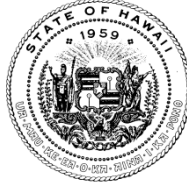


JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

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

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

February 6, 2025  
9:00 A.M.  
State Capitol, Room 325

**H.B. 344**  
**RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

Committee on Energy & Environmental Protection

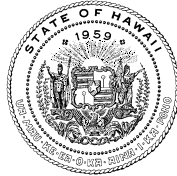
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The Department of Transportation (DOT) **Supports Measure No. H.B. 344**, that requires the design of all new state building construction where parking is to be included to provide that at least twenty-five per cent of parking stalls be electric vehicle charger ready. It 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. 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.

This bill aligns with DOT'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 Hawai'i.

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 HAWAII | KA MOKU'ĀINA O HAWAII**  
**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 & ENVIRONMENTAL PROTECTION**

THURSDAY, FEBRUARY 6, 2025, 9:00 A.M.  
CONFERENCE ROOM 325 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B. 344

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Chair Lowen, Vice Chair Perruso, 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 the intent of H.B. 344 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.

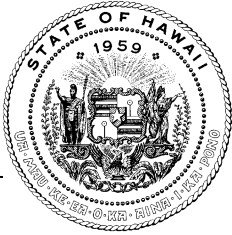
DAGS offers the following **comments**:

1. The department suggests that lines 6-7 on page 5 of the bill be revised to

specify that the appropriation be expended by the Hawaii State Energy Office which Section 3 of the bill (in lines 19-21 on page 3) identifies as the agency to lead the survey of existing facilities and to report on the results of that survey.

2. We also recommend that the effective date in line 8 on page 3 of the bill be revised so that the measure applies only to projects for which design and construction funds are appropriated by the 2026 legislature and thereafter. DAGS requests this change to provide agencies with time to incorporate the new requirement into the budgets for corresponding design and construction contracts

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



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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

Telephone:  
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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 6, 2025  
9:00 AM

State Capitol, Conference Room 325 and Videoconference

In Support of  
**HB 344**

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

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 344, 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, it sets a goal for the State to retrofit existing facilities and appropriates funds to the Department of Accounting and General Services for cost assessments and installations.

Emissions from transportation account for more than half of energy-related emissions, with 36% of those emissions coming from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.<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. HSEO's Hawai'i Pathways to Decarbonization report, submitted to the Legislature in December 2023 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>

<sup>1</sup> State of Hawaii, Department of Health. Greenhouse Gas Inventory: [Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 \(hawaii.gov\)](#)

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

Hawai'i currently ranks third among states with the highest number of registered light-duty EVs. However, in terms of charging infrastructure it ranks second to worst in the country with only one public charger per every 47 electric vehicles – seven times 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 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.

In addition to the crucial role electric vehicles play in achieving our state's decarbonization goals, HB 344 addresses a critical aspect of our renewable energy transition. By mandating that at least twenty-five percent of parking stalls in new state building construction be electric vehicle charger-ready, this bill not only promotes the adoption of cleaner transportation, but also strategically contributes to managing energy demand.

One of the challenges in transitioning to renewable energy sources is the fluctuating nature of power generation coming from intermittent renewable resources. To maximize the benefits of our abundant renewable resources, it is beneficial to encourage electric vehicle owners to charge their vehicles during periods of high renewable energy availability. HB 344 aligns with this objective by ensuring that a significant portion of parking spaces are equipped to support electric vehicle chargers, promoting daytime charging when renewable energy sources, such as solar, are more abundant.

This bill is a big step towards making EV adoption more inclusive and accessible, particularly for individuals who cannot easily charge at home. Beyond its impact on EV accessibility, the legislation also plays a crucial role in shifting energy demand away from peak periods, when renewable energy may be less available, towards times when our clean energy sources are abundant. This dual effect not only bolsters the reliability of our energy grid but also maximizes the environmental benefits inherent in the widespread adoption of electric vehicles. HSEO supports HB 344 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.

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



## Testimony of the Oahu Metropolitan Planning Organization

### Committee on Energy and Environmental Protection

February 6, 2025 at 9:00AM  
Conference Room 325

### HB 344 Relating to Electric Vehicle Charging Infrastructure

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB 344 and offers amendments to improve the bill**, which would 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, 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, establish a goal of the State to retrofit state facilities to be electric vehicle charger-ready, requires a report to the Legislature, and appropriates funds.

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 Hawaii 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.

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)



**Hawaiian  
Electric**

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

**HB 344  
Relating to Electric Vehicle Charging Infrastructure**

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

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

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

My name is Timur Tufail and I am testifying on behalf of Hawaiian Electric in support of HB 344, 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 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. Thank you for this opportunity to testify.

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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)

HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION  
Thursday, February 6, 2025 — 9:00 a.m.

**Ulupono Initiative supports with comments HB 344, Relating to Electric Vehicle Charging Infrastructure.**

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, clean transportation choices, and better management of freshwater resources.

**Ulupono supports HB 344**, 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 provisions. 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,

Mariah Yoshizu  
Government Affairs Associate

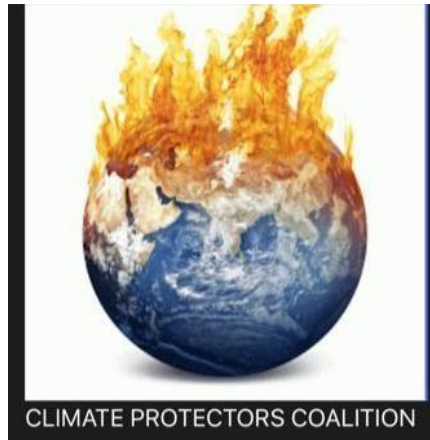
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<sup>3</sup> <https://www.cleanenergy.org/blog/ev-readiness-and-why-we-need-it-now/#:~:text=As%20a%20percentage%20of%20total,about%20%24920%20per%20parking%20spot.>

<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)



To: The Honorable Representative Nicole Lowen, Chair, the Honorable Amy Perruso, Vice Chair, and Members of the Committee on Energy and Environmental Protection.

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

Re: Hearing HB344 RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

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

Aloha Chair Lowen, Vice Chair Perruso, and Energy and Environmental Protection Committee Members:

The mission of the Climate Protectors Hawai'i is to educate and engage the local community in climate change action, to help Hawai'i show the world the way back to a safe and stable climate.

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### **The Climate Protectors Hawai'i STRONGLY SUPPORTS HB344!**

Hawaii must cut ground transportation emissions to sequester more greenhouse gases than it emits by 2045. 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 zero emission vehicles.

This parking stall EV-ready requirement will have the State lead by example and **help reduce greenhouse gas emissions and climate warming**. Requiring that parking spaces in new State buildings be ready for electric vehicle charging **will save the State money** in comparison to installing chargers 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 a bill that requires parking stalls in new State buildings that have parking be at least 25% electric vehicle charger ready!**

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



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 HB344**

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 is in **strong support of HB344** 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 bill further 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.

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





**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION**

**FEBRAURY 6<sup>TH</sup>, 2025**

**HB 344, RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

**POSITION: SUPPORT**

Coalition Earth **supports** HB 344, relating to electric vehicle charging infrastructure, which requires the design of all new state building construction where parking is to be included to provide that at least 75 percent 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.

According to a report produced by the Hawai'i Climate Change Mitigation and Adaptation Commission, global sea levels could rise more than three feet by 2100, with more recent projections showing this occurring as early as 2060. In turn, over the next 30 to 70 years, approximately 6,500 structures and 19,800 people statewide will be exposed to chronic flooding. Additionally, an estimated \$19 billion in economic loss would result from chronic flooding of land and structures located in exposure areas. Finally, approximately 38 miles of coastal roads and 550 cultural sites would be chronically flooded, on top of the 13 miles of beaches that have already been lost on Kaua'i, O'ahu, and Maui to erosion fronting shoreline armoring.

As we work to reduce carbon emissions and stave off the worst consequences of climate change, we must begin preparing for the adverse impact of sea level rise on our shores. We are now quantifying the speed at which we must act. We cannot continue to develop the 25,800-acre statewide sea level rise exposure area—one-third of which is designated for urban use—without risking massive structural damage and, potentially, great loss of life.

Just two years ago, we witnessed the impact of the climate emergency on our shores. On August 8, 2023, wildfires swept across Maui and killed at least 100 people, making it one of the

nation's deadliest natural disasters. The spread of the fires has been attributed to climate change conditions, such as unusually dry landscapes and the confluence of a strong high-pressure system to the north and Hurricane Dora to the south. The wildfires destroyed over 2,200 structures, including numerous residential buildings, historic landmarks, and school facilities. In September 2023, a report from the United States Department of Commerce estimated the total economic damage of the wildfires to be roughly \$5.5 billion. Investing in renewable energy generation could not be more urgent, given the growing threat of climate catastrophes to our island home.

Therefore, **our state should take steps to accelerate our transition to a clean energy economy and continue our fight against climate change, including by increasing access to electric vehicles and EV-ready charging stations.** A growing number of people are adopting electric vehicles in Hawai'i. As of March 2022, there were about 19,000 registered electric vehicles in the state—a 35 percent increase from the prior year—and 24,000 hybrid vehicles. Yet, a lack of sufficient charging infrastructure presents a persistent impediment to expansion, especially for renters or and residents who live in apartment buildings, especially with regard to construction for low- and middle-income families.

We note that according to the National Low-Income Housing Coalition's *Out of Reach 2023* report, there are 38,606 renter households earning below 30 percent of area median income (21 percent of renter households) in the islands and 66,692 renter households earning below (36 percent of renter households) earning below 50 percent of area median income. This barrier creates an equity issue for low-income families who are unable to access the savings associated with electric vehicle ownership because they lack access to charging infrastructure and the fundamental financial security necessary to pursue clean transportation opportunities.

Workplace charging provides options for people who may not be able to charge at home—renters, those who live in apartments, and low- and moderate-income families--the opportunity to participate in the savings and other benefits of owning an electric vehicle. It also encourages daytime charging, which benefits the grid by shifting energy use from peak evening hours to daytime hours, when energy is cheaper and cleaner. Finally, expanding access to electric vehicle charging infrastructure at state facilities enables the state to “lead by example” and invest in actions that can serve as a model for the expansion of EV readiness in the private sector.

*Coalition Earth is a nongovernmental organization that works to preserve the well-being of people and our planet. We champion policies that advance climate resilience, clean energy, public health, and economic fairness for working families. Contact us at [info@coalitionearth.org](mailto:info@coalitionearth.org).*

**HB-344**

Submitted on: 2/2/2025 12:43:08 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Susan B Roberts Emery	Green Party of Hawai'i	Support	Written Testimony Only

Comments:

Aloha e Chair Lowen, Vice Chair Perruso, and Members of Committee,

My name is Susan RobertsEmery and I am the Co-Chair of the Green Party of Hawai'i. I am writing today to offer our very strong support for HB344. The State should lead by example by expanding workplace charging availability in facilities. 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

Let us be proactive as we move toward a clean energy future. On behalf of the Green Party of Hawai'i, we Tahnk you for your yes vote, on HB344.

Most Humbly,

Susan RobertsEmery  
Co Chair GPH  
Green Party of Hawai'i  
Paauilo



# Environmental Caucus of The Democratic Party of Hawai'i

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February 6, 2025

## Testimony in Support of HB344: Relating to Electric Vehicle Charging Infrastructure

**To:** Chair Lowen, Vice Chair Perruso, and Members of the House Committee on Energy & Environmental Protection

**From:** Melodie Aduja and Alan Burdick, Co-chairs, Environmental Caucus of the Democratic Party of Hawaii

**Date:** February 6, 2025, 9:00 a.m.

**Re:** HB344: Relating to Electric Vehicle Charging Infrastructure

**Position:** Strong Support

Dear Chair Lowen, Vice Chair Perruso, and Members of the House Committee on Energy & Environmental Protection,

We, Melodie Aduja and Alan Burdick, Co-chairs of the Environmental Caucus of the Democratic Party of Hawaii, strongly support HB344, which aims to require the design of all new state building construction to provide that at least twenty-five percent of parking stalls be electric vehicle charger-ready. This bill is a crucial step towards promoting sustainable transportation and reducing our carbon footprint.

### Key Points of HB344:

1. **Electric Vehicle Charger-Ready Parking:** Requires that at least twenty-five percent of parking stalls in new state building construction be electric vehicle charger-ready.
2. **Survey and Identification of High-Priority Facilities:** Mandates 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 high-priority state facilities for retrofitting.
3. **Retrofitting State Facilities:** Establishes a goal for the State to retrofit existing state facilities to be electric vehicle charger-ready.
4. **Appropriation of Funds:** Allocates funds for the implementation of these measures.

### Arguments in Support:

1. **Environmental Protection:** Promoting electric vehicle infrastructure is essential for reducing greenhouse gas emissions and combating climate change. By ensuring that new

state buildings are equipped with electric vehicle charging stations, we can encourage the adoption of electric vehicles and reduce our reliance on fossil fuels.

2. **Public Health:** Reducing emissions from traditional gasoline-powered vehicles can improve air quality and public health. Electric vehicles produce zero tailpipe emissions, which can help decrease respiratory illnesses and other health issues associated with air pollution.
3. **Economic Benefits:** Investing in electric vehicle infrastructure can stimulate the local economy by creating jobs in construction, maintenance, and the electric vehicle industry. Additionally, electric vehicles can reduce fuel costs for consumers and decrease the overall cost of transportation.
4. **Leadership and Innovation:** By adopting HB344, Hawaii can position itself as a leader in sustainable transportation and innovation. This bill sets a positive example for other states and encourages the development of a robust electric vehicle infrastructure network.

In conclusion, we urge the Committee to pass HB344. This bill represents a significant and necessary step towards promoting sustainable transportation and protecting our environment. We believe that with the implementation of electric vehicle charging infrastructure, Hawaii can lead the way in reducing greenhouse gas emissions and ensuring a sustainable future for our residents.

Thank you for the opportunity to testify in strong support of this important legislation.

Sincerely,

Melodie Aduja and Alan Burdick

Co-chairs, Environmental Caucus of the Democratic Party of Hawaii

**HB-344**

Submitted on: 2/3/2025 4:05:33 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Steve Parsons	Kauai Climate ACTION Coalition, Small Biz Owner	Support	Written Testimony Only

Comments:

Kauai Climate Action Coalition Strongly Support this bill with amendments calling for a minimum charging rate of 32amps per stall and to go up to 40Amps per stall starting in 2027. Furthermore, we would love to see 20% of the parking lots level 3 and 5% of the lots Level 3 chargers! This will help ALICE residents financially the most and give all residents and visitors cleaner air to breathe and reduce Ocean Acidification that is Killing our precious coral reefs and harming other Ocean wildlife! Today, MANY EVs are cheaper at time of purchase and certainly total cost of ownership and EVs continue to fall in Price along with charging infrastructure hardware! In addition, this bill and any actions also stimulate good green jobs and stops sending money off island to for-profit fossil fuel companies that have and continue to destroy the ‘ānia! Please act boldly on this bill! Imua>>>

Steve Parsons, Kauai Climate Action Coalition-Lead

**HB-344**

Submitted on: 2/3/2025 9:24:01 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
David Durazzo	RERides EV, LLC	Support	Written Testimony Only

Comments:

I strongly support HB344 towards expanding workplace charging availability in State facilities. As an owner of an Electric Vehicle conversion business, I know adequate public charging is critical for the democratization of transportation. Our customers often lack resources for a new EV. Charge anxiety is a big 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.

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.



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 5, 2025

TO: Representative Nicole Lowen  
Chair, Committee on Energy and Environmental Protection

Representative Amy Perruso  
Vice Chair, Committee on Energy and Environmental Protection

*Submitted Via Capitol Website*

FROM: Tiffany Yajima

RE: **H.B. 344 – Relating to Electric Vehicle Charging Infrastructure**  
**Hearing Date: Thursday, February 6, 2025 at 9:00 a.m.**  
**Conference Room: 325**

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Dear Chair Lowen, Vice Chair Perruso, and Members of the Committee on Energy and Environmental Protection:

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

**HB-344**

Submitted on: 2/2/2025 7:02:33 PM

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

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

Comments:

-- I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

-- Electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. 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.

**HB-344**

Submitted on: 1/29/2025 3:27:20 PM

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

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

Comments:

Hawaii's goal of electrifying our transportation sector is being hampered by a shortage of ev charging stations. In this chicken-vs-egg scenario, it is clearly the chargers that have to come first, before the evs become practical. The State needs to lead by example. Please pass HB344

**HB-344**

Submitted on: 2/1/2025 10:04:14 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
tia pearson	Individual	Support	Written Testimony Only

Comments:

The lack of adequate vehicle charging infrastructure presents a barrier to widespread EV adoption, particularly for residents who are renters or who live in apartment buildings. The State should lead by example by expanding workplace charging availability in facilities. 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.

**HB-344**

Submitted on: 2/2/2025 10:38:18 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Committee Members,

I am writing to respectfully ask that you support HB344 which requires 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 lack of adequate vehicle charging infrastructure presents a barrier to widespread EV adoption, particularly for residents who are renters or who live in apartment buildings.

Thank you for your attention and consideration.

Melissa Barker

Kapaa, HI

**HB-344**

Submitted on: 2/2/2025 11:55:50 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Georgia L Hoopes	Individual	Support	Written Testimony Only

Comments:

HB344 STRONG SUPPORT

Aloha Representatives!

I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

-- Electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. 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.

Mahalo for your consideration!

Georgia Hoopes, Kalaheo

**HB-344**

Submitted on: 2/2/2025 12:21:33 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Daniela Escontrela	Individual	Support	Written Testimony Only

Comments:

I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

**HB-344**

Submitted on: 2/2/2025 12:41:31 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Robert Kuntz	Individual	Support	Written Testimony Only

Comments:

- I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

-- Electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. 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.



**HB-344**

Submitted on: 2/2/2025 8:16:20 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Noreen Dougherty	Individual	Support	Written Testimony Only

Comments:

I strongly support HB344. It is imperative that we step up, get with the current reality in which we live, and move forward consciously preparing for now and the future. This bill is more than reasonable and very necessary. Please support HB344. Mahalo.

Noreen  
Dougherty  
Hawaii

Kapaa,

**HB-344**

Submitted on: 2/2/2025 8:22:58 PM

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

Submitted By	Organization	Testifier Position	Testify
Nanea Lo	Individual	Support	Written Testimony Only

Comments:

Hello Chair, Vice Chair, and Members of the Committee,

My name is Nanea Lo, and I am testifying in **strong support of HB344**, which requires that at least twenty-five percent of parking stalls in all new state building construction be electric vehicle (EV) charger-ready. I submit this testimony as a resident of Mō‘ili‘ili, a Kanaka Maoli and lineal descendant of the Hawaiian Kingdom, a board member of the Hawai‘i Workers Center, and an Executive Committee Member of the Sierra Club of Hawai‘i.

Hawai‘i has ambitious goals for clean energy and sustainable transportation, and to achieve them, we must rapidly decarbonize ground transportation. One of the greatest barriers to widespread EV adoption is the lack of accessible charging infrastructure, especially for residents who are renters or live in apartment buildings. While homeowners may have the convenience of charging at home, many in our community do not have this option and depend on public or workplace charging to transition to electric vehicles.

Expanding EV charger-ready infrastructure in new state facilities is a proactive and cost-effective solution. Retrofitting buildings later to accommodate EV charging is significantly more expensive than designing them with charging capability from the outset. By implementing this requirement now, the State will save taxpayers money while ensuring that Hawai‘i’s transportation infrastructure aligns with our clean energy goals.

Furthermore, workplace charging is an effective strategy to encourage EV adoption and address “charge anxiety.” Reliable and ubiquitous charging access will enable more Hawai‘i residents to make the switch to electric vehicles, reducing our dependence on fossil fuels and lowering greenhouse gas emissions.

HB344 is a crucial step in achieving Hawai‘i’s climate and transportation sustainability goals. I strongly urge the committee to pass this bill to ensure our state leads by example in the transition to clean energy transportation.

**Me ke aloha ‘āina,  
Nanea Lo  
Mō‘ili‘ili, HI 96826  
Sierra Club of Hawai‘i, Executive Committee Member**

**Board Member, Hawai'i Workers Center**  
**Kanaka Maoli / Lineal Descendant of the Hawaiian Kingdom**

**HB-344**

Submitted on: 2/2/2025 8:40:28 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Dylan Okihiro	Individual	Support	Written Testimony Only

Comments:

I support the spirit of bill HB344 and its mission to increase EV parking stalls and chargers. This would incentivize people to adapt to cleaner vehicles to drive and help to reduce air pollution.

**HB-344**

Submitted on: 2/3/2025 5:56:12 AM

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

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

Comments:

We must do everything we can to encourage EVs. Personally, I live in a condo and would benefit from more public places to charge an EV. This would encourage me to buy an EV. Whatever we can do to reach our state goals of eliminating fossil fuels, we must. This includes passing CARBON CASHBACK BILLS.

Mahalo,

Bobbie Best, Wailuku

**HB-344**

Submitted on: 2/3/2025 9:21:55 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Susan Gorman-Chang	Individual	Support	Written Testimony Only

Comments:

Aloha Chair and Committee Members

SB 344: Support

Susan Gorman-Chang

Aloha Committee Chair and Committee Members,

Mahalo for taking my testimony. It is imperative that we do all we can to encourage the purchase of EV vehicles. SB 344 requirements for installation of charging stations is a solid step in the right direction. Since most folks live in apartments or condos, access to a charging station for their EV can be challenging and SB 344 helps in this regard.

**HB-344**

Submitted on: 2/3/2025 9:37:29 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Karen M Kimbrell	Individual	Support	Written Testimony Only

Comments:

Hawaii must acheive its clean energy goals. Many Hawaii citizens do not live in a private home in which they can plug in their electric vehicle. We need to provide more charging stations in apartments, at work places etc.

**HB-344**

Submitted on: 2/3/2025 8:20:04 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Dear Chair and Committee Members,

I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

Electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. 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.

Mahalo for the opportunity to comment,

Diane Ware, Volcano 96785



**HB-344**

Submitted on: 2/3/2025 9:43:19 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Karin Hoida	Individual	Support	Written Testimony Only

Comments:

I strongly support HB344 towards expanding workplace charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. Charge anxiety is a big 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.

Electric vehicles are better for the environment and the economy, and are a critical component in our fight against the climate crisis. 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.

**HB-344**

Submitted on: 2/3/2025 9:49:59 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ann V Saffery	Individual	Support	Written Testimony Only

Comments:

Aloha All,

I strongly support HB344.

Mahalo,

Ann V Saffery

**HB-344**

Submitted on: 2/3/2025 10:53:35 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jennifer Latham	Individual	Support	Written Testimony Only

Comments:

I strongly support expanding accessibility for electric vehicle charging so that it is easier for people to use this form of clean transportaiton. Mahalo.

**HB-344**

Submitted on: 2/3/2025 10:04:58 AM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Regina Gregory	Individual	Support	Written Testimony Only

Comments:

support

**HB-344**

Submitted on: 2/4/2025 3:26:34 PM

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

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Katherine Fryer	Individual	Support	Written Testimony Only

Comments:

I strongly support HB344, which would expand workplace EV charging availability in State facilities. Adequate public charging is critical for the democratization of transportation. While there are many in our community who have the benefit of home EV charging, residents who 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 easily accessible public charging, including workplace charging.