



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM  
AND COMMITTEE ON TRANSPORTATION**

Monday, February 7, 2022  
3:00 PM  
State Capitol, Conference Room 224, and videoconference

**SUPPORT  
SB 2196  
RELATING TO ELECTRIC VEHICLE CHARGING STATIONS**

Chairs Wakai and Lee, Vice Chairs Misalucha and Inouye, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 2196, which requires cooperative housing corporations, homeowners associations, planned community associations, and condominium associations to develop plans to integrate electric vehicle charging stations into their properties and make funds available for that purpose, and requires electric vehicle charging station plans to be completed by January 1, 2030.

HSEO's comments are guided by its mission to promote energy efficiency, renewable energy and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

To achieve a decarbonized economy, it is necessary for Hawai'i's transportation systems to be increasingly fueled by renewable energy sources and to become less reliant on fossil fuels. Developing plans to integrate electric vehicle charging stations into residential parking areas, and making funds available for such planning, ensures that our existing as well as new communities are prepared for and support the state's clean energy transformation.

The requirements of SB 2196 are consistent with existing requirements, such as those in [Chapter 32. Building Energy Conservation Code](#) of the City and County of

SB 2196 RELATING TO ELECTRIC VEHICLE CHARGING STATIONS - SUPPORT  
Hawai'i State Energy Office Testimony  
February 7, 2022

Honolulu, which includes a subsection entitled, "[C406.8 Electric vehicle infrastructure](#)," requiring parking stalls for newly-constructed residential and multi-unit and commercial buildings to comply with an electric vehicle readiness compliance pathway.

The same code also includes subsection "[R404.3, Electric Vehicle Readiness](#)," requiring that when a building permit application involves the installation of a residential electrical panel and parking area, a dedicated receptacle for an electric vehicle must be provided with a minimum AC Level 2 charge in each enclosed attached garage.

Thank you for the opportunity to testify.

TESTIMONY OF  
**LARRY S VERAY**

TO THE COMMITTEE'S ON:  
ENERGY, ECONOMIC DEVELOPMENT AND TOURISM & TRANSPORTATION

***MOST STRONGLY SUPPORT SB 2196***

**RELATING TO ELECTRIC VEHICLE CHARGING STATIONS**

**FEBRUARY 6, 2022**

Aloha, Chair Wakai, Vice Chair Misalucha for Energy, Economic Development and Tourism; Chair Lee and Vice Chair Inouye for Transportation and your respective committee members. Thank you for allowing me the opportunity to provide testimony on SB 2196. I am submitting this testimony as Chair of the Pearl City Neighborhood Board No. 21. Our board unanimously passed a resolution on September 28, 2021 that stated the requirement for community, homeowners, condominium associations and high-rise apartment building complexes to begin their planning for the integration of Electric Vehicle (EV) charging stations on their respective property.

As Hawaii continues to develop a plan for energy efficiency and moving the State off of fossil fuels, electric vehicles are becoming more popular for residents in our communities. We see more and more residents in single family homes in Pearl City transitioning to electric vehicles coupled with their own home integration of charging stations.

Regretfully, I believe many of our Pearl City families that live in condo and high-rise apartments are being left behind because of their property managers and board of directors have ignored this very important issue for their homeowner associations. They have not proactively planned for their homeowners and condo associations to begin setting aside reserve funds, begin the planning for the architecture with associated building permits for their required future integration of EV charging stations for their residents. Furthermore, the State and City is also behind in this area for their subsidized housing for seniors and lower income families. It is so important that the respective property managers take this as a priority for their associations that they manage and advise. Waiting to the last minute to begin planning for EV charging stations will result in associations having to conduct a monetary assessment from their homeowners to pay for this initiative causing a negative impact on so many residents. We respectfully request that you consider moving the completion date for this requirement out to 2035 which will allow the homeowner associations more time for reserve fund planning and developing their EV Charging architecture and integration plan.

I most strongly urge you to support and approve SB 2196 and initiate the necessary requirement for homeowners, condo and high-rise apartment associations including the State and City to begin planning for their integration of EV charging stations. Mahalo!

Very respectfully,

*Larry S. Veray*

**SB-2196**

Submitted on: 2/4/2022 6:59:58 AM

Testimony for EET on 2/7/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Richard Emery	Testifying for Associa	Comments	No

Comments:

I support the testimony of CAI. This Bill as far reaching unintended consequences. I do support all reasonable energy initiatives.



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE SENATE  
COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM  
AND  
COMMITTEE ON TRANSPORTATION**

**SB 2196**

**Relating to Electric Vehicle Charging Stations**

February 7, 2022  
3:00 PM, Agenda Item #2  
State Capitol, VIDEO CONFERENCE

June Chee  
Program Manager, Electrification of Transportation  
Hawaiian Electric Company

Aloha Chair Wakai, Chair Lee, Vice Chair Misalucha, Vice Chair Inouye, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company **supporting the intent of SB2196**, Relating to Electric Vehicle Charging Stations, as it supports the installation of additional and reliable electric vehicle (EV) infrastructure for those living in multi-unit dwellings.

Hawaiian Electric's Electric Vehicle Critical Backbone Study looked at the forecasted need for public and private EV charging infrastructure in the next 10 years. The backbone study projected a need of seven-times more public charging by 2030 and an even greater need for private commercial and residential charging. This insight helped the Company focus its support and momentum for electrification of transportation through programs and initiatives such as EV-specific rates to encourage daytime charging, the Charge Up eBus make ready pilot, a proposal to expand our

public charging network, and our recently approved Charge Ready Hawaii pilot. The Charge Ready Hawaii pilot will provide make ready infrastructure for EV charging systems and focuses on publicly available commercial properties, fleet owners, and multi-unit dwellings. The 3-year pilot will provide valuable insight into the make ready infrastructure process and integration of EV charging stations for these customers. Additionally, lessons learned from the pilot may help to inform the EV charging station plans required in this measure. Hawaiian Electric is supportive of efforts that encourage the planning for and installation of EV infrastructure in these key locations as it will help to serve EV charging needs of current and future EV drivers.

Accordingly, Hawaiian Electric Company supports the intent of SB2196. Thank you for this opportunity to testify.

HAWAII LEGISLATIVE  
ACTION COMMITTEE

  
**community**  
ASSOCIATIONS INSTITUTE

P.O. Box 976  
Honolulu, Hawaii 96808

February 4, 2022

Chair Glenn Wakai  
Vice Chair Bennette E. Misalucha  
Committee on Energy, Economic  
Development, and Tourism  
415 South Beretania Street  
Honolulu, Hawaii 96813

and

Chair Chris Lee  
Vice Chair Lorraine R. Inouye  
Committee on Transportation  
415 South Beretania Street  
Honolulu, Hawaii 96813

Re: SB 2196 SUPPORT INTENT

Dear Senators:

The Community Associations Institute ("CAI") supports the intent of SB 2196. CAI also supports the broader 100% renewable energy goal in and for the State of Hawaii.

SB 2196 addresses subject matter that was addressed by a Working Group appointed by the legislature in 2015. CAI was represented on the Working Group and is an important stakeholder. See, <https://energy.hawaii.gov/wp-content/uploads/2013/07/Act-164-EV-Working-Group-Report-FINAL.pdf> ("Report").

SB 2196 would require cooperative housing corporations, planned community associations and condominiums to "develop plans to integrate electric vehicle charging stations onto residential properties managed by the corporation."<sup>1</sup>

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<sup>1</sup> Some condominiums are not incorporated.

Chair Glenn Wakai  
Vice Chair Bennette E. Misalucha  
Chair Chris Lee  
Vice Chair Lorraine R. Inouye  
February 4, 2022  
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As noted in the Report, however, some projects may be unable to "develop plans" to achieve the desired goal due to inherent limitations in the design and construction of the project.

2.1.2.1 Electrical Capacity and Equipment Upgrades Industry representatives identified issues pertaining to capacity constraints of a building owned transformer and other electrical equipment as the primary shortfall for installing EV charging systems in existing MUDs. Most of Hawaii's existing MUD buildings were not designed with numerous EV charging systems in mind, and MUDs can lack the electrical capacity necessary to accommodate such EV charging infrastructure. A power recording/feeder and service study based upon circuit and load calculations in the National Electrical Code or connected load assessment could be conducted to determine if existing building electrical distribution and capacity is adequate and available in a MUD. If electrical distribution and capacity is deemed limited, then upgrades may be required for the building owned or utility owned transformer, switchboards or switchgears, and other electrical infrastructure. As an alternative, applying energy efficiency retrofits to existing MUDs is recognized as a mechanism to potentially increase a MUD's available electrical capacity. Incorporating efficiency measures to existing buildings may free up additional capacity needed to install some EV charging infrastructure.

There may also be no available common area on which to place charging stations.

2.1.2.2 Parking Facility Size and Assigned Parking Most MUDs did not plan for EV growth in the original construction plans, and consequently did not design parking facilities to accommodate EV charging systems. EV charging systems can be a challenge to install because of limited physical space in a MUD's parking facility. Additionally, most MUDs have assigned parking spaces for residents, while some MUDs provide common area parking provided for additional vehicles or guests. Some MUDs may be willing and able to accommodate an EV driver's request for guaranteed access to charging by installing a charging system in their assigned parking space, while other MUDs may find common area shared chargers a more efficient option. Installing charging systems

Chair Glenn Wakai  
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in common parking areas can allow several residents to share a charging system. However, a disadvantage of shared charging includes the need for scheduling and coordination among EV drivers. In addition, some MUDs may not have sufficient common area parking available to accommodate EV charging infrastructure.

Future developments should certainly incorporate electric vehicle charging stations. Existing developments should incorporate electric vehicle charging stations over time when it is economically and technically practical to do so. A one size fits all approach is impractical.

### 3.1 Flexibility

The Working Group finds that each request to install an EV charging system within an existing building is unique and is often associated with complicated issues and challenges that require flexibility in addressing installation solutions. The Working Group understands that there is no single solution that addresses the myriad of financial, structural, or organizational concerns relating to the installation of EV charging systems at existing MUDs. The Working Group further recognizes that due to the unique nature of each EV charging system's installation process, any installation request should be met with flexibility and an understanding of the complexities of installation challenges.

Further, rather than impose an unfunded mandate upon property owners,<sup>2</sup> state and federal resources should be deployed to implement this important public policy objective. Moneys received in relation to recent federal legislation intended to advance infrastructure development, for example, may be available for this purpose.

Reordering the energy economy, including with respect to the transportation sector, is a societal challenge. Government should facilitate the transition.

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<sup>2</sup> Corporations/associations: "shall make moneys available from their overall reserve funds for the purpose of satisfying the requirements of this section."

Chair Glenn Wakai  
Vice Chair Bennette E. Misalucha  
Chair Chris Lee  
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An incentive-based approach enabling projects that can incorporate electric vehicle charging stations to do so, without undue economic burden on consumers, should be considered. The Committee is respectfully requested to also consider the prospect that "gas stations" may become *charging* stations over time; meaning that practical neighborhood solutions, away from housing developments, may become more prevalent as well.

Thus, CAI respectfully requests that the Committees consider studying the matter further, taking the Report and recent technological trends into account. At minimum, if covered entities are to remain subject to a mandate, then: 1) a funding source should be supplied; 2) the 2030 timeframe should be retained; and 3) the mandate should be modified.<sup>3</sup>

Very truly yours,

*Philip Nerney*

Philip Nerney

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<sup>3</sup> An amendment along the following lines might be considered if a mandate is to be retained. Covered entities shall:

conduct studies to determine the technical and economic feasibility of integrating electric vehicle charging stations onto residential properties managed by the [corporation or association] and shall develop plans to do so unless a qualified design professional certifies in writing that technical and/or economic factors render implementation of such plans infeasible. Covered entities shall be authorized to implement plans tailored to their particular circumstances.

## Hawaii Electric Vehicle Association

Hawaiiev.org  
info@hawaiieva.org



February 4, 2022

### **Comments on SB2196 (RELATING TO ELECTRIC VEHICLE CHARGING STATIONS)**

Dear Chairs Wakai and Lee, and Vice-Chairs Misalucha and Inouye,

#### **Hawaii Electric Vehicle Association offers comment on SB2196.**

Hawaii EV is supportive of the intent of this measure. It “requires cooperative housing corporations, homeowners associations, planned community associations, and condominium associations to develop plans to integrate electric vehicle charging stations onto their properties and make funds available for that purpose.”

This will serve to expand needed charging infrastructure, particularly in projects where access to home charging is not feasible. However, we must acknowledge that there will be situations where compliance is not technically feasible or would require heavy infrastructure investment. Exceptions must be noted, e.g., subdivisions without common areas or properties that don’t have adequate infrastructure.

Additionally, HOAs should not be allowed to prevent nor create unreasonable requirements for the installation of chargers in private spaces.

Last, we recommend that the compliance date be advanced from 2030 to 2025.

Sincerely,

Bill Bugbee  
Policy Director



**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).



KauaiEV

Kauai Electric Vehicle Association  
302 Makani Rd, Kapaa, HI 96746  
808-652-0591

February 4, 2022

**Support for SB2196 (RELATING TO ELECTRIC VEHICLE CHARGING STATIONS)**

Dear Chairs Wakai and Lee, and Vice-Chairs Misalucha and Inouye,

On behalf of KauaiEV, a grassroots organization with over 100 members on Kauai, I write in **support of SB2196**.

Several of our members live in condos, apartments and other multi unit dwellings and do not have access to charging stations. In general 80% of EV charging takes place at home, for many busy people public charging is not feasible.

HOAs frequently make it almost impossible or cost prohibitive for their members to install their own chargers. On Kauai not one regular multi unit dwelling has a charging station for the EV owners living there even though multiple people tried to install their own, and / or start a dialogue with the HOAs.

In our opinion the best solution for the problem is that the HOAs themselves are required to install the chargers. Please move the date closer, sooner is better as the problem exists already, and more and more EV drivers will be affected.

Sincerely,

Sonja Kass  
Kauai EV President

Testimony of  
PRACTICAL POLICY INSTITUTE OF HAWAII  
Monday, February 7, 2022  
TIME 3:00PM State Capitol, Conference Room 224

Comments in SUPPORT of SB 2196 RELATING TO ELECTRIC VEHICLE CHARGING STATIONS.

Chair Wakai, Vice Chair Misalucha, and Members of the Transportation Committee, my name is Lindsey Dymond with the Practical Policy Institute of Hawaii (PPIH) offering comments on SB 2196, which requires cooperative housing corporations, homeowners associations, planned community associations, and condominium associations to develop plans to integrate electric vehicle charging stations onto their properties and make funds available for that purpose. It requires these plans to be completed by January 1, 2030.

We OPPOSE this measure as this sets a strong precedent to further mandate energy requirements to existing buildings with fixed income and budgets. SB 2196 does not provide any guidance regarding how many charging stations will be required, what the costs will be, or who will approve such plans. Furthermore, and most importantly, this proposed bill only adds to Hawaii's already high cost of living by adding substantial costs to all of the affected residents, which will need to be paid for, at minimum, through increased monthly association dues, assessments, or other means. The owners, and each association, should make their own determinations as to when and how many EV charging stations their properties need. This bill should be deferred pending further knowledge of the demand for EV charging stations in individual circumstances, and as the population of EV's unfolds.

The Legislature has made a commitment to help Hawaii's working families and this bill will only increase their monthly out of pocket expenses in order to pay for the electrical infrastructure upgrades that many of Hawaii's older buildings will require to accommodate required EV charging stations. The complete rewiring of some buildings, and the potential to have to bring more capacity from the utility into some buildings, is a burden that cannot simply be laid off on the residents of those buildings.

Thank you for the opportunity to testify.

February 5, 2022

Senator Glenn Wakai, Chair  
Senator Bennette Misalucha, Vice-Chair  
Senate Committee on Energy, Economic Development & Tourism

Senator Chris Lee, Chair  
Senator Lorraine R. Inouye, Vice-Chair  
Senate Committee on Transportation

Re: SB2196 Relating to Electric Vehicle Charging Stations.  
Testimony with Comments  
Monday, February 7, 2022 at 3 p.m.

Chair Wakai, Chair Lee, Vice-Chair Misalucha and Vice-Chair Inouye and Members of the Joint Committee:

I am Jane Sugimura, President of the Hawaii Council of Associations of Apartment Owners (HCCA).

HCCA has, in the past supported energy initiatives, e.g., permitting solar panels on condominium townhouse roofs and we do not oppose the installation of charging stations in common areas of condominiums, co-ops and HOA's.

HCCA would be concerned if this bill contemplates installation of charging stations in all parking stalls in the condominium or co-op parking garages or in the parking lot of planned community developments (HOA's) because currently the electricity to the parking garages or the parking lot is not adequate to provide charging stations for each of the several hundreds of parking stalls in the garage or in the lot. It would cost a tremendous amount to increase the electrical capacity for that purpose and currently no condo, co-op or HOA has this item in their reserve study or monies set aside to fund such a project. Also, if the intent is to install chargers in each stall, this assumes that all unit owners have an electric car and if that is not the case, why would they want or need a charger in their stall.

Accordingly, HCCA suggests that the State undertake a feasibility study to obtain facts as to how and under what circumstance charging stations for electric vehicles can be installed efficiently and economically for the benefit of the residents of condos, co-ops and HOA's.

Thank you for allowing me to testify on this bill.

  
Jane Sugimura  
President

**SB-2196**

Submitted on: 2/3/2022 9:48:32 AM

Testimony for EET on 2/7/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Beth Anderson	Individual	Support	No

Comments:

Thank you for considering my testimony. Yes, more charging stations for electric vehicles are needed now and even more will be needed in the future. Climate change is real. We must take measures like this that support clean energy and help decrease carbon levels in the atmosphere. People will need charging stations at the places they live and work, and in many cases this is condominiums and other places addressed by this bill.

**SB-2196**

Submitted on: 2/3/2022 9:55:23 AM

Testimony for EET on 2/7/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Grant Oka	Testifying for Kipuka at Hoakalei AOOU	Oppose	No

Comments:

Unnecessary financial burden and capital improvement burden on associations. Owners can decide for themselves if they want to spend the money for this. A law is not needed for this,

**SB-2196**

Submitted on: 2/3/2022 10:03:09 AM

Testimony for EET on 2/7/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
mary freeman	Individual	Oppose	No

Comments:

I oppose this bill. If an individual has an electric vehicle then it should be their responsibility to supply it with fuel. There is no reason for the community to supply any homeowner with free electricity. I have to pay for the fuel for my vehicle, not my community. And as we all know, electricity is an expensive commodity. And like gasoline, it is created by using fossil fuel. Something that has to be shipped in.

Respectfully,

Mary Freeman

Ewa Beach

**SB-2196**

Submitted on: 2/3/2022 5:52:30 PM

Testimony for EET on 2/7/2022 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
R Laree McGuire	Individual	Support	No

Comments:

Support with amendments in accordance with the testimony submitted by Phil Nerney on behalf of CAI-LAC, Hawaii Chapter. Mahalo.

## SB 2196 TESTIMONY

To: Senate Committee on Energy, Economic Development, and Tourism  
Senate Committee on Transportation  
Hearing on Feb. 7, 2022 at 3:00 p.m.

From: John Kawamoto

Position: Support

Transportation represents a large sector of the economy. Gas powered personal vehicles have become so popular because, among other reasons, they are convenient to refuel. There are now 168,000 retail gas outlets across the country, with 400 to 500 of them in Hawaii.

As a society, we are transitioning toward electric vehicles to eventually eliminate the emission of greenhouse gases. We are trying to avoid a global climate disaster that threatens to undermine civilization as we know it. To accelerate the transition to electric vehicles, easy access must be provided to electric vehicle charging stations.

SB 2196 would expand access by making electric vehicle charging stations available at property owned by cooperative housing corporations and property managed by planned community associations or condominium associations.

For the foregoing reasons I support SB 2196.