

# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-3807  
Fax: (808) 586-2536  
Web: [energy.hawaii.gov](http://energy.hawaii.gov)

Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON JUDICIARY**

Tuesday, March 2, 2021  
9:35 A.M.  
House conference room via videoconference

Comments in support of  
**SB 756 SD1**  
**RELATING TO ELECTRIC VEHICLES.**

Chair Rhoads, Vice Chair Keohokalole, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 756 SD1, which authorizes each county to adopt ordinances to enforce section 291-71, HRS, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle (EV) charging stations in working order, clarifies that certain enforcement officers may enter private property to enforce EV parking space violations, requires new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet-capable, and changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

Emissions from ground transportation account for the largest share of energy sector emissions in the state. For Hawaii to meet its statutory target set forth in §225-P-5 “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 §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;". Increasing the EV charging requirements to five parking spaces per one hundred stalls exclusively for electric vehicles chargers in 2025 and ten by 2030 aligns with the growing adoption of EVs statewide.

Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet-capable, supports the state decarbonization efforts under §225-P-5 and §226-18(a)(2).

Thank you for the opportunity to testify.

Council Chair  
Alice L. Lee

Vice-Chair  
Keani N.W. Rawlins-Fernandez

Presiding Officer Pro Tempore  
Tasha Kama

Councilmembers  
Gabe Johnson  
Kelly Takaya King  
Michael J. Molina  
Tamara Paltin  
Shane M. Sinenci  
Yuki Lei K. Sugimura




Director of Council Services  
Traci N. T. Fujita, Esq.

**COUNTY COUNCIL**  
COUNTY OF MAUI  
200 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
[www.MauiCounty.us](http://www.MauiCounty.us)

February 28, 2021

TO: Honorable Karl Rhoads, Chair  
Senate Committee on Judiciary

FROM: Alice L. Lee  
Council Chair 

DATE: March 1, 2021

SUBJECT: **SUPPORT OF SB 756 SD1, RELATING TO ELECTRIC VEHICLES**

Thank you for the opportunity to testify in **SUPPORT** of this important measure. The purpose of this measure is to authorize each county to adopt ordinances to enforce Section 291-71, Hawaii Revised Statutes, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle charging stations in working order.

The Maui County Council has not had the opportunity to take a formal position on this measure. Therefore, I am providing this testimony in my capacity as an individual member of the Maui County Council.

I **SUPPORT** this measure for the following reasons:

1. The measure allows counties to better enforce electric vehicle ordinances.
2. This measure encourages the use of electric vehicles and ensures each new electric vehicle charging system installed or placed in service is at least a level 2 charging station that is capable of connecting to the Internet.
3. With the continued growth of electric vehicle adoption by consumers, this measure ensures that there is the necessary infrastructure to support electric vehicle use.
4. The measure also addresses the problem of poor maintenance by requiring reasonable efforts be made to keep electric vehicle charging systems in working order.

For the foregoing reasons, I **SUPPORT** this measure.



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEE ON  
JUDICIARY**

**SB 756, SD1**

**Relating to Electric Vehicles**

March 2, 2021

9:35 AM, Agenda Item # 14

VIDEO CONFERENCE

June Chee

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

Aloha Chair Rhoads, Vice Chair Keohokalole, and Committee Members,

My name is June Chee and I am testifying on behalf of Hawaiian Electric Company on SB756 SD1, Relating to Electric Vehicles. Hawaiian Electric Company supports the intent of this measure as it seeks to install additional and reliable EV infrastructure for electric vehicle drivers.

The Company seeks further clarification regarding language on page 3, line 6 which states, “capable of connecting to the internet” and suggests alternative language such as “network-capable (i.e., able to connect with a network provider)” or “networked” as found in Hawaii Revised Statute §269-72 Electric vehicle charging system; rebate program.

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.

Thank you for this opportunity to testify.

**SB-756-SD-1**

Submitted on: 2/27/2021 11:17:55 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Steve Parsons	Testifying for Kauai Climate Action Coalition	Support	No

Comments:

Aloha Committee Members,

As a member of Kauai EV, I know very well the impact of not maintaining charging infrastructure. The MAIN reason I support this is because of WHOM it helps. It doesn't help homeowners that plug their EV's at home. It helps the RENTERS and Eco-Visitors that purposely rent EV's when they come here from companies like <https://www.missionzerohawaii.com/> that ONLY rent out EV's. Let me remind you that renters are usually struggling with the High cost of housing AND the second highest cost is TRANSPORTATION. This bill attacks that! Very few Multifamily complexes have any chargers, so the tenants have to plan when and where they can charge. If one or more chargers are down, this causes hardship for struggling local residents. Again, this bill will have a GREAT positive impact on low-income workers. Not just financial, as EV's are way cheaper to drive than ICE (Internal Combustion Engines). For example, the state of Nevada recently found out it will save 20 Billion dollars switching to EV's, some of which is savings in Lives and Health!

<https://cleantechnica.com/2021/02/05/new-report-electric-vehicles-can-save-nevada-20-billion/> In a recent study found that Fossil Fuel Pollution KILLS 8.7 million people a year

<https://www.forbes.com/sites/scottcarpenter/2021/02/10/fossil-fuel-air-pollution-kills-nearly-as-many-as-cancer-study-finds/?sh=51e4c6c31db> , double previous estimates!!!

And Millions more PEOPLE SUFFER the ill effects of the pollution that sideline them from life anytime the Trades stop blowing. I'm NOT ok with that, are you!?! So, back to our renters, when people chose EV's it makes their multifamily units healthier. It's a big deal! A vote against this bill is a vote against the financial, and more importantly, the HEALTH of Hawaii's working Class.

Imua>>>

Steve parsons, Wailua, Kauai Resident, Member of Kauai EV, Surfrider, Kauai Climate ACTION Coalition

**SB-756-SD-1**

Submitted on: 2/27/2021 6:28:15 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Rita Ryan	Testifying for Climate Reality Project - Hawaii Chapter	Support	No

Comments:

Aloha Senators of our great state,

I am testifying in support of SB756. I am testifying as a **Climate Reality Corps Leader**, a member of **350Hawaii.org**, as Chair of the **Climate Action Advisory Committee of Maui**, and as a private individual who owns an electric vehicle.

As a resident of Maui, I first purchased an electric vehicle in 2004. At that time, we had a vibrant EV infrastructure on our island. Since then, we have watched the number of charging stations diminish, and those still online have many maintenance issues and not always available. Additionally, we have an ordinance that large commercial parking lots must have EV charging stations, but there is no oversight. Some developers intentionally install non-functioning EV just to meet the ordinance requirement. This is very frustrating for EV owners. We can't even find most of these charging stations, many buried in the back of lots. They're not broken - they were never wired and in working condition when they were installed! Now, only those with charging stations in their homes can reliably drive an electric vehicle on Maui.

Reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. For Hawaii's households that don't have the luxury of home charging and depend on public charging, there need to be readily available and reliable public EV chargers. This will enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation while supporting Hawaii's decarbonization efforts.

Let's catch up with other states on the mainland and not be left in the carbon dust!

Respectfully,

Rita Ryan, Makawao

**SB-756-SD-1**

Submitted on: 2/28/2021 1:17:20 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Helen Cox	Testifying for Kauai Climate Action Coalition	Support	No

Comments:

Aloha,

I am writing in support of SB335 because having working charging stations is critically important to our move away from the use of fossil fuels in ground transportation.

This measure allows counties to better enforce electric vehicle ordinances. Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet capable, supports Hawaii's decarbonization efforts.

Currently the lack of working chargers is a real obstacle to EV adoption. As an EV owner on Kauai, I am well aware of the limited number of chargers and the even smaller number of functioning chargers. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.

The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to EVs.

Mahalo,

Helen Cox

Chair, Kauai Climate Action Coalition



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEE ON JUDICIARY  
Tuesday, March 2, 2021 — 9:35 a.m.

**Ulupono Initiative supports SB 756 SD 1, Relating to Electric Vehicles.**

Dear Chair Rhoads 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 SB 756 SD 1**, which authorizes each county to adopt ordinances to enforce section 291-71, Hawai'i Revised Statutes (HRS), including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle (EV) charging stations in working order. This bill also clarifies that certain enforcement officers may enter private property to enforce EV parking space violations. It also requires new EV charging systems (EVCS) installed pursuant to the EV charging system requirement to be at least Level 2 and internet-capable. Additionally, this measure changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

Ulupono supports the enforcement of the EV parking stall standards as stated in Section 291-71, HRS. EV parking and EVCS are critical to supporting the State's clean energy and transportation goals. Our research indicates that overall compliance to HRS section 291-71 is less than 30% statewide. Clarifying the authority to enforce this law with the proper EV charging infrastructure will undoubtedly provide much needed compliance.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs

*Investing in a Sustainable Hawai'i*



## Hawaii Electric Vehicle Association

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



February 28, 2021

Dear Chair Rhoads, Vice-Chair Keohokalole, and members of the Committee On Judiciary,

Hawaii Electric Vehicle Association is in **STRONG SUPPORT** of **SB756 SD1**.

A ubiquitous and reliable public charging infrastructure is essential to electric vehicle (EV) adoption in Hawaii and equitable access to clean transportation. HRS 291-71 was intended to enable the expansion of EV charging infrastructure. However, as far back as [2013](#), it was recognized that the law required tuning to incentivize our counties to codify the law.

Unfortunately, not much has changed. A substantial number of properties across Hawaii with over 100 parking spaces have either no electric vehicle (EV) chargers or have chargers in disrepair. Projects that would normally require the installation of EV parking and charging infrastructure continues to move forward without the requirement being met.

Additionally, charging station owners and property managers with faulty equipment has been slow to repair malfunctioning stations. Projects often result in installing stations with less than Level 2 output, creating an impractical result and unnecessarily long vehicle charging times. Without rules to enhance and enforce HRS 291-71, this will not change.

To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. This sector contributes to a significant percentage of our carbon emissions - it behooves us to accelerate the transition. Thankfully, automakers are heeding the demand for zero-emission vehicles and are providing consumers with choice and affordability.

EVs are now accessible to almost everyone - there will soon be a model and make (and price point) to meet every consumer's needs and expectations. However, without a proper charging ecosystem, the transition to EVs will be hampered. We need to respond by expanding our charging infrastructure.

Importantly, reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. Much of Hawaii's ALICE (Asset Limited, Income Constrained, Employed) and low-income households don't have the luxury of home charging and will depend on public charging. Readily available and reliable public EV chargers allow for the democratization of the electric vehicle and enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation.

**SB756 SD1** will help us ensure that the intent of HRS 291-71 is realized. It will allow for the necessary enforcement of EV parking and charging rules, increase the parking and charging requirements, and the establishment of charging station standards.

Thank you for your support of **SB756 SD1**.

Sincerely,

Noel Morin - President

**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](http://hawaiiev.org).

**SB-756-SD-1**

Submitted on: 2/28/2021 9:15:24 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Mulinix	Testifying for Our Revolution Hawaii	Support	No

Comments:

Aloha Committee,

On behalf of Our Revolution Hawaii's 7,000 members and supporters, we are in STRONG SUPPORT of SB756. This bill is essential because Hawaii's lack of adequate working charging stations is a real obstacle to EV adoption. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.

Please support SB756.

Mahalo for your kind attention,

Dave Mulinix

Hawaii State Community Organizer

Our Revolution Hawaii

**SB-756-SD-1**

Submitted on: 2/28/2021 10:01:53 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ted Bohlen	Testifying for Climate Protectors Hawaii	Support	No

Comments:

To: The Honorable Karl Rhoads, Chair,

The Honorable Jarrett Keohokalole, Vice Chair, and Members of the

Senate Committee on Judiciary

From: Climate Protectors Hawaii (by Ted Bohlen)

Re: Hearing SB756 SD1– RELATING TO ELECTRIC VEHICLES

Wednesday March 2, 2021, 9:35 a.m., by videoconference

Position: **STRONG SUPPORT**

The Climate Protectors Coalition, a group focused on reversing the climate crisis, **STRONGLY SUPPORTS SB756 SD1**. As a tropical island State, Hawaii will be among the first places harmed by the global climate crisis, with more intense storms, loss of protective coral reefs, food insecurity, and rising sea levels destroying our shorelines. We must do all we can to reduce our carbon footprint and become carbon negative as soon as possible.

The global automobile market is transitioning to EVs. One obstacle to this transition is the lack of infrastructure needed to charge the influx of EVs. As more EVs and hybrid vehicles are brought into the State, **it is of utmost importance to maintain a robust network of EV charging stations that are in good working order and repair. This measure will allow counties to adopt ordinances to effectuate that end.**

The bill was amended in SD1 by:

(1) Requiring owners of parking structures and lots with one hundred or more parking stalls to provide at least five parking stalls exclusively equipped with EV charging systems by 2025;

(2) Requiring owners of parking structures and lots with one hundred or more parking stalls to provide at least ten parking stalls exclusively equipped with EV charging systems by 2030; and

(3) Providing that owners of parking structures or lots may charge a reasonable fee for the use of EV charging stations.

Please pass SB756 SD1! Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)



To: The Senate Committee on Judiciary  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, March 2, 2021, 9:35am

**In support of SB756 SD1**

Aloha Chair Rhoads, Vice Chair Keohokalole, and members of the Judiciary committee,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii's 6,000 members **support SB756 SD1** which authorizes counties to adopt ordinances to enforce charger installation and maintenance.

It is critical in our fight against the climate crisis that Hawaii transition to electric vehicles. This bill would help Hawaii move toward carbon neutrality by allowing counties to enforce laws to require maintenance of electric vehicle charging stations and parking space charging violations. It would also require new EV charging systems to be at least Level 2 and internet capable. Charge anxiety is a big a worry for EV-driving condo-dwellers, renters, and potential EV buyers. There needs to be readily available and reliable public EV chargers. This will enable all segments of our community to enjoy the economic, environmental and health benefits of driving EVs, while supporting Hawaii's decarbonization efforts. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. This bill supports those efforts.

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

Sherry Pollack  
Co-Founder, 350Hawaii.org



# Environmental Caucus of The Democratic Party of Hawai'i

---

February 28, 2021

To: Senate Committee on Judiciary  
Senator Karl Rhoads, Chair  
Senator Jarrett Keohokalole, Vice Chair, and  
Members of the Committee on Judiciary

Re: SB756, SD1 – RELATING TO ELECTRIC VEHICLES

Hearing: Tuesday, March 2, 2021, 9:35 a.m., via videoconference

Position: **STRONG SUPPORT**

Aloha Chair Rhoads, Vice Chair Keohokalole, and Members of the Committee on Ways and Means:

The Environmental Caucus of the Democratic Party of Hawai'i and its Human Environmental Impacts Committee are in strong support of SB756, SD1, as it authorizes each county to adopt ordinances to enforce section 291—71, HRS, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle (EV) charging stations in working order. SB756, SD 1 clarifies that certain enforcement officers may enter private property to enforce EV parking space violations and requires new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet—capable. It changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

The Democratic Party of Hawai'i (Party) has adopted at its 2018 State Convention, clear safeguards to protect the *'āina* through combating climate change by eliminating fossil fuels through electrification. At page 18 of the Party Platform, it specifically provides:

“We are committed to getting 100 percent of our electricity from clean energy sources within a decade. . . . We will transform Hawai'i's transportation by reducing fossil fuel consumption through cleaner fuels, vehicle electrification, and increasing the fuel efficiency of cars, boilers, ships, and trucks. We will make new investments in public transportation and build bicycle and pedestrian infrastructure across our urban and suburban areas. . . .

Democrats believe that carbon dioxide, methane, and other greenhouse gases should be priced to reflect their negative externalities, and to accelerate the transition to a clean energy

Chair Karl Rhoads  
Vice Chair Jarrett Keohokalole  
Committee on Judiciary  
SB756, SD1,  
March 2, 2021  
Page 2

economy and help meet our climate goals.

Democrats are committed to defending, implementing and extending smart pollution and efficiency standards and fuel economy standards for automobiles and heavy-duty vehicles, building codes and appliance standards. We are also committed to expanding clean energy research and development.

We will work to expand access to cost-saving renewable energy by low-income households, create good-paying jobs in communities that struggled with energy poverty, and oppose efforts by utilities to limit consumer choice or slow clean energy deployment. We will streamline State permitting to accelerate the construction of new transmission lines to get low-cost renewable energy to market, and incentivize wind, solar, and other renewable energy.

As this bill is supported by the 2018 Democratic Party of Hawai`i Platform, we urge you to pass this bill. It authorizes each county to adopt ordinances to enforce section 291—71, HRS, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain EV charging stations in working order. SB756, SD 1 clarifies that certain enforcement officers may enter private property to enforce EV parking space violations and requires new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet—capable and it changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

Please pass this important and overdue legislation. Thank you very much for the opportunity to testify on this key issue.

Respectfully yours,

Alan Burdick and  
Melodie Aduja  
Co-Chairs, Environmental Caucus  
Co-Chairs, Human Environmental Impacts Committee  
Democratic Party of Hawai`i  
Email: [burdick808@gmail.com](mailto:burdick808@gmail.com) and  
[legislativepriorities@gmail.com](mailto:legislativepriorities@gmail.com)





## SENATE COMMITTEE ON JUDICIARY

March 2, 2021, 9:35 A.M.

Video Conference

### TESTIMONY IN SUPPORT OF SB 756 SD1

Aloha Chair Rhoads, Vice Chair Keohokalole, and members of the Committee:

Blue Planet Foundation **supports SB 756 SD1**, which boosts the effectiveness of Hawai'i's existing law that requires parking lots with 100 or more stalls to have electric vehicle (EV) charging by clarifying that (1) the counties in Hawai'i have the authority to enforce the existing requirements, (2) chargers must be reasonably maintained, and (3) installed chargers must be at least Level 2 chargers and internet-capable. The bill also appropriately increases the EV-charging stall requirement from one to five by 2025, and ten by 2030.

This bill helps address one of the major challenges we face in transitioning to clean transportation: expanding public charging options for those that don't currently have access to EV charging at home or at work.

Since 2012, Hawai'i law has required that publicly accessible parking lots with 100 or more stalls have a least one EV charging station.<sup>1</sup> An earlier version of the law, enacted in 2009, required that parking lots have an EV charging port per every 100 stalls, but the requirement was softened to its existing threshold in 2012. Although a number of retailers have stepped up to offer EV charging equipment to their customers, many other properties have not complied or have not kept up with maintenance of their charging equipment. The existing law lacks an enforcement provision to ensure that businesses with publicly accessible parking lots are in compliance with the requirements in HRS § 291-171. In fact, a study conducted by Blue Planet in 2017 found that only about 25% of properties that were required to have at least one charging station actually had one in working order. Although that percentage may have slightly changed or increased, we have not seen such a drastic increase in publicly accessible charging stations to suggest that we are anywhere near full compliance.

Electric vehicles are the fastest growing segment of new cars in Hawai'i, even during a global pandemic. Over the past year (January 2020 – January 2021), EV registrations in Hawai'i grew 23.5%, while registrations of gasoline-powered vehicles dropped 3.2%.<sup>2</sup> Even as the number of EVs in the state increases steadily, adequate and accessible vehicle charging infrastructure

---

<sup>1</sup> Hawai'i Revised Statutes (HRS) § 291-71 (2012).

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

remains a roadblock to widespread EV adoption—a problem HRS § 291-171 sought to address when it was enacted in its original form by the legislature *twelve years ago*.

The low level of compliance and lack of upkeep of chargers required in HRS § 291-71 is at odds with the legislature’s intent for the law when it was first enacted in 2009. The legislature noted boldly in its preamble that “it is essential for the State to aggressively promote and develop alternatives to fossil fuel modes of transportation.”<sup>3</sup> In addition, the legislature found that, “developing an electric vehicle infrastructure is a first and essential step toward the transformation of transportation in Hawaii” and that with “developing technology, along with a push by national and international automakers to expedite the production and supply of electric vehicles, Hawaii must be ready to embrace a new generation of highway transportation.”<sup>4</sup>

Unfortunately, we are far from the readiness envisioned back then. As legislators identified more than a decade ago, Hawai‘i needs a robust public charging network to provide convenient charging and clean mobility options that are available to all Hawai‘i residents, not just those that can charge their EVs at home. In addition, by adding a clarification that the installed chargers be at least Level 2 chargers, SB 756 can help ensure that publicly accessible charging stations offer meaningful charging options as opposed to “trickle charging” that is impractical for most drivers. And with internet capabilities, Level 2 chargers provide an opportunity to use vehicle charging for utility demand response or load control programs.

Senate Bill 756 adds important clarifications to Hawai‘i’s existing charger requirement so that it may fully realize the original legislative intent behind the law. Furthermore, SB 756 SD1 appropriately updates the number of EV-charging stalls required by law for any publicly accessible parking lot of 100 stalls or more, increasing the requirement to five stalls by 2025, and ten stalls by 2030. Updating the decade-old requirement is necessary to prepare Hawai‘i with charging infrastructure for the influx of EVs we can anticipate in the future, as governments and automakers across the globe are making bold commitments to phase out fossil fuel vehicles.

We respectfully request that the Committee forward SB 756 SD1.

Thank you for the opportunity to provide testimony.

---

<sup>3</sup> Act 156, Session Laws of Hawai‘i 2009.

<sup>4</sup> *Id.*



**TESTIMONY REGARDING SB 756, SD 1**  
**Senate Committee on Judiciary**  
**March 2, 2021 at 9:35 AM**

Aloha Chair Rhoads, Vice Chair Keohokalole and Members of the Committee:

Thank you for the opportunity to provide testimony in support of SB 756, SD 1, which includes provisions regarding electric vehicle (EV) charging enforcement, charging standards, and penalties. In particular, we are supportive of the SD 1 amendment that updates existing law by requiring places of public accommodation with at least 100 parking spaces to reserve five (instead of one) of these spaces for EV charging by January 1, 2025 and 10 spaces by January 1, 2030.

Eight years have passed since this original requirement took effect and the penetration of EVs in the state, just in the past year alone, has grown substantially. As manufacturers introduce more and more EVs to the market, it is sensible and prudent for the Legislature to revisit this requirement, particularly since in our experience, charging stations in commercial areas correlate with increase consumer spending and economic activity. Tesla has invested millions of its own capital building over 1,000 Supercharger stations in the United States alone. While these stations have resulted in a density far greater than gas stations (per million vehicles), far more needs to be done to increase charging access, particularly for those living in multi-family buildings without reasonable access to charging.

Thank you for the opportunity to support this important measure.

**SB-756-SD-1**

Submitted on: 2/26/2021 5:24:10 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Don Couch	Individual	Support	No

Comments:

I strongly support his bill.

I would like to suggest a revision: 291-71 (b) Effective \_\_\_\_\_, each new electric vehicle charging system installed or placed in service pursuant to this section shall **include at least one** level 2 charging station that is capable of connecting to the Internet.

I note that the current language states: "shall be at least a level 2 ". This can be interpreted to allow a lot to only have level 3 chargers - it is "at least a level 2".

I suggest this change because the vast majority of plug-in vehicles accept a level 2 charge while a smaller amount accept a level 3 charge (super fast). A lot of the older vehicle that accept a level 3 charge do not encourage the faster charge very often as it degrades the battery rather quickly. If a location were to chose only one type of charger it should be a level two. There are several locations on Maui where only level 3 chargers are available and they are not used as often as chargers with a level 2 type plug.

Mahalo

**SB-756-SD-1**

Submitted on: 2/26/2021 11:27:20 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Andrea Nandoskar	Individual	Support	No

Comments:

Please support SB756 SD1.

Mahalo for your consideration!

**SB-756-SD-1**

Submitted on: 2/27/2021 12:21:41 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nanea Lo	Individual	Support	No

Comments:

Hello,

My name is Nanea Lo. I'm from Papakāleia, O'ahu currently residing in Māhili'ili. I'm writing in STRONG SUPPORT of SB756 because of the following reasons:

- The measure allows counties to better enforce electric vehicle ordinances. Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet capable, supports Hawaii's decarbonization efforts.
- Hawaii's lack of working chargers is a real obstacle to EV adoption. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.
- The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to EVs.

Support this bill.

me ke aloha 'Āina,

Nanea Lo

**SB-756-SD-1**

Submitted on: 2/27/2021 7:09:43 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Deborah Sevy	Individual	Support	No

Comments:

Reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. For Hawaii's households that don't have the luxury of home charging and depend on public charging, there needs to be readily available and reliable public EV chargers. This will enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation, while supporting Hawaii's decarbonization efforts.

**SB-756-SD-1**

Submitted on: 2/27/2021 8:00:26 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Dyson Chee	Individual	Support	No

Comments:

Thank you for the opportunity to testify in support of SB756.



**SB-756-SD-1**

Submitted on: 2/27/2021 9:05:19 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kenneth A. Tokuno	Individual	Support	No

Comments:

As someone whose decision to purchase an electric vehicle in the near future (I currently drive a hybrid) rests on the convenience of electric charging stations, I support this bill as part of a critical step toward reducing carbon in the atmosphere. Hawaii is one of the states most in jeopardy from climate change, thus we must do our part to combat it. Elimination of all fossil fuel dependency is a realistic and critical goal and this bill is a necessary step toward realizing that goal. I strongly urge its passage.

**SB-756-SD-1**

Submitted on: 2/27/2021 9:34:36 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Francine Roby	Individual	Support	No

Comments:

Aloha. I submit written testimony with STRONG SUPPORT for [SB756 SD1](#) Electric Vehicles; Charging Stations; Enforcement.

Our family has a 2018 Nissan Leaf, which has a 150 mile range per full battery charge, and we live in Ahualoa (Honoka'a), on Hawaii Island, and without adequate public charging stations for our electric vehicle we cannot get food, medical care, or participate in community events. More than once, we have nearly been stranded because the single-capacity charging stations along our usual routes-- which are the only routes here-- from Waimea to Hilo or Kona -- were broken or occupied. The published charging ranges of EVs mean just straight, flat driving-- not up hills, in dark, driving rain requiring wipers and defrosters and lights going full blast, all consuming the battery energy.

We bought our car to support Hawaii's goals to reduce fossil fuel use, to eliminate our vehicle's green house gas emissions, and we support the transition of public transportation and County and State vehicles to electric, or even eventual hydrogen or other non-fossil fuel technology.

When we first got our car, the charging station we used most was in Waimea behind KTA and we charged while we shopped for groceries. Many times it has been inoperative and we've called the posted number to report the outage. It is not cheap to use there, and there are no discounts for various times of the day or week usage. The only other public charging station in Waimea is a very slow charger at the park, which we had to use returning from Kona once when the round trip there and back, in rain, with wipers and defroster and headlights and uphill acceleration also consuming battery energy, left us with 5% battery at Waimea, not enough to make it the next 15 miles home. We've had to report KTA store employees parking their non-EVs in the charging space. Several times we had to add extra miles to a trip to Kona to go via the North Kona resort hotels to use their charging stations, and sometimes they were occupied as well.

We've also learned that the charging stations' 2 charger heads do not mean there are 2 charging ports, as one is for Tesla models, and only one at a time can be used. When we tried to understand why there was no charger at the much larger Waimea shopping center lot across the road with a Foodland, store, we found out from the County office in charge of the EV program that the law was written to allow "compliance" if they had a

charging station anywhere in the State with a lot with 200 parking spaces, and no one checks to enforce that. That doesn't help us with no enforcement mechanism in the law to check on whether there are required chargers, or if they are working.

After our 45 mile trip to Hilo for medical appointments and grocery shopping, we use the HELCO office charger, which is also often broken and the HELCO office right next door has no responsibility for it, requiring users to make cell phone calls to the provider, have long waits on hold, and head back up Belt Road with hopes we can make it. One such time, we encountered rain (requiring use of wipers, defroster, lights) and over an hour traffic delays due to a hill slide, in an area without cell phone service. We panicked that if the road was blocked and we had to go back through Hilo, across Saddle Road to Waimea, we surely would not have enough battery charge to reach Waimea, and who knows whether that charger would be working. There is no AAA emergency service to call for 'refueling' electric cars. The road opened eventually, and we barely made it home, only due to a working charger at the Papa'aloa Country Store's charger. That one has been broken for over a month lately. We once went into the Nissan dealership in Hilo to use their charger and it was in use by an employee who commuted daily from Waimea to Hilo and back, and reported frequent problems with reliable chargers along his route.

We have installed a charger at our home and make use of HECO's Time of Use pilot program to reduce home charging electric bills, but even leaving home with a full charge does not ensure we could make a 106-mile round trip to Kona, for example, for a medical appointment. Even with home charging-- which isn't always an option in multi-family buildings or older construction-- and please note, home chargers are not a "LUXURY," but an option not available to all due to costs, building construction with parking not close to property or electric lines, and multi-tenant property ordinances-- we still rely on public charging stations out on the road every trip we take.

Here on the Big Island we have no realistic alternate routes to get from one side to the other-- Saddle Road has no chargers and miles uphill uses extra energy, plus usual weather requiring lights/defrost/wipers. I worked on the US Census this past year, and was fortunate to have assignments that were near my home, that I could reach and return from on a single home charge. I was not able to do that job in more remote, distant, mauka parts of the County where there were many houses still to be counted, and I had to decline those assignments.

New legislation requires enforcement rules and staffing. I have worked in federal civilian law enforcement and know businesses do not comply with requirements unless the enforcement agency explains and broadcasts requirements, and then goes to check that they are followed, and takes questions and complaints that staff can investigate, adjudicate, and levy penalties as needed to ensure future compliance.

I have been in community meetings raising this issue with our elected representatives. Sen. Inouye said she thought about getting an EV but with the size of her district, she could not feel confident she'd be able to make it from place to place. Rep. Nakashima

seemed enthralled with new hydrogen technology on the horizon, but wasn't doing anything to help the current EV users who are helping the State achieve reduced carbon emissions, and at a serious personal expense not only of the purchase price, but installation of home charging stations.

Please pass SB756 and provide enforcement for compliance. Mahalo.

**SB-756-SD-1**

Submitted on: 2/27/2021 1:20:19 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Laura Gray	Individual	Support	No

Comments:

I strongly support SB 756 because I have been driving a Leaf for 7 years and have learned the hard way that there is a gaping hole in the laws surrounding chargers. Many companies put the stations in and then as soon as they breakdown, they are done. Most have been broken for years and even the dealership where we bought our car has a fast charger that has been broken since shortly after we purchased from them. They sold us on the availability of chargers, but didnt even fix their own. We need to get going on making serious changes this year. The car companies are going to be shifting to all electric and we need to be ready for it. Gas cars will be a thing of the past, and none too soon. Mahalo, Laura Gray R.N.

**SB-756-SD-1**

Submitted on: 2/27/2021 1:46:00 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ruth Robison	Individual	Support	No

Comments:

I live in Hilo, zip code 96720. I strongly support this bill. I belong to an electric vehicle group, although I have not yet bought my EV car. I see postings to the group asking where there is a properly functioning charging station. This should not be an issue. If there is a charging station, it should work. We drive long distances on Hawaii Island and the charging stations are important to us. They are also important to condo dwellers, who cannot install a charger at home. In addition, this bill requires that new EV charging systems installed be at least Level 2 and internet capable. I urge you to support SB756 and help Hawaii move along toward its clean energy goals. Thank you.

**SB-756-SD-1**

Submitted on: 2/27/2021 4:47:56 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Mark Hixon	Individual	Support	No

Comments:

Aloha-- I strongly support SB756 SD1. Reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. For Hawaii's households that don't have the luxury of home charging and depend on public charging, there needs to be readily available and reliable public EV chargers. This will enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation, while supporting Hawaii's decarbonization efforts. Mahalo!

**SB-756-SD-1**

Submitted on: 2/27/2021 8:30:03 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Caroline Kunitake	Individual	Support	No

Comments:

Dear Chair Rhoads, Vice Chair Keohokalole and Committee on Judiciary,

Please support SB756 SD1.

The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to Electric Vehicles (EVs).

Let's be proactive in transitioning to EVs. Renewable energy will be the wave of the future and we need to be prepared for a fleet of EVs in every county. We must stop the extraction and burning fossil fuels.

Thank you for taking the time to review this issues. I appreciate the opportunity to provide testimony in support of this bill.

Mahalo,

Caroline Kunitake



**SB-756-SD-1**

Submitted on: 2/28/2021 7:16:00 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
P Noel Bobilin	Individual	Support	No

Comments:

I strongly support this bill. Reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. For Hawaii's households that don't have the luxury of home charging and depend on public charging, there needs to be readily available and reliable public EV chargers.

I want my next car to be electric and Hawaii's lack of working chargers is a real obstacle to EV adoption. I live on the Big Island so range is a real concern. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.

However, without proper charging infrastructure in place, we are hampering our transition to EVs.

**SB-756-SD-1**

Submitted on: 2/28/2021 10:47:06 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Diane Ware	Individual	Support	No

Comments:

Dear Chair and committee members,

I strongly support SB756 SD1 which Authorizes each county to adopt ordinances to enforce or make reasonable efforts to maintain electric vehicle (EV) charging stations in working order.

I feel it is urgent to move to EV vehicles as soon as possible.

Sincerely,

Diane Ware 99-7815 Kapoha Volcano

**SB-756-SD-1**

Submitted on: 2/28/2021 1:19:13 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ronald Reilly	Individual	Support	No

Comments:

Dear Senator Karl Rhoads - Chair, Senator Jarrett Keohokalole - Vice Chair and Members of the Judiciary Committee,

I strongly support SB756 HD1

I am an EV owner and I usually charge at home with assistance from a roof-top solar PV system.

However I recognize the need for enforcement of regulations relating to charging stations at large retail outlets. These regulations are being ignored by two of Hilo's largest national big-box stores.

To achieve Hawaii's share of the needed carbon dioxide emission reduction we have to dramatically increase the electrification of our ground transportation that currently contributes 47% of our state green house gas total emissions of 20.7MMTCO<sub>2</sub>e (<https://climate-xchange.org/network/#hawaii>).

The IPCC has stated that a 50% reduction of global emissions will be required by 2030 to reach net zero by 2050.

SB756 is one small step in the right direction. I urge your unanimous support.

Thank you, Ron Reilly, Volcano Village Hawaii 96785

**SB-756-SD-1**

Submitted on: 2/28/2021 2:58:07 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jesse Palmer	Individual	Support	No

Comments:

- The measure allows counties to better enforce electric vehicle ordinances. Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet capable, supports Hawaii's decarbonization efforts.

- Hawaii's lack of working chargers is a real obstacle to EV adoption. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.

-The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to EVs.

**SB-756-SD-1**

Submitted on: 2/28/2021 4:20:39 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Tadia Rice	Individual	Support	No

Comments:

Please SUPPORT SB756 SD1. IT IS IMPORTANT. Reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. For Hawaii's households that don't have the luxury of home charging and depend on public charging, there needs to be readily available and reliable public EV chargers. This will enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation, while supporting Hawaii's decarbonization efforts.

This measure allows counties to better enforce electric vehicle ordinances. Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet capable, supports Hawaii's decarbonization efforts.

Hawaii's lack of working chargers is a real obstacle to EV adoption. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible.

The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to EVs.

Please SUPPORT SB756 SD1. IT IS IMPORTANT.

**SB-756-SD-1**

Submitted on: 2/28/2021 8:53:23 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joan Gannon	Individual	Support	No

Comments:

Aloha Joan here from Wesr Hawaii supporting SB756 SD1. This bill supports electric vehicle charging station enforcement. This will help reach Hawaii's sustainable transportation and climate goals.

Thank You

Joan Gannon

**SB-756-SD-1**

Submitted on: 2/28/2021 9:15:22 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Meredith Buck	Individual	Support	No

Comments:

I support SB756.

**SB-756-SD-1**

Submitted on: 2/28/2021 10:03:39 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nathan A Sparks	Individual	Support	No

Comments:

I strongly support this bill. As an EV owner I can attest to the lack of available public charging stations on Oahu and in the state, it is the reason why my wife still drives a gas powered vehicle. That said, there are many new EV models coming to the market, yet car dealerships aren't bringing many of them in because people don't buy them if they live in a condo or other dwelling that doesn't have easy access to charging - or if they do a lot of driving throughout the day and can't make it home to charge. Once the public charging infrastructure becomes adequate, and consumers have more EV models to choose from, the EV transformation will take off and help the state lower it's carbon emissions to the benefit of all.



**SB-756-SD-1**

Submitted on: 3/1/2021 3:13:08 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Janet Pappas	Individual	Support	No

Comments:

Dear Chair Rhoads, Vice Chair Keohokalole and JDC Committee members,

Several bills this session have set a goal of 100% renewable energy for Hawaii's ground transportation fleets. A majority of car manufacturers across the U.S. are building at least one model of electric vehicle, while other carmakers are planning all-electric fleets. In other words, Hawaii must prepare for the EVs that will begin to flood the market--and our roadways--within the next five years (Hawaii currently stands at 1% EV adoption).

If Hawaii's renewable energy goals are to be attained, the infrastructure for EV chargers must be installed everywhere, on every island. Without such a build-out, Hawaii will be slowing down the transition to renewable energy as well as the transition to cheaper, more reliable vehicles that do not pollute our atmosphere. (Our family has enjoyed the following benefits from our 2011 Nissan Leaf going on ten years now: no gas, no oil, no transmission fluid, no water, fewer car repair bills.) And if we all get EVs: zero greenhouse gas emissions from ground transportation and quieter roadways.

We need to start today planning and building EV charging stations if we are to get ahead of the EV car market and achieve our energy, transportation and climate goals. Please pass SB756 SD1, including Level 2 charging capability.

Thank you for the opportunity to testify.

Sincerely,

Jan Pappas, Ronald Yasuda - Aiea, Hawaii

**SB-756-SD-1**

Submitted on: 3/1/2021 5:14:24 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lorn Hoku Douglas	Individual	Support	No

Comments:

Aloha Legislators,

my family have been driving EV's for over 125,000 miles to date. It's been extremely frustrating trying to use public charging stations as many, up to half, are non-functional. We, the state is moving towards a more cleaner future and EV adoption requires a solid reliable charging network. Please support this measure.

Lorn DOuglas  
Big Island

**SB-756-SD-1**

Submitted on: 3/1/2021 5:48:04 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Richard Camp	Individual	Support	No

Comments:

I strongly support this bill.

**SB-756-SD-1**

Submitted on: 3/1/2021 7:21:52 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Stephanie Hall Morin	Individual	Support	No

Comments:

There are many chargers that are not in working order. If we are going to take a serious step in moving away from fossil fuels we must be able to have reliable charging infrastructure. Mahalo.

**SB-756-SD-1**

Submitted on: 3/1/2021 8:22:03 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Daniela Escontrela	Individual	Support	No

Comments:

I strongly support this bill

**SB-756-SD-1**

Submitted on: 3/1/2021 9:19:26 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Keith Neal	Individual	Support	No

Comments:

Widely available access and reliable public charging infrastructure is essential to general electric vehicle (EV) adoption in Hawaii. HRS 291-71 was intended to enable the expansion of EV charging infrastructure and provide equitable access to clean transportation. However, a substantial number of properties across Hawaii with over 100 parking spaces have either no electric vehicle (EV) chargers or have chargers in disrepair. Charging station owners and property managers with faulty equipment have neglected to repair malfunctioning stations. Station neglect often result in installed stations with less than Level 2 output or no service at all.

Without rules to enhance and enforce in SB756 SD1, this situation will not change. Support enforceable rules in SB756 SD1.

**SB-756-SD-1**

Submitted on: 3/1/2021 9:31:36 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nanette Vinton	Individual	Support	No

Comments:

Aloha Chair Rhoads, Vice Chair Keohokalole, and members of the Committee,

I am writing to express my SUPPORT for SB756 SD1 which authorizes counties to enforce EV parking, charging rules and maintenance, increase the parking and charging requirements, and establishes charging station standards.

As an EV owner since 2013, I have witnessed the significant growth in electric vehicles over the past 8 years. While this growth is welcomed, Hawaii's EV charger infrastructure has not kept pace with EV growth. With existing charger infrastructure, it is disheartening to see non- electric vehicles parked at chargers or non-working chargers.

Going forward, we not only need more public EV chargers to proactively help achieve the states clean transportation goal, but we also need to set the standards for enforcement of charger rules and maintenance of chargers. SB756 SD1 will help counties to enforce these rules and standards as best fit for their jurisdictions.

Respectfully submitted,

Nanette Vinton

Mililani, HI



**LATE**

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

---

Testimony to the Hawaii State Senate Committee on Judiciary

March 2, 2021

9:35 a.m.

Hawaii State Capitol – Via Videoconference

RE: SB756 SD1, Relating to Electric Vehicles

Aloha Chair Rhoads, Vice-Chair Keohokalole and Members of the Committee,

Thank you for the opportunity to submit testimony on Senate Bill 756 SD1.

We are the Building Owners and Managers Association of Hawaii (BOMA Hawaii) testifying in **opposition to SB756 SD1** which changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

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.

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 increasing the parking mandate at this time. We worked very hard and collaboratively with policy leaders at the state and local level to address the majority of commercial buildings via a City ordinance. We respectfully request that you defer this measure. Thank you for the opportunity to testify on SB756 SD1.

Sincerely,

Nicole Nakano

2021 BOMA Hawaii President



**LATE**

**SB-756-SD-1**

Submitted on: 3/1/2021 9:53:09 AM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Matthew Geyer	Individual	Support	No

Comments:

Climate change is accelerating, and in the several years before the Covid-19 pandemic, Hawaii’s consumption of fossil fuels had not declined. Hawaii must do much more to do its part to control climate change.

This bill will reduce the consumption of fossil fuels and is consistent with the State’s 2045 net zero emissions goal. This bill should be one of multiple bills passed by the Legislature to enable Hawaii to do its part to control climate change.

**LATE**

**SB-756-SD-1**

Submitted on: 3/1/2021 12:03:33 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
John Latkiewicz	Individual	Support	No

Comments:

**I am extremely worried about the climate crisis, the impact of CO2 (and other greenhouse gases) in particular. Our current inaction threatens our very existence and the survival of humanity. I have 8 grandchildren, ages 1 to 7. Their future hangs in the balance along with that of all future generations.**

**For that reason, I am wholeheartedly in support of Hawaii SB 356. As the owner of a Nissan Leaf, I know the importance of this utility. If we are to move to EVs (and I believe we must and will), reliable charging stations are critical.**

**Thanks for your attention.**



**LATE**

**TESTIMONY OF TINA YAMAKI, PRESIDENT  
RETAIL MERCHANTS OF HAWAII**

**March 1, 2021**

**Re: SB 756 SD1 Relating to Electric Vehicles**

Good morning Chair Rhoads and members of the Senate Committee on Judiciary. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901, RMH is a statewide, not for profit trade organization committed to the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, local, national, and international retailers, chains, and everyone in between.

We are OPPOSED to SB 756 SD1 Relating to Electric Vehicles. This measure authorizes each county to adopt ordinances to enforce section 291-71, HRS, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle (EV) charging stations in working order; clarifies that certain enforcement officers may enter private property to enforce EV parking space violations; requires new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet-capable; changes EV charging equipped parking requirements per one hundred stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

We would prefer that there be a statewide law with regards to Electric Vehicles. While we understand the want for penalties for compliance and regarding maintaining EV chargers. Retailers have always tried to maintain the mandated EC chargers on our properties. We would also like to point out that many of our members have found EV drivers in the surrounding neighborhood and condominiums come to plug into the retailers charging stations to avoid increasing their electric bill at home or because their complex does not have the ability to charge the EV. Furthermore, these residents leave their cars charging AND are not shopping in the stores while their batteries are being recharged. Thus, these residents are taking away the EV stall from customers coming to shop. We have also found that many of the EV chargers are deliberately broken and vandalized by those cannot charge because the stall is in use by someone else.

Shopping Centers and retailers often try to maintain the customers' expectations and needs. While retailer locations try to maintain the chargers, it becomes costly if they are constantly deliberately broken. There is time when a technician from out of state needs to come in to fix the unit. Penalizing businesses is unfair. However, for some the constant repair of the vandalized and damaged EV chargers adds up into the tens of thousands of dollars. Some of the EV chargers are not owned by the retailer or shopping center but a third party who is responsible for the maintenance.

We question if enforcement officers are really going to determine if parking lots are complying when the larger problem that is facing retailers and the community is theft, homelessness, and safety issues. Are they going to physically count all the stalls to determine if the lot is complying? Who is these volunteer enforcement officers and who is going to be liable for them in the private parking lots? Why are the enforcement officers not concentrating on catching those who are deliberately breaking the EV chargers or who are not customers of the center or who have overstayed in the stall?

Mahalo again for this opportunity to testify.

**LATE**

**SB-756-SD-1**

Submitted on: 3/1/2021 4:09:25 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Andrea Quinn	Individual	Support	No

Comments:

Dear Honorable Committee Members,

Please support SB756.

Thank you,

Andrea Quinn

**LATE**

**SB-756-SD-1**

Submitted on: 3/1/2021 5:29:04 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
sharon Levine	Individual	Support	No

Comments:

Charging stations are important, hopefully energized by solar or wind.

**LATE**

**SB-756-SD-1**

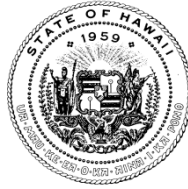
Submitted on: 3/1/2021 9:16:12 PM

Testimony for JDC on 3/2/2021 9:35:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Toby DuShane	Individual	Support	No

Comments:

The measure allows counties to better enforce electric vehicle ordinances. Providing the authority to ensure reasonable efforts are made to maintain EV charging stations in working order, and requiring new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and internet capable, supports Hawaii's decarbonization efforts. Hawaii's lack of working chargers is a real obstacle to EV adoption. Charge anxiety is a big a problem for potential EV buyers, EV-driving renters and condo-dwellers. To achieve Hawaii's sustainable transportation and climate goals, we must support efforts that help decarbonize ground transportation as soon as possible. The transportation sector contributes significantly to our greenhouse gas emissions. To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. However, without proper charging infrastructure in place, we are hampering our transition to EVs.



Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 2, 2021  
9:35 A.M.  
State Capitol Teleconference

**S.B. 756, S.D. 1**  
**RELATING TO ELECTRIC VEHICLES**

Senate Committee on Judiciary

---

The Department of Transportation (DOT) **supports** S.D. 756, S.D. 1 which authorizes each county to adopt ordinances to enforce Section 291-71, Hawaii Revised Statutes, including the establishment of penalties for failure to comply with its requirements or make reasonable efforts to maintain electric vehicle charging stations in working order.

The Highways division is updating and converting its light duty fleet to meet the aggressive clean energy goals set by the State. Having more charging areas available will support the efforts of the State and private owners to convert to electric vehicles. The DOT fully support all counties should lead these initiatives and setting the standards throughout the State.

Thank you for the opportunity to provide testimony.