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HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

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**Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission**

**Before the Senate Committees on
ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM
and
TRANSPORTATION AND CULTURE AND THE ARTS**

**Tuesday, March 19, 2024
1:00 p.m.
State Capitol, Conference Room 229 & Videoconference**

**In consideration of
HOUSE BILL 2012 HD2
RELATING TO ELECTRIC VEHICLE PARKING**

House Bill 2012 HD2 removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met. Authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces. **The Climate Change Mitigation and Adaptation Commission (Commission) supports this bill.**

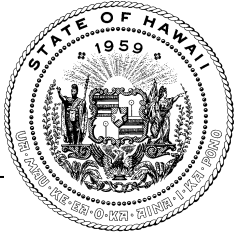
The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties. Decarbonizing our transportation system as quickly as possible is key for us to reach our mandated 2045 carbon emission goals. Policies are needed to support zero emission vehicle (ZEV) deployment on our roadways. This includes leveraging private development to expand charging availability; working with utilities to expand investments in ZEV infrastructure and otherwise prepare for vehicle electrification; and establishing EV-ready requirements to ensure new housing and parking facilities will accommodate EV charging infrastructure.

The Hawai'i State Energy Office's (HSEO) Hawai'i Pathways To Decarbonization, Act 238, Session Laws Of Hawai'i 2022 highlights transitioning toward Zero Emission Vehicles as one of the two major facets to reducing emissions in ground transportation. This includes promoting the transition to battery electric vehicles (BEVs) which can significantly reduce emissions from

vehicle operation. 1 Page 104, 2. Transitioning toward Zero Emission Vehicles a) Transition to Zero-Emission Vehicles (ZEVs): Promoting the transition to battery electric vehicles (BEVs) can significantly reduce emissions from vehicle operation.

The Commission also respectfully suggests the addition of language to include that new construction parking structures also include capacity increased multi-modal transportation options. The Walker study (2016) found that Honolulu's downtown urban core contained underutilized parking--as low as 71 percent in peak times--in other words, O'ahu has overbuilt parking for cars. As technology continues to disrupt transportation, the parking needs for multimodal and systems other than the single occupancy vehicle will continue to grow. If the State's goals for a clean energy future are to be realized, it must plan and implement smarter strategies for parking. To encourage the optimal use of these spaces, private and public, it is necessary to begin planning for parking garages/lots that will support transportation of the future.

Mahalo for the opportunity to testify in support of this measure.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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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, March 19, 2024
1:00 PM
State Capitol, Conference Room 229 and Videoconference

In Support of
HB 2012, HD2

RELATING TO ELECTRIC VEHICLE PARKING.

Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai, and members of the Committees, the Hawai'i State Energy Office (HSEO) supports HB 2012, HD2, which removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the total number of aggregate spaces on all of their owned properties was met and authorizes the counties to adopt ordinances to regulate electric vehicle (EV) charging systems for places of public accommodation with less than one hundred parking spaces.

Hawai'i is on a critical trajectory towards decarbonizing our economy, aiming to reduce greenhouse gas emissions 50% by 2030 and achieving a net negative carbon economy by 2045. To accomplish this, significant reductions in greenhouse gas emissions from ground transportation are imperative. HSEO's *Hawai'i Pathways to Decarbonization* report, Act 238, Session Laws of Hawai'i 2022 highlights transitioning toward Zero Emission Vehicles as one of the two major facets to reducing emissions in ground transportation. This includes promoting the transition to battery electric vehicles which can significantly reduce emissions from vehicle operation. The report suggests that

100% of light-duty vehicle sales will need to be EVs by 2035 with at least 80-90% of all registered light-duty vehicles being EVs by 2045.¹

There is a significant need for deployment of charging infrastructure to enable further EV adoption and meet Hawai'i's 2030 and 2045 goals. A study by the California Energy Commission (CEC) concluded that a ratio of 7 EVs per public charger is needed to support the EV market. Hawai'i currently has 38 registered EVs per public charger.² The significant spread between current conditions in Hawai'i and the CEC's estimate strongly indicates that significant investment in charging infrastructure is required. Low to moderate-income households and multi-unit dwellers, in particular, face barriers to EV adoption due to limited access to charging. Without adequate charging stations, individuals from these demographics may refrain from purchasing EVs, perpetuating transportation-related emissions.

HSEO advises that proactive deployment of EV charging infrastructure encourages and supports EV adoption among a wider demographic as well as equitable access to cleaner transportation options. While recouping the cost of charging infrastructure through fees that may be levied for the use of these facilities, businesses may also be eligible for federal tax credits and the Charging Station Rebate Program administered by Hawai'i Energy. Leveraging these incentives alongside the proposed regulatory measures would accelerate the transition to a clean transportation future for Hawai'i.

Thank you for the opportunity to testify.

¹ Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#), Pages 104 and 182.

² From Alliance for Automotive Innovation "Get Connected Electric Vehicle Quarterly Report, Third Quarter, 2023"



Testimony of the Oahu Metropolitan Planning Organization

COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM

COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

Tuesday, March 19, 2024 at 1:00 PM
CR 229 & Videoconference

HB2012 HD1 RELATING TO ELECTRIC VEHICLE PARKING.

Dear Chairs DeCoite and Lee, Vice Chairs Wakai and Inouye, and Members of the Committee,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2012 HD2.**

This measure removes a previously existing exemption that allowed owners of multiple parking facilities to install fewer electric vehicle (EV) charging stations, and it grants counties the authority to create regulations for EV charging systems in smaller public parking areas with fewer than one hundred parking spaces. In doing so, this measure is consistent with Goal #7 of the Oahu Regional Transportation Plan, which is to improve air quality and safeguard our environmental assets. Given that ground transportation emissions constitute a fifth of all carbon pollution on Oahu (Ola Oahu Resilience Strategy, 2019), it is imperative to reduce emissions from ground transportation to meet Hawai'i's goal of reducing carbon emissions to 50% by the year 2030. Promoting the expansion of EVs and increasing charging infrastructure to support this expansion is paramount for achieving this goal, and for the health and well-being of Oahu and its people.

Transitioning our transportation system towards renewable fuels alongside developing a more robust EV charging network promises many benefits. Not only will it decrease greenhouse gas pollution, but it will also reduce our island's dependence on imported crude oil and lower operating, maintenance, and other long-term costs. Furthermore, this shift will improve ambient air quality and public health by reducing respiratory ailments associated with petroleum pollutants.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP) that encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)). Mahalo for the opportunity to provide testimony on this measure.

OFFICE OF ECONOMIC DEVELOPMENT

NALANI BRUN, DIRECTOR



DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

Testimony of Christina Kaser

Energy Coordinator, Office of Economic Development

Before the

Senate Committee on Energy, Economic Development, and Tourism

Senate Committee on Transportation and Culture and the Arts

March 19, 2024; 1:00 p.m.

Conference Room 229 Via Videoconference

In consideration of

House Bill 2012 HD2

Relating to Electric Vehicle Parking

Honorable Chair DeCoite, Chair Lee, Vice Chair Wakai, Vice Chair Inouye, and Members of the Committee:

The County of Kaua'i is in **support** of House Bill 2012 HD2, which removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met, and authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.

Since 2011, the number of electric vehicles (EVs) on Kaua'i has grown exponentially, in line with trends across the State. As important as EVs are to our statewide clean transportation goals, it is essential that we have the infrastructure in place to allow these vehicles to charge.

Through anecdotal evidence, we have found that while many of the current EV drivers on Kaua'i are in a position to charge their vehicles at home overnight, this is not the case for everyone, and will not be the standard for the future of EVs. As EVs get closer to reaching price parity with internal combustion engine (ICE) vehicles, and additionally become less expensive and more accessible through the used car market and recent federal tax incentives, we must ensure that there is dependable and wide-spread charging in public spaces to fill in the gap for those who cannot charge at home and those with shorter battery range. Gas stations are widespread, and charging stations will need to be too.

In 2022, the Kaua'i County Council passed an ordinance requiring percentages of EV ready and EVSE-installed for new construction or renovations that increase the size of any existing or new structure on the property by 2,000 square feet or more for industrial, commercial, resort, and agriculture districts, and multi-family residential sites. This ordinance is aligned with Statewide goals and the County's General Plan Goal to reach 100% renewable ground transportation by 2045. EV ready and charging stations are especially cost effective when installed during construction, but it will be necessary for retrofits.

According to data from Plug Share, Kaua'i has roughly fifty-three public EV chargers and sixty-six plugs, spread throughout the island from Waimea to Princeville. Using federal funds secured by Senator Schatz and Senator Hirono in the FY22 Congressionally Directed Spending process, the County plans to install several Level 3 Electric Vehicle Charging Stations around the island, which will contribute to building out a robust public charging network that is a critical service to encourage more residents and visitors to use electric vehicles on Kaua'i and reduce greenhouse gas emissions from the ground transportation sector. At this time, the County owns fifteen public chargers that are sited at the Lihue Civic Center. As we work to contributing to expanding Kaua'i's public charging network, we will continue to share resources such as charging station rebates from Kaua'i Island Utility Cooperative and Hawai'i Energy, as well as federal tax credits such as the Alternative Fuel Infrastructure Tax Credit, which helps our businesses with costs to purchase and install electric vehicle supply equipment and charging stations.

We acknowledge and greatly appreciate the early adopters who installed EV chargers due to HRS 291-71 and public demand. However, one of the shortcomings we have found with the law is that large landowners can aggregate their required EV parking stalls into as few as one parking lot in the entire State. We feel this allowance is contradictory to the original intended effect of the law which was to increase public EV charging access. This bill amends that shortcoming and makes the law even stronger.

Thank you for the opportunity to testify in **support** of HB2012 HD2.

Council Chair
Alice L. Lee

Vice-Chair
Yuki Lei K. Sugimura

Presiding Officer Pro Tempore
Tasha Kama

Councilmembers
Tom Cook
Gabe Johnson
Tamara Paltin
Keani N.W. Rawlins-Fernandez
Shane M. Sinenci
Nohelani U'u-Hodgins



Director of Council Services
David M. Raatz, Jr., Esq.

Deputy Director of Council Services
Richelle K. Kawasaki, Esq.

COUNTY COUNCIL
COUNTY OF MAUI
200 S. HIGH STREET
WAILUKU, MAUI, HAWAII 96793
www.MauiCounty.us

March 18, 2024

TO: The Honorable Lynn DeCoite, Chair, and
Members of the Senate Committee on Energy, Economic Development, and
Tourism

The Honorable Chris Lee, Chair, and
Members of the Senate Committee on Transportation and Culture and the
Arts

FROM: Alice L. Lee
Council Chair

A handwritten signature in cursive script, appearing to read "Alice L. Lee".

SUBJECT: **HEARING OF MARCH 19, 2024; TESTIMONY IN SUPPORT OF HB2012,
HD2, RELATING TO ELECTRIC VEHICLE PARKING**

Thank you for the opportunity to testify in **support** of this measure, which: (a) removes the exemption that allowed owners to electrify fewer parking spaces than required in one or more of their properties; and (b) authorizes counties to regulate electric vehicle charging systems for places of public accommodation with fewer than 100 parking spaces.

I provide this testimony as an individual member of the Maui County Council.

I **support** of this measure for the following reasons:

1. This measure encourages broad distribution of electric vehicle parking spaces throughout a county by removing the exemption that allowed owners to designate fewer than the required parking spaces if they could aggregate electric parking spaces from several properties to meet the overall requirement.
2. The measure supports the counties' commitment to 100% clean energy transportation by 2045 by providing them clear authority to regulate electric vehicle charging systems for places of public accommodation with fewer than 100 parking spaces.

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



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, Co-Founder, 350Hawaii.org
Date: Tuesday, March 19, 2024, 1:00 pm

In support of HB2012 HD2

Aloha Chairs Lee, and DeCoite, Vice Chairs Inouye and Wakai, and members of the TCA and EET committees,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports HB2012 HD2** that removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all their owned properties was met. This measure also authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.

The aggregation clause in the state law creates a loophole that allows big box stores to avoid installing EV charging stations in their parking structures. HB2012 HD2 is a necessary measure as it removes this loophole and provides the counties the clear authority to require electric vehicle charging infrastructure on parking lots with less than one hundred stalls.

If we are to meet our clean transportation goals, adequate public charging is a MUST. While many in our community benefit from home EV charging, many of our residents live in apartments, condos, or rentals and don't have this convenience. To adopt electric cars, they must have access to a reliable and ubiquitous public charging network. This measure is an important step towards accomplishing this goal.

Please support HB2012 HD2.

Mahalo for the opportunity to testify.

Sherry Pollack
Co-Founder, 350Hawaii.org

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 18, 2024

SUPPORT FOR HB2012 HD2 - RELATING TO ELECTRIC VEHICLE PARKING

Dear Chairs DeCoite and Lee, Vice-Chairs Wakai and Inouye, and Committee members,

Hawaii Electric Vehicle Association **SUPPORTS** HB2012 HD2, which *“Removes exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the total number of aggregate spaces on all of their owned properties was met. Authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.”*

Adequate public charging is a MUST for democratizing the electric vehicle and accelerating our transition to a clean energy future. While many in our community benefit from home EV charging, many residents live in apartments, condos, or rentals and don't have this convenience, hampering their ability to drive electric cars.

This measure will help expand the availability of public charging by removing a loophole that has resulted in large parking structures with inadequate public EV charging.

Thank you for this opportunity to testify.

Sincerely,

Noel Morin
President
Hawaii EV Association

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.

Hawaii EV Board

Jennifer Lieu – Director
Nanette Vinton, Secretary, and Treasurer
Noel Morin, President
Rob Weltman – Director
Sonja Kass – Director
Tam Hunt - Director

Hawaii EV Clubs

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



**Hawaiian
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEES ON
TRANSPORTATION & CULTURE & THE ARTS
AND
ENERGY, ECONOMIC DEVELOPMENT & TOURISM**

**HB 2012, HD2
RELATING TO ELECTRIC VEHICLE PARKING**

Tuesday, March 19, 2024
1:00 PM
State Capitol, Conference Room 229

Terea Macomber
Policy Strategy & Community Program Manager
Electrification of Transportation
Hawaiian Electric

Dear Chair Lee, Chair DeCoite, Vice Chair Inouye, Vice Chair Wakai, and Members of the Committees,

My name is Terea Macomber, and I am testifying on behalf of Hawaiian Electric in **support** of HB 2012, HD2, Relating to Electric Vehicle Parking. This measure removes an exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the total number of aggregate spaces on all their owned properties was met.

The lack of public electric vehicle charging supply equipment (EVSE), otherwise known as electric vehicle (EV) chargers is commonly cited as a barrier to EV adoption by those considering purchasing an EV. HRS 291-71 not only helps to increase the number of EVSE across Hawaii, but also increases the geographic distribution of EVSE. Predictability and consistency of publicly accessible chargers are critical for EV adoption to come to scale. A study by the California Energy Commission (CEC) concluded that a

ratio of 7 EVs per public charger is needed to support the EV market. Hawaii currently has 35 registered EVs per public charger.

While installing EV charging does come at a cost to site hosts, there are state and federal incentives and tax opportunities available, including Hawaii Energy's rebate for installation of charging at commercial properties. Site hosts also have the flexibility to set end user pricing such that it covers the installation and operating costs. This can both reduce and/or eliminate the financial impact on the site host and in some cases become an additional source of revenue.

Geographic distribution is especially critical, as there are also many condos and multifamily housing that do not have access to at-home charging like a single-family home environment. Furthermore, there are residents that live in single family homes that cannot afford at-home charging due to affordability and/or leasing the home. Allowing property owners to consolidate EVSE at fewer properties reduces the geographic distribution of EVSE, which can leave some areas underserved.

Hawaiian Electric supports measure HB 2012, HD2 that increases the availability of public EVSE – both in quantity and geographical distribution – and thereby reduces the barriers to EV adoption.

Thank you for the opportunity to testify.



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
MARCH 19, 2024
HB 2012 HD2 RELATING TO ELECTRIC VEHICLE PARKING**

Good afternoon, Chair DeCoite and Chair Lee and members of the Senate Committee on Energy, Economic Development and Tourism and the Senate Committee on Transportation and Culture and the Arts. 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 respectfully OPPOSED to HB 2012 HD2. This measure removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met. Authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces. Effective 7/1/3000.

10% of the cars in the state of Hawaii are Electric Vehicle and of that the majority are on the island of Oahu. 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 condominiums that don't have charging stations in their buildings.

Businesses should not be mandated to be the EV charging stations for the state. 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. Businesses have put charging stations in those areas where the demand is high. It is our understanding that many of the **EV chargers on the neighboring islands and outside of Honolulu are not being used very often. It is mainly being used by neighboring people looking for a FREE charge, so their personal electric bill is not affected, or they do not want to pay the extra money to install a charging system at their home.**

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 is extremely expensive and not as 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. Regarding 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 of 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 extremely 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 excessive cost of living in Hawaii.

Installing the EV charging systems is very costly and businesses are not able to absorb the cost. As a result, the cost 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 excessive cost of living in Hawaii.

The government should offer tax incentives or subsidies like other states or be encouraging new businesses to open stand-alone alternative energy charging facilities that offer customers a comfort station like a coffee shop or convenience store while their cars are being charged. In other states and cities, public EV charging stations are subsidized. California alone has invested more than \$223 million in funding for publicly available Level 2 and DC fast chargers throughout their state. Earlier this month The California Energy Commission (CEC) approved a \$1.9 billion plan to expedite the rollout of statewide electric vehicle (EV) charging networks and hydrogen refueling stations.

The government should also be encouraging new businesses to open stand-alone alternative energy charging facilities that offer customers a comfort station like a coffee shop or convenience store while their cars are being charged.

We keep hearing complaints about how expensive it is to live in Hawaii – sky rocketing food cost, exorbitant prices of goods and services, excessive cost of homes. We must understand that **government mandates like this will attribute to the higher cost of doing business that in turn drives up the cost of products and goods even more, continuing to make Hawaii one of the most expensive places to live.**

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.



March 19, 2024

Senator Lynn DeCoite, Chair
Senator Glenn Wakai, Vice Chair
Committee on Energy, Economic Development
and Tourism

Senator Chris Lee, Chair
Senator Lorraine Inouye, Vice Chair
Committee on Transportation and Culture
and The Arts

RE: **HB 2012 HD2 – RELATING TO ELECTRIC VEHICLE PARKING**
Hearing date – March 19, 2024 at 1:00 PM

Aloha Chair DeCoite, Chair Lee, and members of the committees,

Thank you for allowing NAIOP Hawaii to submit testimony in **OPPOSITION** to HB 2012 HD2 – RELATING TO ELECTRIC VEHICLE (EV) PARKING. NAIOP Hawaii is the Hawaii chapter of the nation's leading organization for office, industrial, retail, residential and mixed-use real estate. NAIOP Hawaii has over 200 members in the State including local developers, owners, investors, asset managers, lenders, and other professionals.

HB 2012 HD2 removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the total number of aggregate spaces on all of their owned properties was met. Furthermore, the measure authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.

NAIOP opposes the removal of the exemption that enables property owners with multiple properties the ability to allocate the required amount of EV stalls for places of public accommodations amongst all their properties to reach the required aggregate amount. Eliminating the exemption will reduce a property owner's flexibility to allocate EV stalls at properties with a higher demand. Essentially this will revert the statute back to a mandate for all places of public accommodation to have minimum number of stalls even though there may not be a demand to justify installation.

Senator Lynn DeCoite, Chair
Senator Chris Lee, Chair
March 19, 2024
Page 2

Additionally, cost to retrofit existing stalls into EV stalls may be costly for property owners and be passed down to tenants of large properties. This may add an additional cost for local businesses that are already combating the impacts of inflation in Hawaii. NAIOP understands the need for zero-emission transportation infrastructure, however, we disagree that the cost should be placed upon the property owners and local businesses.

Ultimately, property owners should be permitted to retain the discretion to allocate EV stalls to meet demand and attract vehicle owners to their properties instead of a mandate for each property. NAIOP supports creative solutions to financially incentivize the installation of EV stalls at all places of public accommodation, rather mandating unnecessary and costly requirements that may ultimately have negative impacts on property owners and businesses. For these reasons we urge you to defer HB 2012 HD2. Thank you for the opportunity to testify on this measure.

Mahalo for your consideration,

A handwritten signature in black ink, appearing to read 'Reyn Tanaka', with a long horizontal stroke extending to the right.

Reyn Tanaka, President
NAIOP Hawaii