Josh Green
GOVERNOR OF HAWAII

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

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
FINANCE

Thursday, February 20, 2025
12:00 PM
State Capitol, Conference Room 308 & 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 Hawaiʻi 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 ambitions, 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 Hawaiʻi 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
KE KIAʻĀINA

KEITH A. REGAN
COMPTROLLER
KA LUNA HOʻOMALU HANA LAULĀ

MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HOʻOMALU HANA LAULĀ

STATE OF HAWAIʻI | KA MOKUʻĀINA O HAWAIʻI
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA ʻOIHANA LOIHELU A LAWELAWE LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

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

COMMITTEE ON FINANCE

FEBRUARY 20, 2025, 12:00 P.M.
CONFERENCE ROOM 308 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B. 344, H.D. 1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee, 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 Hawaiʻi 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.

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

JOSH GREEN, M.D.
GOVERNOR
KE KIAʻĀINA

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HOʻOKELE

Deputy Directors
Nā Hope Luna Hoʻokele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF TRANSPORTATION | KA ʻOIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 20, 2025
12:00 P.M.
State Capitol, Room 308

H.B. 344 H.D. 1
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

House Committee on Finance

The Department of Transportation (DOT) **Supports H.B. 344 H.D. 1,** 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. It requires the Hawaiʻi 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. It 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.

Thank you for the opportunity to provide testimony. The DOT supports this bill that requires all new state building construction with parking to include at least twenty-five per cent of parking stalls to be electric vehicle (EV) charger ready. The DOT also supports the goal to retrofit existing facilities to be EV charger ready.

This bill aligns with DOT Highway's current efforts to expand EV charging infrastructure statewide and expedite the conversion to clean energy vehicles via an innovative contract that allows the State to purchase the service of electric vehicles, charging stations, and infrastructure necessary to support electrification of the agency and the highways system on a usage basis.

With the State's ambitious goals to reduce greenhouse gas emissions including decarbonizing the transportation sector, encouraging the adoption of EV is important. Requiring that new state buildings are EV charger-ready helps provide the infrastructure necessary for greater EV adoption in Hawaiʻi.

HAWAII STATE ENERGY OFFICE
STATE OF HAWAII

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 451-6648
Web: energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Thursday, February 20, 2025
12:00 PM
State Capitol, Conference Room 308 and Videoconference

In Support of
HOUSE BILL 344 HD1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee, 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 the 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 Pathways to Decarbonization report, submitted to the Legislature in December 2023

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

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 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, <u>including but not limited to State-owned parking lots that serve a State facility, regardless of whether they are physically attached to a building</u>' 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 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.

[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”

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.

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 20, 2025

TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

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 stall be electric vehicular charger-ready.

On September 3, 2025, 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 testimony.

Respectfully submitted,

KIRBY L. SHAW
Executive Director

HB-344-HD-1
Submitted on: 2/18/2025 8:04:02 PM
Testimony for FIN on 2/20/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

Climate Protectors Hawaii **STRONGLY SUPPORTS** this bill for electric vehicle charger-ready parking stalls in new State building construction.

HOUSE COMMITTEE ON FINANCE

FEBRAURY 20, 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.

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.

To: The House Committee on Finance
From: Sherry Pollack, Co-Founder, 350Hawaii.org
Date: Thursday, February 20, 2025, 12pm

In support of HB344 HD1

Aloha Chair Yamashita, Vice Chair Takenouchi, and FIN Committee members;

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

Hawaii Electric Vehicle Association
hawaiiev.org
info@hawaiieva.com

February 18, 2025

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

Dear Chair Yamashita, Vice-Chair Takenouchi, 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. Requires a report to the Legislature.*

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 allow 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,

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.

CLIMATE FUTURE FORUM

Date:	February 18th 2025
To:	Representative Kyle T. Yamashita, Chair Representative Jenna Takenouchi, Vice Chair Members of the House Committee on Finance
From:	Climate Future Forum
Re:	**SUPPORT for HB344 SD1**
Hearing:	**2/20/25 12:00P**

On behalf of the Climate Future Forum, thank you for the opportunity to testify in support of HB344. As a young person in Hawaii, I know that the choices we make today will shape the future we inherit.

Right now, many of us in my generation want to make sustainable choices, like driving electric vehicles, but we're running into roadblocks. It's frustrating when we see more EVs on the road, yet not nearly enough charging stations to keep up. Through the Climate Future Forum, I have heard many talk about wanting an EV but feel discouraged because they don't have a place to charge it. For those of us who live in apartments or rental housing, the problem is even worse. It feels unfair that clean transportation isn't accessible to everyone.

HB344 is personal. It's about making sure that the state is leading by example and making clean transportation an option for all communities, not just those with the privilege of home charging. We need EV infrastructure where we study, work, and live. Without it, we're left waiting—literally in line for chargers and figuratively in our transition to a sustainable future.

Every year, I see more of my peers growing anxious about climate change. We hear the promises about renewable energy, but we need to see action. HB344 is action. It's a simple, necessary step to ensure that Hawaii is actually moving forward.

We don't have time to wait. The future we're fighting for is one where EVs are practical and accessible for everyone, and this bill is a real way to make that happen. I urge you to pass HB344 so that my generation—and the generations after me—can live in a cleaner, more equitable Hawaii.

Thank you very much for supporting youth engagement in climate policy. We respectfully request that you pass HB344 out of your committee to make clean transportation a reality for everyone.

Sincerely,
Tahan Bapna
Youth Leader of Hawai‘i Climate Future Forum

TESTIMONY BEFORE THE HOUSE COMMITTEE ON FINANCE

HB 344, HD1
Relating to Electric Vehicle Charging Infrastructure

Thursday, February, 20, 2025
12:00 PM
State Capitol, Conference Room 308

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

Dear Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee,

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

Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Thursday, February 20, 2025 — 12:00 p.m.

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

Dear Chair Yamashita 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 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 construction.

[1] https://energy.hawaii.gov/wp-content/uploads/2024/01/Act-238_HSEO_Decarbonization_Report.pdf
[2] https://www.osti.gov/biblio/1854730

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 provisos. 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,

Mariah Yoshizu
Government Affairs Associate

[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

SanHi
GOVERNMENT STRATEGIES
A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 19, 2025

TO: Representative Kyle Yamashita
Chair, Committee on Finance

Representative Jenna Takenouchi
Vice Chair, Committee on Finance

Submitted Via Capitol Website

FROM: Tiffany Yajima

RE: **H.B. 344, H.D.1 – Relating to Electric Vehicle Charging Infrastructure**
Hearing Date: Thursday, February 20, 2025 at 12:00 p.m.
Conference Room: 308

Dear Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee on Finance:

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

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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.

Testimony of the Oahu Metropolitan Planning Organization

Committee on Finance

February 20, 2025 at 12:00PM
Conference Room 308

HB 344 HD1
Relating to Electric Vehicle Charging Infrastructure

Dear Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 344 HD1 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 Study[1], which OahuMPO conducted in partnership with the Hawaii 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 opportunity to provide supportive infrastructure that can encourage more employees to use active modes of transportation to get to work.

[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.

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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.

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

[4] https://oahumpo.org/?wpfb_dl=2215

Environmental Caucus of The Democratic Party of Hawai‘i

February 19, 2025

TO: Chair Kyle T. Yamashita, Vice Chair Jenna Takenouchi, and Members of the Committee on Finance

Hearing Date: Thursday, February 20, 2025 **Time**: 12:00 p.m. **Place**: Conference Room 308 and Videoconference

FROM: Environmental Caucus of the Democratic Party of Hawaii

SUBJECT: Testimony in Support of HB344 HD1 - Relating to Electric Vehicle Charging Infrastructure

Aloha Chair Yamashita, Vice Chair Takenouchi, and Members of the Committee,

The Environmental Caucus of the Democratic Party of Hawaii strongly 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 percent of parking stalls be electric vehicle charger-ready. Additionally, it 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. The bill also establishes a goal for the State to retrofit existing state facilities to be electric vehicle charger-ready and requires a report to the Legislature. Appropriates funds for this purpose.

Key Points

- **Infrastructure Readiness**: Ensures that new state buildings with parking include at least twenty-five percent of parking stalls that are electric vehicle charger-ready, promoting the adoption of electric vehicles.
- **Identification of High-Priority Facilities**: The Hawai‘i State Energy Office, in consultation with other agencies, will identify high-priority state facilities for retrofitting, optimizing resource allocation.
- **Statewide Retrofitting Goal**: Establishes a goal for the State to retrofit existing state facilities to be electric vehicle charger-ready, supporting the transition to sustainable transportation.
- **Funding Support**: Appropriates necessary funds to support the design, survey, and retrofitting efforts, ensuring successful implementation of the initiatives.

Arguments in Support

The transition to electric vehicles (EVs) is essential for reducing greenhouse gas emissions and combating climate change. HB344 HD1 supports this transition by ensuring that new state building constructions include adequate EV charging infrastructure and by setting goals for retrofitting existing state facilities to be electric vehicle charger-ready. By making it easier for residents and state employees to charge their electric vehicles, this bill promotes the widespread adoption of EVs and helps to reduce the state's carbon footprint.

The requirement for the Hawai‘i State Energy Office to identify high-priority state facilities for retrofitting ensures that resources are allocated efficiently and that the most impactful projects are prioritized. Furthermore, the appropriation of funds is crucial for the successful implementation of these initiatives, as it provides the necessary financial support to carry out the design, survey, and retrofitting efforts.

We commend the Committee for considering this important legislation and urge its passage. The Environmental Caucus of the Democratic Party of Hawaii stands ready to assist in any way possible to ensure the successful implementation of HB344 HD1.

Thank you for the opportunity to submit testimony in support of this bill.

Mahalo nui loa,

Melodie Aduja and Alan Burdick
Co-Chairs, Environmental Caucus Democratic Party of Hawaii

HB-344-HD-1
Submitted on: 2/18/2025 6:00:08 PM
Testimony for FIN on 2/20/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

Strong support for HB344 HD1

The state needs to show its commitment if it expects others to follow.

It is easier to include this infrastructure when building rather than retrofitting.

HB-344-HD-1
Submitted on: 2/19/2025 7:23:07 AM
Testimony for FIN on 2/20/2025 12:00:00 PM

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

Comments:

Aloha Chair, Vice Chair & FIN Memebers,

Thank you for your efforts to increase EV charging opportunities and reduce emissions.

HB-344-HD-1
Submitted on: 2/20/2025 10:43:04 AM
Testimony for FIN on 2/20/2025 12:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Weston Otterson	Individual	Support	Written Testimony Only

Comments:

I am testifying in support of HB344.

HB344 would greatly support our local efforts to combat climate change. Because we gather a substantial amount of our energy from renewable sources, public chargers would aid in the fight against climate change- providing more access to chargers and parking as an additional incentive to make the switch to an electric car.
This measure becomes even more effective as the state moves further into relying on renewable forms of energy production.