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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, February 27, 2024
3:00 PM
State Capitol, Conference Room 224 and Videoconference

In Support of
SB 370

RELATING 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 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.

To decarbonize our economy and meet Hawai'i's goal of reducing carbon emission to 50% by 2030, and a net negative carbon economy by 2045, Hawai'i will need significant reductions in emissions from ground transportation. HSEO's 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 operation¹.

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.

Demand for EVs is high throughout the state. In terms of percentage of passenger vehicles both Oahu and Maui would rank in the top 5 states in the nation in terms of EVs as a percentage of registered vehicles. Hawai'i and Kaua'i counties would rank in the top third of all states. That Hawai'i and Kaua'i would support such a high floor of EV demand is notable given the significant barriers to adoption of EVs given the limited access to public charging in Hawai'i.

Access to charging is one of the most significant barriers to adoption of EVs and Hawai'i has the second worst ratio for registered EVs to public chargers in the nation². Accessible charging needs to lead, not follow, adoption. The need for public charging is particularly acute for LMI and disadvantaged communities which can struggle having access to charging at home for a variety of reasons including the difficulty of installing charging in multi-unit dwellings and rental units. An equitable transition to zero emission vehicles needs to address broad access to charging across the state. Publicly accessible charging is also efficient in terms of deployment. A study by the California Energy Commission (CEC) concluded that a ratio of 7 EVs per public charger is needed to support the EV market³. The report highlights that the investment in one public charger can serve more residents than a one-to-one charger to EV ratio in a private residence.

In terms of financial assistance there are incentives available through Hawai'i Energy for public charging to help defray the cost of charging infrastructure for facility owners. Parking facilities can also charge for the public to utilize charging mitigating impacts on property owners and their tenants.

There is a significant need for deployment of charging infrastructure to meet Hawai'i's 2030 and 2045 goals. Enabling the counties to enforce existing EV charging requirements is a positive step towards closing the gap in public charging infrastructure.

Thank you for the opportunity to testify.

² Alliance for Automotive Innovation Get Connected: Electric Vehicle Quarterly Report 2023 (Q3)
<https://www.autosinnovate.org/posts/papers-reports>

³ Alliance for Automotive Innovation Get Connected: Electric Vehicle Quarterly Report 2023 (Q2)



DISABILITY AND COMMUNICATION ACCESS BOARD

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February 27, 2024

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

Senate Bill 370 – Relating to Electric Vehicle Charging Systems

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

Currently, the Americans with Disabilities Act (ADA) requires 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 disabled owners of electric vehicles to charge their vehicles in parking facilities that serve places of public accommodation.

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 considering our position.

Respectfully submitted,

KIRBY L. SHAW
Executive Director



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 27, 2024, 3pm

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



**Hawaiian
Electric**

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

SB 370

RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS

Tuesday, February 27, 2024
3:00 PM
State Capitol, Conference Room 224

Terea Macomber
Policy Strategy & Community Program Manager
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 SB 370, Relating to Electric Vehicle Charging Systems. This measure limits the exemption that allows owners of multiple parking facilities within the same county 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 within the same county is met.

Predictability and consistency of publicly accessible chargers are critical for electric vehicle (“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.

The lack of public electric vehicle charging supply equipment (“EVSE”), otherwise known as EV chargers is commonly cited as a barrier to EV adoption by those considering

purchasing an EV. While this bill helps increase the number of EVSE across the state, the language proposed in SB370 would not support geographic distribution of EVSE charging stations within a county. Geographic distribution is especially critical, as there are also many condos and multifamily housing on our neighboring islands 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.

While Hawaiian Electric supports SB 370, we would prefer the language in HB 2012, HD1 as it is a stronger bill to ensure the accessibility and equitability of EV chargers - both in quantity and geographical distribution. Thank you for the opportunity to testify.

Hawaii Electric Vehicle Association

hawaiiev.org
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February 26, 2024

SUPPORT FOR SB 370 - RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS

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

Hawaii Electric Vehicle Association **SUPPORTS** SB 370, which *“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.”*

SB 370 will help improve our public EV charging infrastructure across our state by removing a loophole that has allowed owners of large parking facilities to install fewer charging stations in *“one or more of their owned properties; provided that the scheduled requirement is met of the total number of aggregate spaces on all of their owned properties”*.

Recommended Amendment

SB 370 allows for the loophole to persist at the county level. We recommend that this measure be amended so that the aggregation is not done at all and that the requirement to install an electric vehicle charger is based on the number of stalls at each parking facility.

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



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

February 27, 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 **OPPOSE** SB 370. 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.

10% of the cars in the state of Hawaii are Electric Vehicle (EV) and of that the majority are on the island of Oahu. With new technology these cars are going further on their charges and neighbor island EV owners more than likely have charging at home.

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 neighboring islands and outside of urban 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 condominium does not have charging stations.** Businesses have put charging stations in those areas where the demand is high.

Mandating EV stalls without a substantial government subsidy or tax credit 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.**

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. Furthermore, other states received millions of dollars from a federal grant for EV charging, unfortunately Hawaii was NOT one of the states.

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 urban Honolulu where there is a dense population of condominiums that don't have charging stations in their buildings.

Government mandates like this does drive up the cost of doing business that in turn drives up the cost of living and continues 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.



LATE

Email: communications@ulupono.com

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

Tuesday, February 27, 2024 — 3:00 p.m.

Ulupono Initiative supports SB 370, Relating to Electric Vehicle Charging Systems.

Dear Chair Lee, Chair DeCoite, and Members of the Committees:

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 SB 370 and offers comments. This bill 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.

Ulupono is very supportive of policies and programs that can accelerate the state's transition to greater electric vehicle (EV) adoption, including measures that increase access to EV charging. The lack of access to charging is one of the top barriers to EV adoption.¹ This clearly plays out here since 80% of Hawai'i EV drivers predominantly charge at home.² However, more than 40% of Hawai'i residents live in multi-family unit housing and likely lack convenient home charging options.³ By ensuring that aggregated EV parking spaces remain in the same county, we believe that local communities will have better access to available EV charging stations.

While EV charging station access policies are much welcomed, we would like to highlight the need to support county permitting of these stations in order to streamline the development of important EV infrastructure. EV charging station permitting has become a huge barrier for increased access across our state and as a result the legislature should consider additional policies to support fast tracking county processes. The State and all four counties have committed to a clean transportation future, and measures such as this, along with streamlined permitting processes, will accelerate the transition to cleaner energy and transportation choices.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

¹ <https://www.osti.gov/biblio/1854730>

² <https://www.ulupono.com/media/xj4caveh/the-extra-mile-why-electric-vehicles-make-sense-for-hawaii-economy-environment-and-communities.pdf>

³ <https://dbedt.hawaii.gov/hhfdc/files/2017/03/Inventory-Report-2016.pdf>