



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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CHIEF ENERGY OFFICER

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON
ENERGY AND INTERGOVERNMENTAL AFFAIRS
AND
GOVERNMENT OPERATIONS**

Tuesday, March 18, 2025
3:00 PM
State Capitol, Conference Room 016 and Videoconference

In Support of
HOUSE BILL 344 HD1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports HB 344 HD1, which requires at least 25% of parking stalls in new State building projects to be electric vehicle (EV) charger-ready. The bill also directs HSEO to survey State facilities and identify high-priority sites for EV charging retrofits. Additionally, establishes a goal to retrofit State facilities to be electric vehicle charger-ready and appropriates funds to the HSEO.

The HSEO acknowledges the critical need for expanded EV charging infrastructure to support the growing adoption of electric vehicles. Transportation emissions make up the largest share of Hawai'i's energy-related greenhouse gas emissions, with ground transportation alone accounting for 36%, according to the most recent Greenhouse Gas Emissions Report.¹ For Hawai'i to meet its statutory target to sequester more greenhouse gases than emitted by 2045, programs that support the adoption of cleaner transportation options will be necessary. The HSEO's Hawai'i

¹ State of Hawaii, Department of Health. Greenhouse Gas Inventory: [Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 \(hawaii.gov\)](#)

Pathways to Decarbonization report, submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the transition to Zero Emission Vehicles (ZEVs) as a key strategy to meeting the 2045 target.²

Hawai'i ranks third among states in the number of registered light-duty EVs per registered vehicle, but second to last in public charging availability, with 47 EVs per public charger – seven times higher than the ratio recommended by the California Energy Commission (CEC) for a well-supported EV market.³ Even if the CEC estimate is not directly applicable to Hawai'i, the shortfall in charging infrastructure highlights a clear gap in meeting demand and supporting continued EV adoption. Hawai'i needs to expand access to EVs and EV charging beyond the early adopters in single family unit dwellings. HB 344 HD1 will support the adoption of EVs by employees living in multi-unit dwellings who often lack reasonable access to regular charging, thus fostering equity in electric vehicle (EV) adoption.

The HSEO offers the following **comments**:

- 1) The HSEO does not have the authority to require other State agencies to install retrofits for make ready infrastructure and EV charging systems.
- 2) The HSEO recommends modifying the language regarding 'State facilities that include parking' to explicitly include standalone state-owned parking lots—those not physically attached to a building but still serving State facilities. Revising the language to 'State facilities that include parking, including but not limited to State-owned parking lots that serve a State facility, regardless of whether they are physically attached to a building' would clarify their inclusion in the survey and retrofitting efforts. Expanding the scope in this way would better support the goal of increasing EV charging availability across the state.
- 3) While Level 2 charging remains the preferred standard for new construction, the HSEO recommends that for retrofitting existing high-priority sites, the bill allow for the consideration of Level 1 and/or level 3 charging where appropriate. Level 1 charging can be a cost-effective solution in locations where full Level 2

² Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#)

³ From Alliance for Automotive Innovation “[Get Connected Electric Vehicle Quarterly Report, Third Quarter, 2024](#)”

installation may be infeasible due to electrical infrastructure limitations, yet where access to level 1 charging would still provide significant benefits given limited commuting ranges. Similarly, if circumstances allow and space is limited a level 3 charger may provide for the greatest benefit to meet charging needs.

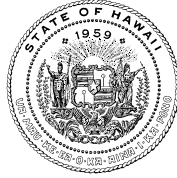
4) The HSEO requests confirmation on the wording in Section 5 that funding is for the HSEO to conduct cost assessments or contract for installations if funding allows, and facility owners are amendable to installing charging infrastructure.

The HSEO notes that if the State were to adopt the findings from the detailed cost assessment of priority parking facilities direction and funding could be provided to implement the recommendations of the report.

HB 344 HD1 represents a significant step toward making EV charging more accessible and supporting State decarbonization goals. The HSEO supports HB 344 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.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'AINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWÉ LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY
OF
KEITH A. REGAN, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE COMMITTEES ON

ENERGY AND INTERGOVERNMENTAL AFFAIRS
GOVERNMENT OPERATIONS

MARCH 18, 2025, 3:00 P.M.
CONFERENCE ROOM 016 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B. 344, H.D. 1

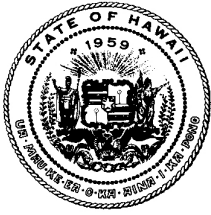
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Members of the Committees, thank you for the opportunity to submit testimony on this measure.

The Department of Accounting and General Services (DAGS) **supports** of H.B. 344, H.D.1 which requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready; requires the Hawai'i State Energy Office, in consultation with the DAGS and Department of Transportation, to conduct a survey and identify certain high-priority state facilities; establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready; and requires a report to the Legislature.

We believe that the Hawaii State Energy Office (HSEO) is the appropriate agency to lead the efforts outlined in this measure. The department is committed to supporting the HSEO in their analysis of parking facilities currently managed by DAGS.

Thank you for the opportunity to provide testimony 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)

March 18, 2025

TESTIMONY TO THE SENATE COMMITTEES ON ENERGY AND INTERGOVERNMENTAL AFFAIRS, AND GOVERNMENT OPERATIONS

House Bill 344 HD1 – Relating to Electric Vehicle Charging Infrastructure

The Disability and Communication Access Board (DCAB) would like to offer comments on House Bill 344 HD1 – Relating to Electric Vehicle Charging Infrastructure. This bill would require the design of all new state building constructions where parking is included to provide at least twenty-five percent of parking stalls be electric vehicular charger-ready.

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”, Federal Register, Vol. 89, No. 170, Docket No. ATBCB-2024-0001. The deadline for comments 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. Given the uncertainty of the final rule, the Legislature may wish to defer House Bill 344 HD 1. If the bill is to move forward, the Committee may wish to insert language adopting the more stringent of the two proposed scoping formulas.

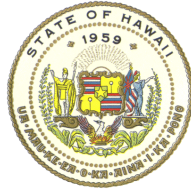
Table 249.3.1—EV Charging Spaces

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 comments.

Respectfully submitted,

KIRBY L. SHAW
Executive Director



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
ENERGY AND INTERGOVERNMENTAL AFFAIRS
And
GOVERNMENT OPERATIONS**

**Tuesday, Wednesday 18, 2025
3:00 PM
State Capitol, Conference Room 016 & Videoconference**

**In consideration of
HOUSE BILL 344, HOUSE DRAFT 1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

House Bill 344 HD1 requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready. The bill requires the Hawaii State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities. Establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready and appropriates funds.

The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) **supports** this measure provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request and offers the following comments. 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 emissions 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

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 14, 2025

SUPPORT FOR HB344 HD1 (RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE)

Dear Chair Wakai, Vice-Chair Chang, and members of the Committee,

Hawaii Electric Vehicle Association supports HB344 HD1, which *requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready. Requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities. Establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.*

HB344 HD1 will future-proof new construction with EV-charger-ready infrastructure. This will enable a cost-effective deployment of actual charging equipment. It will also facilitate the retrofit of existing state facilities with charging infrastructure.

HB344 HD1 will ultimately increase the number of EV charge points across our state and support our clean energy and sustainable transportation goals.

Please pass HB344 HD1.

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.

1 1 2 3 4 5 6 7

bill would help to ameliorate this problem.

The price of EVs is dropping and in many cases the life cycle costs of EVs is less than those of equivalent ICEVs. But for lower income households with no ability to charge a vehicle to take advantage of these cost savings, the state needs to expand its charging infrastructure; this bill would help do just that.

Installing EV-ready infrastructure during construction costs much less than retrofits and encourages the addition of EV chargers.

Additional chargers improve access to charging, giving consumers another reason to purchase an electric vehicle.

EVs help cut greenhouse gas emissions from transportation and support Hawai'i's plan to reach net zero emissions by 2045.

For the foregoing reasons, Carbon Cashback Hawaii urges the committee to pass the bill.

"Reducing emissions while helping Hawaii's families."

CarbonCashbackHawaii.org
CarbonCashbackHawaii@gmail.com



HB-344-HD-1

Submitted on: 3/15/2025 8:56:28 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
laurel brier	Testifying for Kauai Climate Action Coalition	Support	Written Testimony Only

Comments:

We need to increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Give the people greater access to potentially lower cost transportation options. Electrification of the transportation sector will lower our greenhouse gas emissions.



Email: communications@ulupono.com

SENATE COMMITTEES ON ENERGY AND INTERGOVERNMENTAL AFFAIRS &
GOVERNMENT OPERATIONS
Tuesday, March 18, 2025 — 3:00 p.m.

Ulupono Initiative supports HB 344 HD 1, Relating to Electric Vehicle Charging Infrastructure.

Dear Chair Wakai, Chair McKelvey 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, clean transportation choices, and better management of freshwater resources.

Ulupono supports HB 344 HD 1, which requires the design of all new state buildings where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready; requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities; and establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

In December 2023, the Hawai'i State Energy Office specifically recommended that Hawai'i needs 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 The lack of access to charging is one of the top barriers to EV adoption.² As such, additional action is required, and making our state facilities EV charger-ready is a positive move.

The Public Utilities Commission (PUC) designed time-of-use rates that economically incentivize using electricity during the day. Unfortunately, this rate design creates some challenges when compared to the average EV driver's charging pattern, which generally favors vehicle charging during the evening or overnight when the vehicle is at home and not in use. Therefore, as this bill identifies, there is a need to invest in workplace charging, to better align the “charging opportunity” with lower cost time-of-use rates. Ulupono commends the Legislature in its efforts to lead by example, creating a pathway to develop robust workplace charging at state facilities, both as retrofits and in any new facility

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

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

construction.

Requiring qualifying facilities to be “EV-ready” is smart future-proofing. In 2021, the International Code Council (ICC) updated its building standards to include EV-ready provisions. One main rationale was that the cost of retrofits is significantly more expensive than when installed upfront, and such an upfront investment is a relatively small part of the total building cost. In some cases, EV-ready costs were an estimated 0.13–0.17% of total construction costs, usually \$1,000 per space or less.³ Other examples from California demonstrate that retrofits easily cost 2–8x as much as making new developments EV-ready.⁴ Ulupono’s own research shows that a typical structured parking space can cost \$42,000–\$57,000 per space to build, so this relatively low incremental amount seems worth the option to expand EV access.⁵

In the PUC’s white paper titled “2024 Inclinations on the Future of Energy in Hawaii”⁶ published January 2025, the Commission states that “EV charging infrastructure in Hawaii substantially lags public demand and unless consumers have access to charging at home, access to chargers is woefully inadequate ... Charging infrastructure must be common enough for EVs to be a viable choice for all consumers.”

As our energy issues become more complex and challenging, we appreciate this committee’s efforts to look at policies that support much needed clean ground transportation infrastructure.

Thank you for the opportunity to testify.

Respectfully,

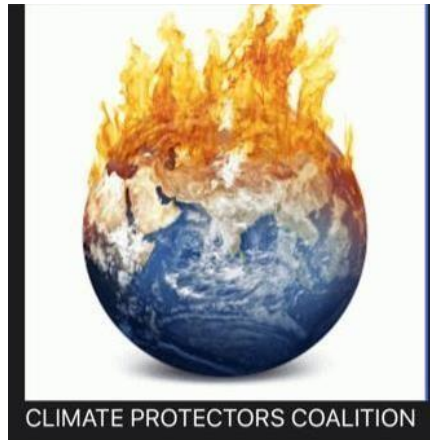
Micah Munekata
Director of Government Affairs

³ <https://www.cleanenergy.org/blog/ev-readiness-and-why-we-need-it-now/#:~:text=As%20a%20percentage%20of%20total,about%20%24920%20per%20parking%20spot.>

⁴ https://www.energy.wsu.edu/documents/Regional%20Code%20Collab_EV%20Research%20Summary_7-20.pdf

⁵ <https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf?sha=27ef1b3a>

⁶ https://puc.hawaii.gov/wp-content/uploads/2025/01/Hawaii-PUC-Energy-Inclinations-White-Paper-FINAL.12.31.24_signed.pdf



To: The Honorable Senators Glenn Wakai and Angus McKelvey, Chairs, the Honorable Senators Stanley Chang and Mike Gabbard, Vice Chairs, and Members of the Committees on Energy and Intergovernmental Affairs and Government Operations.

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

Re: Hearing HB344 HD1 RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Hearing: Tuesday March 18, 2025 3:00 p.m.

Aloha Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Members of the Committees on Energy and Intergovernmental Affairs and Government Operations!

The mission of the Climate Protectors Hawai'i is to educate and engage the local community in climate change action.

The Climate Protectors Hawai'i STRONGLY SUPPORTS HB344 HD1!

Hawai'i needs to cut ground transportation emissions to sequester as much or more greenhouse gases than it emits as soon as practicable, not later than 2045, as required by law. The transition to zero emission vehicles is needed to reduce greenhouse gas emissions from ground transportation. The lack of electric vehicle chargers in public is a major barrier to transitioning to these zero emission vehicles.

This bill requires that beginning in July 2026, new State buildings where parking is to be included shall provide that at least twenty-five percent of parking stalls be electric vehicle charger-ready. This requirement **will save the State money** in comparison to installing chargers later as retrofits and **provide a benefit to State employees**, especially those who live in multi-unit housing without reasonable home charger access. Putting EV chargers in workplaces **will benefit all electric utility customers** because daytime is off-peak for the utility grid and coincides with renewable electricity generation, whereas charging at home after work adds to peak power costs.

Please pass this bill!

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



To: The Senate Committee on Energy and Intergovernmental Affairs (EIG)
and
The Senate Committee on Government Operations (GVO)
From: Sherry Pollack, Co-Founder, 350Hawaii.org
Date: Tuesday, March 18, 2025, 3pm

In support of HB344 HD1

Aloha Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and members of the EIG and GOV committees,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org is in **strong support of HB344 HD1** that requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready. This measure further requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities, and establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready.

The State should lead by example by expanding workplace charging availability in facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big a worry for EV-driving condo-dwellers, renters, and potential EV buyers. While there are many in our community who have the benefit of home EV charging, many of our residents live in apartments, condos, or rentals and don't have this convenience. For them to adopt electric cars, they must have access to reliable and ubiquitous public charging, including workplace charging.

Most importantly, electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. They are the future for Hawaii. A future we must begin now. Requiring that the design of new state facilities be electric vehicle charger-ready will save taxpayers from expensive retrofit costs later on as we fully transition to clean energy transportation.

To achieve Hawaii's sustainable transportation and climate goals, we must decarbonize ground transportation as soon as possible. This bill supports those efforts. Workplace charging is a very effective strategy to accelerate Hawaii towards our clean transportation future. Please support and pass this important measure.

Mahalo for the opportunity to testify.

Sherry Pollack
Co-Founder, 350Hawaii.org



Testimony of the Oahu Metropolitan Planning Organization

Committee on Energy and Intergovernmental Affairs

Committee on Government Operations

March 18, 2025 at 3:00PM

Conference Room 016

HB 344 HD 1

Relating to Electric Vehicle Charging Infrastructure

Dear Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 344 HD 1 and offers amendments to improve the bill**, which requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready, requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities, establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready, requires a report to the Legislature, and appropriates funds.

This bill is aligned with the intention of the State Government Employee Transportation Demand Management Study¹, which OahuMPO conducted in partnership with the Hawai'i State Energy Office, and in collaboration with the Department of Human Resources Development and the Department of Accounting and General Services.

As part of the Study, the OahuMPO conducted an employee survey, employee focus groups, an origin-destination analysis, and other spatial analyses to understand what employee transportation challenges are, and to identify potential opportunities. Employees interested in walking and biking to work identified the lack of secure bike parking as the top reason they do not bike or use other micromobility devices to get to work.² Other concerns identified by state employees include: lack of showers, changing rooms, and places to charge their electric micromobility device.³ With 15% of employees who were surveyed living within 3 miles of their office, the state has a tremendous

¹ <https://engage.oahumpo.org/transportation-demand-management-tdm-study>

² https://hdp-us-prod-app-oahumpo-engage-files.s3.us-west-2.amazonaws.com/9917/3388/1610/Task_2.3_Focus_Group_Summary.pdf

³ IBID.

opportunity to provide supportive infrastructure that can encourage more employees to use active modes of transportation to get to work.

More information about the study and its findings can be viewed on the study website:

<https://engage.oahumpo.org/transportation-demand-management-tdm-study>

The OahuMPO supports the intention of the bill, and would like to make the following recommendations to further align this bill with the recommendations of the State Government Employee Transportation Demand Management Study:

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

The purpose of this Act is to:

(1) Require the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready **and provide secure bike parking, lockers, and showers for employees;**

(2) Require the Hawaii state energy office to conduct a survey and identify certain high-priority state facilities that include parking to be retrofitted to include electric vehicle charging infrastructure, **and secure bike parking, lockers, and showers for employees;**

(3) Establish a goal of the State to retrofit state facilities to be electric vehicle charger-ready **and the provide secure bike parking, lockers, and showers for employees;** and

(4) Appropriate funds to the department of accounting and general services to assess the costs of, and install, retrofits and electric vehicle charging systems **and the provide secure bike parking, lockers, and showers for employees** at high-priority state facilities.

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

Beginning July 1, 2025, the design of all new state building construction where parking is to be included shall provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready **and provide secure bike parking, lockers, and showers for employees.**

For the purposes of this subsection, "electric vehicle charger-ready" means having sufficient wiring conduits, raceways, and termination points to support a minimum of 40-ampere, 208 or 240-volt branch circuits, and electrical panel capacity suitable to provide Level 2 charging consistent with an alternating current Level 2 charging station, as defined in section 269-72."

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

SECTION 3. (a) The Hawaii state energy office, in consultation with the department of accounting and general services and department of transportation, shall survey existing state facilities statewide that include parking and prioritize retrofitting these state facilities in accordance with readily available information, including location, expected future demand for charging, estimated costs for retrofits of parking stalls **and secure bike parking, lockers, and showers for employees**, other make-ready work, other planned improvements that would allow for electric vehicle charger-ready retrofit **and the inclusion of secure bike parking, lockers, and showers for employees** work to be performed at the same time, and other factors that the Hawaii state energy office deems relevant.

(b) The Hawaii state energy office shall submit a report to the legislature no later than twenty days prior to the convening of the regular session of 2026. The report shall include the results of the survey conducted pursuant to subsection (a), identifying between four to ten high-priority state facilities to be retrofitted to include electric vehicle charging infrastructure **and secure bike parking, lockers, and showers for employees**.

4. Add the following language to include secure bike parking, lockers, and showers for employees. The OahuMPO recommends the following changes to section 4, in red:

SECTION 4. It shall be the goal of the State to retrofit state facilities to be electric vehicle charger-ready **and include secure bike parking, lockers, and showers for employees**.

5. Add the following language to include secure bike parking, lockers, and showers for employees. The OahuMPO recommends the following changes to section 5, in red:

SECTION 5. There is appropriated out of the general revenues of the State of Hawaii the sum of \$300,000 or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal

year 2026-2027 to conduct detailed cost assessments to determine the cost to install, or contract for the installation of, retrofits and electric vehicle charging systems **and secure bike parking, lockers, and showers for employees** at the high-priority state facilities identified pursuant to section 3 of this Act and to perform, or contract for, these installations.

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.⁴ Providing electric vehicle charging, secure bike parking, lockers, and showers can help more employees save on their transportation costs, reduce transportation emissions and traffic congestion, and improve employee transportation choices.

OahuMPO notes the amendments and comments by HSEO and respectfully requests the Committee adopt and consider them. Thank you for the opportunity to provide testimony on this measure.

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

⁴ https://oahumpo.org/?wpfb_dl=2215



**Hawaiian
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEES ON
ENERGY AND INTERGOVERNMENTAL AFFAIRS
& GOVERNMENT OPERATIONS**

**HB 344, HD1
Relating to Electric Vehicle Charging Infrastructure**

Tuesday, March 18, 2025
3:00 PM
State Capitol, Conference Room 016

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

Dear Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Members of the Committees,

My name is Timur Tufail and I am testifying on behalf of Hawaiian Electric in support of HB 344, HD1, which aims to encourage workplace charging by requiring new state facilities to be electric vehicle (EV) charger ready, and establishes a goal to retrofit existing high-priority state facilities to be EV charger ready.

HB 344 HD1 represents a positive step towards an equitable and sustainable transportation future for Hawaii. By assuring EV charger readiness at state facility workplaces, we can support the continued growth of EVs, reduce our reliance on fossil fuels, while promoting cleaner and more efficient energy use. Hawaiian Electric also recognizes that providing charging options at workplaces helps those who are unable to charge at home, such as renters and low-income families, and helps shifts energy use to cleaner and cheaper daytime hours.

As part of Hawaiian Electric's Electrification of Transportation Strategic Roadmap 2.0, our goal to enhance charging availability and reliability for personal mobility is crucial. A key action in this plan is to "Collaborate with state and local agencies to ensure a robust public charging network."¹ Supporting this bill will directly contribute to achieving this objective, helping us build a more comprehensive and reliable charging infrastructure.

Accordingly, Hawaiian Electric supports HB 344, HD1. Thank you for this opportunity to testify.

¹ See page 57 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



**SENATE COMMITTEES ON ENERGY AND INTERGOVERNMENTAL AFFAIRS
and GOVERNMENT OPERATIONS**

MARCH 18, 2025

HB 344, HD1, RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

POSITION: SUPPORT

Coalition Earth **supports** HB 344, HD1, relating to electric vehicle charging infrastructure, which requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready; requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities; and establishes a goal of the state to retrofit state facilities to be electric vehicle charger-ready.

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.

Workplace charging provides options for people who may not be able to charge at home—renters, those who live in apartments, and low- and moderate-income families--the opportunity to participate in the savings and other benefits of owning an electric vehicle. It also encourages daytime charging, which benefits the grid by shifting energy use from peak evening hours to daytime hours, when energy is cheaper and cleaner. Finally, expanding access to electric vehicle charging infrastructure at state facilities enables the state to “lead by example” and invest in actions that can serve as a model for the expansion of EV readiness in the private sector.

Sincerely,

Kris Coffield

Kris Coffield, Chairperson, Board of Directors

*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.***

HB-344-HD-1

Submitted on: 3/17/2025 11:13:51 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Testifying for Kauai EV, SM business owner	Support	Written Testimony Only

Comments:

Kauai EV, Strongly supports this bill and also encourages minimum charge rates of 32 amps per stall immediately, 40 amps, 2026 and 50 amps in 2026 and beyond and perhaps 5% of the stalls for Level 3 chargers starting at 50-350 Kwh charging rate!

Steve Parsons, Hanapepe HI



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 17, 2025

TO: Senator Glenn Wakai
Chair, Committee on Energy and Intergovernmental Affairs

Senator Angus McKelvey
Chair, Committee on Government Operations

FROM: Tiffany Yajima

RE: **H.B. 344, H.D.1 – Relating to Electric Vehicle Charging Infrastructure**

Hearing Date: Tuesday, March 18, 2025 at 3:00 p.m.
Conference Room: 016

Dear Chair Wakai, Chair McKelvey, and Members of the Joint Committees:

The Alliance for Automotive Innovation (“Auto Innovators”) submits this testimony in **support** of H.B. 344, H.D.1, which prepares new state building construction for electric vehicle readiness. 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.

Charging infrastructure is a key component to a comprehensive vision and strategy for electric vehicles. By 2025, the auto industry will have invested more than \$330 billion to reach the goal of an electrified future. In addition, 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.

Automakers support federal and state policies that facilitate the transition to a zero-emission transportation future. This measure would ensure that state buildings are equipped to support charging capabilities for electric vehicles. In addition, because many residents live in multi-unit dwellings that do not and possibly cannot support charging infrastructure, workplace charging in state facilities will provide a convenient, public option for EV charging that opens-up the possibility of EV ownership to a broader audience. Furthermore, because the installation of EV chargers in new construction can be several times as cost effective as retrofitting existing facilities to add chargers after the fact, this measure makes good financial sense.

For these reasons, Auto Innovators are in support of this measure and ask the committee to pass this bill. Thank you for the opportunity to submit this testimony.

HB-344-HD-1

Submitted on: 3/14/2025 7:38:57 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Benjamin Narwold	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Benjamin Narwold, Kapaa, HI

HB-344-HD-1

Submitted on: 3/14/2025 8:01:23 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ruta Jordans	Individual	Support	Written Testimony Only

Comments:

HB344 will improve on our current lack of infrastructure for electric vehicle charging places. The more charging stations we have distributed throughout the state, the more people will feel comfortable buying electric vehicles. Even though most people charge at home, there is a feeling of safety with better infrastructure. Unfortunately, there are still places, like condos and apartment buildings which do not allow charging. The distributed charging infrastructure is essential for getting more electric vehicles on the road and get us away from fossil fuels. Please support HB344.

HB-344-HD-1

Submitted on: 3/14/2025 8:04:53 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ruth Robison	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees,

I am a voter who lives in Hilo. I drive an electric car, which I charge at home. Not all people can do this.

Therefore, I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Thank you for considering my testimony. And thank you for your service to the people of Hawai`i.

HB-344-HD-1

Submitted on: 3/14/2025 8:12:59 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lyle Wilkinson	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Lyle Wilkinson, Kahului

HB-344-HD-1

Submitted on: 3/14/2025 9:21:19 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
David Kingdon	Individual	Support	Written Testimony Only

Comments:

Aloha Legislators:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

David Kingdon, MPH

HB-344-HD-1

Submitted on: 3/14/2025 9:21:52 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Tina Marie Even	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Tina Marie Even

Waikoloa Village, HI 96738

HB-344-HD-1

Submitted on: 3/14/2025 10:56:03 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

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

Comments:

Aloha,

As a long term resident of Hawaii and also a long promoter of Electric Vehicles I support this bill. It will lead us into the future we are already committed to. Your support is greatly appreciated.

Lorn Douglas

East Hawaii Advisor for the Hawaii Electric Vehicle Association

Lower Puna, Hawaii

HB-344-HD-1

Submitted on: 3/15/2025 10:41:11 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Reid Townsend	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

We need to reduce dependence on costly state oil imports and leverage our state's renewable resources to lower the cost of living for all. Increasing the number of EV charging stations builds the necessary infrastructure.

Please pass HB344 HD1 out of your committees.

Mahalo,

Reid Townsend, Honolulu

HB-344-HD-1

Submitted on: 3/15/2025 12:10:15 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Christine Daleiden	Individual	Support	Written Testimony Only

Comments:

I support this bill.

HB-344-HD-1

Submitted on: 3/15/2025 2:11:50 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jaymen Laupola	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Jaymen Laupola

HB-344-HD-1

Submitted on: 3/15/2025 2:29:52 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Barbara Best	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

I live in a condo so can't charge an EV at home. Yet EVs help cut greenhouse gas emissions, which is vital.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo, Bobbie Best, Wailuku

HB-344-HD-1

Submitted on: 3/15/2025 4:18:23 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I, Diane Ware, support HB344 HD1. I am an EV owner on the Big Island and charging away from home in Volcano is rarely convenient or even possible.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Diane Ware Volcano

SENATE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS
SENATE COMMITTEE ON GOVERNMENT OPERATIONS
Hearing on March 18, 2025 at 3:00 pm

SUPPORTING HB 344 HD 1

My name is John Kawamoto, and I support HB 344 HD 1 because it will transition Hawaii faster toward its goal of net negative emissions by 2045.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus, this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

For the foregoing reasons, I urge the committee to pass the bill.

HB-344-HD-1

Submitted on: 3/16/2025 7:31:23 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Scott Young MD	Individual	Support	Written Testimony Only

Comments:

We need many more chargers and an expanded charging infrastructure particularly for charging during the day at work is critically necessary -so I strongly support this bill as another way to get more chargers put in place as our cars are electrifying and we are needing to get more and more electric vehicles in order to be carbon neutral in the future Mahalo dr Young

HB-344-HD-1

Submitted on: 3/16/2025 8:58:24 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Members,

I am writing to respectfully ask that you support HB344 HD1 which requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready.

Thank you for your attention and consideration.

Melissa Barker

Kapaa, HI

HB-344-HD-1

Submitted on: 3/16/2025 10:22:11 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

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

Comments:

In a nutshell, please support HB344 which requires that new buildings be electric vehicle ready. More genenerally, please support all legislation what addresses the climate emergency.

Thanks,

John Latkiewicz

4266 Kalaheo Dr.

Kalaheo HI 96741

HB-344-HD-1

Submitted on: 3/16/2025 10:30:25 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Thomas Graham	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill. It's an important step to encouraging EV uptake and moving toward a carbon-free economy.

Please pass HB344 HD1 out of your committees.

HB-344-HD-1

Submitted on: 3/16/2025 11:51:43 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Paul Bernstein	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and Members of the EIG and GVO Committees:

I'm writing in **support** of HB344 because of the need for Hawai'i to electrify the transportation sector to both lower transportation costs and improve our environment. This bill would improve the charging infrastructure and thus lowering barriers for low- and middle-income households to buy EVs.

The prices of EVs are dropping and in many cases the life cycle costs of EVs are less than those of equivalent internal combustion engine vehicles. For lower income households with no ability to charge a vehicle to take advantage of these cost savings, the state needs to expand its charging infrastructure; this bill would help do just that.

As for the environment, we continue to see the dangers brought about by climate change; need to take action to address emissions. EVs have much lower life cycle emissions than ICEVs so to reduce our emissions, we need to electrify the transportation sector. A key barrier to doing so is the lack of charging infrastructure; HB344 would address this problem.

Please pass HB344 out of your committees.

Mahalo,

Paul Bernstein

HB-344-HD-1

Submitted on: 3/16/2025 1:34:33 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Mary Lu Kelley	Individual	Support	Written Testimony Only

Comments:

Aloha,

I strongly support HB344 HD1 rwhich equires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger-ready. Requires the Hawai'i State Energy Office, in consultation with the Department of Accounting and General Services and Department of Transportation, to conduct a survey and identify certain high-priority state facilities. Establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready. Requires a report to the Legislature.

Appropriates funds.

Pease pass this important bill now, as a EV car owner for the past 10 years, please pass this now!!

HB-344-HD-1

Submitted on: 3/16/2025 2:14:13 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Helen Cox	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1. As a proud owner of an EV, I am well aware of the importance of adequate charging infrastructure, particularly for those who do not have the option of home charging. Such infrastructure will help to incentivize the transition to EVs and therefore help to meet the state's goal of net zero by 2045.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

Please pass HB344 HD1 out of your committees.

Mahalo!

Helen Cox, Kalaheo, Kauai

HB-344-HD-1

Submitted on: 3/16/2025 5:15:34 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
pamela burrell	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:
I support HB344 HD1

EVs help cut greenhouse gas emissions from transportation and support Hawai'i's plan to reach net zero emissions by 2045.

mahalo,

pamela burrell, Kalihiwai, Kaua'i,96754

HB-344-HD-1

Submitted on: 3/17/2025 8:39:34 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ronald "Ron" Reilly	Individual	Support	Written Testimony Only

Comments:

Strong support for HB 344 HD1

Chair Glenn Wakai, Chair Angus McKelvey, and members of the Committee On Energy, and the Committee On Government Operations,

This bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - **lack of accessible charging facilities.**

Those who live in rental housing or in condominiums are often unable to conveniently charge at their homes. This bill will give these folks access to EV charging, and lower cost transportation options that are in line with our state clean energy goals.

Please pass HB344 HD1 out of your committees.

Thank you, Ron Reilly, Volcano Village

HB-344-HD-1

Submitted on: 3/17/2025 9:25:58 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ruby Pap	Individual	Support	Written Testimony Only

Comments:

Aloha Chairs Wakai and McKelvey and members of the EIG and GVO Committees:

I support HB344 HD1.

The bill will increase the number of EV charging stations across the State and support the electrification of transportation by lowering one of the key barriers to EVs - lack of accessible charging facilities. Thus this bill will give people access to potentially lower cost transportation options. Furthermore, greater electrification of the transportation sector will lower our greenhouse gas emissions.

I drive a 2015 Nissan Leaf with a small battery, and I do not have any charging options at my condo. I rely on the public charging infrastructure.

Please pass HB344 HD1 out of your committees.

Mahalo,

-Ruby Pap, Lihue, Kaua'i

Aloha Chairs Wakai, McKelvey and Vice Chairs Chang, Gabbard, and members of the committee,

Strong support for HB344_HD1

Providing Electric Vehicle charging infrastructure for existing and new state buildings will lessen the burden of importing expensive and polluting fossil fuels. Provisioning new state buildings with Electric Vehicle charging infrastructure is most cost effective.

Respectively submitted,

Keith Neal
Waimea

HB-344-HD-1

Submitted on: 3/17/2025 11:12:59 AM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Nikos Leverenz	Individual	Support	Written Testimony Only

Comments:

Chair Wakai, Vice Chair Chang, & EIG Committee:

Chair McKelvey, Vice Chair Gabbard, & GVO Committee:

I am writing in support of HB 344, HD 1, which would require the design of new state facilities to have at least 25% of parking stalls be electric vehicle charger ready.

Ideally, this would also include a provision for DC fast charging stations that are available to members of the public who are parking or conducting business at these facilities.

The limited number of EV charging stations at public facilities is not reflective of increased demand for EVs. This scarcity also inhibits the state's express commitment to move away from fossil fuels and otherwise further environmental sustainability in its operations.

Mahalo for the opportunity to provide testimony.

HB-344-HD-1

Submitted on: 3/17/2025 12:41:53 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Larry Stevens	Individual	Support	Written Testimony Only

Comments:

Please support this bill. Workplace charging is the best way to combine a shift to electric vehicles with the availability of cheap solar electricity. Charging at night, at home, means burning stuff to charge up. Daytime sun is much better. Thanks.

LATE

HB-344-HD-1

Submitted on: 3/17/2025 5:54:36 PM

Testimony for EIG on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
helen raine	Individual	Support	Written Testimony Only

Comments:

I support this bill