



## DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813  
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February 14, 2023

### TESTIMONY TO THE SENATE COMMITTEES ON TRANSPORTATION AND CULTURE AND THE ARTS, AND ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM

#### Senate Bill 370 – Relating to Electric Vehicle Charging Systems

The Disability and Communication Access Board (DCAB) would like to offer comments Senate Bill 370 – Relating to Electric Vehicle Charging Systems.

Currently, the Americans with Disabilities Act (ADA) requires that a reasonable number of accessible electric vehicle charging systems in each lot, where electric vehicle charging systems are provided. When an owner of multiple lots aggregates its electric vehicle charging systems into one lot as allowed under State law, an inadvertent result is that the number of required accessible charging systems is reduced. While this would not violate the ADA, it would diminish potential opportunities for owners of electric vehicles with disabilities to charge their vehicles in parking facilities that serve places of public accommodation they would like to visit.

Therefore, DCAB suggests the following amendment:

**§291-71 Designation of parking spaces for electric vehicle charging systems.** (a) Places of public accommodation with at least one hundred parking spaces available for use by the general public shall have at least one parking space equipped with an electric vehicle charging system located anywhere in the parking structure or lot; provided that no parking space designated for electric vehicles shall displace or reduce accessible stalls required by the Americans with Disabilities Act Accessibility Guidelines; provided further that no vehicle shall be permitted to park in a parking space equipped with an electric vehicle charging system while not actively charging. Spaces shall be designated, clearly marked, and the exclusive designation enforced. Owners of multiple parking facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties; provided that the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties. A parking space equipped with an electric vehicle charging system required to be accessible must remain accessible when aggregated. Nothing in this section shall prohibit the owners of parking structures or lots from charging a fee for the use of an electric vehicle charging system.

Thank you for the opportunity to provide testimony.

Respectfully submitted,

KIRBY L. SHAW  
Executive Director

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 COMMITTEES ON

TRANSPORTATION AND CULTURE AND THE ARTS  
ENERGY, ECONOMIC DEVELOPMENT AND TOURISM

S.B.370

FEBRUARY 14, 2023, 1:01 PM  
CONFERENCE ROOM 229 AND VIA VIDEOCONFERENCE, STATE CAPITOL

RELATING TO ELECTRICAL VEHICLE CHARGING INFRASTRUCTURE.

Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai and Members of the Committees, thank you for the opportunity to testify on S.B. 370.

The Department of Accounting and General Services (DAGS) supports S.B. 370 for DAGS managed parking facilities. S.B. 370 requires owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county, thereby ensuring a more equitable adoption of electric vehicle infrastructure for each county, especially for the neighbor islands.

Thank you for this opportunity to testify on this matter.

# Big Island Electric Vehicle Association

hawaiidriveelectric@gmail.com

bigislandev.org



February 10, 2023

## SUPPORT for SB370 - RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS

Dear Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai. and Committee Members,

**Big Island EV Association is in support of SB370.**

SB370 will require owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county. SB370 will ensure that Hawaii benefits from the full intent of HRS 291-71. As currently stated, big box stores can ignore the installation of charging equipment on other island locations once they have installed a charging station at a Hawaii store location. SB370 will rectify this.

It is notable that commercial property owners with large parking structures have access to generous rebates and incentives that allow them to offset the cost of installing and operating charging stations. The [Hawaii Energy EV Charging Station](#) Rebate can cover most of the equipment costs. Additionally, Federal Tax credits of up to \$100,000 are available for specific installations.

EV Charging Station Type	Incentive	
	Retrofit	New
AC Level 2 Networked Single Port	\$1,300	\$2,000
AC Level 2 Networked Multi-Port	\$3,000	\$4,500
Networked DC Fast Charger	\$28,000	\$35,000

Source: Hawaii Energy

### Recommended Addendum

We recommend that this measure be amended so that the aggregation is not done at all. This will ensure that stations are installed in multiple locations within the same county.

Thank you for this opportunity.

Sincerely,

  
Noel Morin – President  
Big Island EV Association

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



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

**February 14, 2023**

**Re: SB 370 RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS**

Good afternoon, Chair Lee and Chair DeCoite and members of the Senate Committee on Transportation and Culture & the Arts and the Senate Committee on Energy, Economic Development and Tourism. 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 and is a statewide, not for profit trade organization committed to supporting 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, on-line sellers, local, national, and international retailers, chains, and everyone in between.

While we understand the intent, we are **OPPOSED** to SB 370 Relating to Electric Vehicle Charging Systems. This measure requires owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county.

**Less than 2% of the cars in the state of Hawaii are Electric Vehicle and of that the majority are on the island of Oahu.**

**We believe that the market and customers should be the influencers in business trends and operations and not government mandates.** Retailers listen to what their customers want. If there is a significant need, the business will try to oblige. It is our understanding that many of the EV chargers on the neighbor islands and outside of Honolulu are not being used very often. It is mainly being used by people looking for a **FREE** charge, so their personal electric bill is not affected or their condo does not have charging stations. Businesses have put the charging stations in those areas where the demand is high.

**Mandating EV stalls will be not only be a cost burden to businesses but also increase the price of living in Hawaii.** Installation of EV charging stations are very expensive and not a simple as one may think. Existing parking facilities infrastructures are not easily wired for electricity and each existing building and facility varies on how stations can be installed. **Engineered plans and permits are needed** due to the infrastructure that will be renovated. If there are signs that are seen from the public street, there is also a need for zoning approval. In regard to installing the chargers, the **asphalt, concrete, landscaping and other utilities need to be removed and replaced.** If there is not enough power because of the increased use in electronics throughout the stores and shopping malls, **a new transformer is needed** resulting in more engineering plans and permitting. During this time surrounding areas of the parking lot will be closed, traffic will be affected and may discourage people from coming to shop during this time resulting in a loss of revenue. And let's not forget that in some cases the chargers must be set to the side of the stalls if they connect from the rear of the car. This means that the stalls must be 20% wider and one additional stall must be taken away to accommodate. We must also mention that the **charging stations themselves can be very expensive.** There is no government rebate or tax incentive to help install these chargers. **This can be very costly and will be passed on to the retailer via a Common Area Maintenance charge and then the retailer will pass it on to the customers in the form of higher priced goods and services. Thus, contributing more to the high cost of living in Hawaii.**

**We also want to point out that on the neighbor islands the need for charging station is less as many who have EV vehicles have charging stations at their home.** Unlike in Honolulu where there is a dense population of condos that don't have charging stations in their building.

**Government should be encouraging new businesses to open up stand-alone alternative energy charging facilities** that offers customers a comfort station like a coffee shop or convenience store while their cars are being charged. **Government mandates like this does drive up the cost of doing business that in turn drives up the cost of living in Hawaii.**

We urge you **NOT** to impose another government mandate on business and ask that you **DEFER** this measure. Mahalo again for this opportunity to testify.



"Advancing the Commercial Real Estate Industry through Education, Networking and Advocacy"

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Committee: Energy, Economic Development, and Tourism Committee  
Transportation and Culture and the Arts Committee  
Date: Tuesday, February 14, 2023  
Time: 1:01 PM  
Place: Via Conference Room 229  
RE: SB370, Relating to Electric Vehicle Charging Systems

Aloha Chairs DeCoite & Lee, Vice Chairs Wakai & Inouye, and members of the committees:

We are the Building Owners and Managers Association of Hawai'i (BOMA Hawai'i) testifying in **opposition of** SB370 relating to electric vehicle (EV) charging systems. This bill requires owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for EVs to aggregate the spaces within that same county. We understand and support the intent of this bill; however, we believe it begs further discussion in which BOMA Hawai'i would happily participate.

Implementation of this bill as written would cause unreasonable financial burden to owners of parking facilities that currently comply with Act 89. Installing both the infrastructure and charging systems is an expensive and extensive process when factoring in plans and permitting, particularly for owners of older properties. It is not a plug-and-play system. Owners that would need to comply in additional counties may need to pour significant dollars into complying. And while incentive programs being offered to commercial property owners exist in helping to offset some of EV charging station costs, it is not guaranteed for most owners. Many of these programs accept a limited number of applicants. Please also consider that costly expenses to a commercial property are often passed on to tenants, many of whom are small business owners. Please consider the impact to Hawai'i's small businesses.

While the intent of this bill is equitable distribution of EV stalls across all counties, we would also encourage a comprehensive study on the distribution requirement versus the demand in each county. We encourage a deferment of this bill to accommodate critical discussions that would ensure its success.

BOMA Hawai'i is a non-profit trade association dedicated to advancing the commercial real estate industry through education, networking and advocacy. We represent many commercial building owners and managers in Hawai'i, those who will be impacted by this bill. For many years, BOMA Hawai'i has participated in meaningful discussions with members of the legislature and local government officials about decarbonization measures while encouraging and educating our members on decarbonizing its properties. Most recently, we enthusiastically jumped into educating our members on energy and water usage benchmarking in order to help them comply with City and County of Honolulu's Ordinance 22-17. BOMA Hawai'i aims to work with the state, counties and its members to achieve our collective decarbonization goals. Please consider us a resource.

Thank you for the opportunity to testify on this measure.

Sincerely,

Gail M. Abrena-Agas  
BOMA Hawai'i Government Affairs Committee Chair, and Past President



To: The Senate Committee on Transportation and Culture and the Arts (TCA)  
and  
The Senate Committee on Energy, Economic Development, and Tourism (EET)  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, February 14, 2023, 1:01pm

**In support of SB370**

Aloha Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai, and Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports SB370 and offers a suggested amendment.**

Current law states owners of multiple parking facilities within the State with at least one hundred parking spaces must have at least one parking space fitted with an electric vehicle charging system, with the option to aggregate the requirement to a single location. SB370 seeks to ensure a more equitable adoption of electric vehicle infrastructure by requiring owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county. However, we recommend that **all aggregation allowances be removed** since they serve no legitimate purpose. This will provide for the most equitable adoption of electric vehicle infrastructure.

As stated in the preamble of this measure, the widespread adoption of electric vehicles will help the State achieve its decarbonization goals, and the buildout of adequate electric vehicle infrastructure, including publicly accessible charging stations, is critical to these efforts. We urge that this measure be revised to eliminate any aggregation provisions as to better fulfill this mission. Removing all aggregation allowances is an effective step to help Hawaii achieve its climate goals in a manner that is more equitable.

Mahalo for the opportunity to testify.

Sherry Pollack  
Co-Founder, 350Hawaii.org

**Hawaii Electric Vehicle Association**

hawaiiev.org  
info@hawaiieva.com



February 13, 2023

Dear Chairs McElvey and Lee, Vice Chair Gabbard and Inouye, and members of the Committee,

The Hawaii Electric Vehicle Association (Hawaii EV) strongly supports SB370 but suggests that it be revised to eliminate any aggregation provisions.

The historical issue with the aggregation provision has been to allow within-county aggregation and we are requesting that any aggregation allowances be stricken from the law at this time since there is no reasonable rationale for allowing such aggregation.

Thank you for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "TH", is written over a thin horizontal line.

Tam Hunt  
Board Member and Policy Manager  
Hawaii EV Association

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

**Hawaii EV Board**

Noel Morin, President  
Nanette Vinton, Secretary, and Treasurer  
Bill Bugbee – Director  
Tam Hunt - Director  
Sonja Kass – Director

**Hawaii EV Clubs**

Big Island EV Association  
Kauai EV  
Maui Nui EV  
Tesla Hawaii Club



Rob Weltman – Director



**SB-370**

Submitted on: 2/13/2023 7:26:59 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Steve Parsons	Testifying for Kauai Climate Action Coalition & Small Biz owner	Support	Written Testimony Only

Comments:

Aloha TRUSTED Hawaii Lawmakers!

Big Box stores should not get a pass on provided charging! Big Box Stores need to do the right thing and install chargers. Public charging is NOT for rich is for the low income and visitors. My EV has lots of range, so I charge almost exclusively at home. But, renters and Garage orphans NEED this. EV attack the @nd highest cost of living...Transportation! Kauai Climate Action Coalition asks you to be BOLD and support this and any other bills that can help us get off fossil Fuels and STOP all the climate pollution that is literally KILLING us and the species we share this planet with and dependent on for food and pressure! PLEASE ACT and pass this one!

Mahalo,

Steve Parsons, Kauai Climate Action Coalition, Kauai EV, Surfrider Foundation Member, Tesla Owners Club Kauai Director, Hanapepe Kauai 808-651-3232cSm. Biz. Owner KW Big Island Keller Williams Realty Hawaii Broker Lic. #RB-2207

**SB-370**

Submitted on: 2/12/2023 7:30:28 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ted Bohlen	Testifying for Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Support!

I'm not sure why any aggregation is appropriate.

**SB-370**

Submitted on: 2/11/2023 7:45:55 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

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

Comments:

Aloha,

my wife and I have driven over 150,000 gas free miles over a decade plus. ALthough we charge with our solar system, we do need much more chargingstations for the projected fleet. Thanks for consideration,

Lorn DOuglas

Lower Puna

**SB-370**

Submitted on: 2/12/2023 12:33:28 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

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

Comments:

SB370 is just common sense.

**SB-370**

Submitted on: 2/12/2023 1:07:47 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Dear Chair and Committee Members,

This bill must be passed or forget climate mitigation. Our emissions here are outrageous due to rental cars and our long distances with everyone driving. I'm an EV owner on the Big Island living in Volcano. I only have 110 v charging. Anytime I leave Volcano and have to return I use over 110 miles getting back up here at 4,000 '. I drove yesterday to Waikaloa for an event that had no chargers going over saddle road. I left home with 245 miles, the max since the battery is recalled with no correction yet. It is 90 miles from my house to Waikaloa and when I got back up to the summit after the event I only had 50 miles. I made it to Target in Hilo, caharged for one hour, then barely made it home. I wanted to go to PAHALA today but not enough miles. EV's are very limiting under these circumstances and big changes must happen. I beg you to do something. There are for instance no public chargers in Volvcano in clouding the National Park.



**SB-370**

Submitted on: 2/12/2023 4:31:18 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jerome Kellner	Individual	Support	Written Testimony Only

Comments:

I support SB370 and urge Hawaii lawmakers to pass it.

SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS  
SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM  
Hearing on Feb. 14, 2023 at 1:01 pm

SUPPORTING SB 370

My name is John Kawamoto, and I support SB 370 because it improves the conditions for the adoption of electric vehicles (EVs).

For many people who own a gas-powered car, transitioning to an EV would be inconvenient because of the scarcity of charging stations. More charging stations in more locations will spur EV adoption.

Currently, the law allows owners of parking facilities in multiple locations throughout the state to aggregate the required EV charging stations in one location. This bill requires aggregation within each county. As such, it will spread EV charging stations to more locations.

Climate scientists say that we have less than 10 years to make the drastic changes needed to avert a global climate catastrophe. Transitioning to EVs is one of many steps that must be taken to maintain the livability of the Earth for ourselves and future generations.

**SB-370**

Submitted on: 2/13/2023 12:28:23 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

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

Comments:

I support SB370, which would make more EV charging stations available at big-box stores. The demand for EVs is growing and will help reduce carbon emissions and local pollution, so we should improve availability of the infrastructure that supports EV ownership.



**SB-370**

Submitted on: 2/13/2023 8:58:02 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jennifer Lieu	Individual	Support	Written Testimony Only

Comments:

Aloha, reasons why I support:

- Equitable access to EVs is dependent on access to EV charging.
- The installation of public EV charging infrastructure is a means to ensure the equitable adoption of electric vehicles.
- Public EV charging enables residents to drive an electric vehicle even if they don't have access to a home EV charger.
- Public EV charging supports the expansion of our rental EV fleet. It will allow more visitors to contribute to our state's decarbonization of ground transport.
- The aggregation clause in the HRS creates a loophole that allows for big box stores to avoid installing EV charging stations in their parking structures. Aggregation allows them to meet the state's requirement to install charging equipment in parking structures with 100 or more parking stalls by installing it on one of their properties.

**SB-370**

Submitted on: 2/13/2023 9:09:38 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keith Neal	Individual	Support	Written Testimony Only

Comments:

**SB370**

**Support**

Not only must there be more public charging stations, these stations must be maintained to actually function.

Keith Neal

Waimea

**SB-370**

Submitted on: 2/13/2023 9:14:37 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

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

Comments:

Mahalo Committee on Transportation and Culture and the Arts (TCA) members and the Committee on Energy, Economic Development and Tourism (EET) members,

Mahalo Senators Lee, Elefante, Kim and others for introducing SB370.

As an EV user and in support of future EV owners I support this bill which will allow for more chargers at big box stores.

Mahalo for this opportunity to testify,

Virginia Tincher

Aina Haina, Oahu

**SB-370**

Submitted on: 2/13/2023 10:15:07 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Members,

I respectfully ask that you support SB370 which will allow for more public charging stations at large box stores.

Thank you,

Melissa Barker

Kapaa, HI

**SB-370**

Submitted on: 2/13/2023 11:23:58 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

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

Comments:

I writing to support SB370 as an important step towards making sure EV ownership is possible for all citizens, not just those who have at home chargers. Currently large, big box stores can put all of their required chargers in one location. This means, for example, that Home Depot, could put all of its required chargers on Oahu and none on the neighbor islands. This clearly creates inequitable access to chargers in parking lots and disadvantages EV owners who do not have a charger at home and are not near a charger. We know we need the electrification of transportation if we are to be effective in addressing harmful emissions. This will not only address the climate emergency we face, but will also address the harmful effects of emissions on the health of our residents and visitors. This bill, then, can address issues of equity, health and the climate crisis. Please vote “yes” on SB370. Mahalo.

Helen Cox, Kalaheo, Kauai

**SB-370**

Submitted on: 2/13/2023 11:33:06 AM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Stephanie Hall Morin	Individual	Comments	Written Testimony Only

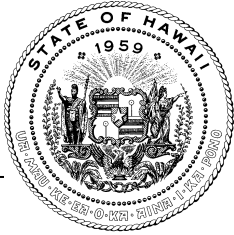
Comments:

Aloha,

Hawaii Island has big box stores that are using the aggregate to alleviate the need to install chargers at various locations e.g., Home Depot has chargers in Hilo, but not in Kona. Keeping the aggregate doesn't make sense. Each county in the State of HI is large and easily satisfied with installing chargers in one location. I support removing the aggregate option from the law.

Mahalo,

Stephanie Hall Morin



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.  
GOVERNOR

MARK B. GLICK  
CHIEF ENERGY OFFICER

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Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

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Web: energy.hawaii.gov

Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**SENATE COMMITTEES ON TRANSPORTATION AND CULTURE AND THE ARTS  
AND  
ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM**

Tuesday, February 14, 2023  
1:01 PM  
State Capitol, Conference Room 229 and Videoconference

**LATE**

In SUPPORT of  
**SB 370**

**RELATED TO ELECTRIC VEHICLE CHARGING SYSTEMS.**

Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 370 which amends existing law requiring places of public accommodation with at least one hundred parking spaces to have at least one parking space fitted with an electric vehicle charging system, to require parking facility owners who comply by aggregating the required electric vehicle parking spaces among parking lots in the state, to aggregate the spaces within that same county.

Ground transportation accounts for about one-quarter of Hawai'i's energy emissions, so efforts to expand the use of electric vehicles are central to achieving the state's commitment to a zero-emissions clean economy by 2045. Availability of a healthy, geographically diverse ecosystem of public chargers is a key component of meeting this challenge.

HSEO collaborated with the Hawai'i Department of Transportation on the designation of Alternative Fuel Corridors in Hawai'i through the Federal Highway Administration and the National Electric Vehicle Infrastructure (NEVI) Hawai'i State Plan to build out infrastructure on those corridors. HSEO is monitoring Section 11401 of the

Infrastructure, Investments, and Jobs Act which provides opportunities to state, local, and public entities to install alternative fuel infrastructure along Alternative Fuel Corridors which cover a vast majority of the State.

SB 370 supports Hawai'i's transition to zero-emission transportation, by helping ensure EV chargers at large parking facilities can be found at a diversity of locations in all counties.

Thank you for the opportunity to testify.



**LATE**

**SB-370**

Submitted on: 2/13/2023 11:56:03 PM

Testimony for TCA on 2/14/2023 1:01:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Matthew Geyer	Individual	Support	In Person

Comments:

Thank you for hearing HB198 HD1 .

This bill will benefit lower income families in many ways, and is important because while electric vehicles are cheaper to operate and cost less overall in the long term compared to a gasoline powered vehicle, they do cost more upfront, which is a huge barrier for adoption to those in the lower income brackets.

Some of the benefits of EV ownership include:

Significantly less maintenance, no oil changes, belts, fluid changes, etc.

Less noise pollution.

Less air pollution near our homes and schools, gasoline powered cars emit lots of toxic pollutants like carbon monoxide, formaldehyde, benzene, and more!

Less greenhouse gasses emitted overall, even if the source of electricity is fossil fuel based.

And of course enjoying paying less per mile to commute and not paying for polluting fossil fuels to be imported here.

For all these reasons and more, please support HB198 HD1

Mahalo.

Matthew Geyer