

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

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
DIRECTOR

MARY ALICE EVANS
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Statement of
RICHARD C. LIM
Director

Department of Business, Economic Development and Tourism
before the

**HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION**

Tuesday, February 7, 2012

9:00 AM

State Capitol, Conference Room 325

in consideration of
HB 2485 HD 1
RELATING TO ELECTRIC VEHICLE PARKING.

Chair Coffman, Vice Chair Kawakami, and Members of the Committee.

The Department of Business, Economic Development and Tourism (DBEDT) strongly supports HB 2485 HD 1, which would amend the existing electric vehicle (EV) law, Chapter 291-71, Hawaii Revised Statutes. This Administration Bill is a housekeeping measure that updates the EV parking law and makes technical amendments for clarity, consistency, and style.

HB 2485 HD 1 amends the current EV parking law by simplifying requirements and providing definitions for "Electric vehicle" and "Electric vehicle charging system." HB 2485 HD 1 amends the requirement that large parking lots with over 100 parking stalls available to the public reserve 1% of parking spaces for EVs by instead requiring one (1) parking space to be reserved for EVs and be equipped with an EV charging system, thereby removing the percentage requirement. HB 2485 HD 1 also removes a requirement that large parking lots increase the

percentage of reserved EV stalls to 2% when registered EVs in the State reach 5,000. The Bill changes the implementation date from December 31, 2011 to July 1, 2012.

These amendments are critical to greater EV adoption and rollout in Hawaii, and the State's transportation agenda under the Hawaii Clean Energy Initiative.

Thank you for the opportunity to offer these comments in support of HB 2485 HD1.



Representative Denny Coffman, Chair
Representative Derek Kawakami, Vice Chair
Committee on Energy & Environmental Protection
State Capitol, Honolulu, HI 96813

HEARING Tuesday, February 07, 2012
 9:00 am
 Conference Room 325

RE: HB2485, HD1, Relating to Electric Vehicle Parking

Chair Coffman, Vice Chair Kawakami, and Members of the Committee:

Retail Merchants of Hawaii (RMH) is a not-for-profit trade organization representing about 200 members and over 2,000 storefronts, and is committed to supporting the retail industry and business in general in Hawaii.

RMH supports HB2485, HD1, which clarifies the electric vehicle parking requirement.

We respectfully request further definition of the following:

- For retailers located in a multi-store shopping mall, we ask for language that clarifies that the shopping mall owner or management company is responsible for electric parking requirement.
- With regard to page 1, Line 16: *Spaces shall be designated, clearly marked, and the exclusive designation enforced*, we ask specification as to the entity/agency that is responsible for the enforcement.

We very much appreciate your consideration of our request for further clarification. Thank you for the opportunity to comment on HB2485, HD1.

Carol Pregill, President



OUTRIGGER

ENTERPRISES GROUP

Hospitality • Retail • Development

HOUSE OF REPRESENTATIVES
THE TWENTY-SIXTH LEGISLATURE
REGULAR SESSION OF 2012

COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Representative Denny Coffman, Chair

2/7/12
Rm. 325, 9:00 AM

HB 2485, HD 1
Relating to Electric Vehicle Parking

Chair Souki and Members of this Committee,

My name is Max Sword, here on behalf of Outrigger Hotels Hawaii in support of this bill.

HD 1 addresses our concerns on the location of the charging stations with in a parking garage or lot.

Due to the age of a number of our hotel buildings, the language in HD 1 allows us the flexibility to locate the charging stations where it would have the least impact, physically and financially, on the property.

Thank you for allowing me to testify.



Sierra Club Hawai'i Chapter

PO Box 2577, Honolulu, HI 96803
808.538.6616 hawaii.chapter@sierraclub.org

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

February 7, 2012, 9:00 A.M.
(Testimony is 3 pages long)

TESTIMONY IN OPPOSITION TO HB 2485 (HD1) WITH PROPOSED AMENDMENTS

Aloha Chair Coffman and members of the Committee:

The Sierra Club, Hawai'i Chapter, with 9,000 dues paying members and supporters statewide, *opposes* HB 2485 (HD1). This bill would amend current incentives to the purchase of electric vehicles, including the availability of parking spaces.

We recognize Haw. Rev. Stat. § 291-71, as currently drafted, may place a disproportionate burden on very large parking facilities. Nevertheless, requiring just one electric vehicle parking spot/charging station for a highly-used area like the Honolulu International Airport swings too far in the wrong direction.

Moreover, it appears many public parking facilities are failing to comply with the current law. An enforcement mechanism is required to ensure the State of Hawai'i can meet with its aggressive electric vehicle goals.

Proposed Amendments:

"~~[+]~~§291-71~~[+]~~ **Designation of parking spaces for electric vehicles; charging ~~[units-] system.~~** All public, private, and government parking facilities that are available for use by the general public and have] (a) Places of public accommodation with at least one hundred parking spaces available for use by the general public shall [designate] **have at least one per cent parking spaces or up to 5 total parking spaces, whichever is lesser,** near the building entrance designated exclusively for electric vehicles [by December 31, 2011, provided that at least one of the parking spaces designated for electric vehicles is located near the building entrance and is] and equipped with an electric vehicle charging ~~[unit-] system by July 1, 2012.~~ Spaces shall be designated, clearly marked, and the exclusive

designation enforced. [~~The electric vehicle charging units shall meet recognized standards, including SAE J1772 of the Society of Automotive Engineers.~~] Owners of multiple parking [~~lots~~] facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties [~~as long as~~]; provided that the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties.

[~~When the number of registered electric vehicles in the State reaches five thousand, the spaces designated for electric vehicles shall increase to two per cent of parking spaces. The number of spaces designated for electric vehicles shall continue to increase by one per cent for each additional five thousand electric vehicles registered in the State until the percentage reaches ten per cent of parking spaces.~~]

(b) For the purposes of this section[~~,"electric vehicle" means an electric vehicle or neighborhood electric vehicle with an electric vehicle license plate.~~];

"Electric vehicle" means:

(1) A neighborhood electric vehicle; or

(2) A vehicle, with four or more wheels, that draws propulsion energy from a battery with at least five kilowatt hours of energy storage capacity that can be recharged from an external source of electricity.

"Electric vehicle charging system" means a system that:

(1) Is capable of providing electricity from a non-vehicle source to charge the batteries of one or more electric vehicles;

(2) Meets recognized standards, including standard SAE J1772 of the Society of Automotive Engineers; and

(3) Is designed and installed in compliance with article 625 of the National Electrical Code.

(c) "Place of public accommodation" has the same meaning as that provided in section 489-2."

(d) The department of business and economic development shall adopt rules under chapter 91 to carry out the purposes of this part, including rules that address penalties for noncompliance and sign requirements.

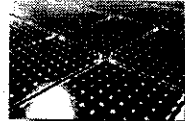
SECTION 3. Section 291-72, Hawaii Revised Statutes, is amended by amending subsection (a) to read as follows:

"(a) Beginning January 1, [~~2012,~~] 2013, any person who parks a non-electric vehicle in a space designated and marked as reserved for electric vehicles shall receive a warning."

SECTION 4. Statutory material to be repealed is bracketed and stricken. New statutory material is underscored.

SECTION 5. This Act shall take effect upon its approval.

Mahalo for the opportunity to testify.



HOUSE COMMITTEE ON TRANSPORTATION

January 30, 2012, 9:00 A.M.

Room 309

(Testimony is 3 pages long)

TESTIMONY IN SUPPORT OF HB 2485, WITH AMENDMENTS

Chair Souki and members of the Committee:

The Blue Planet Foundation supports HB 2485 with amendments. This measure amends the law requiring designated electric vehicle (EV) parking. While we strongly support incentives to encourage EV use, such as the availability of charging systems in public lots, we understand the concerns raised by some parking lot owners and accept some of the amendments proposed in HB 2485. We do not support, however, the repealing the requirement that public parking lot owners provide a set percentage of EV-designated parking spots that then increases as the number of registered EVs increases.

Appropriate incentives and requirements for EV infrastructure will foster rapid development of Hawaii's 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 (the source of fuel for the power plant), they use that fuel more effectively than burning fuel directly in a typical internal combustion engine (ICE). This is why EVs are much less expensive to "fuel" per mile than their ICE 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 Hawai'i residents.

Electric vehicles today have evolved from their "golf cart" roots. Many production models available today can outperform many regular internal combustion engines on the road today in many measures, including acceleration, torque, and cost to operate per mile. The drawback, however, is its price. As with most full performance EVs, the battery technology currently adds considerable expense to the cost of the EV. But this technology is evolving quickly, and new production EVs (such as the Nissan Leaf) are available at a more modest price. Many more mainstream EVs will be coming to market in Hawai'i within the next two to three years.

Jeff Mikulna, executive director • jeff@blueplanetfoundation.org

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House Bill 2485 delays and clarifies the new requirements for parking lots that accommodate public parking to designate 1% of parking stalls for EVs. Blue Planet supports those changes.

We respectfully ask that this Committee make three changes to this measure.

1. First, Blue Planet believes that owners of parking lot facilities should designate a percentage of parking stalls to EVs—not a set number. The way the bill is drafted a facility with 100 parking spaces will be required to have the same number of dedicated stalls as a facility with 1000 parking spaces—only one. Does it make sense to require Aloha Stadium or the Blaisdell to have only ONE EV-designated spot? While market forces should drive some facility owners and managers to provide such accommodations for EVs, the public policy goal is to hasten the adoption of EVs. Requiring a set percentage of stalls have EV capacity would help to overcome the “chicken and the egg” problem of customer EV adoption; if residents know that infrastructure is coming, they will feel more comfortable about investing in a vehicle.

SUGGESTED AMENDMENT: Page 1, lines 10 to 15:

the general public shall [designate] have at least one per cent of parking spaces designated exclusively for electric vehicles and be equipped with an electric vehicle charging system by [December 31, 2011] July 1, 2012, provided that at least one of the parking spaces designated for electric vehicles is located near the building entrance [and is equipped with an electric vehicle charging unit].

2. Second, Blue Planet does not support the existing law’s allowance to reduce the number of EV spots in one parking lot as long as the aggregate number of EV spots across an owner’s lots complies with the law. This may defeat the purpose of encouraging EV use by ensuring that most public parking lots have available charging infrastructure.

SUGGESTED AMENDMENT: Page 2, lines 1 to 6 (delete existing language):

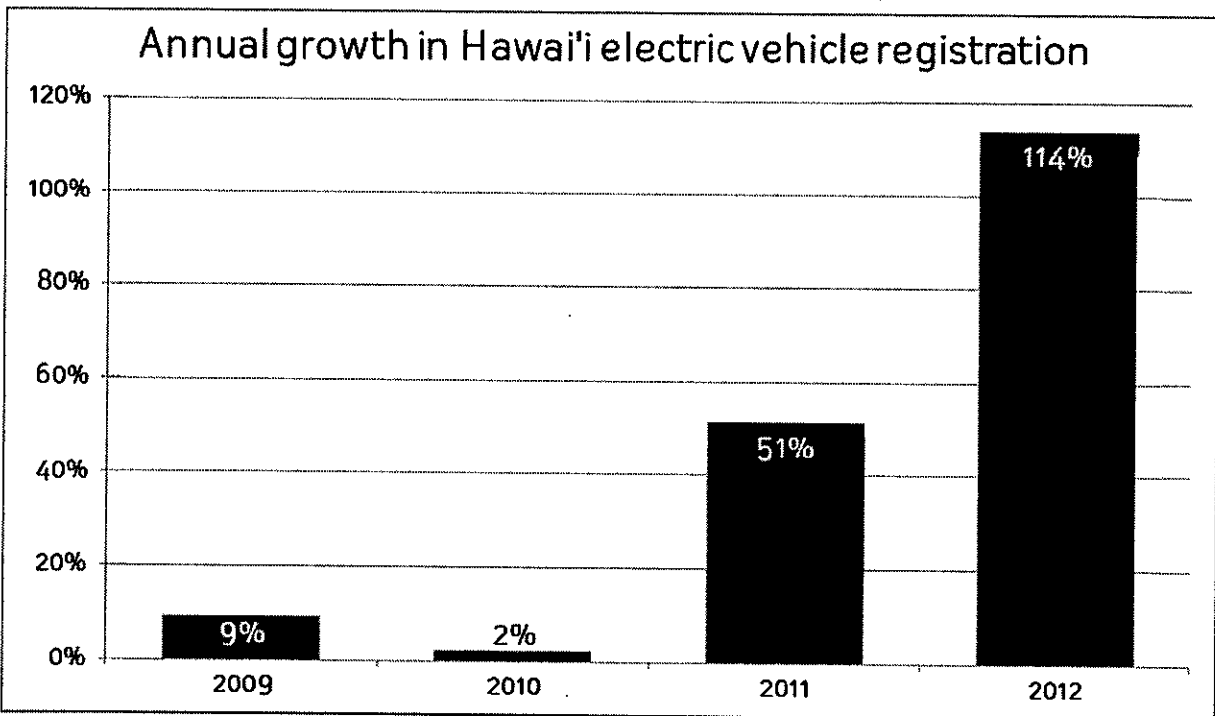
~~[Owners of multiple parking facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties as long as the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties.]~~

3. Third, Blue Planet does not support the deletion in HB 2485 of the requirement for an increasing number of EV-designated parking stalls as the number of registered EVs increases in the state. Electric vehicle adoption has increased significantly in the past

two years (this annual adoption trend (annual growth in registered EVs in Hawai'i is shown in the chart below). Providing this schedule of steadily increasing EV charging capacity requirements over time would prepare building owners and managers for the upcoming requirements and help their EV investment decision making.

SUGGESTED AMENDMENT: Page 2, lines 7 – 13 (keep existing language):

When the number of registered electric vehicles in the State reaches five thousand, the spaces designated for electric vehicles shall increase to two per cent of parking spaces. The number of spaces designated for electric vehicles shall continue to increase by one per cent for each additional five thousand electric vehicles registered in the State until the percentage reaches ten per cent of parking spaces.



We are happy to work with the Committee on any further amendments to this measure.

Thank you for the opportunity to testify.

kawakami1 - Marissa

From: mailinglist@capitol.hawaii.gov
Sent: Monday, February 06, 2012 9:23 AM
To: EEPtestimony
Cc: df@mauiventure.net
Subject: Testimony for HB2485 on 2/7/2012 9:00:00 AM

Testimony for EEP 2/7/2012 9:00:00 AM HB2485

Conference room: 325
Testifier position: Support
Testifier will be present: No
Submitted by: David B. Fisher
Organization: Individual
E-mail: df@mauiventure.net
Submitted on: 2/6/2012

Comments:

I am supporting HB2485. I think it will encourage both economic development and improve Hawaii's capacity and image in the area of innovation, as well as reduce our dependency on risky imported fossil fuels. The more traditional businesses that will need to invest in charging stations should get a return in increased business as they are seen as forward thinking, and as the overall economy improves.

My only concern about the bill is that I do not see the inclusion of government owned parking lots: schools, department buildings, etc. Did I miss that?

Aloha and mahalo!

David Fisher
Maui Venture Consulting LLC

Testimony Submitted February 6, 2012

**House Committee on Energy and Environmental Protection
February 7, 2012, 9am**

Testimony OPPOSING House Bill 2485, HD1

Chair Denny Coffman and Members of the Committee:

As a member of the Maui Electric Vehicle Alliance Policy Committee, I am writing to express my opposition to HD 2485, HD1, which proposes to amend the existing electric vehicle (EV) law, HRS 291-71.

The proposed amendments reduce EV charging station parking stall requirements, extend compliance requirements by 6 months, and provide no enforcement or penalties for non-compliance.

Access to charging stations is essential to increasing EV rollout in Hawaii. Changing the existing law to reduce the number of charging stations available to residents and visitors will significantly weaken current efforts to create an EV infrastructure in Hawaii.

The Maui Electric Vehicle Alliance received a \$300,000 grant from the US Department of Energy to prepare Maui for widespread adoption of electronic vehicles. A consortium of stakeholders, including community groups, government agencies, unions, educators, investors, utilities, and local businesses including hotels, rental care agencies, and auto dealerships has been working to prepare Maui for widespread adoption of EVs by facilitating the development of electric vehicle infrastructure.

The Maui EVA Policy Committee strongly believes that ensuring that charging stations are available for public use as the demand for EVs increases is key to developing a strong EV infrastructure in Hawaii – and that reducing the number of charging stations required by law will hinder the current momentum that Hawaii is currently gaining through initiatives such as Maui EVA, the Maui Smart Grid Project, and other innovative EV projects. Furthermore, EV related businesses that have relied on parking stall charging station requirements in planning their Hawaii investments will be negatively impacted.

Again, I strongly urge the committee to oppose HB 2485, HD1.

Thank you for the opportunity to submit these comments.

Sincerely,

Shay Chan Hodges