train accounts for a higher cost compared to what conventional internal combustion engines automobiles cost. EVs are still expensive, and battery cost is still high thus lowering the price is the priority. Some stakeholders considered that as the Hawaii EV market matures a surcharge may make sense and be helpful.

Industry representatives did voice support for subsidies such as grants and rebates similar to the already discussed Hawaii EV Grant and Rebate Program (See above 2.2.2). Industry representatives believe the Hawaii EV Ready Rebate program significantly helped to jumpstart the EV market in Hawaii.

Many vendors believe that there is a high cost of entry in the EV charging market. They further stated that there are a wide range of opinions with regards to the amount a total charging station project cost should be subsidized. Respondents believed that a subsidy of anywhere from \$500 to \$5,000 could significantly help offset the cost of installation. However, a higher subsidy would likely be required to actually incentivize commercial properties to want to take advantage of the subsidy and therefore stimulate the installation of stations.

Industry respondents had a mixed response regarding tax incentives to help offset the cost of installing charging stations. Some prefer tax credits and claim they are highly effective whereas others believe tax incentives are not valuable and have noticed a problem with eligibility and tax credits. Some commercial properties felt there was minimal value in tax incentives due to the necessary tax structure required, while other simply lacked enough profits to take advantage of the any tax credit.

On the contrary, other respondents believed installation cost is not a factor as it does not seem like a big cost for properties, consequently if properties install one charger they may as well install two.

Neighbor Island Chambers of Commerce

Neighbor Island Chamber of Commerce representatives are supportive of EVs and believe their widespread adoption in Hawaii will help reduce the State's dependency on imported fossil fuels. They do not support placing a surcharge on the sale of EVs. Their perspective is that EVs are already expensive compared to other options and adding a surcharge would hurt sales.

Chamber representatives were not supportive of providing grants, subsidies or tax incentives to assist with the purchasing and installation of EV charging equipment in private parking lots of public accommodation.

Chamber Representative offered two observations:

First, they believe that market conditions at the present time do not require more reserved EV parking spaces. Representatives voiced concerns on the glaring under utilization of existing EV parking spaces at hotels, retail establishments and parking garages. They believe that there are not a sufficient number of EVs in the market to fill all of the reserved parking spaces, especially on the neighboring islands. They believe as EV sales grow market forces will incentivize these commercial enterprises to reserve parking spaces and install EV charging equipment.

Second, representatives believe that there are other more pressing needs for government funding. As outlined above, Chamber representatives believe that it would be premature at this time to invest State and County resources to help build EV charging infrastructure. Chamber representatives would prefer whatever tax dollars are available be directed to more time-sensitive priorities.

The Disability and Communication Access Board

The Disability and Communication Access Board (DCAB) declined to comment on funding mechanisms. DCAB, however, did advise DBEDT that any grant or subsidy provided by the state or counties to a parking lot owner to help defray costs for installing an electric vehicle charging equipment pursuant to Act 156/Act 89 would trigger DCAB's plan review authority under Hawaii Revised Statutes 103-50 (HRS 103-50).

DCAB is empowered under HRS 103-50 to review construction drawings and design plans for state and county buildings for compliance with the Federal Americans with Disabilities Act Guidelines (ADAAG). The DCAB's review authority includes private (non-government) construction projects when the projects receive public funding. Since there are no provisions in ADAAG specific to EV charging equipment and installation designs, the DCAB issued an "Interpretative Opinion" on August 12, 2012 to help clarify accessibility rules.

If a subsidy is provided, a private parking lot owner will have to submit the proposed design of the parking space and information on the charging equipment to the DCAB for evaluation under DCAB's Interpretative Opinion. DCAB's response on whether the parking space and equipment

comply with ADAAG and DCAB's Interpretative opinion would only be a recommendation. The DCAB response is a public record.

Financial Institutions

Financial institution representatives believe retail and office buildings with parking lots subject to Act 156/ Act 089 do not need a loan or any financial assistance to fund the costs associated with installing an EV charging station. These entities customarily maintain a "Replacement Reserve Account" or "Capital Improvement Account" with at least \$25,000 or more in cash reserves from which they can fund such expenditures.

Financial institution representatives also observed that EV charging equipment is a relatively new technology, and, as such, there are no secondary markets (at least they were not aware of any secondary markets) for the resale of the equipment. A secondary market is where a bank would go to sell used EV charging equipment in the event of a loan default. Without a secondary market, it is problematic for a bank to calculate the dollar value of the charging equipment as collateral for a loan.

In summary, financial institution representatives believe that retail and office buildings have the cash reserves to pay for the capital costs and if they need a loan, banks would be reluctant to lend on new technology with an unknown liquidation value.

3.3 Stakeholder Comment Summaries

3.3.1 Surcharge on Sale of EVs

Contacted stakeholder groups either had no position or were strongly opposed to the use of a surcharge as a mechanism to help large parking lots come into compliance with existing state EV laws.

Respondents believe surcharges are a bad idea because EVs are already more expensive than similarly styled and designed internal combustion engine vehicles. Any additional costs would only make EVs less attractive to potential customers. There was also a shared belief that a surcharge imposed by the State would undermine the State's long term commitment to supporting the adoption and growth of EVs in Hawaii.

3.3.2 Subsidies & Tax Incentives

While parking lot owners and many EV stakeholders would appreciate subsidies to pay down the cost of installing EV charging equipment, State and County Departments responded that such financial assistance would be difficult to support at the current time because of limited state funds. County Departments and Neighbor Island Chambers of Commerce also responded that such financial assistance would be difficult to support due to the perceived underutilization of existing EV parking spaces at public lots. Furthermore State agencies emphasized how

difficult such programs would be to administer.

Financial institution representatives believe commercial properties with parking lots subject to Act 156/ Act 089 do not need financial assistance to fund the costs associated with installing an EV charging station. According to the contacted representatives these entities customarily maintain a “Replacement Reserve Account” or “Capital Improvement Account” with at least \$25,000 or more in cash reserves from which they can fund such expenditures.

RECOMMENDATIONS

Based on the collective input from the contacted stakeholders, the Department of Business, Economic Development and Tourism does not recommend providing subsidies or imposing surcharges at this time for the purchase and installation of EV charging equipment at privately owned parking lots subject to Act 089.

APPENDIX A

HOUSE OF REPRESENTATIVES
TWENTY-SIXTH LEGISLATURE, 2012
STATE OF HAWAII

H.R. NO. 155

HOUSE RESOLUTION

REQUESTING THE DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT, AND TOURISM TO DETERMINE FINANCING MECHANISMS TO ASSIST PRIVATE PARKING LOT OWNERS WITH THE COSTS ASSOCIATED WITH PROVIDING PARKING STALLS AND CHARGING UNITS FOR ELECTRIC VEHICLES.

WHEREAS, one of the Legislature's ongoing priorities has been promoting sustainability and exploring various options to lessen the State's dependency on fossil fuels; and

WHEREAS, Act 290, Session Laws of Hawaii 1997, established the State policy to support and encourage the use of electric vehicles; and

WHEREAS, Act 156, Session Laws of Hawaii 2009, furthered the promotion and development of alternative transportation by, among other things, requiring that parking facilities with at least 100 parking spaces designate one percent of the parking spaces exclusively for electric vehicles by December 31, 2011, and also requiring an electric vehicle charging unit; and

WHEREAS, the federal government has also offered attractive tax incentives to taxpayers that purchase electric vehicles; and

WHEREAS, while the Legislature continues to be supportive of these efforts, the needs of Hawaii's businesses must also be considered; and

WHEREAS, the cost of installing an electric vehicle charging unit can be cost-prohibitive to businesses, with estimates ranging from \$16,000 to \$25,000, depending on the type of unit and infrastructure upgrade requirements; and

WHEREAS, the cost of the electric vehicle charging unit installed at the State Capitol in 2011 was approximately \$8,000; and

WHEREAS, incentives or subsidies to help the owners of private parking lots to defray the costs of the implementation of Act 156, Session Laws of Hawaii 2009, should be considered; now, therefore,

BE IT RESOLVED by the House of Representatives of the Twenty-sixth Legislature of the State of Hawaii, Regular Session of 2012, that the Department of Business, Economic Development, and Tourism is requested to determine financing mechanisms to assist private parking lot owners with the costs associated with providing parking stalls, electric vehicle charging units, and other requirements under Act 156, Session laws of Hawaii 2009; and

BE IT FURTHER RESOLVED that the Hawaii State Energy Office, through its Hawaii Clean Energy Initiative and its transportation technical working group, consider, among other things, funding mechanisms such as a surcharge to dealerships that sell electric vehicles and subsidies or tax incentives for businesses that are required to comply with Act 156, Session Laws of Hawaii 2009; and

BE IT FURTHER RESOLVED that the Director of Business, Economic Development, and Tourism or the Energy Administrator of the Hawaii State Energy Office request input from the following:

- (1) The Department of Taxation;
- (2) The Department of Budget and Finance;
- (3) The Disability and Communication Access Board;
- (4) The City and County of Honolulu;
- (5) The County of Kauai;
- (6) The County of Hawaii;
- (7) The County of Maui;
- (8) The Maui Electric Vehicle Alliance;
- (9) The auto dealership industry, particularly dealerships that sell electric vehicles, representing each county of the State;
- (10) Industry representatives such as parking lot owners, shopping center managers, and charging station installers; and

(11) A representative from a neighbor island chamber of commerce; and

BE IT FURTHER RESOLVED that the Department of Business, Economic Development, and Tourism is requested to submit a report of its findings, including its recommendations and any proposed legislation, to the Legislature no later than twenty days prior to the convening of the Regular Session of 2013; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the Governor, Director of Business, Economic Development, and Tourism, Director of Taxation, Director of Finance, Energy Administrator, Executive Director of the Disability and Communication Access Board, Mayor of the City and County of Honolulu, Mayor of the County of Kauai, Mayor of the County of Hawaii, Mayor of the County of Maui, President of the Hawaii Automobile Dealers Association, and the Maui Electric Vehicle Alliance.

OFFERED BY: _____