



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

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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
**SENATE COMMITTEE ON
WAYS AND MEANS**

Thursday, February 23, 2012
9:00 AM
State Capitol, Conference Room 211

in consideration of
SB 2747 SD1
RELATING TO ELECTRIC VEHICLE PARKING.

Chair Ige, Vice Chair Kidani, and Members of the Committee.

The Department of Business, Economic Development, and Tourism (DBEDT) supports with comments SB 2747 SD1, an Administration Bill, which would amend the existing electric vehicle (EV) law by simplifying requirements and makes technical amendments for clarity, consistency, and style.

We prefer the original SB 2747 language be considered, which removes the 1% requirement and ensures that every EV parking space has a charging station. Given the potential loss of revenue by the parking lot owners, we consider an EV parking space without a charging system, as allowed under SB 2747 SD1, to be a less effective incentive.

We would also like to submit for consideration our preferred definition of “electric vehicle,” which is attached.

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 on SB 2747 SD1.

ATTACHMENT

The Department of Business, Economic Development, and Tourism (DBEDT) would like to submit preferred language on the definition of “electric vehicle,” for SB 2747 SD1. The definition is as follows, please see below.

(d) For the purposes of this section:

"Electric vehicle" means :

(1) A neighborhood electric vehicle as defined in Hawaii Revised Statutes Chapter 291C-134 ; or

(2) A vehicle, with four or more wheels, that draws propulsion energy from a battery with at least 4 kilowatt hours of energy storage capacity that can be recharged from an external source of electricity.

**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

February 21, 2012

The Honorable David Ige, Chair
Committee on Ways and Means
Twenty-Sixth Legislature
Regular Session of 2012
State of Hawaii

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

Chair Ige and members of the Senate Committee on Ways and Means, we submit the following comments on Senate Bill 2747 SD1:

The City and County of Honolulu supports the language in SD1 limiting the number of designated electric vehicle parking spaces to five. This limitation 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 language, the City was required to provide fifteen spaces. It also better balances the convenience to the electric vehicle owner with the needs of the general public.

Additionally, the City supports deleting the provision:

When the number of registered 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 ...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 the parking spaces.

Correlating an increase in the number of designated spaces with the increase in registered electric vehicles would have unduly burdened the City. By deleting this provision, 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.

Conversely, the City objects to the deletion of the provision, "owners of multiple parking lots facilities within the State may designate and electrify fewer parking spaces than required in one or more of their own properties as long as the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties." Deleting this provision will create a hardship for the City.

The City owns multiple parking facilities with at least 100 parking spaces; however, some of these facilities do not have sufficient electrical power to support the requirements of an electric vehicle charger. Consequently, such facilities would require construction of costly additional or new electrical power sources. Thus, the City's ability to provide electric vehicle infrastructure will be hindered without the ability to aggregate electrified parking stalls.

For the stated reasons, the City and County of Honolulu respectfully provides the comments on Senate Bill 2747 SD1.

Thank you for the opportunity to testify.

**DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU**

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PETER B. CARLISLE
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LORI M.K. KAHIKINA, P.E.
DIRECTOR

CHRIS TAKASHIGE, P.E.
DEPUTY DIRECTOR

February 17, 2012

The Honorable David Y. Ige, Chair
and Members
Senate Committee on Ways and Means
State Capitol
Honolulu, Hawaii 96813

Dear Chair Ige and Members:

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

The Department of Design and Construction (DDC) respectfully **opposes** SB 2747 SD1 in its current form. The bill proposes, among other requirements, that "Owners or managers of places of public accommodation with at least one hundred parking spaces available for use by the general public shall designate at least one percent of parking spaces or up to five parking spaces, whichever is lesser, exclusively for electric vehicles by July 1, 2012; provided that at least one space shall be equipped with an electric vehicle charging system;..."

The SD1 version of the bill has deleted the following qualification of this requirement, "Owners of multiple parking lot 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." This deletion renders the bill impractical for the City, an owner of multiple parking facilities with more than 100 spaces. Some of the City's affected parking facilities have no or insufficient electrical power to support the requirements of an EV charger. If the City does not have the latitude of aggregating its electrified parking spaces to facilities where there is sufficient electrical capacity to install EV chargers, new or supplemental electrical power sources would have to be constructed at these facilities at substantial cost to City taxpayers. For this reason, DDC respectfully **opposes** SB 2747 SD1 in its current form.

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and Members
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If the qualification allowing aggregation of electrified parking spaces across all of an owner's or manager's parking facilities is reinstated in the bill, DDC would support the bill without additional changes. Please note that DDC supports the House companion bill, HB 2485 HD2, which retains the qualification allowing aggregation of electrified parking spaces across all of an owner's or manager's parking facilities.

Thank you for the opportunity to testify.

Very truly yours,


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

LK/WB:lm



Senator David Ige, Chair
Senator Michelle Kidani, Vice Chair
Committee on Ways & Means
State Capitol, Honolulu, Hawaii 96813

HEARING Monday, February 6, 2012
 1:17 pm
 Conference Room 224

RE: SB2747, SD1 Relating to Electric Vehicle Parking

Chair Ige, Vice Chair Kidani, 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 SB2747, SD1, which requires that owners or managers of places of public accommodation with at least one hundred parking spaces available for use by the general public to designate at least one percent of parking spaces or up to five parking spaces, whichever is lesser, exclusively for electric vehicles by July 1, 2012; requires that at least one parking space is equipped with an electric vehicle charging system; prohibits any parking space designated for electric vehicles to displace or reduce accessible stalls called for by the Americans with Disabilities Act Accessibility Guidelines; and requires issuance of a warning for parking a non-electric vehicle in a stall for electric vehicles beginning 1/1/2013.

The retail industry appreciates the amendments in senate draft one which clearly define owners' responsibilities.

We do, however, respectfully request further clarification as to the entity/agency that is responsible for enforcement, i.e., on page 2, lines 5 and 6: "*Spaces shall be designated, clearly marked, and the exclusive designation enforced*" and on page 4, "... *space designated and marked as reserved for electric vehicles shall receive a warning.*"

Thank you for your consideration of our request for further clarification, and for the opportunity to comment on SB2747, SD1.

Carol Pregill, President

From: mailinglist@capitol.hawaii.gov
To: [WAM Testimony](#)
Cc: lou@maui.net
Subject: Testimony for SB2747 on 2/23/2012 9:00:00 AM
Date: Friday, February 17, 2012 5:59:45 PM

Testimony for WAM 2/23/2012 9:00:00 AM SB2747

Conference room: 211
Testifier position: Support
Testifier will be present: No
Submitted by: Louis Diliberto
Organization: Individual
E-mail: lou@maui.net
Submitted on: 2/17/2012

Comments:
This is a step in the right direction for our energy independence.