

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

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

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Statement of
RICHARD C. LIM
Director
Department of Business, Economic Development and Tourism
before the
HOUSE COMMITTEE ON FINANCE
Thursday, March 29, 2012
12:00 PM
State Capitol, Conference Room 308
in consideration of
SB2747, SD1, HD2
RELATING TO ELECTRIC VEHICLE PARKING.

Chair Oshiro, Vice Chair Lee, and Members of the Committee.

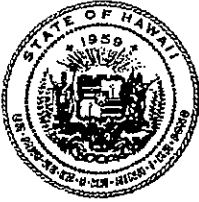
The Department of Business, Economic Development and Tourism (DBEDT) **strongly supports** SB2747, SD1, HD2, an Administration measure, which amends the existing electric vehicle (EV) law by providing definitions, simplifying requirements, and making technical amendments.

SB2747, SD1, HD2 will result in a positive financial impact to the State by removing the required number of EV parking spaces without charging stations. DBEDT considers an EV parking space with a charging system to be the most effective incentive.

This Bill removes the requirement that 1% of the parking spaces at places of public accommodation be reserved for EV parking, instead requiring that one (1) parking space be reserved for EVs so long as the parking space is equipped with an EV charging system.

These amendments are critical for 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.



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586-8129

March 29, 2012

TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

Senate Bill 2747, SD1, HD2 – Relating to Electric Vehicle Parking

The Disability and Communication Access Board (DCAB) wishes to offer comment on Senate Bill 2747, SD1, HD2 – Relating to Electric Vehicle Parking.

We offer no opinion on the required number of electric vehicle stalls. However, we recommend that one stall be designed to be accessible (e.g., accommodate a person with a disability who may have an electric vehicle) although the stall should not be reserved for a vehicle with a placard, which would limit use by others.

DCAB has recommended design specifications to the Department of Business, Economic Development and Tourism as they develop guidance on the installation of electric vehicle charging stations.

Thank you for the opportunity to provide comment.

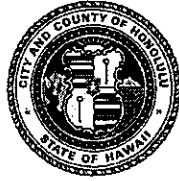
Respectfully submitted,

BARBARA FISCHLOWITZ-LEONG
Chairperson

FRANCINE WAI
Executive Director

**OFFICE OF THE MAYOR
CITY AND COUNTY OF HONOLULU**

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PETER B. CARLISLE
MAYOR

DOUGLAS S. CHIN
MANAGING DIRECTOR

CHRYSTN K. A. EADS
DEPUTY MANAGING DIRECTOR

March 27, 2012

The Honorable Marcus R. Oshiro, Chair
Committee on Finance
Twenty-Sixth Legislature
Regular Session of 2012
State of Hawaii

Re: Testimony of Managing Director Douglas S. Chin on S.B. 2747 SD1 HD1, Relating to Electric Vehicle Parking

Chair Oshiro and members of the Committee on Finance, we submit the following comments supporting Senate Bill 2747 SD1 HD2, which clarifies electric vehicle parking space requirements:

The City and County of Honolulu supports the language in this bill simplifying the City's obligation requiring larger parking facilities to have one specifically reserved parking space for electric vehicles rather than requiring one percent of parking spaces be reserved for electric vehicles. Designating one electric vehicle parking space will help the City better serve the public by reducing the costs associated with designating large numbers of spaces in facilities such as the Neal Blaisdell Center, where, under the original requirement, the City had to designate fifteen spaces for exclusive electric vehicle use. This requirement was not only costly, but it also removed a large number of valuable parking spaces from people who have not been fortunate enough to purchase electric vehicles, which at this time, is still the majority of the people.

The City also supports the language allowing owners of multiple parking facilities to aggregate electric vehicle spaces. Aggregating spaces allows the City to designate electric vehicle spaces and charging stations in those facilities that have the proper infrastructure to support the requirements of a charger. Thus, the City can concentrate funds on providing more electric vehicle infrastructure and less money towards costly construction for facilities that do not have sufficient electrical power to support the requirements of an electric vehicle charger.

Furthermore, the City supports removing the previously required increases in designated spaces as the number of registered electric vehicle rises. By removing this requirement, the City will save money in repeatedly re-evaluating and re-designating parking spaces in its many facilities. It will also avoid the unnecessary hardship on the general public who do not own electric vehicles by reducing their parking options.

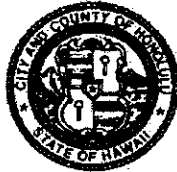
For the stated reasons, the City and County of Honolulu supports Senate Bill 2747 SD1 HD2.

Thank you for the opportunity to testify.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

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LORI M.K. KAHIKINA, P.E.
DIRECTOR

CHRIS TAKASHIGE, P.E.
DEPUTY DIRECTOR

March 27, 2012

The Honorable Marcus R. Oshiro, Chair
and Members
House Committee on Finance
State Capitol
Honolulu, Hawaii 96813

Dear Chair Oshiro and Members:

Subject: Senate Bill No. 2747 SD1 HD2, Relating to Electric Vehicle Parking

The Department of Design and Construction (DDC) respectfully **supports** Senate Bill No. 2747 SD1 HD2, which clarifies the electric vehicle parking requirement as follows:

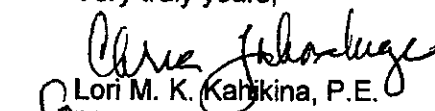
- An electric vehicle parking space with a charging system may be located anywhere in the parking lot or structure; and
- Owners of multiple parking facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties, provided that the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties.

The first clarification provides relief from the existing requirement that at least one electric vehicle parking space with a charging system should be located near the building entrance. This requirement would cause excessive effort, expense, and system complexity in situations where the needed power supply is easily accessible elsewhere at the parking facility but not near the building entrance.

The option of aggregating spaces on all owned properties to meet the electrified parking space requirements provides an opportunity for the City to comply with the proposed schedule at a reasonable cost. As an owner of multiple parking facilities with at least 100 spaces available for public use, provision of the designated number of charging stations at each and every qualified parking facility would be a financial and scheduling hardship for the City.

Thank you for the opportunity to testify.

Very truly yours,


Lori M. K. Kahikina, P.E.
Director

LM/WB:lm



Representative Marcus Oshiro, Chair
Representative Marilyn Lee, Vice Chair
Committee on Finance
State Capitol, Honolulu, Hawaii 96813

HEARING Thursday, March 29, 2012
12:00 pm
Conference Room 308

Agenda #3

RE: SB2747, SD1, HD2 Relating to Electric Vehicle Parking

Chair Oshiro, Vice Chair Lee, and Members of the Committee:

Retail Merchants of Hawaii (RMH) is a not-for-profit trade organization representing 200 members and over 2,000 storefronts, and is committed to support the retail industry and business in general in Hawaii. Through November 2011, retail generated \$25.6 billion in sales and paid over \$1 billion in GET. The retail industry is one of the largest employers in the state, employing 25% of the labor force.

RMH supports SB2747, SD1, HD2 which clarifies the electric vehicle parking requirement; allows an electric vehicle parking space with a charging system to be located anywhere in the parking lot or structure; prohibits parking spaces designated for electric vehicles from displacing or reducing accessible stalls required by the Americans with Disabilities Act Accessibility Guidelines; and, effective January 1, 2013, imposes a warning on any person who parks an unauthorized vehicle in a space designated for electric vehicles.

We very much appreciate the Legislature's and DBEDT's efforts to understand retailers' concerns and make appropriate and manageable amendments to the statute. We urge your passing SB2747, SD1, HD2.

Thank you for your consideration and for the opportunity to testify.

Carol Pregill, President



Sierra Club Hawai'i Chapter

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

HOUSE COMMITTEE ON FINANCE

March 29, 2012, 12:00 P.M.
(Testimony is 1 page long)

TESTIMONY OPPOSING SB 2747, SD1, HD2

Aloha Chair Oshiro and Members of the Committee:

The Sierra Club, Hawaii Chapter, with 10,000 dues paying members and supporters statewide, *opposes* SB 2747. This measure reduces the number of parking spaces required for electric vehicles, reduces the increase in electric vehicle parking spaces as more EVs are sold, and allows EV charging station/parking spot to be placed anywhere in a public parking facility.

This measure weakens current incentives for electric vehicles.

First, requiring just one electric vehicle parking spot/charging station for a highly-used area like the Honolulu International Airport sends a public message that the State of Hawaii is not addressing range anxiety issues. Already the few charging stations in place, such as the one located at the Capitol, are oversubscribed. This occurs with approximately 1,000 EVs on the road.

Second, the current law is not enforced. Relatively few charging stations have been implemented statewide. An enforcement or a stronger incentive mechanism is required to ensure the State of Hawai'i can meet with its aggressive electric vehicle goals. The Hawaii Clean Energy Initiative calls for 4,000 EVs to be sold per year and 10,000 on the road by 2015. And yet only a few dozen charging stations have been deployed. Almost none are on the neighbor islands or in rural areas.

To the extent the current law is not enforced -- and there are no plans to enforce it -- it is incomprehensible why the current incentives should be reduced. The only practical result of this measure is that it sends the public message that the State is backing away from EV adoption in Hawaii.

We recommend this Committee defer this bill and ask the stakeholders to address this issue in a more holistic fashion during the offseason.

Mahalo for the opportunity to testify.



OUTRIGGER®
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Hospitality • Retail • Development

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

COMMITTEE ON FINANCE
Representative Marcus R Oshiro, Chair

3/29/12
Rm. 308, 12:00 PM

SB 2747, SD 1, HD 2
Relating to Electric Vehicle (EV) Parking

Chair Oshiro and Members of this Committee,

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

Outrigger Hotels is in support of this bill, which strikes a fair and sensible balance on the number of stalls, as well as where we can locate EV parking stalls in a parking structure or lot.

Any further increase to the number of EV parking stalls required in each lot, as suggested by some would be over kill. In Waikiki, even having one EV station in each qualifying hotel parking garage would provide more than enough charging stations in a relatively small area.

We urge the passage of this bill as written and urge your favorable consideration.

Mahalo for allowing me to testify.

March 27, 2012

TO THE HOUSE COMMITTEE ON FINANCE ON SENATE BILL NO. SB2747 SD1 HD2

RELATING TO ELECTRIC VEHICLE PARKING

Hearing:

Thursday, March 29, 2012

12:00PM

House Conference Room 308

State Capitol

TESTIMONY IN OPPOSITION OF SB2747 SD1 HD2

Aloha Chair Oshiro, Vice Chair Lee and Finance Committee Members;

My name is Michael Snyder and I am the Founder and President of Hawaii's first organized and structured Sustainable Business Corporation. We are a new Renewable Energy Services Company which will as part of our business model will be renting Electric Vehicles, generating, storing and distributing RE, creating a community EV charging network, as well as performing Transportation and RE Research and Development in these emerging industries with partners such as General Motors/OnStar, Ford and General Electric. Our company is a member of the Maui EV Alliance which was named one of the top 5 EV initiatives in 2011, and we will be working with the Japan US Island Maui Smart Grid Project.

We feel that an extension to July 2012 is a reasonable timeframe for entities to move on this matter as long as there are no further extensions of the original 2009 Law. However, since there is no real "penalty" for non-compliance, entities may decide that they do not have to act and comply in a timely manner or at all.

In addition, the reduction from 1% to **ONE** EV stall with a charging system at places of public accommodation with 100 or more parking stalls, and the redaction of the 2% requirement once 5000 EV's are on the road in Hawai'i, in my opinion, is a setback for our efforts to deploy EVSE and EV's across the State of Hawai'i.

My biggest concern however is that the new language that says that an entity with multiple parking facilities can aggregate all of their mandated EV Charging stalls and spaces across the State and install their required EVSE in **ONE** location which may mean that the deployment will become Oahu-centric and those of us on the neighbor islands will get fewer EV chargers and stalls while the vast majority will be deployed on Oahu. Also, a "warning" if someone is parked in potentially the **ONE** EV stall with a charging station will be of little or no comfort to the kama'aina EV owner or EV renter who has little or no charge remaining in their EV and needs to get home or back to their hotel!! In general, and in my opinion, I believe that these amendments and modifications to the original legislation will only amplify the "chicken & egg" situation with regards to Hawai'i EV infrastructure deployment. I further believe that passage of this Bill in its current form will send out the message that Hawai'i is not a leader in EV/EV Charging Station deployment, rather a cautious and hesitant State in regards to these matters.

Mahaio Mr. Chair, Madam Vice Chair and Finance Committee Members for your thoughtful consideration.

Very respectfully submitted,



Michael Snyder
Founder and President
Hawaiian Electric Vehicle Network
Hawaii's first Sustainable Business Corporation

FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, March 28, 2012 11:14 AM
To: FINTestimony
Cc: holter@maui.net
Subject: Testimony for SB2747 on 3/29/2012 12:00:00 PM

Testimony for FIN 3/29/2012 12:00:00 PM SB2747

Conference room: 308
Testifier position: Oppose
Testifier will be present: No
Submitted by: Lance Holter
Organization: Individual
E-mail: holter@maui.net
Submitted on: 3/28/2012

Comments:

As the Bill is written I see it as a setback for the promotion of EV's to the neighbor Islands in that the entity can aggregate their parking recharge stations in one location, i.e. Oahu. We need more stations on Neighbor Islands. This Bill waters down the original laws. Please amend the Bill to increase more EV recharge stations on all Islands. Thank you, Lance Holter