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ECONOMIC DEVELOPMENT & TOURISM**

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Statement of  
**RICHARD C. LIM**  
Director  
Department of Business, Economic Development, and Tourism  
before the

**HOUSE COMMITTEE ON TRANSPORTATION**  
Monday, January 30, 2012  
9 AM  
State Capitol, Conference Room 309

in consideration of  
**HB 2485**  
**RELATING TO RELATING TO ELECTRIC VEHICLE PARKING.**

Chair Souki, Vice Chair Ichiyama, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) strongly supports HB 2485, which would amend the existing electric vehicle (EV) law, HRS 291-71. This measure updates the EV parking law and makes technical amendments for clarity, consistency and style.

HB 2485 amends the current EV parking law by simplifying requirements, and providing definitions for electric vehicle and electric vehicle charging system. HB 2485 changes the requirement that large parking lots with over 100 parking stalls available to the public reserve 1% of parking spaces for EVs. The proposed legislation would require one (1) parking space to be reserved for EVs and be equipped with an EV charging system. HB 2485 also removes a requirement that large parking lots increase the percentage of reserved EV stalls to 2% when the

number of registered EVs in the State reaches 5,000. The bill changes the implementation date from December 31, 2011 to July 1, 2012.

These amendments support 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.



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

COMMITTEE ON TRANSPORTATION  
Representative Joseph Souki, Chair

1/30/12  
Rm. 309, 9:00 AM

HB 2485  
Relating to Electric Vehicle Parking

Chair Souki and Members of this Committee,

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

Outrigger Hotels is in support of this bill, which changes the number of stalls required to be set aside for electric vehicles (EV), from a percentage of number of stalls, to a specific number.

However, there are a couple of issues which need to be resolved.

The first is the requirement that the EV stall be located near the entrance of the parking structure.

This poses dilemmas in a couple of areas.

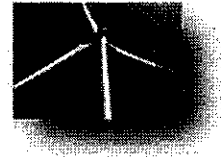
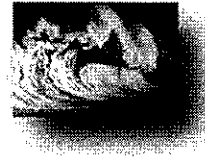
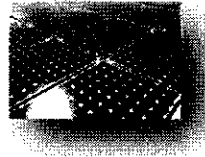
Most of the ADA-required handicap stalls are located near the entrance of the parking garage, already. Also, older buildings, such as in many hotels, the power source may be located at the opposite side of the building. In addition, some of these older garages have a low overhead space, making it impossible to run a direct line for the charging station.

The second issue has to do with valet parking.

We have four hotels that offer valet parking for our guests, as most Waikiki hotels do. These valet parking spaces are usually not available for public self-parking. Where would we locate the charging station in these cases?

We support the intent of this bill, but request some flexibility in the bill language to locate the stalls where it will have the least impact, physically and financially, on the property owner.

Thank you for allowing me 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.

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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):

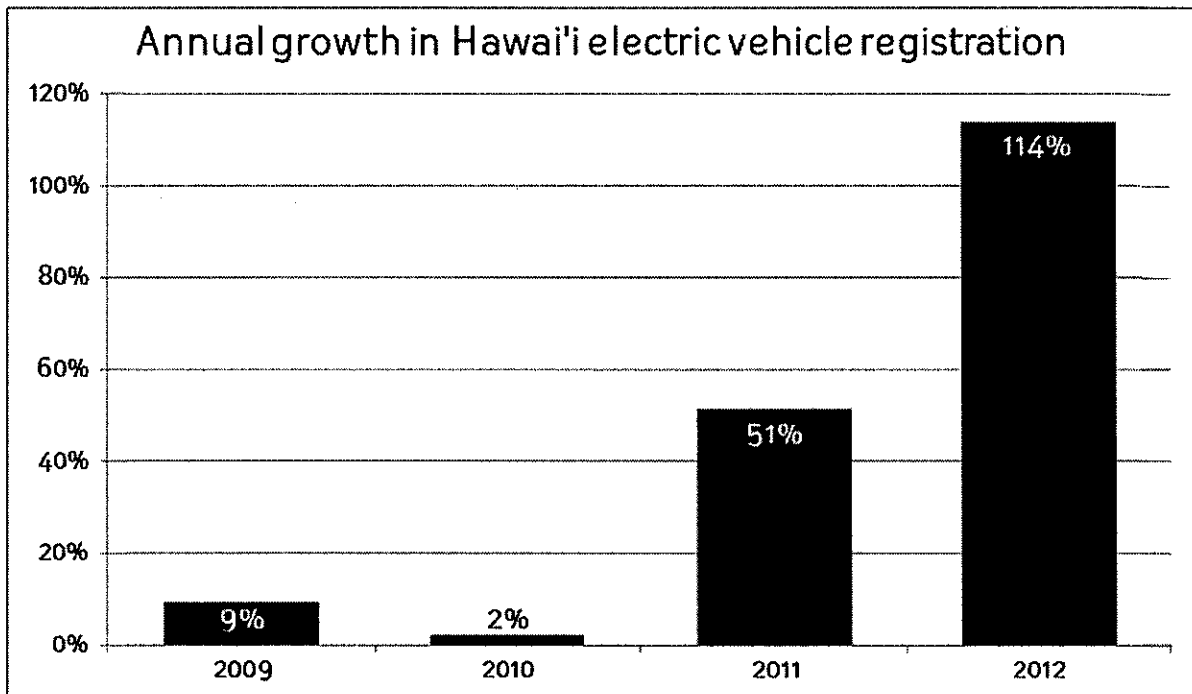
~~[Owners of multiple parking facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties as long as the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties.]~~

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.

*Testimony of*

**Brian Goldstein**  
Better Place, Inc.  
Honolulu, Hawaii 96813

Before the  
**HOUSE COMMITTEE ON TRANSPORTATION**  
JANUARY 30, 2012

**HB2485**  
**RELATING TO ELECTRIC VEHICLE PARKING**

Chair Souki, Vice Chair Ichiyama and Members of the Committee.

Better Place coordinates with Hawaii utilities, automobile dealers, state and county governments and other stakeholders to deploy an electric vehicle-charging network powered by renewable energy.

Better Place **SUPPORTS THE INTENT** of HB2485 with **CHANGES**.

Section two clarifies parking lots to **Places of Public Accommodation**, which is appropriate.

We **DO NOT SUPPORT** the elimination of 1% of parking spaces set aside for EVs. This section should be modified though for very large parking lots where a 1% set-aside would be unreasonable. A reduction of the set-aside percentage would be reasonable for large parking lots, such as those with 500 or more spaces.

The section that changes the requirement for “owners of multiple parking facilities within the State” is too broad. This would allow owners with parking facilities on multiple islands, or locations across a larger geographic area a single island, to set aside a single space in one parking lot. A better solution would be to allow owners of multiple parking facilities within a designated geographic area to meet the requirement in a single parking facility.

Thank you for the opportunity to testify on this matter.