

**STATE OF HAWAI'I
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
HOUSE COMMITTEE ON HOUSING
Wednesday, February 12, 2025, 9:00 AM
State Capitol, Conference Room 430

in consideration of
HB 346, HD 1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chair Evslin, Vice Chair Miyake, and Members of the House Committee on Housing:

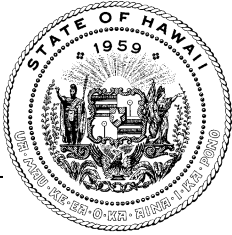
The Office of Planning and Sustainable Development (OPSD) supports HB 346, HD 1 which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

The inclusion of electric vehicle (EV)-ready parking stalls in new affordable housing projects is a forward-thinking initiative that aligns with Hawai'i's clean energy goals and ensures equitable access to emerging technologies.

Designing EV-ready parking stalls in affordable housing developments is a practical, cost-effective, and equitable strategy to support Hawai'i's clean energy laws. Leveraging and expanding these existing rebate programs to incentivize EV infrastructure during construction ensures that affordable housing developments are prepared for the future while enabling residents to actively participate in the clean energy transition.

Importantly, this bill underscores the State of Hawai'i's commitment to equity by ensuring that low-income and ALICE (Asset Limited, Income Constrained, Employed) households have affordable access to EV infrastructure, empowering these residents to share in the financial savings and environmental benefits of sustainable transportation.

Mahalo for the opportunity to testify on this measure



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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MARK B. GLICK
CHIEF ENERGY OFFICER

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON HOUSING

Wednesday, February 12, 2025
9:00 AM
State Capitol, Conference Room 430 and Videoconference

In Support of
HOUSE BILL 346 HD1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chair Evslin, Vice Chair Miyake, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers testimony in support on HB 346 HD1, which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

To meet Hawai'i's decarbonization goals, significant emissions reductions from ground transportation are required by 2030 to place the state on a trajectory toward achieving a net-negative carbon economy by 2045. HSEO's *Hawai'i Pathways to Decarbonization* report,¹ submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the transition to Zero-Emission Vehicles (ZEV) as a key strategy to reducing emissions in ground transportation. Expanding access to reliable electric vehicle (EV) charging, particularly for residents of multi-unit dwellings and affordable housing, is an essential component of this strategy.

Currently, Hawai'i has approximately 47 registered EVs per public charging port statewide,² the second worst ratio in the nation. This marks a decline from the previous year, when Hawai'i ranked third worst with 38 EVs per charging port.³ While EV adoption continues to grow, the expansion of charging infrastructure has not kept

¹ <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

² Alliance for Automotive Innovation: Get Connected Electric Vehicle Quarterly Report, Third Quarter 2024

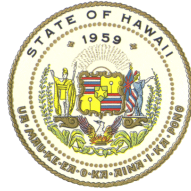
³ Alliance for Automotive Innovation: Get Connected Electric Vehicle Quarterly Report, Third Quarter 2023

pace—widening the gap by roughly 24% year over year. This lag in charging availability risks slowing the potential growth of EV adoption, particularly among residents without reliable access to home charging. Without expanded access to charging, particularly in underserved communities, achieving equitable EV adoption will remain challenging.

HB 346 HD1 directly addresses this challenge by incentivizing EV-ready parking stalls in affordable housing developments. This measure ensures that low- and moderate-income communities, who are often the most affected by transportation costs and environmental burdens, can participate in and benefit from the state's transition to a cleaner transportation system.

All three mitigation scenarios in the *Hawai'i Pathways to Decarbonization* report assume Hawai'i will achieve 100% ZEV light-duty vehicle sales by 2035, with 21% of registered light-duty passenger vehicles needing to be ZEVs by 2030. Achieving these goals requires policies that remove barriers to EV adoption, including access to charging infrastructure for residents in affordable housing. The HSEO supports HB 346 HD1 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.



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

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawaii DP
Director, Kauai DP
The Adjutant General
Manager, CZM

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission Co-Chair Mary Alice Evans and
Co-Chair Dawn N.S. Chang**

**Before the House Committee on
HOUSING**

**Wednesday, February 12, 2025
9:00 AM
State Capitol, Conference Room 430 & Videoconference**

**In consideration of
HOUSE BILL 346, HOUSE DRAFT 1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

House Bill 346 provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission consists of a multi-jurisdictional effort between 20 different departments, committees and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient. Emissions from ground transportation account for over half of energy emissions as noted in the 2019 Greenhouse Gas Inventory. Reducing emissions from ground transportation is one of the major focuses of the Commission, and a transition to clean renewable fueled vehicles is a crucial strategy to achieve State goals.

The electrification of transportation, the use of clean renewable fuels, and a rebate program could be critical in promoting this transition to clean transportation. For significant reductions to be made, all market segments in Hawai'i need to be addressed, including low- to moderate-income households. In its November 2018 statement supporting a price on carbon, the Commission emphasized that carbon fee program mechanisms should minimize regressivity. This bill addresses the Commission's position by empowering low- to moderate-income households who generally have a significantly lower adoption rate of electric vehicles (EVs) as a percentage of total vehicles in that neighborhood. For Hawai'i to achieve its goal of a net-negative carbon economy as soon as

practicable but no later than 2045, it is essential that everyone is afforded the opportunity to participate in the net negative carbon economy from an equity, economic, and technical perspective.

Transitioning to electric vehicles is more affordable in the long run. A typical EV owner will save \$6,000-\$12,000 over the lifespan of their car compared to owning a comparable gas powered car.¹ These cost savings come primarily from the lower cost to fuel and maintain an EV. EV owners spend 60% less to fuel their vehicle and 50% less to maintain their vehicles compared to gasoline equivalents.² Widespread adoption of EVs will both save consumers money and reduce the carbon emissions associated with gasoline powered vehicles.

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

¹ https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR_EVSavings_FACTSHEET_6.2023.pdf

² https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR_EVSavings_FACTSHEET_6.2023.pdf

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
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STATE OF HAWAII
PUBLIC UTILITIES COMMISSION
465 S. KING STREET, #103
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Testimony of the Public Utilities Commission

To the
House Committee on
Housing

February 12, 2025
9:00 a.m.

Chair Evslin, Vice Chair Miyake, and Members of the Committee:

Measure: H.B. No. 346, H.D. 1
Title: RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Position:

The Public Utilities Commission (“Commission”) supports this measure and offers the following comments for consideration.

Comments:

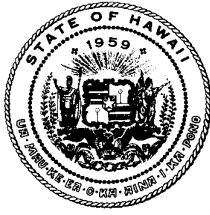
The Commission supports this measure to increase access to Electrical Vehicle (“EV”) charging infrastructure in new construction of affordable housing.

The Commission currently manages the Electric Vehicle Charging System (“EVCS”) Rebate Program in consultation with EV stakeholders and in cooperation with the program’s administrator, Hawaii Energy. The program directly supports the state’s decarbonization goals and provide benefits to Hawaii’s residents and businesses. This measure would support meaningful expansion to the program.

Equity is a high priority for the Commission, and we support the provisions of this measure to increase EV charging access for low-income communities. The Commission has worked with EV stakeholders to begin identifying communities that are underserved by EV charging infrastructure and may further explore equity measures related to transportation electrification in the Energy Equity proceeding, Docket No. 2022-0250. The Commission also notes that Hawaii Energy has partnered with Ulupono Initiative to offer a bonus rebate for the installation of Level 2 EVCS at affordable housing projects. The Commission supports the language of the measure that allows entities to simultaneously claim a rebate for a charging system as well as for an EV-ready parking stall. This will help to ensure that EV-ready stalls are actually furnished with charging systems, while

also ensuring Hawaii's low and moderate-income residents have equitable access to electrification of transportation resources.

Thank you for the opportunity to testify on this measure.



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

February 12, 2025

TESTIMONY TO THE HOUSE COMMITTEE ON HOUSING

House Bill 346 HD1 – Relating to Electric Vehicle Charging Infrastructure

The Disability and Communication Access Board (DCAB) offers comments on House Bill 346 HD1 – Relating to Electric Vehicle Charging Infrastructure. This bill provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

On September 3, 2024, the United States Architectural and Transportation Barriers Compliance Board published a proposed rule titled “Americans With Disabilities Act and Architectural Barriers Act Accessibility Guidelines; EV Charging Stations.” The deadline to comment was November 4, 2024, a final rule has not yet been published.

The proposed rule would establish various accessibility standards for the EV spaces and charging equipment. Notably, it contemplates two alternate scoping formulas for how many EV spaces in a parking facility would need to be accessible. DCAB submitted testimony stating a preference for all EV charging spaces to be designed as accessible (universal design), but in lieu of that advocated for the scoping formula requiring the highest percentage of EV charging spaces to be accessible. Given the uncertainty of the final rule, the Legislature may consider deferring House Bill 346 HD1. If the bill moves forward, the Committee may consider inserting language requiring the more stringent of the two proposed scoping formulas be met as a condition of rebate eligibility.

Table 249.3.1—EV Charging Spaces

Total number of EV charging spaces provided at an EV charging station	Minimum number of required accessible EV charging spaces
1	1.
2 to 25	2.
26 to 50	4.
51 and over	4, plus one for each 50, or fraction thereof over 50.

Thank you for considering our position.

Respectfully submitted,

KIRBY L. SHAW
Executive Director

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

House Committee on Housing

February 12, 2025; 9:00 a.m.

Conference Room 430 Via Videoconference

In consideration of

House Bill 346 HD1

Relating to Electric Vehicle Charging Infrastructure

Honorable Chair Evslin , Vice Chair Miyake, and Members of the Committee:

The County of Kaua'i is in **support** of House Bill 346 HD1, which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

The County of Kaua'i values Hawaii Energy's existing rebate program and has demonstrated its effect to stimulate electric vehicle charging adoption.

In 2021, the Kaua'i County Council passed a bill requiring new construction and major renovations of multi-family sites, including affordable housing, to include EV Ready for fifteen percent of parking stalls. Given that Kaua'i County already has requirements for EV-ready for our affordable housing projects, we support a targeted financial incentive to reduce the burden on the cost to developers. We also acknowledge that if we are advocating for increased electrification, it is especially important to build out infrastructure during construction to position property managers to more easily install chargers. This will allow people of any income bracket to be in a better position to adopt electric vehicles, whether it happens immediately or sometime in the future.

A rebate made specifically for affordable housing will support more equitable electrification of transportation across the state. Often, a barrier to electric vehicle charging adoption is not necessarily the purchase of the charger itself, but in the high costs associated with the charging infrastructure. 'EV Ready' construction is one of the most cost-effective strategies for expanding EVSE installations, exhibiting substantial savings as opposed to installing infrastructure post-construction. Not only is it more affordable to install EV ready during construction compared to retrofitting, but it also reduces the risk of a potential burden for higher costs to fall on residents down the line if housing projects eventually install EV chargers. By taking this action, the legislature can leverage valuable state funding to accelerate EVSE installations state-wide.

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

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

OFFICE OF CLIMATE CHANGE SUSTAINABILITY AND RESILIENCY

KE KE'ENA LOLI ANIAU MĀLAMA 'ĀINA A ME KE OLA LOA

CITY AND COUNTY OF HONOLULU

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RICK BLANGIARDI
MAYOR
MEIA



BENJAMIN SULLIVAN
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER
PO'O HO'OKŌ & KAHU OLA LOA

KEALOHA FOX
DEPUTY DIRECTOR &
CHIEF RESILIENCE OFFICER
HOPE PO'O & HOPE KAHU OLA LOA

WEDNESDAY, FEBRUARY 12, 2025, 9:00 A.M.

STATE OF HAWAII
HOUSE COMMITTEE ON HOUSING

**TESTIMONY ON HOUSE BILL 346, HD1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

BY,

BENJAMIN SULLIVAN
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

Dear Chair Evslin, Vice Chair Miyake, and Members of the Committee:

The City and County of Honolulu (“City”) Office of Climate Change, Sustainability and Resiliency (“Resilience Office”) **strongly supports** HB346, HD1, which provides rebates for eligible electric vehicle-ready (“EV-ready”) parking stalls in new construction of affordable housing.

The Resilience Office recognizes the need for solutions that drive down upfront and long-term costs of living, particularly for low- to- moderate (LMI) residents, and simultaneously reduce greenhouse gas pollution to meet our island’s pollution reduction goals. Zero emissions solutions for ground transportation are a key component to achieving our goals; however, as electric vehicle (EV) adoption expands exponentially, the cost of establishing a robust network of EV charging infrastructure remains a barrier.

Preparing our buildings and their residents for EVs at the time of new construction is one of the most cost-effective strategies we can utilize for expanding EV charging networks in Hawai‘i. Without this preparation, retrofits can be prohibitively expensive later on when there is increased demand for charging from tenants. The Resilience Office is particularly concerned for the impact of these latent costs on affordable housing projects and their occupants, which are currently exempt from EV-ready requirement provisions of the City’s energy conservation code. Incentives, like those provided in HB346, HD1, support long-term savings for LMI residents.

Chair Evslin and Vice Chair Miyake
HB346, HD1
February 10, 2025
Page 2

Thank you for the opportunity to testify in support of HB346, HD1. We look forward to continued discussions on how to provide adequate rebate amounts to help effectively cover the costs of supporting affordable housing in the transition to a clean economy.



Email: communications@ulupono.com

HOUSE COMMITTEE ON HOUSING
Wednesday, February 12, 2025 — 9:00 a.m.

Ulupono Initiative supports HB 346 HD 1, Relating to Electric Vehicle Charging Infrastructure.

Dear Chair Evslin and Members of the Committee:

My name is Mariah Yoshizu, and I am the Government Affairs Associate 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, clean transportation choices, and better management of freshwater resources.

Ulupono supports HB 346 HD 1, which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

Ulupono supports Hawai'i's reduction of fossil fuel use as we strive to meet the State's 100% renewable energy goal and its carbon net neutral goal by 2045. The current Electric Vehicle Charging System Rebate Program has been a critical catalyst to infrastructure development within the State.

In December 2023, the Hawai'i State Energy Office specifically recommended that we needed to “[p]ursue incentives for and streamline permitting for public EV charging infrastructure[.]” to meet our climate goals and exceed the current projected reductions of 54%.¹

Ulupono is very supportive of policies and programs that can accelerate the state's transition to greater electric vehicle (EV) adoption, especially ones that increase access to EV charging for low- to moderate-income households. The lack of access to charging is one of the top barriers to EV adoption.² This clearly plays out here since 80% of Hawai'i EV drivers predominantly charge at home.³ However, more than 40% of Hawai'i residents live in multi-family unit housing and likely lack convenient home charging options.⁴

¹ https://energy.hawaii.gov/wp-content/uploads/2024/01/Act-238_HSEO_Decarbonization_Report.pdf

² <https://www.osti.gov/biblio/1854730>

³ <https://www.ulupono.com/media/xj4caveh/the-extra-mile-why-electric-vehicles-make-sense-for-hawaii-economy-environment-and-communities.pdf>

⁴ <https://dbedt.hawaii.gov/hhfdc/files/2017/03/Inventory-Report-2016.pdf>

Investing in a Sustainable Hawai'i

Significant impact has been made from the rebate program with more than \$1.3 million expended so far to help install almost 300 charging stations, including those at affordable housing developments.⁵ Continued support is still needed as we increase our dependence of charging infrastructure to transition the economy away from fossil fuel-based mobility. We are supportive of the on-going attempt to serve low- and moderate-income communities more effectively, which helps to ensure that all community members stand to benefit from access to EVs.

As Hawai'i's energy issues become increasingly complex and challenging, we appreciate this committee's efforts to look at policies that support the continued implementation of renewable energy resources throughout the islands.

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu
Government Affairs Associate

⁵ <https://hawaiienergy.com/for-business/rebates-for-business/electric-vehicle-charging-stations/>



**Hawaiian
Electric**

TESTIMONY BEFORE THE HOUSE COMMITTEE ON HOUSING

**HB 346 HD1
Relating to Electric Vehicle Charging Infrastructure**

Wednesday, February, 12, 2025
9:00 AM
State Capitol, Conference Room 430

Timur Tufail
Commercial Strategy & Innovation Manager
Electrification of Transportation
Hawaiian Electric

Dear Chair Evslin, Vice Chair Miyake, and Members of the Committee,

My name is Timur Tufail and I am testifying on behalf of Hawaiian Electric in **support** of HB 346 HD1, which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

Hawaiian Electric recognizes that the transition to electric vehicles (EV) is a critical component of the State's efforts to reduce greenhouse gas emissions and achieve our renewable energy goals, especially to achieve the 2030 goal of reducing carbon emissions by 50% from 2005 levels. The 2024 Report to the Hawaii State Legislature, "Hawaii Pathways to Decarbonization," forecasts scenarios where all light-duty vehicle sales are zero-emission vehicles by 2035. However, limited availability of EV charging infrastructure, particularly for residents of apartment buildings, presents a significant barrier to widespread EV adoption. By providing rebates for the installation of EV-ready parking stalls in new affordable housing construction, this bill ensures that all residents, regardless of income level, can access the benefits of EV ownership. This

measure promotes environmental sustainability while also fostering equity by making clean transportation options available to low-income families.

HB 346 HD1 will also alleviate the financial burden on affordable housing developers to include EV charging infrastructure in their plans for new construction with the additional benefit of avoiding higher costs associated with retrofitting existing parking spaces.¹

Accordingly, Hawaiian Electric supports HB 346 HD1. Thank you for this opportunity to testify.

¹ See page 71 of the EoT Strategic Roadmap 2.0 at https://www.hawaiianelectric.com/documents/products_and_services/electric_vehicles/electrification_of_transportation_roadmap/20240531_eot_roadmap_2.pdf

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



February 9, 2025

SUPPORT FOR HB346 HD1 (RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE)

Dear Chair Evslin, Vice-Chair Miyake, and members of the Committee,

Hawaii Electric Vehicle Association supports HB346 HD1, which *provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.*

HB346 HD1 facilitates the installation of EV-ready infrastructure during construction. This future-proofs new housing projects and reduces the overall costs of the required infrastructure.

HB346 HD1 incentivizes the installation of EV-ready parking stalls in affordable housing projects. This measure will allow lower-income households to own and operate cost-effective electric vehicles by addressing a key barrier to EV adoption: inadequate access to charging infrastructure.

HB346 HD1 will enable a more equitable adoption of electric vehicles. Hawaii Electric Vehicle Association encourages its passage.

Thank you for the opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Morin".

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.



Before the House Committee on Housing
Wednesday, February 12, 2025 at 9:00 a.m.

Testimony in Support of HB 346 HD1: Relating to Electric Vehicle Charging Infrastructure

Chair Evslin, Vice Chair Miyake, and Members of the Committee:

Thank you for the opportunity to testify in support of and provide comments on House Bill 346 HD1.

Hawai'i Energy works to empower island families and businesses on behalf of the Hawai'i Public Utilities Commission (PUC) to make smart energy choices to reduce energy consumption, save money, and pursue a 100% clean energy future. Energy efficiency – the energy we do not use – is the cheapest option to help us achieve our 100% clean energy goal by eliminating waste and being more efficient.

Hawai'i Energy applauds the legislature's efforts to support the continued impact of electrical vehicle charging station (EVCS) infrastructure on Hawai'i's residents and businesses as an integral component of the State's Clean Energy Initiative, which calls for Hawai'i to achieve 100% clean energy by 2045.

On behalf of the PUC, Hawai'i Energy administers the state-funded EVCS Incentive Program, which was established through Act 75 (2021) and Act 202 (2022) by the Hawai'i State Legislature. We are proud to already be emphasizing EVCS installations for our underserved communities via a bonus incentive for affordable housing developments for AC Level 2 single- and multi-port EV charging stations with network connectivity. The bonus incentive, which is in addition to the state-funded rebate, is \$5,000 per station for existing affordable housing developments, and \$1,500 per station for new affordable housing developments.

House Bill 346 HD1 expands the state-funded EVCS Incentive Program to offer rebates to new affordable housing developments to install the power-capacity and wiring necessary to make parking lots "electric vehicle ready." Giving rebates to affordable housing developments that are built as "electric vehicle ready" will only further accelerate our important momentum toward making electric vehicles more affordable to our local families. That, in turn, will only further accelerate Hawai'i's overall pursuit of a 100% clean energy future.

Thank you for the opportunity to testify in support of House Bill 346 HD1.

Sincerely,
Caroline Carl
Executive Director
Hawai'i Energy

HB-346-HD-1

Submitted on: 2/10/2025 11:51:30 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Kauai Climate ACTION Coalition, Small Biz Owner	Support	Written Testimony Only

Comments:

Kauai Climate Action Coalition Strongly Support Tax credits this bill offers with amendments calling for a minimum charging rate of 32amps per stall and to go up to 40Amps per stall starting in 2027. Furthermore, we would love to see 20% of the parking lots level 3 and 5% of the lots Level 3 chargers! This will help ALICE residents financially the most and give all residents and visitors cleaner air to breathe and reduce Ocean Acidification that is Killing our precious coral reefs and harming other Ocean wildlife! Today, MANY EVs are cheaper at time of purchase and certainly total cost of ownership and EVs continue to fall in Price along with charging infrastructure hardware! In addition, this bill and any actions also stimulate good green jobs and stops sending money off island to for-profit fossil fuel companies that have and continue to destroy the ‘ānia! Please act boldly on this bill! Imua>>>

Steve Parsons, Kauai Climate Action Coalition-Lead



HOUSE COMMITTEE ON HOUSING

FEBRUARY 12TH, 2025

HB 346, HD1, RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

POSITION: SUPPORT

Coalition Earth **supports** HB 346, HD1, relating to electric vehicle charging infrastructure, which provides rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding. Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Just two years ago, we witnessed the impact of the climate emergency on our shores. On August 8, 2023, wildfires swept across Maui and killed at least 100 people, making it one of the nation's deadliest natural disasters. The spread of the fires has been attributed to climate change conditions, such as unusually dry landscapes and the confluence of a strong high-pressure system to the north and Hurricane Dora to the south. The wildfires destroyed over 2,200 structures, including numerous residential buildings, historic landmarks, and school facilities. In September

2023, a report from the United States Department of Commerce estimated the total economic damage of the wildfires to be roughly \$5.5 billion. Investing in renewable energy generation could not be more urgent, given the growing threat of climate catastrophes to our island home.

Therefore, **our state should take steps to accelerate our transition to a clean energy economy and continue our fight against climate change, including by increasing access to electric vehicles and EV-ready charging stations.** A growing number of people are adopting electric vehicles in Hawai'i. As of March 2022, there were about 19,000 registered electric vehicles in the state—a 35 percent increase from the prior year—and 24,000 hybrid vehicles. Yet, a lack of sufficient charging infrastructure presents a persistent impediment to expansion, especially for renters or and residents who live in apartment buildings, especially with regard to construction for low- and middle-income families.

We note that according to the National Low-Income Housing Coalition's *Out of Reach 2023* report, there are 38,606 renter households earning below 30 percent of area median income (21 percent of renter households) in the islands and 66,692 renter households earning below (36 percent of renter households) earning below 50 percent of area median income. This barrier creates an equity issue for low-income families who are unable to access the savings associated with electric vehicle ownership because they lack access to charging infrastructure and the fundamental financial security necessary to pursue clean transportation opportunities.

Coalition Earth is a nongovernmental organization that works to preserve the well-being of people and our planet. We champion policies that advance climate resilience, clean energy, public health, and economic fairness for working families. Contact us at info@coalitionearth.org.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Housing

February 12, 2025 at 9:00AM
Conference Room 430

HB 346 HD 1 Relating to Electric Vehicle Charging Infrastructure

Dear Chair Evslin, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 346 HD 1, and offers amendments to improve the bill**, which would provide rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.

The OahuMPO supports the intention of the bill, and would like to make the following recommendations to support those who bike, living in future affordable housing developments:

1. Add the following language to include secure bike parking, lockers, and showers for employees. The OahuMPO recommends the following changes to section 2 (a) (b) (c), in red:

The purpose of this Act is to provide incentives for electric vehicle-ready new construction **and secure bike parking** for affordable housing by providing rebates for the installation of eligible electric vehicle-ready parking stalls **and secure bike parking** for new construction of affordable housing.

SECTION 2. Section 269-72, Hawaii Revised Statutes, is amended to read as follows:

"§269-72 Electric vehicle charging infrastructure and secure bike parking; rebate program. (a) The public utilities commission, in consultation with electric vehicle **and bike** stakeholders and the Hawaii state energy office, shall administer a rebate program that incentivizes the installation or upgrade of electric vehicle charging infrastructure **and secure bike parking** as provided in this section, and may contract with a third-party administrator pursuant to section 269-73 to operate and manage the rebate program.

(b) An applicant may be eligible for a rebate under the rebate program if the applicant:

(1) Installs a new electric vehicle charging system where none previously existed to either:

- (A) An alternating current Level 2 station with one or more ports that provide electricity to one or more electric vehicles; or
- (B) A direct current fast charging system;
- (2) Upgrades an existing electric vehicle charging system to either:
 - (A) An alternating current Level 2 station with one or more ports that provide electricity to one or more electric vehicles; or
 - (B) A direct current fast charging system; or
- (3) Installs an electric vehicle-ready parking stall in new construction of affordable housing; provided that fifty per cent of the total number of electric vehicle-ready parking stalls installed in a project shall be eligible for a rebate under this paragraph.

(4) Installs secure bike parking where none previously existed.

- (c) Subject to subsection (f), rebates shall be distributed as follows:
 - (1) Each eligible installation of an electric vehicle charging system shall receive:
 - (A) Up to \$2,000 for the installation of an alternating current Level 2 station with one port;
 - (B) Up to \$4,500 for the installation of an alternating current Level 2 station with two or more ports; and
 - (C) Up to \$35,000 for the installation of a direct current fast charging system;
 - (2) Each eligible upgrade of an electric vehicle charging system shall receive:
 - (A) Up to \$1,300 for the upgrade to an alternating current Level 2 station with one port;
 - (B) Up to \$3,000 for the upgrade to an alternating current Level 2 station with two or more ports; and
 - (C) Up to \$28,000 for the upgrade to a direct current fast charging system;

and

- (3) Each eligible installation of an electric vehicle-ready parking stall for new construction of affordable housing shall receive up to \$1,750 for the installation of an alternating current Level 2 station-; **and**

(4) Each eligible installation of secure bike parking infrastructure on existing affordable housing and new construction of affordable housing shall receive:

- (A) Up to \$1,000 for the installation of secure bike parking infrastructure.**

2. Add the following language to include secure bike parking, lockers, and showers for employees. The OahuMPO recommends the following changes to section 2 (e) (f) (g) (h), in red:

(e) This section shall apply to electric vehicle charging systems **and secure bike parking** that are installed or upgraded after December 31, 2019, and electric vehicle-ready parking stalls **and secure bike parking** that are installed after July 1, 2025.

(f) Applicants shall submit applications to the public utilities commission within twelve months of the date that the newly installed, ~~or~~ upgraded charging system,

or secure bike parking is placed into service or the electronic vehicle-ready parking stall is installed to claim a rebate from the rebate program. Failure to apply to the commission within twelve months of the date that the newly installed or upgraded charging system is placed into service, ~~or~~ the electric vehicle-ready parking stall, **or secure bike parking** is installed shall constitute a waiver of the right to claim the rebate. Rebates shall be subject to available funds, and the program administrator shall not approve additional rebates for the remainder of the fiscal year after program funds have been fully exhausted.

(g) Nothing in this section shall alter taxes due on the original purchase or upgrade price of an electric vehicle charging system, ~~or~~ the infrastructure for an electric vehicle-ready parking stall, **or secure bike parking** before the application of the rebate. Any rebate received pursuant to the electric vehicle charging infrastructure **and secure bike parking** rebate program shall not be considered income for the purposes of state or county taxes.

(h) In administering the electric vehicle charging infrastructure **and secure bike parking** rebate program, the public utilities commission shall give consideration to the following guidelines:

(1) Priority should be given to electric vehicle charging systems **and secure bike parking** that are publicly available; serve multiple tenants, employees, or customers; serve electric vehicle fleets; support the visitor industry in transitioning to clean transportation; or serve low-income, moderate-income, or environmental justice communities; and to electric vehicle-ready parking stalls **and secure bike parking** in new construction of affordable housing units;

3. Add the following language to include secure bike parking, lockers, and showers for employees. The OahuMPO recommends the following changes to section 2 (i), in red:

(i) Nothing in this section shall prevent an entity from claiming in the same taxable year a rebate under the electric vehicle charging infrastructure **and secure bike parking** rebate program for installation or upgrade of an electric vehicle charging system **and secure bike parking** and installation of an electric vehicle-ready parking stall **and secure bike parking** for new construction of affordable housing.

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), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.¹ Providing more electric vehicle charging and secure bike parking can help more people save on their transportation costs, reduce transportation emissions and traffic congestion, and improve transportation choices.

Thank you for the opportunity to provide testimony on this measure.

¹ https://oahumpo.org/?wpfb_dl=2215



To: The House Committee on Housing (HSG)
From: Sherry Pollack, Co-Founder, 350Hawaii.org
Date: Wednesday, February 12, 2025, 9am

In support of HB346 HD1

Aloha Chair Evslin, Vice Chair Miyake, and Housing 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 HB346 HD1** that provides rebates for eligible electric vehicle ready parking stalls for new construction of affordable housing.

Parking stalls for affordable housing units are not constructed to be electric vehicle ready because of the added cost and because affordable housing is exempted from electric vehicle ready county requirements. But for Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. **And in a just transition, no one is left behind.**

Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. Clearly, adequate vehicle charging infrastructure is a MUST for the democratization of transportation. To adopt electric cars, everyone must have access to charging. Providing incentives for electric vehicle ready new construction for affordable housing, as in HB346 HD1, is an effective step to address this important equity issue.

Mahalo for the opportunity to testify.

Sherry Pollack
Co-Founder, 350Hawaii.org

**Citizens' Climate Lobby
Hawaii**

hi.ccl.lobby@gmail.com



February 10, 2025

SUPPORT FOR HB 346 HD1 (RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE)

Dear Chair Evslin and members of the HSG Committee,

On behalf of the Citizens' Climate Lobby (CCL)¹ Hawai'i, I'm testifying in **Support of HB346 HD1**, which if enacted, would **provide rebates for the installation of eligible electric vehicle-ready parking stalls for new construction of affordable housing.**

Personal transportation is a major contributor to our greenhouse gas emissions. To reduce these emissions, we need to convert the existing fleet of gasoline powered vehicles to EVs. One of the largest barriers to people buying EVs is the lack of charging infrastructure, especially for lower-income families. This bill will reduce this barrier by incentivizing the installation of EV ready parking stalls.

Furthermore, installing EV-ready infrastructure during construction costs much less than retrofits. This is especially true when parking stalls are involved, and retrofits may require excavation and repaving work.

Please pass HB346 HD1 out of your committee.

Respectfully,

A handwritten signature in blue ink that reads 'Paul Bernstein'.

Paul Bernstein

CCL Hawai'i State Co-Coordinator

¹ CCL Hawai'i has over 960 members in four chapters: Hawaii Island, Honolulu, Kauai, and Maui. CCL National has several hundred chapters throughout the US with tens of thousands of members.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 11, 2025

TO: Representative Luke Evslin
Chair, Committee on Housing

Representative Tyson Miyake
Vice Chair, Committee on Housing

Submitted Via Capitol Website

FROM: Tiffany Yajima

RE: **H.B. 346 H.D.1 – Relating to Electric Vehicle Charging Infrastructure**
Hearing Date: Wednesday, February 12, 2025 at 9:00 a.m.
Conference Room: 430

Dear Chair Evslin, Vice Chair Miyake and Members of the Committee,

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of H.B. 346, H.D.1, Relating to Electric Vehicle Charging Infrastructure, which would provide rebates for the installation of EV-ready parking stalls for new construction of affordable housing.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

A sustainable and equitable transition to electrification will require public and private collaboration across various industries and sectors. By 2025, the auto industry will have invested more than \$330 billion to reach the goal of an electrified future. The auto industry is ramping up by delivering a new generation of ZEVs that includes 130 models for sale in the U.S. market by 2026, up from over 70 models today.

This measure would broaden the eligibility requirements for the state’s EV rebate program to include EV-ready parking stalls in new construction of affordable housing, in addition to the existing rebates for new and existing EV charging systems. Expanding the program to affordable housing development not only

incentivizes developers to plan for EV infrastructure but also makes electric vehicle adoption more accessible and affordable for consumers. For these reasons, we support this measure and ask you to pass this bill.

Thank you for the opportunity to submit this testimony.

HB-346-HD-1

Submitted on: 2/6/2025 9:37:00 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Kunitake	Individual	Support	Written Testimony Only

Comments:

I support this bill.

HB-346-HD-1

Submitted on: 2/7/2025 9:24:16 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

This is a good bill that should help Hawaii meet our goals for conversion to 100% clean renewable energy. Please pass HB346.

HB-346-HD-1

Submitted on: 2/7/2025 2:21:56 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Rick Collins	Individual	Support	Written Testimony Only

Comments:

I support this measure as it allows working families the opportunity to have on-site charging for new building projects and affordable housing projects. This will make electric cars more affordable for the working class families and get us closer to 100% renewables. Please pass this measure out of your committee.

Mahalo, Rick Collins

HB-346-HD-1

Submitted on: 2/8/2025 5:17:17 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

Strong support. Thank you.

HB-346-HD-1

Submitted on: 2/8/2025 5:46:58 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
B.A. McClintock	Individual	Support	Written Testimony Only

Comments:

HB346 HD1 would provide incentives for electric vehicle ready new construction for affordable housing. Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. As we transition away from gas vehicles, we need to take close account of our LMI/ALICE communities. They have economic concerns that must be accounted for as we decarbonize our transportation sector.

-- For Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. To adopt electric cars, everyone must have access to charging. And in a just transition, no one is left behind. Mahalo.

HB-346-HD-1

Submitted on: 2/8/2025 7:24:06 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
ANDREW ISODA	Individual	Support	Written Testimony Only

Comments:

HB346 HD1 would provide incentives for electric vehicle ready new construction for affordable housing. Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. As we transition away from gas vehicles, we need to take close account of our LMI/ALICE communities. They have economic concerns that must be accounted for as we decarbonize our transportation sector.

-- For Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. To adopt electric cars, everyone must have access to charging. And in a just transition, no one is left behind.

Mahalo,
Andrew Isoda
Lahaina, Mau'i

HB-346-HD-1

Submitted on: 2/9/2025 7:05:58 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Katherine Fryer	Individual	Support	Written Testimony Only

Comments:

I strongly support HB346 HD1, which would provide incentives for electric vehicle charging in newly constructed low-cost housing. Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. For Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. And to achieve a just transition, we must make clean, renewable energy available to everyone.



To: The Honorable Representative Luke Evslin, Chair, the Honorable Tyson Miyake, Vice Chair, and Members of the Committee on Housing.

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: Hearing HB346 HD1 RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Hearing: Tuesday February 12, 2025 9:00 a.m.

Aloha Chair Evslin, Vice Chair Miyake, and Energy and Members of the Committee on Housing:

The mission of the Climate Protectors Hawai'i is to educate and engage the local community in climate change action, to help Hawai'i show the world the way back to a safe and stable climate.

The Climate Protectors Hawai'i STRONGLY SUPPORTS HB346 HD1!

HB346 HD1 provides rebates for eligible electric vehicle-ready parking stalls for new construction of affordable housing. **New affordable housing should prepare for the day, coming soon, when electric vehicles will be the norm. It will be far more expensive to retrofit parking spaces with electric vehicle charging capacity than to install that capacity up front.**

Access to electric vehicle charging infrastructure presents a barrier and an **equity issue for low income and some middle-income families** who are unable to access the savings and other benefits associated with electric vehicle ownership because they **lack access to charging infrastructure**. As we transition away from gas vehicles, we need to include our LMI/ALICE communities. They have economic concerns that must be accounted for as we decarbonize our transportation sector. **To adopt electric cars, everyone must have access to charging. And in a just transition, no one is left behind.**

Ground transportation is a key sector for reducing Hawaii's **greenhouse gas emissions** and reaching our target to be carbon negative in or before 2045. Affordable housing should be part of that effort.

Please pass this bill.

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)

HB-346-HD-1

Submitted on: 2/10/2025 7:06:33 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Maurer	Individual	Support	Written Testimony Only

Comments:

For Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. To adopt electric cars, everyone must have access to charging. And in a just transition, no one is left behind.

HB-346-HD-1

Submitted on: 2/10/2025 7:41:45 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Daniela Escontrela	Individual	Support	Written Testimony Only

Comments:

HB346 HD1 would provide incentives for electric vehicle ready new construction for affordable housing. Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. As we transition away from gas vehicles, we need to take close account of our LMI/ALICE communities. They have economic concerns that must be accounted for as we decarbonize our transportation sector.

HB-346-HD-1

Submitted on: 2/10/2025 9:09:07 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ann V Saffery	Individual	Support	Written Testimony Only

Comments:

Aloha All,

I strongly support HB346 HD1

Mahalo,

Ann V Saffery

HB-346-HD-1

Submitted on: 2/10/2025 1:08:36 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shannon Rudolph	Individual	Support	Written Testimony Only

Comments:

SUPPORT!

HB-346-HD-1

Submitted on: 2/10/2025 1:25:34 PM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Brodie Lockard	Individual	Support	Written Testimony Only

Comments:

-- HB346 HD1 would provide incentives for electric vehicle ready new construction for affordable housing. Access to vehicle charging infrastructure presents a barrier and an equity issue for low-income families who are unable to access the savings and other benefits associated with electric vehicle ownership because they lack access to charging infrastructure. As we transition away from gas vehicles, we need to take close account of our LMI/ALICE communities. They have economic concerns that must be accounted for as we decarbonize our transportation sector.

-- For Hawaii to achieve its sustainable transportation and climate goals, we must electrify ground transportation on our islands as soon as possible. To adopt electric cars, everyone must have access to charging. And in a just transition, no one is left behind.

HB-346-HD-1

Submitted on: 2/11/2025 8:45:54 AM

Testimony for HSG on 2/12/2025 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Lana Brodziak	Individual	Support	Written Testimony Only

Comments:

Please support this bill to help encourage more use of electric vehicles.