



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.
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) 587-3807
Web: energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

Tuesday, February 7, 2023
8:45 AM
State Capitol, Conference Room 325 and Videoconference

SUPPORT HB 347

RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS.

Chair Lowen, Vice Chair Cochran, and members of the Committee. The Hawaii State Energy Office (HSEO) supports bill HB 347 which amends existing law requiring places of public accommodation with at least one hundred parking spaces to have at least one parking space fitted with an electric vehicle charging system, to require parking facility owners who comply by aggregating the required electric vehicle parking spaces among parking lots in the state, to aggregate the spaces within that same county.

Ground transportation accounts for about one-quarter of Hawaii's energy emissions, so efforts to expand the use of electric vehicles are central to achieving the state's commitment to a zero-emissions clean economy by 2045. Availability of a healthy, geographically diverse ecosystem of public chargers is a key component of meeting this challenge.

HSEO collaborated with the Hawaii Department of Transportation on the designation of Alternative Fuel Corridors in Hawaii through the Federal Highway Administration and the National Electric Vehicle Infrastructure (NEVI) Hawai'i State Plan to build out infrastructure on those corridors. HSEO is monitoring Section 11401 of the Infrastructure, Investments, and Jobs Act which provides opportunities to state, local, and public entities to install alternative fuel infrastructure along Alternative Fuel Corridors which cover a vast majority of the State.

HB 347 supports Hawaii's transition to zero-emission transportation, by helping ensure EV chargers at large parking facilities can be found at a diversity of locations in all counties.

Thank you for the opportunity to testify.

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 ENERGY AND ENVIROMENTAL PROTECTION

H.B.347

FEBRUARY 7, 2023, 8:45 AM
CONFERENCE ROOM 325 AND VIA VIDEOCONFERENCE, STATE CAPITOL

RELATING TO ELECTRICAL VEHICLE CHARGING INFRASTRUCTURE.

Chair Lowen, Vice Chair Cochran and Members of the Committee, thank you for the opportunity to testify on H.B. 347.

The Department of Accounting and General Services (DAGS) offers support for H.B. 347, which requires owners of multiple parking facilities within a county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within the county.

Thank you for this opportunity to testify on this matter.



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813
Ph. (808) 586-8121 (V) • TTY (808) 586-8162 • Fax (808) 586-8129

February 7, 2023

TESTIMONY TO THE HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

House Bill 347 – Relating to Electric Vehicle Charging Systems

The Disability and Communication Access Board (DCAB) would like to offer comments House Bill 347 – Relating to Electric Vehicle Charging Systems.

Currently, the Americans with Disabilities Act (ADA) requires that a reasonable number of accessible electric vehicle charging systems in each lot, where electric vehicle charging systems are provided. When an owner of multiple lots aggregates its electric vehicle charging systems into one lot as allowed under State law, an inadvertent result is that the number of required accessible charging systems is reduced. While this would not violate the ADA, it would diminish potential opportunities for owners of electric vehicles with disabilities to charge their vehicles in parking facilities that serve places of public accommodation they would like to visit.

Therefore, DCAB suggests the following amendment:

§291-71 Designation of parking spaces for electric vehicle charging systems. (a) Places of public accommodation with at least one hundred parking spaces available for use by the general public shall have at least one parking space equipped with an electric vehicle charging system located anywhere in the parking structure or lot; provided that no parking space designated for electric vehicles shall displace or reduce accessible stalls required by the Americans with Disabilities Act Accessibility Guidelines; provided further that no vehicle shall be permitted to park in a parking space equipped with an electric vehicle charging system while not actively charging. Spaces shall be designated, clearly marked, and the exclusive designation enforced. Owners of multiple parking facilities within the State may designate and electrify fewer parking spaces than required in one or more of their owned properties; provided that the scheduled requirement is met for the total number of aggregate spaces on all of their owned properties. A parking space equipped with an electric vehicle charging system required to be accessible must remain accessible when aggregated. Nothing in this section shall prohibit the owners of parking structures or lots from charging a fee for the use of an electric vehicle charging system.

Thank you for the opportunity to provide testimony.

Respectfully submitted,

KIRBY L. SHAW
Executive Director



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
February 7, 2023**

Re: HB 347 RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS

Good morning, Chair Lowen and members of the House Committee on Energy & 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.

While we understand the intent, we are **OPPOSED** to HB 347 Relating to Electric Vehicle Charging Systems. This measure requires owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county.

Less than 2% of the cars in the state of Hawaii are Electric Vehicle and of that the majority are on the island of Oahu.

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. It is our understanding that many of the EV chargers on the neighbor islands and outside of Honolulu are not being used very often. It is mainly people looking for a **FREE** charge, so their personal electric bill is not affected or their condo does not have one. Business have put the charging stations in those areas where the demand is high.

Mandating EV stalls will be not only be a cost burden to businesses but also increase the price of living in Hawaii. Installation of EV charging stations are very expensive and not a simple as one may think. Existing parking facilities infrastructures are not easily wired for electricity and each existing building and facility varies 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. In regard to installing the chargers, the asphalt, concrete, landscaping and other utilities need to be moved and replaced. If there is not enough power because of the increased use in 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 very expensive. There is no 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 high cost of living in Hawaii.**

We also want to point out that on the neighbor islands the need for charging station is less as many who have EV vehicles have charging stations at their home. Unlike in Honolulu where there is a dense population of condos that don't have charging stations in their building.

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

Government mandates like this does drive up the cost of doing business that in turn drives up the cost of living in Hawaii. 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.

Big Island Electric Vehicle Association

hawaiidriveelectric@gmail.com
bigislandev.org



February 5, 2023

SUPPORT for HB347 - RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS

Dear Chair Lowen, Vice Chair Cochran, and Committee Members,

Big Island EV Association is in support of HB347.

HB347 will require owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county. HB347 will ensure that Hawaii benefits from the full intent of HRS 391-71. As currently stated, big box stores can ignore the installation of charging equipment on other island locations once they have installed a charging station at a Hawaii store location. HB347 will rectify this.

It is notable that commercial property owners with large parking structures have access to generous rebates and incentives that allow them to offset the cost of installing and operating charging stations. The [Hawaii Energy EV Charging Station](#) Rebate can cover most of the equipment costs. Additionally, Federal Tax credits of up to \$100,000 are available for specific installations.

EV Charging Station Type	Incentive	
	Retrofit	New
AC Level 2 Networked Single Port	\$1,300	\$2,000
AC Level 2 Networked Multi-Port	\$3,000	\$4,500
Networked DC Fast Charger	\$28,000	\$35,000

Source: Hawaii Energy

Recommended Addendum

We recommend that this measure be amended so that the aggregation is not done at all. This will ensure that stations are installed in multiple locations within the same county.

Thank you for this opportunity.

Sincerely,

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

Noel Morin - President

Big Island Electric Vehicle Association (bigislandev.org), established in 2011, is a grassroots non-profit group dedicated to accelerating EV adoption in Hawaii Island. Our members are EV owners and supporters.



Environmental Caucus of The Democratic Party of Hawai'i

Feb.5th 20023

TO: COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Rep. Nicole E. Lowen, Chair
Rep. Elle Cochran, Vice Chair

CONCERNING: HB1326 (Environment), **HB179** (Deposit Beverage Container materials)
HB949 (Renewable Energy), **HB1252** (Energy), **HB347** (Electric Vehicle
Charging Systems), **HB419** (Residential photovoltaic Energy Generating
Systems), **HB1200** (Conservation and Resources Enforcement)

POSITION: Strong Support

The Environmental Caucus enthusiastically supports the bills listed above. Our state has suffered for decades under increasing waste production and paid out a fortune to find places to ship it to or dumping miscellaneous and questionable refuse into landfills without proper concerns for any residual and permanent contamination of the ground or what lies beneath. Recent implementation of rules concerning plastic products, recyclable packaging and collections, together with the public's increasing awareness of their roles in limiting waste have improved the situation, but not enough. We need more action now and the businesses who create waste products should take the lead in remedying the situation. Any bills which help that to happen are overdue and should be passed.

We are also late in providing electric vehicle infrastructure support for which there is no excuse. We have had the technology for many years. Hawaii is a state uniquely suited for electric vehicle use and any bills which promote the purchase and infrastructure development for them will go further to reduce our dependence on gasoline and the air pollution it causes than any other measures currently being discussed.

Finally bills may be passed and laws put on the books but violations and abuses by ignorant or greedy individuals, or corporate entities are prevalent and the responsible enforcement agencies are overwhelmed and short staffed. We are fortunate to have comparatively inexpensive technology available now to help those agencies do their job. Laws protecting fragile resources are useless if we cannot enforce them.

Please pass the bills through this year, because as time passes the results of not passing them now will be more difficult to deal with,

Martha E Randolph
DPH Environmental Caucus SCC Representative
Member of DPH Legislative Priorities Committee
Precinct 2 Rep, District 27 Council



To: The House Committee on Energy and Environmental Protection
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, February 7, 2023, 8:45am

In support of HB347

Aloha Chair Lowen, Vice Chair Cochran, 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 HB347 and offers a suggested amendment.**

Current law states owners of multiple parking facilities within the State with at least one hundred parking spaces must have at least one parking space fitted with an electric vehicle charging system, with the option to aggregate the requirement to a single location. HB347 seeks to ensure a more equitable adoption of electric vehicle infrastructure by requiring owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county. However, we recommend that **all aggregation allowances be removed** since they serve no legitimate purpose. This will provide for the most equitable adoption of electric vehicle infrastructure.

As stated in the preamble of this measure, the widespread adoption of electric vehicles will help the State achieve its decarbonization goals, and the buildout of adequate electric vehicle infrastructure, including publicly accessible charging stations, is critical to these efforts. Removing all aggregation allowances is an effective step to help Hawaii achieve its climate goals in a manner that is more equitable.

Mahalo for the opportunity to testify.

Sherry Pollack
Co-Founder, 350Hawaii.org

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



February 6, 2023

Dear Chair Lowen, Vice Chair Cochran, and members of the Committee,

The Hawaii Electric Vehicle Association (Hawaii EV) strongly supports HB347 but suggests that it be revised to eliminate any aggregation provisions.

The historical issue with the aggregation provision has been to allow within-county aggregation and we are requesting that any aggregation allowances be stricken from the law at this time since there is no reasonable rationale for allowing such aggregation.

Thank you for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "TH", is written over a thin horizontal line.

Tam Hunt
Board Member and Policy Manager
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.

Hawaii EV Board

Noel Morin, President
Nanette Vinton, Secretary, and Treasurer
Bill Bugbee – Director
Tam Hunt - Director
Sonja Kass – Director

Hawaii EV Clubs

Big Island EV Association
Kauai EV
Maui Nui EV
Tesla Hawaii Club



Rob Weltman – Director

HB-347

Submitted on: 2/1/2023 11:04:23 AM

Testimony for EEP on 2/7/2023 8:45:00 AM

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

Comments:

I support HB347

HB-347

Submitted on: 2/6/2023 8:04:00 AM

Testimony for EEP on 2/7/2023 8:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Cochran, and Members of the EEP Committee:

I'm writing in support of HB347 because it fixes a loophole in the intention of the original requirement to install charging facilities in commercial parking lots. Please pass this bill out of your committee.

Respectfully,

Paul Bernstein