



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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

Telephone:
Web:

JOSH GREEN, M.D.
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
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Thursday, February 1, 2024
9:30 AM
State Capitol, Conference Room 325 and Videoconference

In Support of
HB 2012

RELATING TO ELECTRIC VEHICLE PARKING.

Chair Lowen, Vice Chair Cochran, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 2012. This measure does two important things. It removes an exemption allowing 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. It also authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.

To decarbonize our economy and meet Hawai'i's goal of reducing carbon emission to 50% by 2030, and a net negative carbon economy by 2045, Hawai'i will need significant reductions in emissions from ground transportation. HSEO's Hawai'i Pathways To Decarbonization, Act 238, Session Laws Of Hawai'i 2022 highlights transitioning toward Zero Emission Vehicles as one of the two major facets to reducing emissions in ground transportation. This includes promoting the transition to battery electric vehicles (BEVs) which can significantly reduce emissions from vehicle operation¹.

¹ Page 104, 2. Transitioning toward Zero Emission Vehicles a) Transition to Zero-Emission Vehicles (ZEVs): Promoting the transition to battery electric vehicles (BEVs) can significantly reduce emissions from vehicle operation.

This measure supports deployment of charging infrastructure necessary to meet Hawai'i's 2030 and 2045 goals. Simply put, Hawai'i's EV charging capacity has not kept up with Hawai'i's level of EV adoption. 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. Hawai'i currently has 35 registered EVs per public charger². The significant spread between current conditions in Hawai'i and the CEC's estimate is evidence that significant investment in charging infrastructure is required. Enabling the counties to enforce existing EV charging requirements is a positive step towards closing the gap in public charging infrastructure.

Thank you for the opportunity to testify.

² From Alliance for Automotive Innovation "Get Connected Electric Vehicle Quarterly Report, Second Quarter, 2023"



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
FEBRUARY 1, 2024
Re: HB 2012 RELATING TO ELECTRIC VEHICLE PARKING**

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 2012 Relating to Electric Vehicle Parking. This measure removes 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; and authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.

10% 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 neighboring islands and outside of Honolulu are not being used very often. It is mainly being used by people looking for a **FREE** charge, so their personal electric bill is not affected, or their condominium does not have charging stations. Businesses have put 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 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 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 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 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 excessive 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 condominiums that don't have charging stations in their buildings.

Government should 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. **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.



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE
COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

HB 2012

Relating to Electric Vehicle Parking

FEBRUARY 1, 2024

9:30AM AGENDA ITEM #5

Conference Room 325

Terea Macomber

Policy Strategy & Community Program Manager

Electrification of Transportation

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

My name is Terea Macomber and I am testifying on behalf of Hawaiian Electric in support of HB 2012, Relating to Electric Vehicle Parking. This measure removes an 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 their owned properties was met.

The lack of public electric vehicle charging supply equipment (EVSE), otherwise known as electric vehicle (EV) chargers is commonly cited as a barrier to EV adoption by those considering purchasing an EV. HRS 291-71 not only helps to increase the number of EVSE across Hawaii, but also increases the geographic distribution of EVSE. Geographic distribution is especially critical, as the availability of a nearby EVSE reduces drivers' range anxiety and allows drivers to 'top up' at their destinations, rather than solely

relying on home charging or the limited number of high-powered direct current (DC) fast charging hubs to replenish their batteries. Allowing property owners to consolidate EVSE at fewer properties reduces the geographic distribution of EVSE, which can leave some areas underserved.

Hawaiian Electric supports measure HB2012 that increases the availability of public EVSE – both in quantity and geographical distribution – and thereby reduces the barriers to EV adoption. Thank you for the opportunity to testify.



February 1, 2024

Representative Nicole Lowen, Chair
Representative Elle Cochran, Vice Chair
Committee on Energy & Environmental Protection

RE: **HB 2012 HD1 – RELATING TO ELECTRIC VEHICLE PARKING**
Hearing date – February 1, 2024 at 9:30 AM

Aloha Chair Lowen, Vice Chair Cochran and members of the committee,

Thank you for allowing NAIOP Hawaii to submit testimony in **OPPOSITION** to HB 2012 – RELATING TO ELECTRIC VEHICLE (EV) PARKING. NAIOP Hawaii is the Hawaii chapter of the nation's leading organization for office, industrial, retail, residential and mixed-use real estate. NAIOP Hawaii has over 200 members in the State including local developers, owners, investors, asset managers, lenders, and other professionals.

HB 2012 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. Furthermore, the measure authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.

NAIOP opposes the removal of the exemption that enables property owners with multiple properties the ability to allocate the required amount of EV stalls for places of public accommodations amongst all their properties to reach the required aggregate amount. Eliminating the exemption will reduce a property owner's flexibility to allocate EV stalls at properties with a higher demand. Essentially this will revert the statute back to a mandate for all places of public accommodation to have minimum number of stalls even though there may not be a demand to justify installation.

Additionally, cost to retrofit existing stalls into EV stalls may be costly for property owners and be passed down to tenants of large properties. This may add an additional cost for local businesses that are already combating the impacts of inflation in Hawaii. NAIOP understands the need for zero-emission transportation infrastructure, however, we disagree that the cost should be placed upon the property owners and local businesses.

Representative Nicole Lowen, Chair
Representative Elle Cochran, Vice Chair
Committee on Energy & Environmental Protection
February 1, 2024
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Ultimately, property owners should be permitted to retain the discretion to allocate EV stalls to meet demand and attract vehicle owners to their properties instead of a mandate for each property. NAIOP supports creative solutions to financially incentivize the installation of EV stalls at all places of public accommodation, rather mandating unnecessary and costly requirements that may ultimately have negative impacts on property owners and businesses. For these reasons we urge you to defer HB 2012. Thank you for the opportunity to testify on this measure.

Mahalo for your consideration,

A handwritten signature in black ink, appearing to read 'Reyn Tanaka', with a long horizontal stroke extending to the right.

Reyn Tanaka, President
NAIOP Hawaii

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



January 31, 2024

SUPPORT FOR HB2012- RELATING TO ELECTRIC VEHICLE PARKING

Dear Chair Lowen, Vice-Chair Cochran, and Committee members,

Hawaii Electric Vehicle Association **SUPPORTS** HB2012, which *“Removes 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. Authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.”*

Adequate public charging is a MUST for the democratization of transportation. 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 will help expand the availability of public charging by removing a loophole that has resulted in large parking structures without public EV charging support.

Thank you for this opportunity to testify.

Sincerely,

Noel Morin
President
Hawaii EV Association

Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

Hawaii EV Board

Jennifer Lieu – Director
Nanette Vinton, Secretary, and Treasurer
Noel Morin, President
Rob Weltman – Director
Sonja Kass – Director
Tam Hunt - Director

Hawaii EV Clubs

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