

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



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

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Nā Hope Luna Ho'okele  
DREANALEE K. KALILI  
TAMMY L. LEE  
CURT T. OTAGURO  
ROBIN K. SHISHIDO

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I  
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

April 4, 2025  
10:46 a.m.

State Capitol, Room 211 & Videoconference

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

Senate Committee on Ways and Means

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The Hawaii Department of Transportation (HDOT) **supports H.B. 344, H.D. 1, S.D. 1** that requires the design of all new state building construction where parking is to be included to provide that at least 25 percent of parking stalls be electric vehicle (EV) charger ready. It requires the Hawaii State Energy Office, in consultation with the Department of Accounting and General Services, and HDOT 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.

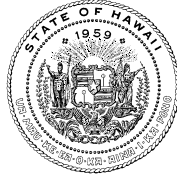
Thank you for the opportunity to provide testimony. The HDOT supports this bill that requires all new state building construction with parking to include at least 25 percent of parking stalls to be EV charger ready. The HDOT also supports the goal to retrofit existing facilities to be EV charger ready.

This bill aligns with HDOT 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 more EV adoption in Hawaii.

Thank you for the opportunity to provide testimony

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



KEITH A. REGAN  
COMPTROLLER  
KA LUNA HO'OMALU HANA LAULĀ  
  
MEOH-LENG SILLIMAN  
DEPUTY COMPTROLLER  
KA HOPE LUNA HO'OMALU HANA LAULĀ

**STATE OF HAWAI'I | KA MOKU'ĀINA O HAWAI'I**  
**DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA 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 WAYS AND MEANS**

APRIL 4, 2025, 10:46 A.M.  
CONFERENCE ROOM 211 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B. 344, H.D. 1, S.D. 1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Chair Dela Cruz, Vice Chair Moriwaki, 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, S.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.

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



**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, Hawai'i DP  
Director, Kaua'i 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 Senate Committee on  
WAYS AND MEANS**

**Friday, April 4, 2025  
10:46 AM  
State Capitol, Conference Room 211 & Videoconference**

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

House Bill 344 HD1 SD 1 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 and 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 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.

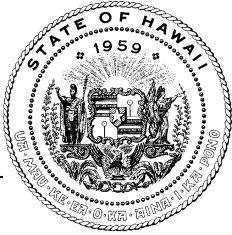
Transitioning to electric vehicles is more affordable in the long run. A typical EV owner will save \$6,000-\$12,000 over the lifespan of their car compared to owning a comparable gas powered car.<sup>1</sup> These cost savings come primarily from the lower cost to fuel and maintain an EV. EV owners spend 60% less to fuel their vehicle and 50% less to maintain their vehicles compared to gasoline equivalents.<sup>2</sup> 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.

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<sup>1</sup> [https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR\\_EVSavings\\_FACTSHEET\\_6.2023.pdf](https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR_EVSavings_FACTSHEET_6.2023.pdf)

<sup>2</sup> [https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR\\_EVSavings\\_FACTSHEET\\_6.2023.pdf](https://advocacy.consumerreports.org/wp-content/uploads/2023/06/CR_EVSavings_FACTSHEET_6.2023.pdf)



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR

MARK B. GLICK  
CHIEF ENERGY OFFICER

(808) 451-6648  
energy.hawaii.gov

Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON WAYS AND MEANS**

Friday, April 4, 2025  
10:46 AM  
State Capitol, Conference Room 211 and Videoconference

In Support of  
**HB 344 HD1 SD1**

## **RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.**

Chair Dela Cruz, Vice Chair Moriwaki, and members of the committee, the Hawai'i State Energy Office (HSEO) supports HB 344 HD1 SD1, 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, the bill establishes a goal to retrofit State facilities to be EV 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 EVs. 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.<sup>1</sup> 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

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<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup> 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 SD1 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 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 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 amenable to installing charging infrastructure.

The HSEO appreciates incorporation of recommendations to include in the survey State-owned parking lots that serve a State facility regardless of whether they are physically attached to a building, and the consideration of retrofitting high-priority sites with level 1 or level 3 charging, where appropriate.

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.

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

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

HB 344 HD1 SD1 represents a significant step toward making EV charging more accessible and supporting State decarbonization goals. The HSEO supports HB 344 HD1 SD1 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.



SENATE COMMITTEE ON  
WAYS AND MEANS

Hearing on Friday, April 4th at 10:46 am

SUPPORTING HB344 HD1 SD1

Carbon Cashback Hawai'i supports HB344 HD1 SD1 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.

We continue to see the dangers brought about by climate change and need to take action to address emissions. EVs have much lower life cycle emissions than ICEVs so we need to electrify the transportation sector. A key barrier to doing so is the lack of charging infrastructure. This 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.

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*"Reducing emissions while helping Hawaii's families."*

[CarbonCashbackHawaii.org](https://CarbonCashbackHawaii.org)  
[CarbonCashbackHawaii@gmail.com](mailto:CarbonCashbackHawaii@gmail.com)



## Hawaii Electric Vehicle Association

hawaiiev.org  
info@hawaiieva.com



April 2, 2025

### **SUPPORT FOR HB344 HD1 SD1 (RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE)**

Dear Chair Dela Cruz, Vice-Chair Moriwaki, and Members of the Committee,

**Hawaii Electric Vehicle Association supports HB344 HD1 SD1**, 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 SD1 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 SD1 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 SD1.

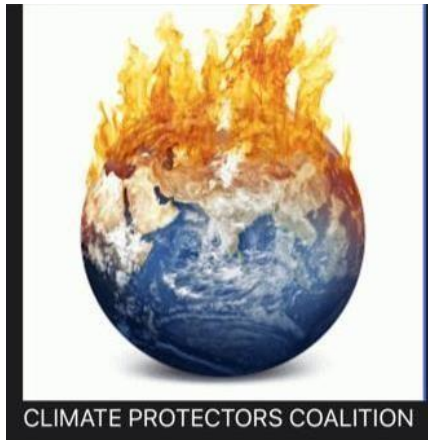
Thank you for the opportunity to testify.

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](http://hawaiiev.org).



To: The Honorable Senator Donovan Delacruz, Chair, the Honorable Senator Sharon Moriwaki, Vice Chair, and Members of the Committee on Ways and Means.

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

Re: **Hearing HB344 HD1 SD1 RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

Hearing: Friday April 4, 2025 10:46 a.m. CR211

Aloha Chair Delacruz, Vice Chair Moriwaki, and Members of the Committee on Ways and Means!

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

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**The Climate Protectors Hawai'i STRONGLY SUPPORTS HB344 HD1 SD1!**

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)



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: April 3, 2025

TO: Senator Donovan Dela Cruz  
Chair, Committee on Ways and Means

Senator Sharon Moriwaki  
Vice Chair, Committee on Ways and Means

FROM: Tiffany Yajima

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

**Hearing Date: Friday, April 4, 2025 at 10:46 a.m.**  
**Conference Room: 211**

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Dear Chair Dela Cruz, Vice Chair Moriwaki, and Members of the Committee on Ways and Means:

The Alliance for Automotive Innovation (“Auto Innovators”) submits this testimony in **support** of H.B. 344, H.D.1, S.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.



To: The Senate Committee on Ways and Means (WAM)  
From: Sherry Pollack, Co-Founder, 350Hawaii.org  
Date: Friday, April 4, 2025, 10:46am

**In support of HB344 HD1 SD1**

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and WAM 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 SD1** 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 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, 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



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE COMMITTEE ON WAYS AND MEANS**

**HB 344, HD1, SD1  
Relating to Electric Vehicle Charging Infrastructure**

Friday, April 4, 2025  
10:46 AM  
State Capitol, Conference Room 211

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

Dear Chair Dela Cruz, Vice Chair Moriwaki and Members of the Committee,

My name is Timur Tufail and I am submitting testimony on behalf of Hawaiian Electric in support of HB 344, HD1, SD1, 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, SD1 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."<sup>1</sup> 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, SD1. Thank you for this opportunity to submit written testimony.

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<sup>1</sup> 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](https://www.hawaiianelectric.com/documents/products_and_services/electric_vehicles/electrification_of_transportation_roadmap/20240531_eot_roadmap_2.pdf)





Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEE ON WAYS AND MEANS  
Friday, April 4, 2025 — 10:46 a.m.

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

Dear Chair Dela Cruz and Members of the Committee:

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 SD 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%.<sup>1</sup> The lack of access to charging is one of the top barriers to EV adoption.<sup>2</sup> 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.

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<sup>1</sup> [https://energy.hawaii.gov/wp-content/uploads/2024/01/Act-238\\_HSEO\\_Decarbonization\\_Report.pdf](https://energy.hawaii.gov/wp-content/uploads/2024/01/Act-238_HSEO_Decarbonization_Report.pdf)

<sup>2</sup> <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.<sup>3</sup> Other examples from California demonstrate that retrofits easily cost 2–8x as much as making new developments EV-ready.<sup>4</sup> 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.<sup>5</sup>

In the PUC’s white paper titled “2024 Inclinations on the Future of Energy in Hawaii”<sup>6</sup> 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

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<sup>3</sup> <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.>

<sup>4</sup> [https://www.energy.wsu.edu/documents/Regional%20Code%20Collab\\_EV%20Research%20Summary\\_7-20.pdf](https://www.energy.wsu.edu/documents/Regional%20Code%20Collab_EV%20Research%20Summary_7-20.pdf)

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

<sup>6</sup> [https://puc.hawaii.gov/wp-content/uploads/2025/01/Hawaii-PUC-Energy-Inclinations-White-Paper-FINAL.12.31.24\\_signed.pdf](https://puc.hawaii.gov/wp-content/uploads/2025/01/Hawaii-PUC-Energy-Inclinations-White-Paper-FINAL.12.31.24_signed.pdf)



**LATE**

## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Ways and Means

April 4, 2025 at 10:46AM

Conference Room 211

### HB344 HD1 SD1

### Relating to Electric Vehicle Charging Infrastructure

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB344 HD1 SD1 and offers recommendations 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, and requires a report to the Legislature.

This bill is aligned with the intention of the State Government Employee Transportation Demand Management Study<sup>1</sup>, 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.<sup>2</sup> Other concerns identified by state employees include: lack of showers, changing rooms, and places to charge their electric micromobility device.<sup>3</sup> 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.

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

<sup>2</sup> [https://hdp-us-prod-app-oahumpo-engage-files.s3.us-west-2.amazonaws.com/9917/3388/1610/Task\\_2.3\\_Focus\\_Group\\_Summary.pdf](https://hdp-us-prod-app-oahumpo-engage-files.s3.us-west-2.amazonaws.com/9917/3388/1610/Task_2.3_Focus_Group_Summary.pdf)

<sup>3</sup> IBID.

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.<sup>4</sup> 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.

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<sup>4</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

**HB-344-SD-1**

Submitted on: 4/2/2025 12:32:51 PM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Benjamin Narwold	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and Vice Chair Moriwaki,  
I support HB344 HD1 SD1.

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 SD1 out of your committee.

Mahalo!

Benjamin Narwold, Kapaa, HI

Aloha Chair Dela Cruz. and Vice Chair Moriwaki, and members of the committee,

Strong support for HB344\_HD1\_SD1

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-SD-1**

Submitted on: 4/2/2025 2:07:07 PM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Eric Lindborg	Individual	Support	Written Testimony Only

Comments:

I support HB344 HD1 SD1.

Increasing the number of EV charging stations across the state lowers one of the key barriers to the purchase of EVs--lack of reliably available charging stations.

Please pass the bill our of your committee.

Thanks,

Eric Lindborg MD, Kailua-Kona

**HB-344-SD-1**

Submitted on: 4/2/2025 5:05:48 PM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

The shortage of ev charging stations in Hawaii is one of the major impediments (perhaps THE major impediment) to more widespread adoption of evs, which is a requirement in order to meet our clean energy goals. I strongly support HB344.

**HB-344-SD-1**

Submitted on: 4/3/2025 6:42:10 AM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Barbara Best	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and Vice Chair Moriwaki,

By increasing EV charging stations, this bill will lower one of the key barriers to EVs, giving residents access to lower costs of transportations plus lower greenhouse gas emissions.

Please pass HB344 HD1 SD1

Mahalo,

Bill and Bobbie Best, Wailuku

**HB-344-SD-1**

Submitted on: 4/3/2025 6:37:25 AM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Paul Bernstein	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and Members of the WAM Committee:

I'm writing in **support** of HB344 HD1 SD1 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 HD1 SD1 would address this problem.

Please pass HB344 HD1 SD1 out of your committees.

Mahalo,

Paul Bernstein

**HB-344-SD-1**

Submitted on: 4/3/2025 7:46:45 AM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ronald "Ron" Reilly	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Dela Cruz and Vice Chair Moriwaki,

I support HB344 HD1 SD1.

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 - the lack of accessible charging facilities.

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

Please pass HB344 HD1 SD.

Thank you, Ron Reilly, Volcano Village, HI 96785

**HB-344-SD-1**

Submitted on: 4/2/2025 9:36:45 PM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

Electric vehicles are the future of cars. They're cleaner, easier AND cheaper to maintain, and very reliable. As a former Tesla owner, I can attest that has been the best car I own.

But the lack of charging stations made one challenging to own. Hawaii must urgently build out its electric charging infrastructure. I urge the Committee to PASS this measure!

**HB-344-SD-1**

Submitted on: 4/3/2025 3:12:12 PM

Testimony for WAM on 4/4/2025 10:46:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
B.A. McClintock	Individual	Support	Written Testimony Only

Comments:

Please support this important bill. Mahalo.