



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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GOVERNOR

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM

Tuesday, March 28, 2023
1:05 PM
State Capitol, Conference Room 229 and Videoconference

Providing **COMMENTS** on
SCR 77

REQUESTING THE HAWAII STATE ENERGY OFFICE TO CONDUCT A STUDY TO DETERMINE THE EXTENT TO WHICH OWNERS OF MULTIPLE PROPERTIES THAT ARE PLACES OF PUBLIC ACCOMMODATION WITHIN THE STATE AGGREGATE THEIR REQUIRED PARKING SPACES AND CHOOSE TO DESIGNATE AND ELECTRIFY PARKING SPACES IN A COUNTY THAT IS NOT THE SAME COUNTY WHERE THE MAJORITY OF THE PARKING SPACES ARE LOCATED.

Chair DeCoite, Vice Chair Wakai, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SCR 77, which requests HSEO to conduct a study to determine to what extent owners of multiple large (100 spaces or more) parking facilities aggregate the required electric vehicle charging spaces in an inequitable way (e.g., electrifying (more) parking spaces in one county but none or less in the other county/ies).

HSEO supports the equitable distribution of EV charging infrastructure across all islands and supported SB 370 which would have put in place "guard rails" or requirements that ensure the equitable distribution of charging infrastructure. Importantly the solution provided by SB 370 would not have adversely impacted any entity that was currently deploying charging infrastructure equitably across counties and without creating an incremental charging infrastructure requirements for parking facility owners.

HSEO notes that a study would require material resources in both funding and staff. A study by Ulupono Initiative, "The Costs of the Vehicle Economy in Hawai'i,"¹ identified roughly 3.8 Million parking stalls throughout Hawai'i. The analysis would initially include reviewing all parking facilities and facility owners to cross check ownership and jurisdiction and to determine which facilities had more than 100 stalls. The next step would be to profile location and timing of EV charging infrastructure installations for each entity that owned the parking facility and to ascertain whether transfers of facility ownership had occurred in our efforts to determine if EV charging infrastructure was being aggregated inequitably between islands. The solution offered through SB 370 is preferred since it could be achieved without the need for a study as the solution would not adversely impact an entity installing EV charging equitably across counties and would not create any new EV charging infrastructure requirements.

Thank you for the opportunity to testify.

¹ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

Big Island Electric Vehicle Association

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March 27, 2023

SUPPORT FOR SCR77

Dear Chair DeCoite, Vice Chair Wakai, and EET Committee members,

Big Island EV Association supports SCR77. This resolution requests “the Hawaii State Energy Office to conduct a study to determine the extent to which owners of multiple properties that are places of public accommodation within the state aggregate their required parking spaces and choose to designate and electrify parking spaces in a county that is not the same county where the majority of the parking spaces are located.”

As 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. This is due to a loophole included in HRS 391-71. This has created challenges in the expansion of our EV charging network.

An example is a big box home improvement store that installed a level 2 charging station in Hilo but did not do so in Kona, citing that they have met the State’s requirement. We’ve heard reports of stores indicating that they were not planning to install charging at a Maui location since they were planning to install public charging at a Big Island location.

As we accelerate the decarbonization of our ground transportation, it is important that we improve our public charging infrastructure. This will allow for more equitable access to electric vehicles and ensure that the availability of public charging does not become a barrier to broad adoption.

Please pass SCR77 so that we can better understand the problem and identify ways to close this loophole.

Thank you for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read 'Noel Morin', written over a horizontal line.

Noel Morin - President

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

SCR-77

Submitted on: 3/22/2023 5:07:00 PM

Testimony for EET on 3/28/2023 1:05:00 PM

Submitted By	Organization	Testifier Position	Testify
Gerard Silva	Individual	Oppose	Written Testimony Only

Comments:

Oppose