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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Thursday, February 6, 2025
9:00 AM
State Capitol, Conference Room 325 and Videoconference

In Support of
HB 733

RELATING TO ELECTRIC VEHICLE PARKING.

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 733, which removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties, if the total number of aggregate spaces on all of their owned properties was met. The bill also authorizes the counties to adopt ordinances to regulate electric vehicle (EV) charging systems for places of public accommodation with fewer than one hundred parking spaces.

Hawai'i is on a critical trajectory towards decarbonizing our economy, aiming to reduce greenhouse gas (GHG) emissions 50% by 2030 and achieving the target of sequestering more GHGs than are emitted by 2045. To accomplish this, significant reductions in emissions from ground transportation are essential. HSEO's Hawai'i Pathways to Decarbonization report (Act 238, SLH 2022) identifies the transition to EVs as one of the primary strategies for cutting emissions from the ground transportation sector. Promoting the adoption of EVs will be crucial in reducing emissions from vehicle

operations. The report recommends that 100% of light-duty vehicle sales be EVs by 2035, with at least 80-90% of all registered light-duty vehicles being EVs by 2045.¹

To meet these goals, the deployment of EV charging infrastructure is critical. A study by the California Energy Commission (CEC) concluded that a ratio of 7 EVs per public charger is needed to support the EV market. As of September 2024, Hawai'i had 47 registered EVs per public charger, which is more than the prior year and is the second worst ratio in the country after New Jersey.² This significant shortfall between the CEC's estimated number of chargers needed and the current number of chargers in Hawai'i highlights the need for increased buildout. Low to moderate-income households, and residents of multi-unit dwellings in particular, face barriers to EV adoption due to limited access to charging. Without adequate charging stations, these individuals may be discouraged from purchasing EVs, thereby perpetuating transportation-related emissions. HSEO advocates for the proactive deployment of EV charging infrastructure to foster broader adoption of EVs and ensure equitable access to cleaner transportation options. One of the issues with existing public charging infrastructure is making sure it remains operational. Allowing the counties to manage the charging system including enforcement of maintenance of the chargers could help overcome this issue.

It is important to note that the bill does not increase the amount of charging infrastructure a business needs to install. It simply ensures that charging is equitably distributed across Hawai'i as opposed to concentrated in one location. Furthermore, businesses that install charging infrastructure can recoup costs through usage fees and the Charging Station Rebate Program administered by Hawai'i Energy. By leveraging these incentives alongside the proposed regulatory measures, Hawai'i can accelerate its transition to a cleaner, more sustainable transportation future.

Thank you for the opportunity to testify.

¹ Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#), Pages 104 and 182.

² From Alliance for Automotive Innovation "[Get Connected Electric Vehicle Quarterly Report, Third Quarter, 2024](#)"



Before the House Committee on Energy & Environmental Protection
Thursday, February 6, 2025 at 9:00 a.m.

Testimony in Support of HB733: Relating to Electric Vehicle Parking

Chair Lowen, Vice Chair Perruso, and Members of the Committee:

Thank you for the opportunity to testify in support of and provide comments on House Bill 733.

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

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

Hawai'i Energy administers the state-funded EVCS Incentive Program on behalf of the Public Utilities Commission, which was established through Act 75 (2021) and Act 202 (2022) by the Hawai'i State Legislature. We are proud to have already paid out more than \$1.9 million in EVCS rebates since the program's inception, which has helped fund 404 stations across the state.

House Bill 733 removes the exemption that allows owners of multiple parking facilities within the state to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all their owned properties was met. Hawai'i Energy appreciates the intent of the legislature to ensure the EVCS minimum parking requirement is actually enforceable for each county, closing a potential loophole that currently allows for the requirement to be met even if an owner's multiple parking facilities are located in different counties.

Thank you for the opportunity to testify in support of House Bill 733.

Sincerely,
Caroline Carl
Executive Director
Hawai'i Energy



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
FEBRUARY 6, 2025
HB 733 RELATING TO ELECTRIC VEHICLE PARKING**

Good morning, Chair Lowen and members of the House Committee on Energy and Environmental Protection. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901 and is a statewide, not for profit trade organization committed to supporting the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, on-line sellers, local, national, and international retailers, chains, and everyone in between.

We are opposed to HB 733. This measure removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met; authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.

According to the Hawaii Electric Vehicle Association 3.3% of the 1,078,673 registered passenger vehicles in the state are electric vehicles.

(<https://hawaiiev.org/#:-:text=EV%20Adoption%20in%20Hawaii%20%2D%20We,passenger%20vehicles%20in%20the%20state.>)

The majority of the electric vehicles are on the island of Oahu. We also want to point out that on the neighboring islands the need for charging stations is less as many who have EV vehicles have charging stations at their home. Unlike in Honolulu where there is a dense population of condominiums that don't have charging stations in their buildings.

Businesses should not be mandated to be the EV charging stations for the state. We believe that the market and customers should be the influencers in business trends and operations and not government mandates. Retailers listen to what their customers want. If there is a significant need, the business will try to oblige. Businesses have put charging stations in those areas where the demand is high. It is our understanding that many of the **EV chargers on the neighboring islands and outside of Honolulu are not being used very often. It is mainly being used by neighboring people looking for a FREE charge, so their personal electric bill is not affected, or they do not want to pay the extra money to install a charging system at their home.**

Mandating EV stalls will not only be a cost burden to businesses but also increase the price of living in Hawaii. Installation of EV charging stations is extremely expensive and not as simple as one may think. Existing parking facilities infrastructures are not easily wired for electricity, and each existing building and facility vary depending on how stations can be installed. **Engineered plans and permits are needed** due to the infrastructure that will be renovated. If there are signs that are seen from the public street, there is also a need for zoning approval. Regarding installing the chargers, the **asphalt, concrete, landscaping, and other utilities need to be removed and replaced.** If there is not enough power because of the increased use of electronics throughout the stores and shopping malls, **a new transformer is needed** resulting in more engineering plans and permitting. During this time surrounding areas of the parking lot will be closed, traffic will be affected and may discourage people from coming to shop during this time, resulting in a loss of revenue. And let's not forget that in some cases the chargers must be set to the side of the stalls if they connect from the rear of the car. This means that the stalls must be 20% wider and one additional stall must be taken away to accommodate. We must also mention that the **charging stations themselves can be extremely**

expensive. There are very little if any government rebate or tax incentive to help install these chargers. **This can be very costly and will be passed on to the retailer via a Common Area Maintenance charge and then the retailer will pass it on to the customers in the form of higher priced goods and services. Thus, contributing more to the excessive cost of living in Hawaii.**

Installing the EV charging systems is very costly and businesses are not able to absorb the cost. As a result, the cost will be passed on to the retailer via a Common Area Maintenance charge and then the retailer will pass it on to the customers in the form of higher priced goods and services. Thus, contributing more to the excessive cost of living in Hawaii.

The government should offer tax incentives or subsidies like other states or be encouraging new businesses to open stand-alone alternative energy charging facilities that offer customers a comfort station like a coffee shop or convenience store while their cars are being charged. In other states and cities, public EV charging stations are subsidized. California alone has invested more than \$223 million in funding for publicly available Level 2 and DC fast chargers throughout their state. Earlier this month The California Energy Commission (CEC) approved a \$1.9 billion plan to expedite the rollout of statewide electric vehicle (EV) charging networks and hydrogen refueling stations.

The government should also be encouraging new businesses to open stand-alone alternative energy charging facilities that offer customers a comfort station like a coffee shop or convenience store while their cars are being charged.

We keep hearing complaints about how expensive it is to live in Hawaii – sky rocketing food cost, exorbitant prices of goods and services, excessive cost of homes. We must understand that **government mandates like this will attribute to the higher cost of doing business that in turn drives up the cost of products and goods even more, continuing to make Hawaii one of the most expensive places to live.**

We urge you NOT to impose another government mandate on business and ask that you **DEFER** this measure.

Mahalo again for this opportunity to testify.

Hawaii Electric Vehicle Association

hawaiiev.org
noel@hawaiieva.com



February 4, 2025

SUPPORT FOR HB733 (RELATING TO ELECTRIC VEHICLE PARKING)

Dear Chair Lowen, Vice-Chair Perruso, and members of the Committee,

My name is Noel Morin. I am submitting testimony on behalf of Hawaii Electric Vehicle Association (Hawaii EV) in STRONG SUPPORT of HB733, which *Removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met. Authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.*

A ubiquitous and reliable public charging infrastructure is essential to electric vehicle (EV) adoption in Hawaii and equitable access to clean transportation. HRS 291-71 was intended to expand EV charging infrastructure.

We must decarbonize ground transportation as soon as possible to achieve Hawaii's sustainable transportation and climate goals. This sector contributes to a significant percentage of our carbon emissions - it behooves us to accelerate the transition. Thankfully, automakers are heeding the demand for zero-emission vehicles and are providing consumers with choice and affordability. However, the transition to EVs will be hampered without a proper charging ecosystem. We need to respond by expanding our charging infrastructure.

Importantly, reliable public EV charging stations are needed to ensure equitable access to sustainable transportation. Many Hawaii households, including those living in apartments and condos, don't have the luxury of home charging and will depend on public charging. Readily available and reliable public EV chargers allow for the democratization of the electric vehicle and enable all segments of our community to enjoy the economic, environmental, and health benefits of clean transportation.

HB733 will help by closing a loophole that has hindered the build-out of charging infrastructure in large parking lots. It will also empower the counties to establish rules regarding charging station installations in smaller parking lots.

Hawaii EV urges the Committee to pass HB733. Thank you for the opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Morin", with a long horizontal stroke extending to the right.

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.



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

Thursday, February 6, 2025 — 9:00 a.m.

Ulupono Initiative supports HB 733, Relating to Electric Vehicle Parking.

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

Ulupono supports HB 733 and offers comments. This bill removes the exemption that allowed owners of multiple parking facilities within the state to designate and electrify fewer parking space than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met; as well as authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.

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

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

Thank you for the opportunity to testify.

Respectfully,

Mariah Yoshizu
Government Affairs Associate

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

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

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

HB-733

Submitted on: 2/4/2025 8:49:10 PM

Testimony for EEP on 2/6/2025 9:00:00 AM

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

Comments:

Climate Protectors Hawaii **SUPPORT** removal of the aggregation exemption.



To: The House Committee on Energy and Environmental Protection
From: Sherry Pollack, Co-Founder, 350Hawaii.org
Date: Thursday, February 6, 2025, 9am

In support of HB733

Aloha Chair Lowen, Vice Chair Perruso, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports HB733** that removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the requirement for the total number of aggregate spaces on all of their owned properties was met. This measure also authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with fewer than one hundred parking spaces.

The aggregation clause in the state law creates a loophole that allows big box stores to avoid installing EV charging stations in their parking structures. HB733 is a necessary measure as it removes this loophole and provides the counties the clear authority to require electric vehicle charging infrastructure on parking lots with less than one hundred stalls.

If we are to meet our clean transportation goals, adequate public charging is a MUST. While many in our community benefit from home EV charging, many of our residents live in apartments, condos, or rentals and don't have this convenience. To adopt electric cars, they must have access to a reliable and ubiquitous public charging network. This measure is an important step towards accomplishing this goal.

Please support HB733.

Mahalo for the opportunity to testify.

Sherry Pollack
Co-Founder, 350Hawaii.org

HB-733

Submitted on: 1/29/2025 3:34:30 PM

Testimony for EEP on 2/6/2025 9:00:00 AM

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

Comments:

Hawaii's ev charging infrastructure continues to be inadequate for current need, let alone our planned expansion to meet our clean energy goals. I support HB733 to move us toward those goals.