

JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



KEITH A. REGAN  
COMPTROLLER  
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN  
DEPUTY COMPTROLLER  
KA HOPE LUNA HO'OMALU HANA LAULĀ

**STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I**  
**DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWE LAULĀ**  
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY  
OF  
KEITH A. REGAN, COMPTROLLER  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
TO THE  
**COMMITTEE ON FINANCE**

FEBRUARY 27, 2023, 11:30 A.M.  
CONFERENCE ROOM 308 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B.346, H.D. 1

RELATING TO ELECTRICAL VEHICLE CHARGING INFRASTRUCTURE.

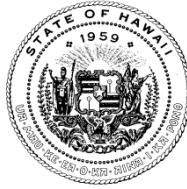
Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee, thank you for the opportunity to testify on H.B. 346, H.D. 1.

The Department of Accounting and General Services (DAGS) supports H.B. 346, H.D.1 which requires that, where feasible and cost-effective, the design of all new state building construction shall include parking areas that are electric vehicle charger ready.

DAGS also supports the requirement that the Hawaii state energy office, in consultation with the department of accounting and general services and the department of transportation, shall evaluate existing state facilities statewide that include parking and determine a priority order for retrofitting state facilities based on certain factors. We also support the establishment of the goal for the State to retrofit state facilities to be electric vehicle charger ready.

Thank you for this opportunity to testify in support on this matter.

JOSH GREEN, M.D.  
GOVERNOR



TESTIMONY BY:

EDWIN H. SNIFFEN  
DIRECTOR

Deputy Directors  
DREANALEE K. KALILI  
TAMMY L. LEE  
ROBIN K. SHISHIDO  
JAMES KUNANE TOKIOKA

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

February 27, 2023

11:30 A.M.

State Capitol, Conference Room 308 & Videoconference

**H.B. 346 HD1**  
**RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

House Committee on Finance

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The Department of Transportation (DOT) **supports** this measure which seeks to require that the design of new state facilities be electric vehicle charger-ready. Requires the Hawaii state energy office, in consultation with the department of accounting and general services and department of transportation, to evaluate the cost for retrofitting existing state facilities to make them electric vehicle charger-ready. Requires the department of accounting and general services to install or contract for the installation of retrofits and electric vehicle charging systems at selected state facilities; and appropriates funds.

Thank you for the opportunity to provide testimony.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.  
GOVERNOR

MARK B. GLICK  
CHIEF ENERGY OFFICER

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Telephone: (808) 587-3807  
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Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON FINANCE**

Monday, February 27, 2023  
11:30 AM  
State Capitol, Conference Room 308 and Videoconference

In SUPPORT of  
**HB 346, HD1**

## **RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.**

Chair Yamashita, Vice Chair Kitagawa, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 346, HD1, which requires that the design of new state facilities be electric vehicle charger-ready, the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to determine a priority order for retrofitting state facilities based on certain factors, and establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

In order to decarbonize our economy and meet Hawai'i's goal of net negative carbon economy by 2045, our State government must lead by example. In 2021, the Governor signed ACT 74 to transition the State's light-duty fleets to zero-emission vehicles by 2035. The State builds on this leadership with HB 346, HD1, by expanding access to workplace electric vehicle charging in State facilities. Workplace charging helps shift electric vehicle charging demand from peak hours – typically in the early evening – to times during the day when renewable energy is more economical and plentiful. Workplace charging also promotes equity by providing access to charging for residents of multi-unit dwellings and other locations where electric vehicle charging poses greater logistical challenges.

In line with HSEO's statutory responsibilities to facilitate the decarbonization of ground transportation in state facilities and in response to questions on HB 346, HD1, HSEO suggests the following amendments to language in Section 3 and Section 5 in relation to a HSEO's examination of existing state facilities to support the electrification of transportation.

SECTION 3. (a) The Hawaii state energy office, in consultation with the department of accounting and general services and department of transportation, shall ~~evaluate~~ develop and apply filters by which to survey existing state facilities statewide that include parking and ~~determine a priority order for~~ to prioritize retrofitting state facilities ~~based on consideration of~~ with readily available information that could include location, expected future demand for charging, estimated costs for retrofits of parking stalls, other make-ready work, whether other improvements are planned that would allow for electric vehicle charger-ready retrofit work to be performed at the same time, and other factors deemed relevant to its assessment.

(b) The Hawaii state energy office shall submit a report to the legislature no later than twenty days prior to the convening of the regular session of 2024. The report shall include the results of the ~~evaluation~~ survey conducted pursuant to subsection (a), identifying between four to 10 high priority facilities to conduct detailed cost assessments including estimated costs to retrofit for EV charging infrastructure. ~~the state facilities determined to be the five highest priorities.~~

SECTION 5. There is appropriated out of the general revenues of the State of Hawaii the sum of \$     or so much thereof as may be necessary for fiscal year 2023 -2024 and the same sum or so much thereof as may be necessary for fiscal year 2024 – 2025 to conduct detailed cost assessments and to install or contract for installation of retrofits and electric vehicle charging systems at the selected state facilities pursuant to section 3 of this Act.

Thank you for the opportunity to testify.

## Big Island Electric Vehicle Association

hawaiidriveelectric@gmail.com

bigislandev.org



February 25, 2023

SUPPORT for HB346 HD1 - RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Dear Chair Yamashita, Vice Chair Kitagawa, and Committee members,

Big Island EV Association supports HB346 HD1, which ***“Requires that the design of new state facilities be electric vehicle charger-ready. Requires the Hawai‘i state energy office, in consultation with the department of accounting and general services and department of transportation, to determine a priority order for retrofitting state facilities based on certain factors. Establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.”***

The electrification of transportation is inevitable and accelerating. Many manufacturers have declared their intention to stop producing internal combustion engine vehicles in response to global efforts to decarbonize, growing consumer demand for electric vehicles, and competition from electric vehicle (EV)-only manufacturers. As a result of competition, technical breakthroughs in batteries, and economies of scale, EVs are reaching price parity with gas vehicles.

These factors are leading more Hawaii residents to transition to EVs. There are now over 20,000 EVs in the state (around 2% of the passenger vehicles), and we expect that adoption will accelerate. To facilitate this transition, **we must focus our attention on the creation of a robust network of public charging stations.** This will help residents who don’t have access to home charging or the means to purchase long-range EVs to drive electric.

HB346 HD1 helps as it will ensure that new state facilities can readily expand charging infrastructure while avoiding costly retrofits. HB346 HD1 will also enable the creation of a strategy for the retrofitting of state facilities. These will enable employees and residents to better operate their electric vehicles and increase the general adoption of clean transportation.

### Suggested Amendments

I recommend that **HB346 HD1** be amended to call for the State Energy Office analysis to include a systemic assessment of the EV charging infrastructure, one that considers the existence or planned deployment of charging equipment outside of state structures by the utility, private entities, and programs such as [NEVI](#).

Additionally, workplace charging facilities can benefit from less expensive and easily deployed Level 1 (110V) charging. These allow for the 'topping off' of vehicles parked for a long work shift and will be valuable for electric bikes and mopeds. This lighter-weight infrastructure should be considered in the retrofit plan, in addition to supporting Level 2 (240V) or DCFC (400V+) charging to support a variety of vehicle and usage scenarios.

Thank you for this opportunity to testify in support of HB346 HD1.

Sincerely,

A handwritten signature in black ink, appearing to read 'Noel Morin', followed by a long horizontal line extending to the right.

Noel Morin - President

**Big Island Electric Vehicle Association** ([bigislandev.org](http://bigislandev.org)), established in 2011, is a grassroots non-profit group dedicated to accelerating EV adoption on Hawaii Island. Our members are EV owners and supporters.

**HB-346-HD-1**

Submitted on: 2/25/2023 4:21:26 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
laurel brier	Kauai women's caucus	Support	Written Testimony Only

Comments:

Electrifying our transportation system is essential for addressing the climate crisis and air pollution. And it is the direction Hawaii is headed. This bill helps the state lead by example in establishing the infrastructure necessary for EV charging. Strong Support



To: The Honorable Chair Kyle Yamashita, the Honorable Vice Chair Lisa Kitagawa,  
and Members of the Committee on Finance  
From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: **Hearing HB346 HD1 RELATING TO ELECTRIC VEHICLE CHARGING  
INFRASTRUCTURE**

Hearing: Monday February 27, 2023, 11:00 a.m., room 308

Aloha Chair Yamashita, Vice Chair Lisa Kitagawa, and Members of the Committee  
on Finance

The **Climate Protectors Hawai'i STRONGLY SUPPORTS HB346 HD1!**

The Hawaii Legislature has declared that we are in a climate emergency! One way to address that emergency and help the State achieve its carbon net negative clean economy target (as soon as practicable but not later than 2045) is for the State to lead by example and reduce greenhouse gas emissions from fossil fueled internal combustion engines by switching to electric vehicles. The electrification of transportation is coming and accelerating in Hawai'i and worldwide.



The lack of vehicle charging infrastructure in Hawai'i is a major barrier to the needed transition to electric vehicles. This bill would help the State lead by example by requiring that new State facilities be designed to be electric vehicle charger-ready. It is less expensive to install electric vehicle chargers if the infrastructure is installed during construction.

The bill also establishes a goal for the State to retrofit State facilities to be electric vehicle charger-ready and expand workplace charging availability. Charging while at work helps shift the electric peak demand from early evening to less expensive daytime hours, which benefits all electricity users. It also will make electric vehicles an option for those who lack access to charging at home in apartments, condos or rentals. Three State agencies will determine a priority order for retrofitting State facilities.

Please pass this bill!

Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)

**HB-346-HD-1**

Submitted on: 2/25/2023 8:33:34 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Steve Parsons	Kauai Climate Action Coalition and Small Biz Owner	Support	Written Testimony Only

Comments:

Aloha Trusted Hawaii Lawmakers!

We strongly support this bill as it will help accelerate EV adoption and make all state facilities Healthier Environments. Climate Pollution is Killing us and the species we share this planet with. You will also help your employees fight inflation, as EVs are much cheaper to drive AND help them have healthier homes and communities. Please ACT Boldly on this and all other bills that accelerate Hawaii OFF fossil Fuels!

IMUA>>>

Steve Parsons, Member of: Kauai Climate ACTION Coalition, Kauai EV, Surf-Rider Foundation, Small Biz Owner, Hanapepe Kauai



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

HOUSE COMMITTEE ON FINANCE  
Monday, February 27, 2023 — 11:30 a.m.

**Ulupono Initiative supports HB 346 HD1, Relating to Electric Vehicle Charging Infrastructure.**

Dear Chair Yamashita 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 the 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 choices, and better management of freshwater resources.

**Ulupono supports HB 346 HD1**, which requires that the design of new state facilities be electric vehicle (EV) charger-ready; requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to determine a priority order for retrofitting state facilities based on certain factors; and establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

Requiring qualifying facilities to be “EV-ready” is smart future-proofing. In 2021, the International Code Council (ICC) updated its building standards to include EV-ready provisions. One main rationale was that the cost of retrofits is significantly more expensive than when installed upfront, and such an upfront investment is a relatively small part of the total building cost. A recent case study in San Francisco estimated the costs of EV-readiness at the time of construction to be less than \$1,000 per parking spot.<sup>1</sup> Given that our recent research shows that a typical structured parking space can cost \$42,000–\$57,000 per space to build, this relatively low incremental amount seems worth the option to expand EV access.<sup>2</sup>

Additionally, the City and County of Honolulu passed Ordinance 20-17 requiring EV-readiness for certain new construction. Passing this State policy will ensure a consistent policy is applied statewide and that the State is leading by example with the least cost to taxpayers.

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<sup>1</sup> <https://energy-solution.com/wp-content/uploads/2016/09/PEV-Infrastructure-Cost-Effectiveness-Summary-Report-2016-07-20b.pdf>

<sup>2</sup> <https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf?sha=27ef1b3a>



However, relying exclusively on new facilities means that the network will potentially remain incomplete. A comprehensive effort to develop a retrofit plan is also very prudent.

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

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs



To: The House Committee on Finance (FIN)  
From: Sherry Pollack, 350Hawaii.org  
Date: Monday, February 27, 2023, 11:30am

**In support of HB346 HD1**

Aloha Chair Yamashita, Vice Chair Kitagawa, and members of the FIN Committee,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports HB346 HD1** that requires the design of new state facilities be electric vehicle charger-ready, and that the Hawaii state energy office, in consultation with the department of accounting and general services and department of transportation, determine a priority order for retrofitting state facilities based on certain factors. In addition, this measure establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

The State should lead by example by expanding workplace charging availability in facilities. Adequate public charging is critical for the democratization of transportation. While there are many in our community who have the benefit of home EV charging, many of our residents live in apartments, condos, or rentals and don't have this convenience. For them to adopt electric cars, they must have access to reliable and ubiquitous public charging, including workplace charging.

Workplace charging is a very effective strategy to accelerate Hawaii towards our clean transportation future. Please support and pass this important measure.

Mahalo for the opportunity to testify.

Sherry Pollack  
Co-Founder, 350Hawaii.org



## HOUSE COMMITTEE ON FINANCE

February 27, 2023, 11:30 AM  
Conference Room 308

### TESTIMONY IN SUPPORT OF HB 346 HD1

Aloha Chair Yamashita, Vice Chair Kitagawa, and members of the Committee:

Blue Planet Foundation **supports HB 346 HD1**, which requires that new state buildings be electric vehicle charger-ready and evaluates the cost of retrofitting existing state parking facilities to be EV-ready. This bill would increase access to workplace EV charging for state employees and save the state money on future EV charger installation costs.

### Electric vehicles are shaping the future of transportation

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Electric vehicles are the fastest growing segment of new cars in Hawai'i. In 2022, the number of registered electric vehicles in Hawai'i increased more than 25%, compared to only a 1% increase in registered gasoline-powered vehicles.<sup>1</sup> There are currently over 22,000 electric vehicles registered in the state, a number that is expected to rise exponentially as more electric vehicles come to market, vehicle ranges increase, and the cost of electric vehicles decreases.

Battery costs have fallen precipitously over the past several years so that in many cases, the total cost of ownership for EVs is lower than for gasoline-powered vehicles. Experts expect battery prices to continue to fall, and as automakers increase the number of models and volume of EVs in the next few years, the upfront cost of EVs is expected to reach cost parity with conventional vehicles by 2024.<sup>2</sup>

In part due to falling costs and increasing consumer demand, and in part due to government policies encouraging the transition towards EVs, nearly all of the world's leading automakers have announced aggressive strategies and investments in electric and plug-in hybrid vehicles over the past two years.<sup>3</sup> **This bill helps to prepare Hawai'i for the future demand for electric vehicles in our state.**

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<sup>1</sup> "Monthly Energy Trends", *DBEDT*, December 2022 (<https://dbedt.hawaii.gov/economic/energy-trends-2/>).

<sup>2</sup> Slowik, Peter, et. al. "Assessment of Light-duty Electric Vehicle Costs and Consumer Benefits in the United States in the 2022-2035 Time Frame." *The International Council on Clean Transportation*. October 2022. (<https://theicct.org/publication/ev-cost-benefits-2035-oct22/>).

<sup>3</sup> Motavalli, Jim. "Every Automaker's EV Plans Through 2035 and Beyond." *Forbes*, October 2021. (<https://www.forbes.com/wheels/news/automaker-ev-plans/>).

## The lack of EV charging is a significant barrier to adoption

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The International Energy Agency found that “the availability of chargers emerged as one of the key factors for contributing to the market penetration of EVs.”<sup>4</sup> Unlike gasoline car owners, 80% of EV drivers charge their cars at home or at work.<sup>5</sup> Residents in multi-unit dwellings or condos, however, are often unable to find a place to charge, preventing them from receiving the benefits of EVs. This is a fundamental equity issue in Hawai‘i: a large segment of residents in Hawai‘i live in multi-family housing, in part because single-family homes are financially out of reach for many. Because Hawai‘i’s public charging network is still inadequate, workplace charging options are few and far between. **This bill helps to expand workplace charging options for employees that don’t have the luxury of charging their EVs at home.**

## Installing EV-ready wiring is cheaper pre-construction

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The most challenging aspect of EV charger installation is the common lack of electrical capacity and distributed subpanels to support broad deployment of charging infrastructure. Studies have shown that installing EV infrastructure at the time of construction can be 91% less expensive than post-construction retrofits, and that per stall installation costs can be reduced through economies of scale, by deploying more stations at time of construction.<sup>6</sup> Requiring that the power capacity and conduit be set up during construction would dramatically reduce retrofit costs at the time of installation, creating significant cost savings for taxpayers.

By choosing not to plan for EV charging infrastructure in new construction, the state would be forced to pay expensive retrofit costs to upgrade power capacity later when their fleets have changed to EVs and their employees are driving EVs—a transition that is already well underway. **This bill is about future proofing our new state buildings and encouraging the state “lead by example” for workplace charging.**

## Expanding EV charging infrastructure benefits all electricity users

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Expanding access to EV charging is critical to unlock benefits for all electricity users, not just for EV drivers. **Enabling EV charging during the middle of the day allows more low-cost solar to be added to the grid and helps the overall energy system.** When large numbers of EVs—which are essentially batteries on wheels—are connected to the electricity grid simultaneously, they could be used to help manage the system through demand response, load shifting, and other grid services.

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<sup>4</sup> *Global EV Outlook 2017*, International Energy Agency, June 2017, <https://www.iea.org/reports/global-ev-outlook-2017>.

<sup>5</sup> Ibid.

<sup>6</sup> See <http://evchargingpros.com/wp-content/uploads/2017/04/City-of-SF-PEV-Infrastructure-Cost-Effectiveness-Report-2016.pdf>.

## Suggested Amendment

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HB 346 is currently written to require EV-ready charging infrastructure to support “Level 2” charging in new state facilities. To ensure this legislation achieves its intended impact of expanding access to EV-ready parking and meeting future EV demand, ***Blue Planet recommends the bill be amended to require that at least 25% of new parking stalls be EV-ready.***

A similar requirement was enacted in the City and County of Honolulu via Ordinance 20-10 (Bill 25 (2019)), which was adopted in June 2020 and requires that 25% of new stalls for commercial and multi-residential buildings be EV-ready for Level 2 chargers.<sup>7</sup>

## Conclusion

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Blue Planet strongly supports requiring EV-ready new construction to reduce barriers to EV adoption and address the expansive and urgent challenge of reducing carbon emissions from ground transportation in Hawai‘i.

By recognizing that automakers are rapidly moving towards electric vehicles and that a lack of charging infrastructure remains a barrier to more widespread adoption of electric vehicles in Hawai‘i, lawmakers should incentivize the installation of publicly available charging stations for state employees to meet future demand and reduce unnecessary financial costs to the state.

For these reasons, Blue Planet is in strong support of HB 346.

Thank you for the opportunity to provide testimony.

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<sup>7</sup> “Get your building ready for electric vehicles: Ordinance 20-10 Compliance Guide”, *City and County of Honolulu*, June 2021, ([https://static1.squarespace.com/static/5e3885654a153a6ef84e6c9c/t/6139768b7192cb11bb99ce90/1631155852707/EV-Ready+Compliance+Guide+%26+FAQ\\_Combined+%28September+2021%29.pdf](https://static1.squarespace.com/static/5e3885654a153a6ef84e6c9c/t/6139768b7192cb11bb99ce90/1631155852707/EV-Ready+Compliance+Guide+%26+FAQ_Combined+%28September+2021%29.pdf))





## Environmental Caucus of The Democratic Party of Hawai'i

To: The Honorable Kyle T. Yamashita, Chair  
The Honorable Lisa Kitagawa, Vice Chair  
Members of the Committee on Finance

Re: **HB 346, HD1 – RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**  
Hearing: Monday, February 27, 2023, 11:30 a.m., Conference Room 308 and via videoconference  
Position: **Strong Support**

Aloha, Chair Yamashita, Vice Chair Kitagawa and Members of the Committee on Finance:

The Environmental Caucus of the Democratic Party of Hawai'i stands in strong support of HB 346, HD 1. This measure would (1) require that the design of new state facilities be electric vehicle charger-ready; (2) require the Hawai'i state energy office, in consultation with the department of accounting and general services and department of transportation, to determine a priority order for retrofitting state facilities based on certain factors; and (3) establish a goal of the State to retrofit state facilities to be electric vehicle charger-ready. This measure also appropriates funds.

The Platform environmental policies of the Democratic Party of Hawai'i are to "protect and preserve Hawai'i's environment and achieve energy sustainability, advance measures to re-establish a healthy climate and environment for humans and fellow species, including actions to urgently address climate change, and work towards 100% renewable energy goals.

We believe that all people have the right to live in a clean, healthy and safe environment. We believe that the preservation of our natural environment and its ecological well-being is essential to ensuring a safe, healthy, bountiful life for future generations in Hawai'i. We support policies that create a more sustainable society. We support the restoration, preservation, and protection of native ecosystems.

We believe in the resource management principles outlined in the Public Trust doctrine of [Article XI, Section 1 of the] Hawai'i State Constitution.

We believe that a key part of a sustainable and self-sufficient future for Hawai'i lies in achieving energy independence through a transition to clean renewable energy sources. We support policy that eliminates our dependence on fossil fuels and other dirty energy sources." [OUR PLATFORM | DPH \(hawaiidemocrats.org\)](https://www.hawaiidemocrats.org)

Requiring that: (1) the design of new state facilities be electric vehicle charger-ready; (2) the Hawai'i state energy office, in consultation with the department of accounting and general services and department of transportation, to determine a priority order for retrofitting state facilities based on certain factors; and (3) establishing a goal of the State to retrofit state facilities to be electric vehicle charger-ready are consistent with the Public Trust Doctrine and the environmental policies of the Democratic Party of Hawaii in achieving fossil fuel independence through the transition to clean renewable energy sources, including the use of EVs and EV charging stations.

/s/ Melodie Aduja and Alan Burdick  
Co-Chairs, DPH Environmental Caucus



Aloha Committee Members,

My name is Arwen Revere and I am a high school student from Kailua. Today, I am representing the environmental organization Wild Kids. We are testifying in strong support of HB346. The Adoption of electric vehicles in the state is expected to continue to grow at increasing rates. This means that there is a need for a network of charging infrastructure to support this growth and ensure that there is an equitable transition to clean transportation.

The clean energy transition will be facilitated by shifting energy demand from peak times to times during the day when renewable energy is abundant. In order to facilitate this shift, electric vehicle drivers will need access to workplace charging.

In addition, workplace charging will offer a convenient option for charging, which may open up the possibility to purchase an electric vehicle for people who may not have access to charging at home, including many low- and moderate-income families.

For these reasons, we believe the state should expand workplace charging availability in state facilities. Please pass this vital legislation and help protect our planet for future generations.

Thank you for hearing our testimony,  
Arwen Revere on behalf of Wild Kids



**TESTIMONY BEFORE THE HOUSE COMMITTEE ON  
FINANCE**

**HB 346 HD1**

**Relating to Electric Vehicle Charging Infrastructure**

February 27, 2023

11:30 AM, Agenda Item #6

Conference Room 308, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric

Aloha Chair Yamashita, Vice Chair Kitagawa, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric **in support of HB 346 HD1**, which seeks to encourage workplace charging by requiring state facilities to become electric vehicle (EV) charger-ready. Hawaiian Electric commends the legislature's proposal to encourage the State to lead by example by requiring all new state facilities to be EV-ready and evaluate existing state facilities to retrofit with EV charging. Increased access to workplace charging is a strategic initiative that creates equitable transportation options for employees and shifts energy demand. Additionally, these efforts will generate Hawaii-based data and costs for EV-ready infrastructure and make-ready infrastructure leading to more informed planning and budget assumptions statewide.

The Company is committed to supporting workplace charging by providing customer-focused charging infrastructure to incentivize the adoption of EVs and commercial EV charging time-of-use rates that encourage daytime charging. Hawaiian

Electric is excited to work with the Department of Accounting and General Services to evaluate power needs for additional EV charging at state facilities. Thank you for this opportunity to testify.

**HB-346-HD-1**

Submitted on: 2/24/2023 7:01:40 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

As evidenced by recent reporting in Honolulu Civil Beat that the State just completed a new multimillion dollar rental car facility at the DKI Intl. Airport that does not include a single EV charging stall, not everyone in State Govt. has gotten the message that we are in a climate crisis and that the State of Hawaii has committed to achieve 100% renewable energy. HB346 will make it official policy that the State Govt. must practice what it preaches. This measure should have been passed ten years ago, but now is not too late!

**HB-346-HD-1**

Submitted on: 2/25/2023 6:11:10 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lorn DOuglas	Individual	Support	Written Testimony Only

Comments:

- The electrification of transportation is inevitable and accelerating. Many manufacturers have declared their intention to stop producing internal combustion engine vehicles in response to global efforts to decarbonize, growing consumer demand for electric vehicles, and competition from electric vehicle (EV)-only manufacturers.
- EVs are reaching price parity with gas vehicles as a result of competition, battery innovation, and economies of scale.
- There are now over 20,000 EVs in the state (around 2% of the passenger vehicles), and we expect that adoption will accelerate. To facilitate this transition, we must focus our attention on the creation of a robust network of public charging stations. This will help residents who don't have access to home charging or the means to purchase long-range EVs to drive electric.
- The state is helping to lead the charge with its efforts to electrify its fleet. It has the opportunity to accelerate progress in the installation of public and workplace charging.

**HB-346-HD-1**

Submitted on: 2/25/2023 7:25:08 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

Is support of HD1. Thank you.

**HB-346-HD-1**

Submitted on: 2/25/2023 8:42:58 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Helen Cox	Individual	Support	Written Testimony Only

Comments:

Please support HB 346 HD 1. If we are reduce emissions, which is critical, making sure that new state facilities can readily expand charging infrastructure is important. It will ensure that later we can avoid costly retrofits. This bill will enable both employees and residents to use electric vehicles and therefore will move us more quickly in the transition to clean, efficient, and affordable transportation.

Mahalo for supporting HB346 HD1

Helen Cox

Kalaheo, Kauai



**HB-346-HD-1**

Submitted on: 2/25/2023 10:18:27 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ronald "Ron" Reilly	Individual	Support	Written Testimony Only

Comments:

Dear Representative Yamashita and Members of the Finance Committee,

I fully support HB346 HD1. As an EV owner (Kia Niro EV), I have expanded the 240 volt (Level 2) charging capability at my home and this has increased charging convenience by reducing charging time, and improved the property's resale value.

HB346 HD1 will help in the electrification of ground transportation, as it will ensure that new state facilities can readily expand charging infrastructure while avoiding costly retrofits and enabling the retrofiting of state facilities. These will allow employees and residents to better utilize electric vehicles and accelerate our transition to clean, efficient, and affordable transportation.

Thank you for your consideration, and your support, Ron Reilly

**HB-346-HD-1**

Submitted on: 2/25/2023 10:40:21 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

As an EV owner and supporter of enabling the transition to EVs I am testifying in support of HB346 HD1 to require new state facilities to be electric vehicle charger-ready.

HB346 HD1 helps as it will ensure that new state facilities can readily expand charging infrastructure while avoiding costly retrofits and enabling the retrofiting of state facilities. These will allow employees and residents to better utilize electric vehicles and accelerate our transition to clean, efficient, and affordable transportation.

Please support HB346 HD1.

Virginia Tincher

Aina Haina, Oahu

HOUSE COMMITTEE ON FINANCE  
Hearing on Feb. 27, 2023 at 11:30 am

SUPPORTING HB 346 HD 1

My name is John Kawamoto, and I support HB 346 HD 1 because it will advance the decarbonization of the transportation sector and contribute to achieving Hawaii's net-negative emissions goal by 2045.

Many auto manufacturers have declared their intention to stop producing internal combustion engine vehicles in response to global efforts to decarbonize, growing consumer demand for electric vehicles, and competition from electric vehicle (EV)-only manufacturers. EVs are reaching price parity with gas vehicles as a result of competition, battery innovation, and economies of scale. There are now over 20,000 EVs in the state, which is about 2% of the passenger vehicles, and the adoption of EVs is expected to accelerate.

To facilitate this transition, a robust network of public charging stations must be developed, and this bill will help that effort.

**HB-346-HD-1**

Submitted on: 2/25/2023 4:21:56 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Larry Stevens	Individual	Support	Written Testimony Only

Comments:

Please vote for this bill.

**HB-346-HD-1**

Submitted on: 2/25/2023 4:27:38 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Will Caron	Individual	Support	Written Testimony Only

Comments:

Adoption of electric vehicles in the state is expected to continue to grow at increasing rates. There is a need for a network of charging infrastructure to support this growth and ensure that there is an equitable transition to clean transportation.

The clean energy transition will be facilitated by shifting energy demand from peak times to times during the day when renewable energy is abundant. In order to facilitate this shift, electric vehicle drivers will need access to workplace charging.

In addition, workplace charging will offer a convenient option for charging, which may open up the possibility to purchase an electric vehicle for people who may not have access to charging at home, including many low- and moderate-income families.

For these reasons, the state should expand workplace charging availability in state facilities. Please pass HB346 HD1.

**HB-346-HD-1**

Submitted on: 2/25/2023 10:25:03 PM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Nanette Vinton	Individual	Support	Written Testimony Only

Comments:

Dear Chair Yamashita, Vice Chair Kitagawa, and Finance committee members,

I am writing in support of Bill HB346 HD1, which requires that the design of new state facilities be electric vehicle charger-ready and establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

By requiring that new state facilities be electric vehicle charger-ready, we are ensuring that future infrastructure is prepared for the growing demand for electric vehicles. It was disappointing to hear that the DOT did not include any EV ready stalls in the new rental car facility at the Daniel K. Inouye International Airport. Being proactive with charging infrastructure will help to save taxpayer monies down the road as it is cheaper to install EV chargers with infrastructure in place vs retrofitting the building.

With that said, the establishment of a goal to retrofit existing state facilities to be electric vehicle charger-ready is crucial. This will make it easier for government employees, residents, and visitors to access electric vehicle charging infrastructure while on state property, promoting the use of clean energy and reducing our reliance on fossil fuels.

Thank you for your consideration.

Sincerely,

Nanette Vinton

Mililani, HI

**HB-346-HD-1**

Submitted on: 2/26/2023 3:48:41 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Katherine Fryer	Individual	Support	Written Testimony Only

Comments:

I support HB346 HD1, which requires the design of new state facilities to include electric vehicle chargers.

There are now over 20,000 EVs in the state, and their popularity is expected to grow. Many auto manufacturers have declared their intention to stop producing gas-powered vehicles in response to global decarbonization efforts and growing consumer demand for EVs. The transition to electric transportation is inevitable, and we must prepare for the future by expanding our network of public charging stations. This will help residents who don't have access to home charging or the means to purchase long-range EVs.

**HB-346-HD-1**

Submitted on: 2/26/2023 8:39:52 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Keith Neal	Individual	Support	Written Testimony Only

Comments:

**Strongly support HB346 HD1 .**

**The state has now just over 20,000 EVs on the road (2% of the passenger vehicles), and it is expected that the adoption of EV's will accelerate. To prepare for this transition, we must create a robust network of public charging stations. This will assist residents who don't have access to home charging or the means to purchase long-range EVs to drive electric. Furthermore, a robust EV charging network will facilitate visitor and visitor related industry to accelerate our transition to clean, efficient, and affordable transportation.**

**Respectfully,**

**Keith Neal**

**Waimea**



**HB-346-HD-1**

Submitted on: 2/26/2023 8:43:11 AM

Testimony for FIN on 2/27/2023 11:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Matthew Geyer	Individual	Support	Written Testimony Only

Comments:

Thank you for hearing HB346 which requires new State buildings to be electric vehicle charger-ready.

This bill could help various departments within the state switch their fleets to electric, which will save them money, along with a host of other benefits.

There have been recent reports of police departments around the continent switching to electric vehicles, and even though they are more expensive in the beginning, withing a few years end up saving more money than if they had purchased gas vehicles.

This could also support state workers who commute to their jobs in electric vehicles.

Please support HB346 HD1

Mahalo

Matthew Geyer