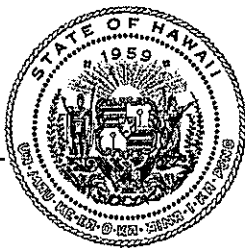


SB 2747

RELATING TO ELECTRIC VEHICLE PARKING.

Clarifies the electric vehicle parking requirement.



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

NEIL ABERCROMBIE
GOVERNOR

RICHARD C. LIM
DIRECTOR

MARY ALICE EVANS
DEPUTY DIRECTOR

No. 1 Capitol District Building, 250 South Hotel Street, 5th Floor, Honolulu, Hawaii 96813
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Statement of
RICHARD C. LIM
Director
Department of Business, Economic Development, and Tourism
before the
**SENATE COMMITTEES ON
TRANSPORTATION AND INTERNATIONAL AFFAIRS
and
ENERGY AND ENVIRONMENT**

Monday, February 6, 2012
1:17 PM
State Capitol, Conference Room 224

in consideration of
SB 2747
RELATING TO ELECTRIC VEHICLE PARKING.

Chairs English and Gabbard, Vice Chairs Espero and English, and Members of the
Committees.

The Department of Business, Economic Development, and Tourism (DBEDT) strongly supports SB 2747, 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.

SB 2747 amends the current EV parking law by simplifying requirements, and providing definitions for "Electric vehicle" and "Electric vehicle charging system." SB 2747 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. SB 2747 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 SB 2747.



DISABILITY AND COMMUNICATION ACCESS BOARD

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

February 6, 2012

TESTIMONY TO THE SENATE COMMITTEES ON TRANSPORTATION AND INTERNATIONAL AFFAIRS AND ENERGY AND ENVIRONMENT

Senate Bill 2747 – Relating to Electric Vehicle Parking

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

We offer no opinion on the required number of electric vehicle stalls. However, if only one stall is provided then the stall should 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.

We are also concerned that the requirement for electric vehicle stalls to be close to the entrance does not displace or reduce accessible stalls which are required to be nearest an entrance per the Americans with Disabilities Act Accessibility Guidelines.

Thank you for the opportunity to provide comment.

Respectfully submitted,

BARBARA FISCHLOWITZ-LEONG
Chairperson

FRANCINE WAI
Executive Director



Senator J. Kalani English, Chair
Senator Will Espero, Vice Chair
Committee on Transportation & International Affairs

Senator Mike Gabbard, Chair
Senator J. Kalani English, Vice Chair
Committee on Energy & Environment

State Capitol, Honolulu, Hawaii 96813

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

RE: **SB2747, Relating to Electric Vehicle Parking**

Chairs English and Gabbard, Vice Chairs Espero and English, and Members of the Committees:

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 and appreciates the intent of SB2747, which clarifies the electric vehicle parking requirement.

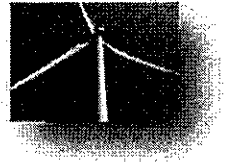
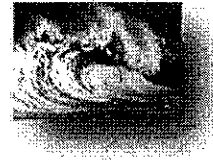
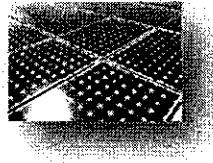
We respectfully request your consideration of the following:

- 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 this requirement.
- We ask your consideration to allow some discretion with regard to the placement of the parking space. Since the stall must be equipped with an electrical charger, the exact location of the station is dependent upon accessibility to the required electrical connections. Additionally, this option will be particularly helpful to our shopping mall partners, some of which have multiple entrances and some of which are open-air and have no specific entrance.
- 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 SB2747.

Carol Pregill, President

RETAIL MERCHANTS OF HAWAII
1240 Ala Moana Boulevard, Suite 215
Honolulu, HI 96814
ph: 808-592-4200 / fax: 808-592-4202



**SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS
SENATE COMMITTEE ON ENERGY AND ENVIRONMENT**

February 6, 2012, 1:17 P.M.

Room 224

(Testimony is 3 pages long)

TESTIMONY IN SUPPORT OF SB 2747, WITH AMENDMENTS

Chairs English and Gabbard and members of the Committees:

The Blue Planet Foundation supports SB 2747 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 SB 2747. 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.

Senate Bill 2747 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.

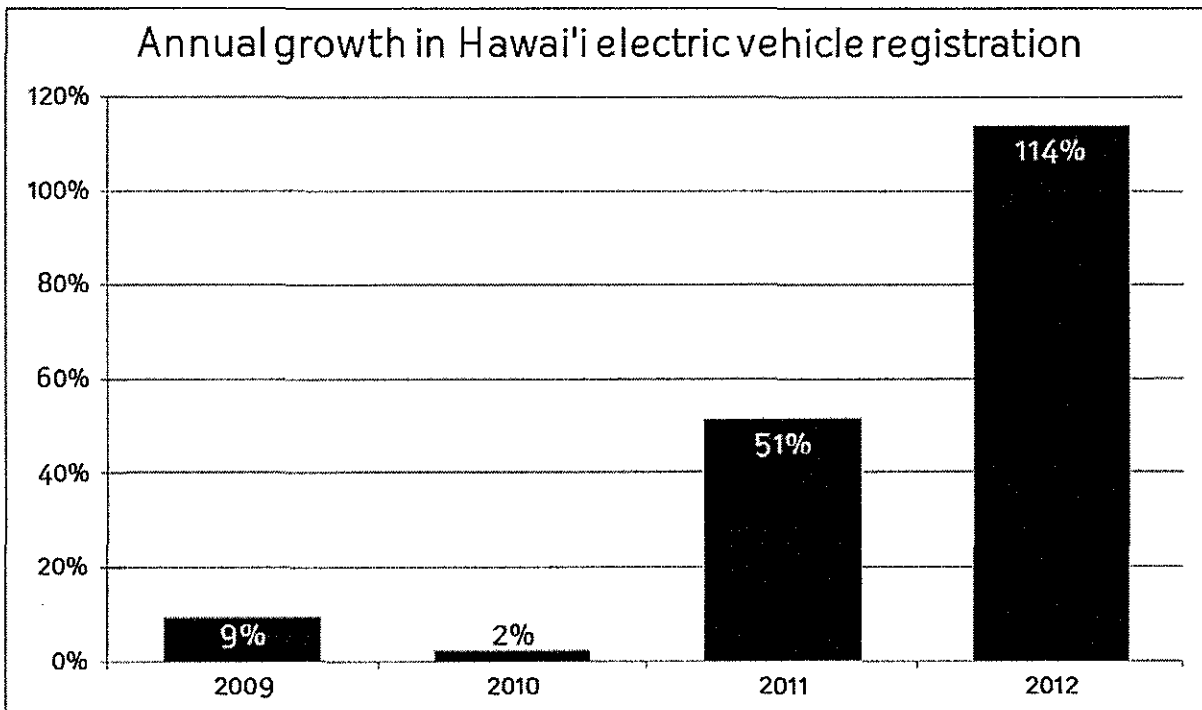
SUGGESTED AMENDMENT: Page 2, lines 1 to 6 (delete existing language):

~~[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 SB 2747 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
**SENATE COMMITTEES ON TRANSPORTATION AND INTERNATIONAL AFFAIRS and
ENERGY AND ENVIRONMENT**
FEBRUARY 6, 2012

**SB2747
RELATING TO ELECTRIC VEHICLE PARKING**

Chairs English and Gabbard, Vice Chair Espero 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 SB2747 with CHANGES.

Section two clarifies parking lots to **Places of Public Accommodation**, which is appropriate, though it is unnecessary and can add confusion to include “available for use by the general public” as Public Accommodation is a defined term in HRS.

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 large 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.



Sierra Club

Hawai'i Chapter

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

SENATE COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS SENATE COMMITTEE ON ENERGY AND ENVIRONMENT

February 6, 2012, 1:17 P.M.
(Testimony is 3 pages long)

TESTIMONY COMMENTING ON SB 2747 WITH PROPOSED AMENDMENTS

Aloha Chairs English, Gabbard, and Members of the Committee:

The Sierra Club, Hawaii Chapter, with 9,000 dues paying members and supporters statewide, offers the following comments to SB 2747. This bill lowers the electric vehicle requirements for public parking lots.

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 10 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.



THE SENATE
26th LEGISLATURE
REGULAR SESSION of 2012

COMMITTEE ON TRANSPORTATION & INTERNATIONAL AFFAIRS
Senator Kalani English, Chair

COMMITTEE ON ENERGY & ENVIRONMENT
Senator Mike Gabbard, Chair

2/6/12
Rm 224, 1:17 PM

SB 2747
Relating to Electric Parking

Chair English, Chair Gabbard and Members of both 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. First off, most of the ADA-required handicap stalls are located near the entrance of the parking garage, already. Secondly, older buildings, such as in many hotels, the power source may be located at the opposite side of the building. 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.



From: mailinglist@capitol.hawaii.gov
Sent: Sunday, February 05, 2012 11:49 PM
To: TIATestimony
Cc: abaalto@gmail.com
Subject: Testimony for SB2747 on 2/6/2012 1:17:00 PM

Testimony for TIA/ENE 2/6/2012 1:17:00 PM SB2747

Conference room: 224
Testifier position: Support
Testifier will be present: No
Submitted by: anthony aalto
Organization: Individual
E-mail: abaalto@gmail.com
Submitted on: 2/5/2012

Comments:

Aloha Charis English and Gabbard and members of the committees.
In order to reduce our state's dangerous dependency on imported carbon-based fuels and to meet the targets set by the Clean Energy Initiative, it is vital that the Legislature do everything in its power to encourage citizens to stop using gas-guzzling vehicles. This measure would make it easier for people to use electric vehicles, to overcome "range anxiety" and would offer a small incentive to encourage more drivers to switch. For these reasons I urge you to support the bill.