



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

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Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Tuesday, March 16, 2021
9:00 A.M.
House conference room 325 via videoconference

In Support of
SB 756 SD2
RELATING TO ELECTRIC VEHICLES.

Chair Lowen, Vice Chair Marten, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 756 SD2, 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 (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, Hawaii Revised Statutes, “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), Hawaii Revised Statutes, “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 this statute and the growing adoption of EVs statewide.

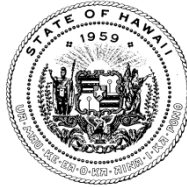
According to the U.S. Census Bureau American Community Survey data, in 2019 thirty-nine-point eight percent of households in Hawaii were renters, over 10% higher than the U.S. average. As a national leader in EV adoption Hawaii currently has roughly 1 public charger per 44 vehicles¹. To maintain the same ratio of existing public charging per EVs with one third penetration of EVs Hawaii would need to add roughly 7,000 public chargers. The number of additional chargers does not take into account that the vast majority of EV owners are arguably homeowners in single-family unit dwellings. From the standpoint of both equity and ability to achieve the State’s energy and decarbonization policies there is a huge need for publicly accessible charging in Hawaii.

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

Thank you for the opportunity to testify.

¹ Based on EV adoptions and public EV chargers reported in HSEO’s Hawai‘i’s Energy Facts & Figures 2020 edition. (https://energy.hawaii.gov/wp-content/uploads/2020/11/HSEO_FactsAndFigures-2020.pdf)

DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

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 16, 2021
9:00 A.M.
State Capitol Teleconference

**S.B. 756, S.D. 2
RELATING TO ELECTRIC VEHICLES**

House Committee on Energy and Environmental Protection

The Department of Transportation (DOT) **supports** S.D. 756, S.D. 2 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.

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

March 14, 2021

TO: Honorable Nicole E. Lowen, Chair
House Committee on Energy and Environmental Protection

FROM: Alice L. Lee
Council Chair 

DATE: March 16, 2021

SUBJECT: **SUPPORT OF SB 756 SD2, 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.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • INTERNET: www.resilientoahu.org



RICK BLANGIARDI
MAYOR

MATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

TUESDAY, MARCH 16, 2021, 9:00 A.M.

STATE OF HAWAII
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

**TESTIMONY ON SENATE BILL 756, SD2
RELATING TO ELETRIC VEHICLES**

BY,

MATTHEW GONSER
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

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

The City and County of Honolulu (City) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports and offers comments** for Senate Bill 756, SD2, which authorizes the counties to enforce section 291-71 Hawai'i Revised Statutes (HRS), including establishing penalties for failure to comply with its requirements or to maintain electric vehicle (EV) charging stations in working order; clarifies that enforcement officers may enter private property to enforce EV parking violations; and increases requirements for the number of EV charging stalls per one hundred parking stalls from one stall by 2012 to five stalls by 2025 and ten stalls by 2030.

On-road transportation is the third-largest greenhouse gas emission source on O'ahu,¹ making gas-powered transportation one of the largest barriers to achieving the City's—and complementary State—goal of net-negative carbon emissions by no later than 2045 as codified in City Ordinance 20-47. Additionally, our dependence on vehicular transportation has only increased since 2012, the original benchmark year in HRS section 291-71; annual vehicle miles travelled on O'ahu went from 6,591,800,000 in 2012² to 6,659,000,000 in 2019.³ These facts point toward the need for widespread

1 O'ahu Greenhouse Gas (GHG) Emissions Inventory, <https://resilientoahu.org/energy>.

2 2021 State of Hawai'i Data Book, Section 18, Table 18.16,
<https://dbedt.hawaii.gov/economic/databook/db2012/>

3 City and County of Honolulu, 2020 Annual Sustainability Report, Clean & Affordable Transportation, p.15, <https://resilientoahu.org/sustainability-report>.

adoption of electric vehicles (EV), among other renewably-powered vehicles and mobility options, in order to achieve both the City's and the State's emissions reduction goals.

However, the lack of EV charging infrastructure is a major roadblock to widespread EV adoption. Across the whole of O'ahu, there are only 424 EV charging stations, and most are located in the urban core.⁴ By both allowing the City to enforce existing statute on EV charging parking requirements and by increasing the number of EV charging parking requirements, SB756, SD2 represents a practical solution to expand publicly accessible EV charging infrastructure and a crucial step forward in achieving our collective goals.

In addition, however, CCSR requests that the committee consider an exception to the EV chargers requirement for existing parking lots located in flood zones where installation of EV charging infrastructure is shown to be impractical due to flood zone impacts. Moreover, prior to requiring investment in electrical infrastructure for EV stations, consideration for the impact of sea level rise should be included in this measure. This could be accomplished by offering opportunities for owners with multiple parking lots, including those in and out of flood zones, to meet the intent of this legislation by installing more chargers in parking lots that are not in flood zones where installing EV infrastructure and increasing off-site distribution capacity is more feasible and will have a longer life.

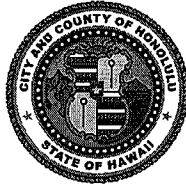
Thank you for the opportunity to testify in support of SB756, SD2.

⁴ Ibid.

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

650 SOUTH KING STREET, 11TH FLOOR
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RICK BLANGIARDI
MAYOR



ALEX KOZLOV, P.E.
DIRECTOR

HAKU MILLES, P.E.
DEPUTY DIRECTOR

March 15, 2021

The Honorable Nicole E. Lowen, Chair
The Honorable Lisa Marten, Vice-Chair
and Members of the Committee on Energy & Environmental Protection
The House
State Capitol, Room 325
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Lowen, Vice-Chair Marten, and Members:

**SUBJECT: Senate Bill No. 756 SD2
Relating to Electric Vehicles**

The Department of Design and Construction (DDC) respectfully supports the intent of Senate Bill No. 756 SD2. However, based on the City's experience with Electric Vehicle parking spaces and charging systems, DDC requests the following revisions to the bill:

The bill should be amended to provide an exception to the requirement for EV charging stations at existing parking lots located in flood zones. Electrical code requirements make installation of EV charging stations in many flood zone locations impractical. Elevating the electrical equipment above the designated flood elevation would make it inaccessible.

The impact of future water levels in sea level rise exposure areas also needs to be considered before requiring the significant investment in electrical infrastructure needed to supply power to EV charging stations in such areas.

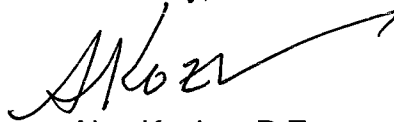
The cost of providing adequate electrical capacity to a parking lot to serve the required EV parking stations can be substantial. In some locations, this cost is many times the cost of installing the EV charging units. The bill should address how impacted parking lot owners can pay for the costs of upgrading the off-site distribution capacity needed to install the required EV chargers.

The Honorable Nicole E. Lowen, Chair
and Members of the Committee on Energy & Environmental Protection
March 15, 2021
Page 2

Increasing off-site distribution capacity can also delay equipment installation, due to the significant time needed to identify, design, obtain permits, and construct the needed off-site distribution capacity improvements. The bill should be amended to allow for time extensions in situations where such delays are beyond the control of the parking lot owner.

Thank you for the opportunity to express our comments on Senate Bill No. 756 SD2.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Kozlov', with a long horizontal flourish extending to the right.

Alex Kozlov, P.E.
Director



P.O. Box 37158, Honolulu, Hawai'i 96837-0158
Phone: 927-0709 henry.lifeoftheland@gmail.com

COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Rep. Nicole E. Lowen, Chair

Rep. Lisa Marten, Vice Chair

DATE: Tuesday, March 16, 2021

TIME: 9:00 am

SB 756, SD2 RELATING TO ELECTRIC VEHICLES

SUPPORT

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

Life of the Land is Hawai'i's own energy, environmental and community action group advocating for the people and `aina for 51 years. Our mission is to preserve and protect the life of the land through sound energy and land use policies and to promote open government through research, education, advocacy and, when necessary, litigation.

Decarbonization of ground transportation is essential. One day, hopefully sooner rather than later, petroleum-powered vehicles will be a thing of the past. To achieve this transformation, we need electric vehicle charging stations.

Today, 90% of eV charging is done at home. There are an inadequate number of public charging stations, and those that exist may not work.

SB 756, SD2 offers critical steps in meeting the state decarbonization effort under HRS §225-P-5 and HRS §226-18(a)(2).

The bill would expand eV parking spaces.

The bill 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 (EV) charging stations in working order.

Please support the bill.

Mahalo.

Henry Curtis
Executive Director

SB-756-SD-2

Submitted on: 3/14/2021 11:21:37 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Joseph Kohn MD	We Are One, Inc. - www.WeAreOne.cc - WAO	Support	No

Comments:

SB756 SD2 Electric Vehicles; Charging Stations; Enforcement in **STRONG SUPPORT**

- 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.

Mahalo

www.WeAreOne.cc



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

March 16, 2021, 9:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF SB 756 SD2

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

Blue Planet Foundation **supports SB 756 SD2**, 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 network-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.¹ 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 (February 2020 – February 2021), EV registrations in Hawai'i grew 23.5%, while registrations of gasoline-powered vehicles dropped 3.5%.² Even as the number of EVs in the state increases steadily, adequate and accessible vehicle charging

¹ Hawai'i Revised Statutes (HRS) § 291-71 (2012).

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

infrastructure 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.”³ 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.”⁴

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 network 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 SD2 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 SD2.

Thank you for the opportunity to provide testimony.

³ Act 156, Session Laws of Hawai‘i 2009.

⁴ *Id.*



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

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

March 16, 2021

9:00 a.m.

Hawaii State Capitol Room 325 & Videoconference

RE: SB756 SD2, Relating to Electric Vehicles

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

Thank you for the opportunity to submit testimony on Senate Bill 756 SD2.

We are the Building Owners and Managers Association of Hawaii (BOMA Hawaii) testifying in **opposition to SB756 SD2** 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 SD2.

Sincerely,

Nicole Nakano

2021 BOMA Hawaii President



TESTIMONY REGARDING SB 756, SD 2
House Committee on Energy and Environmental Protection
March 16, 2021 at 9AM

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

Thank you for the opportunity to provide testimony in support of SB 756, SD 2, which includes provisions regarding electric vehicle (EV) charging enforcement, charging standards, and penalties. In particular, we are supportive of the SD 2 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.

Thank you for the opportunity to support this important measure.



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Tuesday, March 16, 2021 — 9:00 a.m.

Ulupono Initiative supports SB 756 SD 2, 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 SB 756 SD 2, 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 network-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

SB-756-SD-2

Submitted on: 3/14/2021 9:04:24 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Marten & Committee Members,

On behalf of Our Revolution Hawaii's 7,000 members and supporters statewide, we stand in STRONG SUPPORT of passage of SB756 SD2.

Hawaii's lack of a sufficient number of working, well maintained 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. To attain that goal we need an adequate number of well maintained charging stations. SB756 SD2 will help us move forward on that goal.

Mahalo for your consideration,

Dave Mulinix, Community Organizer

Our Revolution Hawaii

SB-756-SD-2

Submitted on: 3/14/2021 9:54:11 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Steve Parsons	Kauai Climate ACTION Coalition	Support	No

Comments:

Aloha Trusted Lawmakers!

The MAIN reason we STRONGLY 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. We're 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 finances, and more importantly, the HEALTH of Hawaii's working Class. Lastly, this closes a loophole on Bad Players that intall brand new chargers are required by law, BUT Don't turn them on!!!

Imua>>>

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



To: The House Committee on Energy and Environmental Protection
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, March 16, 2021, 9am

In strong support of SB756 SD2

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. 350Hawaii's 6,000 members **support SB756 SD2** 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 **strong support** of this very important legislation.

Sherry Pollack
Co-Founder, 350Hawaii.org

SB-756-SD-2

Submitted on: 3/14/2021 10:17:26 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Ted Bohlen	Climate Protectors Hawaii	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 **SB756 SD2– RELATING TO ELECTRIC VEHICLES.**

Tuesday March 16, 2021, 9:00 a.m., by videoconference

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

Position: **SUPPORT SB756 SD2**

The Climate Protectors Hawaii is a group focused on reversing the climate crisis. **The Climate Protectors Hawaii STRONGLY SUPPORTS SB756 SD2.**

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. 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 electric vehicles (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.**

SB756 SD2 would advance the achievement of transitioning to clean EV ground transport and our climate-negative goals by:

- (1) Authorizing 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; and
- (2) Clarifying that certain enforcement officers may enter private property to enforce EV parking space violations; and
- (3) 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; and
- (4) 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
- (5) Providing that owners of parking structures or lots may charge a reasonable fee for the use of EV charging stations, and
- (6) Clarifying that the new EV charging systems installed pursuant to the EV charging system requirement be at least Level 2 and network capable.

These provisions are reasonable and collectively will help ensure that Hawaii has the EV infrastructure it needs in order to transition successfully to a cleaner ground transportation system and reach our carbon-negative goals.

Please pass SB756 SD2! Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)

Hawaii Electric Vehicle Association

PO BOX 6310

Hilo, HI 96720

hawaiidriveelectric@gmail.com



March 15, 2021

Dear Chair Lowen, Vice-Chair Marten, and members of the Committee On Energy & Environmental Protection,

Hawaii Electric Vehicle Association is in STRONG SUPPORT of SB756 SD2.

Our transportation sector contributes to a significant percentage of our carbon emissions – we burn about 30,000,000 gallons of gasoline each month (per DBEDT data). An important solution is the electric vehicle (EV). EVs are non-emitting, efficient (up to 80% vs. 25% for gas vehicles), cost-effective to operate and maintain, and don't pollute our air. However, they still only make up about 1.2% of Hawaii's 1.2 million passenger cars. We must remove all key barriers to EV adoption to make a serious dent in our emissions.

Adequate charging infrastructure is now the key to EV adoption.

EV price and driving range were once the key barriers to adoption. That's changed - EVs are now more affordable, and there will soon be a model and make to meet everyone's needs and expectations. Additionally, there is a growing number of pre-owned EVs, and this is increasing affordability. As a result, focus is now on public charging infrastructure. Ubiquitous, reliable, and adequately powered public charging stations will accelerate adoption.

Effective public charging infrastructure will allow for equitable access to electric vehicles.

Yes - many residents can charge EVs at home, but many don't have this privilege. These include residents who live in condos and apartments and those who are renters. (We have reports of condo residents reverting to gas cars because they could not reliably charge their EVs.) Importantly, our ALICE community will be able to avail of the various benefits of EVs, including their cost benefits, with expanded public charging.

An adequate public charging network is needed to support the electrification of our rental fleet. Visitors to our islands are more likely to opt for an electric vehicle rental if they have access to reliable public charging.

Uber, Lyft, and taxi drivers will be encouraged to drive EVs if they can be assured of access to charging.

Reliable public charging is important even for EV drivers with home charging. Drivers of long-range EVs will still occasionally need to charge at a public station. A long commute day may necessitate the need for a charge boost before the drive home.

Let's Enforce HRS 291-71

HRS 291-71 was intended to enable the expansion of EV charging infrastructure. This has resulted in the installation of charging stations across the state. However, as far back as [2013](#), it was recognized that the law required tuning to incentivize our counties to codify the law. As a result, compliance has been spotty. 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 EV parking and charging infrastructure continue to move forward without the requirement being met.

Additionally, charging station owners and property managers with faulty equipment have been slow to repair malfunctioning stations. Some Level 2 stations have inadequate power creating an impractical result and unnecessarily long vehicle charging times. Without rules to enhance and enforce HRS 291-71, this situation will not change.

SB756 SD2 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 establish charging station standards.

Thank you for your support of **SB756 SD2**.

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.

Big Island Electric Vehicle Association

www.bigislandev.org
PO BOX 6310
Hilo, HI 96720
noelgmorin@gmail.com



March 15, 2021

Dear Chair Lowen, Vice-Chair Marten, and Committee On Energy & Environmental Protection members,

Big Island Electric Vehicle Association is in **STRONG SUPPORT** of SB756 SD2.

A reliable public charging infrastructure is essential to electric vehicle (EV) adoption in Hawaii and for equitable access to clean transportation. HRS 291-71 needs to be enforced. While it has enabled the expansion of EV charging infrastructure, there is a lot to be desired as it was not enforceable.

As a result, there is spotty compliance, and many charging stations are underpowered, non-operational, or not reliable. As an example, a charging station at a Hilo big box store has not been working for over 2 years now, and some Hawaii Island Level 2 chargers may as well be 110V outlets, given the power output.

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, so it critical that we accelerate the transition.

Thankfully, automakers are heeding the demand for zero-emission vehicles and are providing consumers with choice and affordability. Long-range EVs are now accessible to almost everyone - there will soon be a model and price point to meet every consumer's needs and expectations. However, without proper charging, the transition to EVs will be hampered. We need to respond by expanding our charging infrastructure.

An adequate network of charging stations will accelerate the adoption of EVs by all society sectors; it will democratize sustainable transportation. **It will benefit people who don't have access to home charging** – people in multi-unit dwellings, renters, people with low-range EVs, and visitors who prefer to rent electric vehicles. It will benefit EV owners with home charging who may need to charge while on a long commute.

An adequate network of charging stations will allow us to accelerate our transition to clean transportation. With EVs still a little over 1% of our state's 1.2 million passenger cars, we have a long way to go.

SB756 SD2 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 SD2**.

Sincerely,
Noel Morin
President



Environmental Caucus of The Democratic Party of Hawai'i

Tuesday, March 16, 2021, 9:00 am

House Committee on Energy and Environmental Protection
SENATE BILL 756 – RELATING TO ELECTRIC VEHICLES

Position: Support, with additional recommendations

Me ke Aloha, Chair Nicole Lowen, Vice-Chair Lisa Marten, and Members of the Committee on Energy and Environmental Protection:

Senate Bill 756 proposes to require more electric vehicle charging stations at Level 2, to provide for reasonable fees for their sustenance, and to authorize county enforcement of their maintenance. With a growing awareness that Hawaii needs to become more urgent in its approach to phasing out fossil fuels and encouraging alternative means of transportation, the Energy and Climate Action Committee of the Environmental Caucus is in full support of accelerating the pace of these developments.

We believe that the goals are far too modest and may not reflect the response of private industry and the general public in embracing the conversion to electric vehicles. The Legislature is already in the process of passing legislation to speed the purchase of electric vehicles by State agencies and private car rental companies, and we believe these forward steps must be met synchronously with the installation and maintenance of a system of charging stations to promote full use of EVs. The fossil fuel industry is sinking, and our dependence upon it must be shrinking. Our recommendation is for the State Energy Office to coordinate planning and promotion of the transition efforts, and set sights on making a major transition by 2035. To that end, we believe that the target for 2030 should not be a mere 5 stalls per 100 parking spaces but a far more aggressive number, such as 20. Even this may come to be seen as cautious in retrospect. There will need to be a concurrent and even more aggressive commitment to facilitate installation in residential settings. As necessary, these goals will be re-evaluated in light of new technological developments

The Energy and Climate Action Committee encourages the counties to be equally aggressive in their cooperation with an authorized State Energy Office plan to move ahead with enforcement of the transition to general availability of electric vehicle recharging. With much of the market environment still undeveloped, we anticipate reasonable efforts to be pursued with flexibility and agility, and appreciate the uncertainty facing the Legislature, the counties, private companies, and the general public in meeting an accelerated schedule of eliminating greenhouse gas emissions at as early a date as possible. Our children's and grandchildren's futures may depend on it.

Mahalo for the opportunity to address this important issue.

/s/ Charley Ice, Co-Chair, Energy and Climate Action Committee of the Environmental Caucus of the Democratic Party



**Hawaiian
Electric**

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

SB 756, SD2

Relating to Electric Vehicles

March 16, 2021

9:00 AM, Agenda Item # 10

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 SB756 SD2, 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.

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 Hawaii 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.

Thank you for this opportunity to testify.



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

March 16, 2021

Re: SB 756 SD2 Relating to Electric Vehicles

Good morning Chair Lowen and members of the House Committee on Environmental Protection. 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.

Retailers continue to be concerned about our aina and have supported many initiatives that preserve and protect our environment. However, we are OPPOSED to SB 756 SD2 Relating to Electric Vehicles. This measure 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 (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 network 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.

While we understand want to attract more people to purchase Electric Vehicles (EV), we must also look at the bigger picture to protect the consumer and the price of living in Hawaii.

EVs still makes up only 1% of the cars on Hawaii's roadways with our understanding that the majority of the EV ownership is in the urban areas. Automobile manufactures like Jaguar, Audi, BMW, and Mercedes Benz have joined Tesla in launching high profile electric cars as well. And the vast majority of EV cars sold in Hawaii are Tesla - bar none. This bill would make 10% of the parking reserved for 1% of the EV driven.

This bill does not consider the ADA parking requirements needed for car and van accessibility. Businesses must also have reserved ADA parking. For 100 stalls we need to provide at least 4 ADA stalls and 1 van accessible ADA stall. We must also note that ADA van accessible stalls equate to TWO parking stalls. Often the number of parking stalls in a shopping center is limited based on the space. And the ADA stall(s) could not be included as an EV charger stalls as not all ADA vehicles are electric. By law only EV can park in EV designated charging stalls and only ADA permitted vehicles can park in ADA stalls.

Furthermore, **Shopping malls and retailers outside of the urban areas find that their EV charging stations are not being used very often.** We believe that the market and customers should continue be the influencers in business trends and operations and not government mandates.

New technology is constantly being developed regarding the actual charging station. However, organizations such as the Society of Automotive Engineers (SEA) and companies such as Qualcomm have been helping develop new wireless charging standards which may become integrated into all future EVs. New battery technologies are being investigated by major players, promising greater densities and longer ranges. **We would also like to point out that with the advancement of technology, the newer model Electric Vehicles can travel further distances.**

Retailers and Shopping Centers are not in the business of refueling/recharging. 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 EV charging capabilities. The EV stalls come at a cost to businesses who must provide additional security, signage, towing and more when people try to charge their



cars after the malls are closed. Furthermore, these residents leave their cars AND are NOT shopping in the stores while their batteries are being recharged during mall hours. Thus, these residents are taking away the EV stall from customers coming to shop and who may turn away if there is no EV parking.

Shopping Centers and retailers often try to maintain the customers' expectations and needs. While we understand the want for penalties for compliance and regarding maintaining EV chargers, we feel that this should be a state and not a county law. While retailer locations try to maintain the chargers, it becomes costly if they are constantly deliberately broken. We have also found that many of the EV chargers are deliberately broken and vandalized by those who are not able to charge their EV because the stall is in use by someone else. 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.

Mandating the installation of EV parking stalls will increase the overall cost of living in Hawaii even higher than it is now. Hawaii is already well known to have a high cost of living. PayScale states that in Hawaii the national average is 88% higher than the rest of the nation. Hawaii's housing is 202% higher, utilities 89% higher and groceries 62% higher. It is our understanding that it can cost tens of thousands of dollars to dig up a parking lot, install the electrical needed as well as the purchase and installation of the charging stations. In addition, there will be lost sales for that business or center with the parking lot being closed.

Who will ultimately pay for the EV charger infrastructure at retail locations and shopping malls? It will be everyone regardless of if they drive an EV or not as the cost will be passed on to **our kupuna, keiki, family friends and neighbors – the consumer - when they purchase food, clothing, school supplies, healthcare products, electronics and more.** The cost to install the charging stations will not be absorbed by the business but passed on to the customers.

Shopping habits have changed with people limiting their time to shop. We must also recognize that not all retailers are alike. For small standalone stores and convenience stores, customers are in and out in a few minutes. With limited parking you would not want someone parked in a stall for a few hours to charge their car. You would want a constant flow.

We are already seeing a mass exodus of our local residents moving to the mainland where it is cheaper to live. Many of our retailers statewide are already operating on a thin margin, especially mom and pop stores who cannot afford to absorb the increase. **Businesses are already closing their doors as they can no longer afford to keep them open due to the effects of the pandemic or customers stop coming because they can find the items cheaper online.** In the past year alone, we have already seen many long-time restaurants and stores closing for good citing the decrease in sales, not being able to pay their rent and the increased cost of doing business in Hawaii.

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? And who will be liable for the enforcement officers walking through the parking lots?

We should be encouraging a new cottage industry to build quick charging standalone stations like that of a traditional gas station. We are already seeing and should be encouraging Hawaiian Electric Company to install more fast-charging stand-alone stations. As well as offering an incentive for others to follow.

Government mandates like this does drive up the cost of doing business that in turn drives up the cost of living in Hawaii. And with this pandemic, we do not expect businesses to recover quickly as many are facing large debt. **We urge you not to impose another government mandate on retailers that would drive up the cost of living in Hawaii.**

Mahalo again for this opportunity to testify.

SB-756-SD-2

Submitted on: 3/15/2021 11:33:22 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Christopher Dean	Clean The Pacific	Support	No

Comments:

We must do everything we can to facilitate the transition to clean energy. It needs to be easy for people, or they won't do it. Having a clean, easy to use, functioning infrastructure is critical in maintaining the public's support for EVs. It ties in nicely to the Biden Administrations new policy of mandating all federal vehicles be sustainably powered as well. I'm anticipating strong support for this transtion to EVs from the Federal Government, so don't miss out. Hawaii want's to be leaders, not followers. I really appreciate this effort, thank you.



Chamber of Commerce HAWAII

The Voice of Business

**Testimony to the House Committee Energy & Environmental Protection
Tuesday, March 16, 2021 at 9:00 A.M.
Written Testimony**

RE: SB 756, SD 2, RELATING TO ELECTRIC VEHICLES

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

The Chamber of Commerce Hawaii ("The Chamber") **opposes** SB 756, SD 2 which:

1. 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 (EV) charging stations in working order;
2. Clarifies that certain enforcement officers may enter private property to enforce EV parking space violations; and
3. Requires new EV charging systems installed pursuant to the EV charging system requirement to be at least Level 2 and network 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.

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 2,000+ businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the "Voice of Business" in Hawaii, the organization works on behalf of members and the entire business community to improve the state's economic climate and to foster positive action on issues of common concern.

While Hawaii continues to advance clean energy benefits, we must ensure that solutions do not adversely impede or create unintended burdens upon the business community. Policies need to be shaped to create common ground, especially so that businesses can have the flexibility to develop and create sound solutions to address these important issues.

SB 756, SD 2 would adversely impact and increase costs for not only new development or construction but substantially increase costs to all existing public accommodation facilities to redesign, re-retrofit, and reconstruct from 1 parking stall of 100 to 5 additional stalls by 2025 and then 5 more by 2030.



Chamber *of* Commerce HAWAII

The Voice of Business

The Chamber cannot support this measure at a time when commercial landowners and commercial tenants are working on lease agreements due to the COVID-19 pandemic. The substantial costs imposed by this measure would only exacerbate the commercial landlord-tenant relationship by passing on costly redevelopment costs to tenants in the form of much higher lease rents and common area maintenance.

Thank you for this opportunity to provide testimony.

SB-756-SD-2

Submitted on: 3/13/2021 10:38:06 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Please support the efforts to improve standards and allow for enforcement of electric vehicle Regulations.

– Thank you

SB-756-SD-2

Submitted on: 3/13/2021 11:07:41 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

I support this bill because it helps with EV Charging infrastructure.

SB-756-SD-2

Submitted on: 3/14/2021 6:30:15 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

As an ev owner i have too often traveled to a listed charging station only to have it blocked by a non ev or a broken charger. This is as frustrating as going to a gas station with not working pumps. The difference is that there are far fewer ev charging station in the state as especially on the big island. Please support this bill

SB-756-SD-2

Submitted on: 3/14/2021 6:32:51 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

As an EV owner, there is nothing more dissapointing than heading to a charger, only to find it not working. Can you imagine heading to a gas station only to find the pumps broken? If we are to make this transition, charging equipment must be maintained.

SB-756-SD-2

Submitted on: 3/14/2021 7:00:19 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Promoting an infrastructure for charging EVs and enforcing the laws associated with maintaining the equipment and protecting access to charging stations are all logical and essential components of the transition to EVs. Thanks for considering this bill. I support it.

SB-756-SD-2

Submitted on: 3/14/2021 8:59:47 AM

Testimony for EEP on 3/16/2021 9:00:00 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 in my ancestral homelands. I'm writing in Strong SUPPORT of SB756 for the following reasons:

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.

Support SB756.

me ke aloha 'Āina,
Nanea Lo

SB-756-SD-2

Submitted on: 3/14/2021 9:50:27 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Benton Kealii Pang, Ph.D.	Individual	Support	No

Comments:

Aloha Chair and committee members,



I strongly support SB756 SD2 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. As an EV owner myself, I have seen the quick adoption of these popular vehicles making vacant charging stations difficult to find.

Please pass SB756SD2.

Sincerely,
Benton Kealii Pang, Ph.D.

Pā• Iolo Valley, O'ahu

SB-756-SD-2

Submitted on: 3/14/2021 10:15:36 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Harvey Arkin	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-2

Submitted on: 3/14/2021 12:46:22 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
P Noel Bobilin	Individual	Support	No

Comments:

Aloha, I strongly support SB756 SD2. I want my next car to be electric but without adequate charging stations that are maintained in working order, I and others like me won't be confident in choosing a more climate friendly vehicle. Without this bill, with out Proper EV stations, we are hampering our transition to EVs. THis bill will help Hawaii acheive its sustainable transportation and climate goals.

Mahalo

SB-756-SD-2

Submitted on: 3/14/2021 2:50:06 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Daniela Escontrela	Individual	Support	No

Comments:

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-2

Submitted on: 3/14/2021 2:53:53 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Andrew Taylor	Individual	Support	No

Comments:

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.

SB-756-SD-2

Submitted on: 3/14/2021 3:17:28 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Dear Chair Lowen and members of Energy and Environmental Protection Committee:

SB756 SD2 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.

The 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.

This bill is a step in the right direction and is worthy of support and passage. Please pass this measure out of your committee.

Sincerely

Dale Jensen, Prof. Engineer

Kailua, HI

SB-756-SD-2

Submitted on: 3/14/2021 6:56:58 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
william metzger	Individual	Support	No

Comments:

We must have more charge stations. The climate crisis is upon us.

SB-756-SD-2

Submitted on: 3/14/2021 7:07:49 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Gary K. Tomita	Individual	Support	No

Comments:

Aloha Senators,

My name is Gary Tomita, I am in favor of SB756 SD2. As an all electric vehicle owner, it is assuring to know that all Charging Stations are operable and regulated by law.

Thank you for allowing me to express my support.

Regards,

Gary Tomita

SB-756-SD-2

Submitted on: 3/14/2021 9:04:59 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Nanette Vinton	Individual	Support	No

Comments:

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

I am writing to express my SUPPORT for SB756 SD2.

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 disappointing to see non- electric vehicles parked at chargers or chargers that aren't working.

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 EV parking space requirements and rules, as well as the maintenance of chargers.

Respectfully submitted,

Nanette Vinton

Mililani, HI

SB-756-SD-2

Submitted on: 3/14/2021 9:38:16 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Marion McHenry	Individual	Support	No

Comments:

This is an important step to increase the use of EV vehicles, which will help our state meet pur goals for lowering carbon emissions.

SB-756-SD-2

Submitted on: 3/15/2021 1:55:04 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Janet Pappas	Individual	Support	No

Comments:

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

I strongly support Bill SB756.

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 this year, while other carmakers are planning all-electric fleets in the near future. 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, including Level 2 charging capability.

Thank you for the opportunity to testify.

Sincerely,

Jan Pappas, Ronald Yasuda - Aiea, Hawaii

SB-756-SD-2

Submitted on: 3/15/2021 6:01:07 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Dear Chair Lowen, Vice Chair Marten and Committee on Energy and Environmental Protection,

Please support SB756 SD2.

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.

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

Mahalo,

Caroline Kunitake

SB-756-SD-2

Submitted on: 3/15/2021 7:27:45 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Aloha committee members,

As an Electric Vehicle (EV) driver for over a decade and having logged over 100,000 gas free miles I have often been frustrated by disfunctional chargers. In fact one of the first chargers in Hilo (at Walmart) broke down in less than two years old and stayed broken for over 5 years. In fact more than 50% of the chargers on this island are either broken or way under performing. We (The Big Island EV Assoc call and complain but nothing happens)...

If we want to move to an electric fleet and working infrastructure needs to be in place. The current legislation has no emforcement agency nor any non-compliance penalties. This is just a beginning step.

Please support this bill!

Mahalo Lorn DOuglas

SB-756-SD-2

Submitted on: 3/15/2021 7:50:39 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Keith Neal	Individual	Support	No

Comments:

Hawaii must build and support ELECTRIC VEHICLE infrastructure:

- 1) expand the requirement for the number of charging stations per 100 parking spaces.
- 2) set functional standards for charging stations.
- 3) ensure charging stations are maintained.
- 4) enforce EV parking violations.

SB-756-SD-2

Submitted on: 3/15/2021 8:33:05 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Bernard M Moret	Individual	Support	No

Comments:

My wife, Carol Fryer, and I live on the Big Island and are both registered voters in the State of Hawaii. We strongly support this bill, as a charging infrastructure is crucial to the widespread adoption of battery-electric vehicles -- and such an adoption is in turn necessary to meet the state's goals to combat global warming.

SB-756-SD-2

Submitted on: 3/15/2021 11:54:30 AM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Linda McGibney	Individual	Support	No

Comments:

I support SB756 and hope it will pass. I have owned two electric vehicles in Hawaii since I became a resident, and hope that the state extend availability of parking for electric vehicles.

SB-756-SD-2

Submitted on: 3/15/2021 2:14:11 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
starla pugh	Individual	Support	No

Comments:

I support this bill

SB-756-SD-2

Submitted on: 3/15/2021 3:33:05 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Stephanie Hall Morin	Individual	Support	No

Comments:

I support this bill!

SB-756-SD-2

Submitted on: 3/15/2021 6:01:59 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Chong Shi Zheng	Individual	Support	No

Comments:

I support this bill. It will encourage more people in Hawaii to go electric. Having more charging stations will also make it easier for people who want to buy a more affordable ev since they won't have to worry about range as much. Having more evs on the road will lead to cleaner air and quieter streets making it more enjoyable and healthy for walking.

SB-756-SD-2

Submitted on: 3/15/2021 7:02:13 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Scott Kidd	Individual	Support	No

Comments:

As an EV owner I support this bill as I have had the inconvenience of pulling up to a charger only to find it blocked by a non-EV vehicle or an EV that isnt even plugged in. This is about as frustrating as pulling up to a gas station only to find a parked car sitting in front of the pump and not fueling up.

SB-756-SD-2

Submitted on: 3/15/2021 11:46:51 PM

Testimony for EEP on 3/16/2021 9:00:00 AM

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

Comments:

Strong support!