

HB-1140

Submitted on: 2/5/2021 12:34:25 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ruta Jordans	Individual	Support	No

Comments:

Important point of progress for making the infrastructure ready for more electric vehicle needs. Please support!

Hawaii Electric Vehicle Association

PO BOX 6310
Hilo, HI 96720
hawaiidriveelectric@gmail.com



February 6, 2021

Dear Chair Lowen, Vice-Chair Marten, and EEP Committee members,

Hawaii Electric Vehicle Association is in strong SUPPORT of HB1140.

In order to reach Hawaii's sustainable transportation and climate goals, we have to electrify ground transportation on our islands as soon as possible. Thankfully, automakers are heeding the demand for zero-emission vehicles and are providing consumers with choice and affordability. We need to respond by expanding our charging infrastructure in anticipation of the inevitable consumer demand. This will ensure that vehicle charging station access does not hamper our efforts to decarbonize.

We need to ensure that vehicle charging station access does not get in the way of the equitable adoption of sustainable transportation. Vehicle charging infrastructure access in multi-unit dwellings, workplaces, and commercial spaces allows for the democratization of the electric vehicle. Hawaii's LMI/ALICE (Asset Limited, Income Constrained, Employed) communities don't have the luxury of home charging. By expanding public charging infrastructure, we enable all segments of our community to enjoy the economic and environmental benefits of electric vehicles.

It always pays to do it right the first time. Electric vehicle charger-ready infrastructure in multi-unit dwellings, commercial, and workplace parking lots will allow us to avoid costly future retrofitting. The California Air Resources Board found that EV-ready codes avoid \$3,750 to \$6,975 per parking space in later retrofit costs.

We must be EV-ready! Public charging infrastructure is essential to support the expected EV growth. Thank you for your support of HB1140.

Sincerely,

Noel Morin - President

Sonja Kass - Director

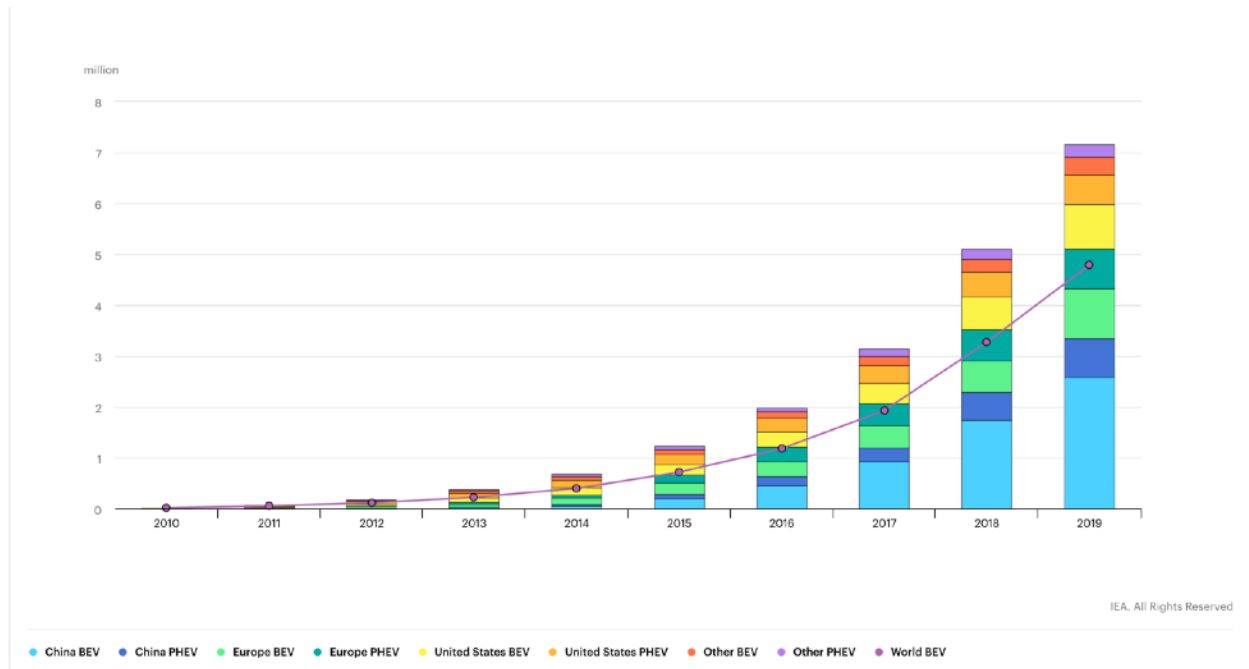
Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

February 5 2021

Dear Chair Lowen, Vice Chair Marten, and EEP Committee members,

As an EV driver and environmentalist I am writing in **strong support of HB1140**.

Electric cars are the future of personal vehicles, this is not just my personal belief, but exponential EV growth can be observed in California, several European countries and worldwide.



Source: IEA, *Global electric car stock, 2010-2019*, IEA, Paris <https://www.iea.org/data-and-statistics/charts/global-electric-car-stock-2010-2019>

EV charger ready parking lots will help Hawaii to get ready for this growth to happen here as well!

Mahalo

Andrew R. Kass

302 Makani Rd

Kapa'a, HI 96746

808-822-1794

EV driver since 2014

Hawaii resident since 2003



KauaiEV.org
302 Makani Rd.
Kapaa, HI 96746
808-652-0591

KauaiEV
Kauai Electric Vehicle Association

February 6, 2021

Dear Chair Lowen, Vice Chair Marten, and EEP Committee members,

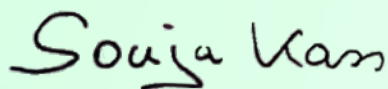
On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write in strong support of HB1140.

Making parking lots electric vehicle charger ready will help prepare Hawaii for the exponential EV growth that analysts predict.

Our members are electric vehicle drivers, and we believe that EVs are the personal transportation of the future. EVs are very efficient, and several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime.

Chargers at multi unit dwellings make EV ownership so much easier for the people who live there.

The public charging infrastructure benefits greatly our socially disadvantaged members who can not charge at home because they rent, or live in apartments. It also helps people who drive older models with shorter range.



Sonja Kass, President KauaiEV

HB-1140

Submitted on: 2/6/2021 10:41:24 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Justin R Carvalho	Individual	Support	No

Comments:

To the Leaders of Hawaii,

On behalf of myself a lifetime resident of Kauai, I write in strong support of HB1140.

Making parking lots electric vehicle charger ready will help prepare Kauai and Hawaii for the exponential EV growth that analysts predict.

EVs are very efficient, and several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime.

Chargers at multi unit dwellings make EV ownership so much easier for the people who live there.

The public charging infrastructure benefits greatly our socially disadvantaged members who can not charge at home because they rent, or live in apartments. It also benefits the people who drive older models with shorter range.

Justin Carvalho

HB-1140

Submitted on: 2/6/2021 1:23:13 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
GORAN RAD	Individual	Support	No

Comments:

I strongly support this bill.

I am an electric vehicle owner since 2013.
and a Kauai resident since 1999

electric vehicles are what keeps transportation sustainable by no import of foreign oil or pollution to kauai. My wife and I are both EV OWNERS. WE STRONGLY SUPPORT THIS MEASURE. THANK YOU.

HB-1140

Submitted on: 2/6/2021 10:46:56 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Justin Carvalho	Mission Zero Hawaii	Support	No

Comments:

To the Leaders of Hawaii,

On behalf of Mission Zero Hawaii, Hawaii's largest electric car rental business based out of Kauai, I write in strong support of HB1140.

Making parking lots electric vehicle charger ready will help prepare Kauai and Hawaii for the exponential EV growth that analysts predict.

EVs are very efficient, and several of our members get 170 - 180 miles per gallon equivalent, so EVs are far less polluting and cheaper over their lifetime.

Chargers at multi unit dwellings make EV ownership so much easier for the people who live there.

The public charging infrastructure benefits greatly our socially disadvantaged members who can not charge at home because they rent, or live in apartments. It also benefits the people who drive older models with shorter range.

Justin Carvalho

HB-1140

Submitted on: 2/7/2021 9:42:52 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kevin Kern	Individual	Support	No

Comments:

During the electrical engineering phase is when planing for EV needs are necessary, as electric engineers can prepare their plans for those anticipated demands on the grid and ensure the wiring in the facility will also be ready for easy install of a charger. The extra cost is minimal as it relates to the project on a whole and ensures an easier transition into the electrical vehicle future. Retrofitting can be done, but it is often less effective charging, more likely to strain the demands on the local electrical system, and significantly more costly to do afterwards.

HB-1140

Submitted on: 2/7/2021 10:44:52 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Tom Aitken	Individual	Support	No

Comments:

Let it not be said that Hawaii impeded the conversion to non-fossil energy. This infrastructure bill is critical and moving and environmental agenda that benefits everyone in Hawaii please support!

HB-1140

Submitted on: 2/7/2021 10:15:37 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Fernando L Alvarado	Individual	Support	No

Comments:

EVs are the future of transportation, and the infrastructure for charging "at home" is the most important part of making it happen. Multi-family dwellings and business parking areas are key to making the charging of EVs work for Hawaii. If properly done and incentivized, charging of EVs can actually help improve the reliability and utilization of the (increasingly solar-powered) electric grid. An providing legislation that protects access to the charging spots (much as is the case for handicapped parking spots) is essential.

HB-1140

Submitted on: 2/7/2021 10:56:28 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nadya Penoff	Individual	Support	No

Comments:

I support bill 1140, we must prepare for our future and enable more charging.

HB-1140

Submitted on: 2/7/2021 11:26:34 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ronald FitzGerald	Individual	Support	No

Comments:

- Having more electric vehicles and fewer gas-powered vehicles on our streets will help us reach our climate goals, especially when paired with more renewable energy becoming available on our island grids.
- Electric vehicles have lower lifetime costs, because they are so much more efficient, and because there is hardly any maintenance.
- Switching to electric vehicles is one of the biggest steps we can take to reduce our dependence on oil and cut dangerous air pollution.



“Advancing the Commercial Property Management Industry through Education,
Networking and Advocacy”

Testimony to the Hawaii State House Committee on Energy & Environmental Protection

February 9, 2021

9:00 a.m.

Hawaii State Capitol – Conference Room 325

RE: HB 1140, Relating to Electric Vehicles

Aloha Chair Lowen, Vice-Chair Marten and Members of the Committee,

Thank you for the opportunity to submit testimony on House Bill 1140.

We are the Building Owners and Managers Association of Hawaii (BOMA Hawaii) testifying in **opposition to HB 1140** which would prohibit the issuance of commercial building permits unless the building's parking stalls are electric vehicle charger ready.

BOMA Hawaii is a non-profit trade association with a membership that includes many commercial property owners and building managers. BOMA Hawaii supports energy efficient alternatives in transportation but opposes inflexibility in regulations. This bill seeks to impose charging station readiness requirements on all new commercial parking stalls in a manner which we believe will significantly increase costs and thus future rents paid by local businesses, as well as the price of goods and services paid by Hawaii residents. BOMA Hawaii has worked collaboratively with many stakeholders to support local regulations which promote increased accessibility to parking stalls that are electric vehicle charging station ready and to promote increased accessibility to charging stations themselves. We respectfully request that you defer this measure.

Small commercial businesses are the heart of Hawaii's economy, and in times where they are financially fragile, we believe that we must do what we can to ensure their survival. Therefore, we ask that you refrain from mandating electric vehicle charging station readiness for all new commercial buildings at this time.

Thank you for the opportunity to testify on HB 1140.

Sincerely,

Nicole Nakano
2021 BOMA Hawaii President

HB-1140

Submitted on: 2/7/2021 12:22:40 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lorn Hoku Douglas	Individual	Support	No

Comments:

Each step supporting EV adoption is a step forward....Please vote YES!

Lorn DOuglas
Big Island

HB-1140

Submitted on: 2/7/2021 12:10:38 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Albert E Beeman	Big Island EV Association	Support	No

Comments:

Dear Chair Lowen et al,

EVs are the exclusive future of cars and trucks, it makes no sense to allow any new parking construction without EV charging infrastructure! This is so much cheaper than the now inevitable retrofitting later.

In fact, for condo/apartment/hotel parking there needs to be infrastructure to support EV charging for every single parking stall!

Me ka mahalo (Respectfully),

Al Beeman

HB-1140

Submitted on: 2/7/2021 12:33:17 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Heidi Emmons	Individual	Support	No

Comments:

Making a number of parking spaces EV-ready during the construction of a new parking lot / building costs a fraction of retrofitting, and just makes sense. The future is now!

I have a charger at home. If I were living in a condo or apartment, I probably wouldn't have been able to justify buying an electric vehicle.

I have found that charging using solar energy has made my transportation nearly free and 100% clean. I hope that this behavior can be more common and mainstream than just the occasional tree hugger!

As a concerned Hawaii EV owner/driver and home owner I strongly support HB1140 to insure adequate EV charging resources are available to multi-family and commercial building.

How will we reach our goals of no fossil fuel vehicles on Oahu streets and highways if there is no place to re-charge when depleted?

I suspect developers will argue that add the 240volt infrastructure is costly or too costly when compared to no installing at all. However, placing the burden on home owners after they have begun ownership is many times more expensive than while being built. Consider for a moment if the city council or legislature had the vision to mandate sprinkler infrastructure be added during building of all the hundreds of high rises. We would not have the risk to our citizens daily that we do now.

I live in an old multi-family building. To add simply the means to charge my EV, I had to perform a service upgrade so my unit would support the means to charge my EV. The Service panel upgrade alone was more than \$3,000 and the 240volt circuit was \$1900. Nearly 5,000 invested that will never be a sufficient return on investment. I simply wish to avoid this same situation for new owners.

EV Charging is new to many. Since EV ownership in Hawaii is 1% of all cars, its reasonable to also presume that 99% of most car owner residents do not have the means to charge an EV. Just as EV charging is foreign and not available today. We are asking for 240volt to be installed in garages and parking structures, not all of the building.

Our legislature granted HECO the right to supply electrical power to Oahu in 1915. Can you imagine the same resistance from developers and contractors to avoid installing basic electrical resources in homes, multi-family buildings and commercial buildings then as they are now? Where would we be most of the older buildings on Oahu had no electrical power. Can't you envision the problem for lack of EV charging infrastructure in new buildings as there was in the early 1900's?

HB-1140

Submitted on: 2/7/2021 2:45:32 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Kenneth Eisner	Individual	Support	No

Comments:

I fully support this bill. EVs are the future and we need to be ready.

HB-1140

Submitted on: 2/7/2021 1:37:58 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
eric jang	Individual	Support	No

Comments:

As an ev owner i believe that having mor working charging stations will help in the sustainable development of ev vehicles

this i support this bill

Dear Chair Lowen, Vice Chair Marten, and EEP Committee members,

As a former condo owner I strongly support HB1140.

Analysts have forecast exponential growth in EVs, as more models come to market, including pickup-trucks and SUVs.

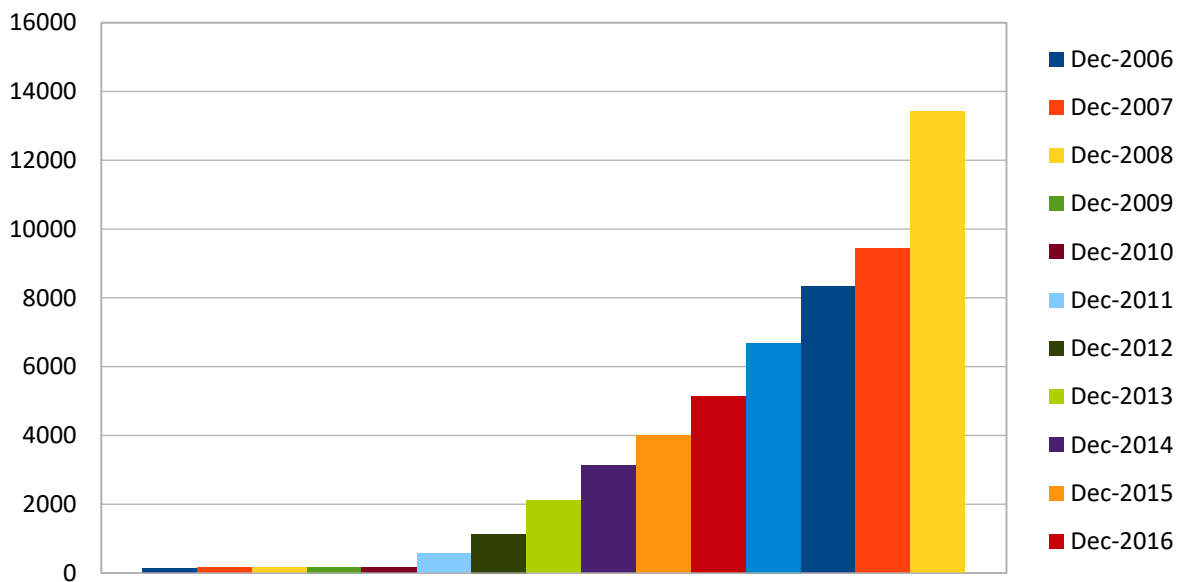
In Hawaii DBEDT reports a 42% increase in all-electric passenger vehicles, from a statewide total of 9,434 in Dec 2019 to 13,423 in Dec 2020. The trend is clear – the future is electric.

This bill will save money that will be necessary to retrofit new construction and will assist Hawaii in transitioning to the necessary electrification of ground transportation.

Thank you, Ronald Reilly Volcano Village HI 96785

Member Big Island EV Association

Hawaii (all electric) battery EV's



HB-1140

Submitted on: 2/7/2021 3:30:22 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Caroline Azelski	Individual	Support	No

Comments:

Please support.

HB-1140

Submitted on: 2/7/2021 6:20:04 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Douglas Perrine	Individual	Support	No

Comments:

I support HB1140

HB-1140

Submitted on: 2/7/2021 7:35:42 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jared	Individual	Support	No

Comments:

I support this bill!

HB-1140

Submitted on: 2/7/2021 7:31:38 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Dale	Individual	Support	No

Comments:

- As an EV owner, I support ensuring infrastructure is ready for more EVs.
- **Expanded charging infrastructure access in multi-unit dwellings, workplaces, and commercial spaces also allow for democratization of sustainable transportation.**
- **Our LMI/ALICE (Asset Limited, Income Constrained, Employed) communities don't have the luxury of home charging.**
- **By expanding shared/public charging infrastructure, we enable all segments of our community to adopt electric vehicles.**



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Tuesday, February 9, 2021 — 9:00 a.m.

Ulupono Initiative supports HB 1140, Relating to Electric Vehicles

Dear Chair Lowen and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono supports HB 1140, which prohibits the issuance of certain new residential multi-family and commercial building application permits and new state building application permits initiated on or after January 1, 2022, unless the building's parking stalls are electric vehicle charger ready and allows such buildings to implement an electric vehicle energy management system.

EVs are a critical part of our climate and transportation energy future:

- EVs provide immediate greenhouse gas (GHG) emissions reductions. EVs produce zero-emissions at the tailpipe, and even when full lifecycle emissions (from manufacturing through disposal) are considered, EV emissions are approximately 50 percent lower than internal combustion engine vehicles. Here in Hawai'i, they become cleaner every year.
- EVs can alleviate Hawai'i's high cost of living. In one study, rural drivers in Hawai'i saved \$417 per year by switching from gasoline to electricity.
- EVs are prime for market acceleration from public support. We have more EVs per capita than any other state, except California, but declining availability of charging infrastructure. In 2015, there were 8 EVs for every public charging station in Hawai'i, and in 2018, there were 13 EVs per charger. Automakers continue to announce plans to transform their fleets to EVs within the next 10-15 years, so we must prepare our state for the shift.

Requiring qualifying facilities to be "EV-ready" is smart future-proofing. Recently, the International Code Council (ICC) updated its building standards to include EV-ready

Investing in a Sustainable Hawai'i

provisos. The rationale was that the cost of retrofits is significantly more expensive than when installed upfront, and such an upfront investment is a relatively small part of the total building cost. The ICC approval only validates this State policy and market need for EV-ready policies. Additionally, the City and County of Honolulu passed Bill 25 last year requiring EV-ready for certain new construction. Passing this State policy will ensure a consistent policy is applied statewide and that all residents have the same options to reduce their overall cost of living.

A recent case study in San Francisco estimated the costs of EV-readiness at the time of construction to be less than \$1,000 per parking spot. Given that our recent research shows that a typical high rise parking stall can cost more than \$40,000 to build, this relatively low incremental amount seems worth the option to expand EV access. Otherwise, folks will have to pay tens of thousands of dollars to install an EV charger at a later date, or worse yet, will simply not have equal access to charging. Even if the costs were \$2,000 per spot, these additions would only increase the price of a condo by 0.5-0.7 percent. This equates to an increase in a typical 20 percent down payment by \$400 and a monthly mortgage (or related rent) by less than \$10 per month. In addition, EV drivers stand to save \$35 or more per month by driving electric, so this policy actually enables residents to lower their cost of living rather than pricing Hawai'i families out of such benefits since the costs to retrofit can be exorbitantly expensive.

As our energy issues become more complex and challenging, we appreciate this committee's efforts to look at policies that support clean ground transportation.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

HB-1140

Submitted on: 2/7/2021 8:01:38 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Thomas Martin	Individual	Support	No

Comments:

As a resident in a condominium community, I am writing to support this bill which will make living in newly built multiresident communities much easier to own an EV, especially when there is no private garage. Fear of not being able to find a convenient location to charge an EV is one of the main deterrents to switching to owning an EV. This law would make public EV chargers easier to install and closer to where residents park overnight.

HB-1140

Submitted on: 2/7/2021 8:51:05 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Steve Parsons	Individual	Support	No

Comments:

Aloha Chair Lowen, Vice Chair Marten, and EEP Committee members,

EV's are cheaper when Total Cost of Ownership is considered. So, As a concerned Hawaii EV driver, I strongly support HB114 Anything that accelerates EV adoption Helps The most struggling families with affordability that rent and can't charge their EV in multi family complexes and can't have cheaper, safer, Healthier transport. Save Money, Save The 'Aina... Drive Electric!!!

Mahalo,

Steve Parsons Hawaii Resident

Kapaa, HI

HB-1140

Submitted on: 2/7/2021 8:55:44 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Sarah Matye	Individual	Support	No

Comments:

I support more electric vehicle infrastructure as it is desperately needed on island and an integral part of future society! Thank you.

HB-1140

Submitted on: 2/7/2021 9:10:22 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Paxton Jerry	Individual	Support	No

Comments:

A new shopping center is being built in my village in Waikoloa and I'd love to see EV charging stations in the area.

HB-1140

Submitted on: 2/7/2021 9:29:31 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
John Weist	Individual	Support	No

Comments:

Please support HB1140.

- Switching to electric vehicles is one of the biggest steps we can take to reduce our dependence on oil and cut dangerous air pollution.
- Charge anxiety is a big a worry for EV-driving condo-dwellers, renters, and potential EV buyers.
- Expanded charging infrastructure access in multi-unit dwellings, workplaces, and commercial spaces also allow for democratization of sustainable transportation.

HB-1140

Submitted on: 2/7/2021 9:33:24 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Mary Cashman	Individual	Support	No

Comments:

As an Electric Vehicle driver in the state of Hawaii, I support this bill. Having more electric vehicles and fewer gas-powered vehicles on our streets will help us reach our climate goals, especially when paired with more renewable energy becoming available on our island grids. In addition, making electric vehicle charging more available in multi-unit dwellings, workplaces, and commercial spaces provides for the democratization of sustainable transportation.

HB-1140

Submitted on: 2/7/2021 10:03:11 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
David Mulinix	Our Revolution Hawaii	Support	No

Comments:

On behalf of Our Revolution Hawaii's 7,000 supporters and members statewide, we are in full support of HB1140.

Dave Mulinix, Statewide Community Organizer, Our Revolution Hawaii.



To: The House Committee on Energy & Environmental Protection
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, February 9, 2021, 9am

In support of HB1140

Aloha Chair Lowen, Vice Chair Marten, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. On behalf of our 6,000 members and supporters, 350Hawaii.org **supports HB1140.**

The transportation sector uses almost two-thirds of all petroleum consumed in Hawaii. EVs play a key role in our transition to 100% clean energy. As the number of Zero Emission Vehicles (ZEVs) inevitably grows, charging infrastructure must grow to accommodate them. Making parking spaces EV-ready during the construction of a new parking lot or building costs a fraction of retrofitting, and has become standard in construction in many states including California and New York.

This bill will help reduce Hawaii's greenhouse gas emissions by making parking and charging ZEVs a nonissue. Please support HB1140. It will help pave the way for our clean energy goals.

Thank you for the opportunity to testify on this important bill.
Sherry Pollack
Co-Founder, 350Hawaii.org

HB-1140

Submitted on: 2/7/2021 10:07:33 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Climate Protectors Hawaii	Climate Protectors Coalition	Support	No

Comments:

To: The Honorable Nicole Lowen, Chair,

The Honorable Lisa Marten, Vice Chair, and Members of the

House Committee on Energy and Environmental Protection

From: Climate Protectors Hawaii (by Ted Bohlen)

Re: Hearing HB1140 RELATING TO ELECTRIC VEHICLES

Tuesday February 9, 2021, 9:00 a.m., by videoconference

Position: **STRONG SUPPORT of HB1140!**

Aloha Chair Lowen, Vice Chair Marten, and Energy and Environmental Protection Committee members:

The Climate Protectors Coalition is a group inspired by the Mauna Kea Protectors but focused on reversing the climate crisis. The planet faces an existential climate crisis and we must act now! Scientists have made clear that we are part of the last generation that can stop or at least mitigate the devastating impacts of climate change. If we are to solve the climate crisis, it will require **all of us** working together.

As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis. We have extra risks from more intense storms, loss of protective coral reefs, food insecurity, and rising sea levels destroying our shorelines. Hawaii is not doing enough to control climate change. Hawaii can and should be a leader in the transition to carbon neutrality and showing the world the way forward towards a safe and sustainable climate and future. We must do all we can to reduce our carbon footprint and become at least carbon neutral as soon as possible. The sooner we inspire others to take action and lead by example, the better off the future will be for our children.

It is critical in avoiding carbon emissions that Hawaii transition to electric vehicles powered by solar and other clean energy. HB1140 would help Hawaii move toward electric vehicles and carbon neutrality by prohibiting building permits for residential multi-family, commercial, and new state buildings unless the buildings' parking stalls are electric vehicle charger ready. Given the climate crisis, electric vehicles, which are more efficient, are likely to be the future. Available chargers in parking lots are important for encouraging electric vehicle ownership. This bill makes sense because it is much less expensive to install vehicle charging infrastructure while the building is under construction than post-construction retrofit.

It is time to act by approving HB1140!

Mahalo for the opportunity to testify in **strong support** of this very important legislation.

Climate Protectors Coalition (by Ted Bohlen)

HB-1140

Submitted on: 2/7/2021 11:54:40 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Lisa Diaz	Individual	Support	No

Comments:

2/07/21

Aloha Rep. Nicole Lowen,

Committee Chair Energy & Environmental Protection,

AND EEP Committee Members,

RE: [HB1140](#) - EV Charger-Ready Infrastructure

I STRONGLY SUPPORT HB803 and urge the EEP CPC, and FIN Committees to pass this bill without delay, so that Hawaii can meet our renewable energy goals, reduce emissions and mitigate climate change.

HB1140 is important for our state to achieve renewable energy goals, reduce emissions and mitigate climate change by mandating that new commercial, state, and multi-unit-dwelling parking lots need to be ready for later EV charger installation (conduit and wiring installed during construction).

Mahalo to all of you for your leadership in supporting Hawaii's 2045 goal of meeting 100% Renewable Energy.

Lisa Diaz

76-223 Haoa St.

Kailua- Kona, HI 96740



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

February 9, 2021, 9:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF HB 1140

Aloha Chair Lowen, Vice Chair Marten, and members of the Committee:

Blue Planet Foundation **supports HB 1140**, helping to future-proof new construction for our clean mobility future and to ensure the lowest cost transition for clean energy infrastructure. This measure requires that new state buildings and new multi-family residential and commercial buildings over a certain size be equipped with basic wiring and electrical capacity to support electric vehicle (EV) charging stations. This is an important first step to lowering the overall cost of our transition to electrified transportation and make electric vehicles more accessible Hawai'i residents.

Importantly, this measure 1) does not require EV chargers to be installed, only the wiring and basic infrastructure to accommodate a future charger, and 2) allows for an electric vehicle energy management system to smartly charge vehicles, which dramatically reduces the investment necessary in electrical capacity to service the future chargers.

Electric vehicles are the future, and that future is here

Electric vehicles are the fastest growing segment of new cars in Hawai'i. Over roughly the past year (January 2020 – January 2021), EV registrations on statewide **increased by 24%**, while registrations of gasoline-powered vehicles **dropped** by three percent.¹ We expect the number of registered EVs to grow substantially as new EV models with longer ranges and lower prices hit the market.

Still, over one million gasoline-powered vehicles are on Hawai'i's roads—and from them comes over four million metric tons of climate-changing carbon pollution. What's worse, while Hawai'i has made decent progress in reducing its carbon emissions from the electricity sector, emissions from ground transportation have been increasing in recent years.

¹ DBEDT Monthly Energy Trends, January 2021 (<http://dbedt.hawaii.gov/economic/energy-trends-2/>).

More residents will choose EVs over gasoline vehicles as EV prices decrease and options increase. Battery costs have fallen precipitously over the past several years so that in most cases, the total cost of ownership for EVs is lower than for comparable gasoline vehicles. Experts expect battery prices to continue to fall and as automakers increase the number of models and volume of EVs in the next few years, the upfront cost of EVs is expected to reach upfront cost parity with gasoline vehicles by 2024. In part due to falling costs and increasing consumer demand, and in part due to government policies supporting EVs, nearly all of the world's leading automakers have announced aggressive strategies and investments in EVs during the past two years. In fact, the venerable automaker General Motors announced in January that they would only sell EVs starting in 2035.

Electric vehicles are better for the environment and the economy and can help Hawai'i reach its renewable energy and transportation goals. Electric vehicles play an integral role in Hawai'i's clean energy future. While EVs that use the existing electricity grid to charge still use mostly fossil fuel, they use that fuel more effectively than burning fuel directly in a typical gasoline engine. This is why EVs are much less expensive to "fuel" per mile than their gasoline 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.

Lack of EV chargers are a major barrier to adoption

The International Energy Agency has found that "the availability of chargers emerged as one of the key factors for contributing to the market penetration of EVs."² Unlike gasoline car owners, charging behavior for EV owners indicates that more than 80% of EV drivers charge their cars at home or at work.³ In addition, a large share of the Honolulu's population lives in high density, multi-family residential buildings. The vast majority of parking facilities currently lack EV chargers. By ensuring that we are "future-proofing" new construction projects, this measure could be a critical step toward increasing electric vehicle charging options for those who don't have access to charging at home or at work.

The most challenging aspect of EV charger installation is the lack of electrical capacity and distributed subpanels to support broad deployment of charging infrastructure. **By choosing not to install the wiring and conduit upfront in new construction, developers are forcing tenants to pay for expensive retrofit costs to upgrade power capacity and wiring to their parking stalls.**

Studies have shown that **installing EV infrastructure at the time of construction can be 91% less expensive than post-construction retrofits**, and per stall installation costs can be

² *Global EV Outlook 2017*, <https://www.iea.org/publications/freepublications/publication/GlobalEVO Outlook2017.pdf>.

³ *Id.*

reduced through economies of scale.⁴ Vancouver, British Columbia, found that the average cost of adding charging infrastructure during construction was as low as \$250 (US) per stall compared to an estimated \$3,000 for a later retrofit. EV charger ready requirements don't require the installation of the actual EV charging infrastructure, they simply require that the power capacity and conduit be set up during construction, which dramatically reduces retrofit costs at the time of charger installation, creating cost savings downstream for residents and tenants.

Cities around North America are adopting EV-ready requirements for commercial and residential new construction. Seattle, San Jose, Atlanta, San Francisco, and Oakland have adopted requirements for a certain percentage of stalls to be ready for Level 2 charging. Vancouver, British Columbia, now requires that 100% of new parking stalls be built ready for EV chargers. Hawai'i—with the second highest adoption of EVs per capita nationwide—should implement a similar policy.

Polling suggests that the majority of Hawai'i residents would consider purchasing or leasing an EV for their next vehicle, but they need convenient and affordable charging options.⁵ An EV-ready requirement will ensure that the EV charging infrastructure network necessary to support the influx of electric vehicles can be installed more efficiently and cost-effectively in new construction projects. It will provide new EV owners—particularly those that will live in new multi-family residential buildings—with the confidence that they will be able to access charging at home, at the workplace, and in public spaces.

EV-Ready requirements have proven successful elsewhere

Requiring that all new parking stalls be EV-ready is not without precedent. The city of Vancouver, BC, passed a law updating their four-year-old EV-ready requirement from 20% of new residential stalls to 100% of new stalls.⁶ The law took effect January 1, 2019. Since 2014, existing requirements have resulted in 20,000 electric vehicle-ready stalls in buildings.⁷

Lawmakers in Vancouver recognize the importance of including all building types—including low- to moderate-income housing—in the EV requirement as a matter of equity. It's likely that the initial group of individuals purchasing EVs will be more affluent than latter adopters—this holds true for many innovations, as they are initially more expensive. They will be positioned to take advantage of any current stalls that are EV-ready, or be in a position to pay for the upgrade. But what about later adopters who are less affluent? Any policy requiring less than 100% EV charger ready may have the effect of burdening these later EV adopters with the high costs of retrofitting to install EV infrastructure in already completed buildings. Simply requiring that all stalls are EV-ready avoids this potential inequity.

⁴ See <http://evchargingpros.com/wp-content/uploads/2017/04/City-of-SF-PEV-Infrastructure-Cost-Effectiveness-Report-2016.pdf>.

⁵ Public Policy Polling (commissioned by Blue Planet Foundation), Survey of 905 Hawai'i voters, March 11-12, 2020.

⁶ See <https://vancouver.ca/streets-transportation/electric-vehicles.aspx>

⁷ See <https://www.vancourier.com/news/city-council-boosts-electric-vehicle-infrastructure-1.23202750>

Allowing for an energy management system is critical to reduce cost and optimize efficiency

While requiring that 100% of new stalls be wired for EV chargers, Vancouver wisely allows for an energy management system (EMS) to control the overall electricity demand (and therefore reduce the upfront electrical capacity investment)—just as HB 1140 does. Providing the capability for every parking stall to charge an EV at Level 2 may lead to unnecessary expense in developing the building’s electrical capacity (transformer, circuit capacity, etc.). In reality, all cars charging at once is an unlikely scenario, but engineers would need to design for that extreme possibility.

In order to minimize the impact on builders and the utility grid, HB 1140 allows the use of an EV EMS. Because most personal vehicles are parked for 8 to 10 hours per day at home, an EV EMS allows multiple vehicles to share a circuit. This significantly reduces construction costs and utility costs. In Vancouver’s law, an EV EMS must ensure that every EV charging outlet receive at least 12 kilowatt-hours (kWh) over an 8-hour period. House Bill 1140 requires that each stall be capable of receiving at least 40 kWh over a 24-hour period. This means that, even if a vehicle is plugged into every single outlet at once, all EVs will receive enough energy daily to drive about 180 miles (with today’s EV technology), or nearly seven times the average distance driven daily in Hawai’i. Moreover, the EMS can provide direct benefit to vehicle owners, building managers, and all electricity customers by providing a controllable, flexible load to the utility.

Blue Planet supports HB 1140 to help ensure a low-cost path to our clean energy future—**one that we plan by design, not by default.**

Thank you for the opportunity to provide testimony.

HB-1140

Submitted on: 2/8/2021 5:28:19 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Torrey Wagner	Individual	Support	No

Comments:

Buildings permitted in 2022 will be in service long after the global shift to EVs has occurred. EV charging conduit and wiring is cheapest when designed into new construction, and this can help Hawaii's transition to EVs.



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION**

HB 1140

Relating to Electric Vehicles

February 9, 2021

9:00 AM, Agenda Item # 5

State Capitol, Conference Room 325 / VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation
Hawaiian Electric Company, Inc.

Aloha Chair Lowen, Vice Chair Marten and Committee Members,

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company on **HB 1140**, Relating to Electric Vehicles. Hawaiian Electric Company supports the intent of this measure to require electric vehicle charger ready parking stalls for new state buildings and new multi-family residential buildings and new commercial buildings. Hawaiian Electric recognizes this bill may raise cost concerns among some stakeholders particularly developers and those in the building industry, both of whom we consider partners. We welcome follow up discussions on how Hawaiian Electric can play a role to make the transition to EV charging as workable as possible.

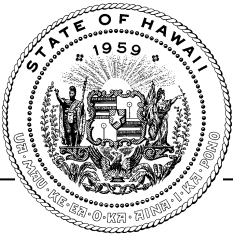
In 2019, Hawaiian Electric conducted its Electric Vehicle Critical Backbone Study, which looked at the forecasted need for public and private electric vehicle charging infrastructure in the next 10 years. The backbone study projected a need of seven times more public charging by 2030 and an even greater need for private commercial and residential charging. This insight helped the Company focus its planning for the coming influx of electric vehicles through electrification of transportation programs such as EV-specific rates to encourage daytime charging; an electric bus make ready infrastructure

pilot; our proposed Charge Ready Hawai'i pilot to provide make ready infrastructure support to commercial properties and multi-unit dwellings; and a request to expand our public charging network.

As the largest provider of electric vehicle fast charging in the state, Hawaiian Electric Company remains committed to EV strategies that are sustainable and help create a bridge to a cleaner future. Electric vehicle charging infrastructure for make-ready and EV-ready will also contribute to increasing the number of good paying jobs as we emerge from the COVID19 pandemic. The EV market's growth is accelerating and waiting to install needed charging infrastructure after developments are built is neither a cost effective nor efficient strategy for our communities. If EV charging stations are installed after construction, residents and subsequent owners will inevitably spend more money retrofitting their facilities in order to add electrical capacity and additional wiring to support EV charging. This can add costs to the project and delay the availability of charging to EV drivers.

This bill supports the momentum and progress already achieved in transforming Hawaii's ground transportation to electric vehicles. To support the State's efforts in eliminating dependence on fossil fuel, it is important that electric vehicles have the support of robust charging infrastructure investment.

Thank you for this opportunity to testify in support of the intent of HB 1140.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Tuesday, February 9, 2021
9:00 A.M.

House conference room via videoconference

Comments in consideration of
HB 1140
RELATING TO ELECTRIC VEHICLES.

Chair Lowen, Vice Chair Marten, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments in support of HB 1140, which prohibits the issuance of certain new residential multi-family and commercial building application permits and new state building application permits initiated on or after January 1, 2022, unless the building's parking stalls are electric vehicle charger ready. Allows such buildings to implement an electric vehicle energy management system.

HB 1140 aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation.

Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tons of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target set forth in Section 225P-5, Hawaii Revised Statutes (HRS), "to sequester more greenhouse gases than emitted as soon as practicable, but no later than 2045," programs that support the adoption of cleaner transportation options are

necessary and important. Specifically addressing infrastructure to achieve those goals is directed by HRS §226-18(a)(2) “Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all: ... (2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation;”

The legislature is proposing targeted goals this session to achieve widespread adoption and deployment of electric vehicles. HB 804 proposes banning the sale of fossil fuel vehicles in 2035. HB 552 establishes goals for state agencies to have a 100 per cent light-duty motor vehicle clean fleet by December 31, 2035, and all light-duty motor vehicles in the State by December 31, 2035. These goals will not be possible without supporting charging infrastructure. An example of the challenge EV adoption is facing can be seen in HB 1141 which proposes decarbonization of rental fleets. HSEO has noted questions in testimony regarding the installation and operation of electric vehicle charging equipment at the facilities used by lessors of rental motor vehicles. In 2020, it was reported that Kahului airport's rental car facilities managed an inventory of more than 20,000 vehicles. The recently completed Kahului Airport Consolidated Rent-A-Car (CONRAC) facility has parking stalls for: 1,817 for ready-return vehicles, 1,926 for staging/storage serviced by 72 fuel positions. The common issue of cost and logistics required to upgrade newly constructed facilities for charging infrastructure could pose barriers to the adoption of zero-emission light duty passenger vehicles contemplated by HB 552, HB 804, HB 1141 necessary to achieve the goals of HRS §225P-5.

Planning for the State's infrastructure needs to aligned with the ultimate elimination of fossil fuel particularly in areas that are being targeted for near term decarbonization strategies such as adoption of ZEV. HB1140 is a positive step towards tackling this issue.

Thank you for the opportunity to testify.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 8, 2021

TO: Representative Nicole Lowen
Chair, Committee on Energy and Environmental Protection

Submitted Via Capitol Website

FROM: Tiffany Yajima

RE: **H.B. 1140 – Relating to Electric Vehicles**
Hearing Date: Tuesday, February 9, 2021 at 9:00 a.m.
Conference Room: 325

Dear Chair Lowen, Vice Chair Marten and Members of the Committee on Energy and Environmental Protection:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony **supporting the intent** of H.B. 1140, Relating to Electric Vehicles.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

Automakers have invested substantially in zero-emission vehicles, including battery electric, plug-in electric, and hydrogen-powered vehicles, and are supportive of efforts to expand Hawaii’s network of EV charging infrastructure and grow the state’s market for electric vehicles.

Thank you for the opportunity to testimony on this measure.

HB-1140

Submitted on: 2/8/2021 8:14:11 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Gary Miller	Individual	Support	No

Comments:

I support this Bill!!

HB-1140

Submitted on: 2/8/2021 8:26:37 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Kane	Individual	Support	No

Comments:

This important piece of legislation will ensure that new projects are future proofed for Hawaii's clean transportation future. This will benefit all Hawaiians and will ensure that those residents in new multifamily housing will have access to important charging infrastructure in the future at a reasonable cost.

HB-1140

Submitted on: 2/8/2021 8:30:29 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
albert fung	Individual	Support	No

Comments:

With GM's announcement that they will no longer be making gas powered vehicles by 2035 and more push for EV cars, having the requirement for more EV charging just makes sense.

HB-1140

Submitted on: 2/8/2021 8:56:15 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Jeff Mcknight	Individual	Support	No

Comments:

- Having more electric vehicles and fewer gas-powered vehicles on our streets will help us reach our climate goals, especially when paired with more renewable energy becoming available on our island grids.
- Switching to electric vehicles is one of the biggest steps we can take to reduce our dependence on oil and cut dangerous air pollution.
- Charge anxiety is a big a worry for EV-driving condo-dwellers, renters, and potential EV buyers.
- Expanded charging infrastructure access in multi-unit dwellings, workplaces, and commercial spaces also allow for democratization of sustainable transportation.
- Our LMI/ALICE (Asset Limited, Income Constrained, Employed) communities don't have the luxury of home charging.
- By expanding shared/public charging infrastructure, we enable all segments of our community to adopt electric vehicles.
- Analysts have forecasted exponential growth in EVs, as more models come to market, including pickup-trucks and SUVs. In California and some European states exponential market share growth has been observed for up to 5 years.
- Research is indicating the US will need 9.6 million new electric vehicle charging ports by 2030.

LATE

HB-1140

Submitted on: 2/8/2021 10:47:54 AM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nancy Walsh	Individual	Support	No

Comments:

Dear Chair Lowen, Vice Chair Marten, and EEP Committee members:

I am a Kauai EV driver, and I am writing in support of HB1140 (Electric Vehicles; Charger Ready Parking Stalls; New Construction Permits) before the bill is heard in committee on February 9.

- Electric cars are the future of personal vehicles – they're more efficient than conventional gasoline options, cost far less to operate, and will help us reach our climate goals. Analysts have forecasted exponential growth in EVs as more models come to market, including Hawaii-friendly pickup-trucks and SUVs.
- But since most electric vehicle drivers do more than 80% of their charging at home, renters and condo-dwellers are at a big disadvantage.
- By expanding shared/public charging infrastructure, we enable all segments of our community to adopt electric vehicles. And the bill's approach is cost-effective: the California Air Resources Board finds that EV-ready codes avoid \$3,750 to \$6,975 per parking space in later retrofit costs.

Thank you for your consideration.

Nancy E. Walsh

Kapaa



LATE

TESTIMONY REGARDING HB 1140
House Committee on Energy and Environmental Protection
February 9, 2021 at 9:00 AM

Aloha Chair Lowen, Vice Chair Marten, and Members of the Committee:

Thank you for the opportunity to provide testimony on HB 1140, which would require new state buildings, and new multi-family and commercial buildings with a minimum of 10 and 20 parking stalls, respectively, to be “electric vehicle charger ready”, as defined, on or after January 1, 2022.

Tesla supports this measure and respectfully suggests the following friendly amendments:

- On page 5, lines 5-10, and page 6, lines 16-21: “(b) Buildings subject to the requirements of subsection (a) may implement an electric vehicle energy management system; provided that the electric vehicle energy management system is capable of providing no less than ~~forty kilowatt hours~~ 3.4 kilowatts of electricity to each parking stall ~~over a twenty-four-hour period.~~”
 - Rationale: we suggest 3.4 kW since it is consistent with power requirements for Level 2 charging stations in section 269-72. The proposed standard—40 kWh over 24 hours—equates to 1.67 kWh, which is consistent with Level 1 charging.
- On page 5, lines 12-16, and page 7, lines 4-8: “Electric vehicle charger ready” means having sufficient wire, conduit, raceway, termination point to support a minimum of 40-ampere, 208 or 240-volt branch circuit and electrical panel capacity suitable to provide Level 2 charging consistent with an ‘alternating current Level 2 charging station’ as that term is defined in section 269—72.”
 - Rationale: Full branch circuits are “plug and play” ready and minimize total costs and additional barriers to installing electric vehicle charging equipment. This is also consistent with building code recommendations of the California Air Resources Board,¹ and have been adopted by many local governments in California and other states including Washington, Colorado and Illinois.
- We request two minor amendments to section 269-72 where it appears grammatical errors were made.
 - In (j)(2): “Meets recognized standards and protocols including, but not limited to, Society of Automotive Engineers (SAE) J1772™ of SAE International ~~and~~ or Tesla protocol; and...”
 - In (j)(2)(2): “Meets recognized standards and protocols including, but not limited to, Society of Automotive Engineers (SAE) J1772™ of SAE International, Tesla protocol, ~~and~~ or CHAdeMo protocol; and...”

Thank you for considering this testimony.

¹ https://ww2.arb.ca.gov/sites/default/files/2020-09/CARB_Technical_Analysis_EV_Charging_Nonresidential_CALGreen_2019_2020_Intervening_Code.pdf

LATE

HB-1140

Submitted on: 2/8/2021 3:32:11 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Constance Casey	Individual	Support	No

Comments:

Every new build where people go need to have EV ready installation locations. I personally have spoken with a number of people who state the lack of charging capabilities at their residence is a major hurdle for their adoption of EVs. I, myself, had severely limited housing options as I had an EV and I needed one that would allow overnight charging of my vehicle.

LATE

HB-1140

Submitted on: 2/8/2021 6:47:08 PM

Testimony for EEP on 2/9/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Christopher Yunker	HSEO	Comments	No

Comments:

I am available for comments

LATE



**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
Hawaii State Capitol
415 South Beretania Street
9:00 am**

February 9, 2021

RE: HB 1140, Relating to Electric Vehicles

Chair Lowen, Vice-Chair Marten, and members of the Committee:

My name is Beau Nobmann, 2021 President of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii.

BIA Hawaii offers the following comments regarding HB 1140, which would prohibit the issuance of building permits of certain new commercial and residential construction unless the parking stalls are electric vehicle ready, starting 2022.

Currently, the median price of a home on Oahu is a staggering \$870,000. All policy makers need to give pause to adopting new legislation/rules and consider these initiatives while taking into account the new economic reality all families in Hawaii are facing. The Legislature should recognize the impact this type of legislation will have on families already devastated by the Covid-19 economic crisis. Adding costly requirements impacts housing affordability, and will prevent more and more residents from obtaining housing they can afford. We understand and support the important goal of energy self-sufficiency; however, the economic impacts of moving us in this direction must also be considered.

We would appreciate the opportunity to further discuss this matter with legislators and stakeholders if the bill moves forward.

We appreciate the opportunity to provide comments on HB 1140.