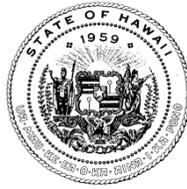


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DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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Thursday, February 12, 2026
9:00 AM
State Capitol, 411

HB1619 HD1 RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE

House Committee on Water and Land

The Department of Transportation (DOT) supports HB 1619, HD 1 which seeks to accelerate the building of electric vehicle charging stations, and therefore directly lessen one of the main barriers to electric vehicle (EV) adoption – the availability of EV charging stations.

HB1619, HD 1, excludes the construction, installation, maintenance, repair, and replacement of electric vehicle charging systems as minor structures from the definition of "development" in special management areas and includes the Public Utilities Commission in the development and implementation of plans to meet the long-term goals for zero-emissions transportation in the State.

The DOT recognizes the critical role that EV charging infrastructure plays in achieving the State's energy security and clean transportation goals. The DOT's Energy Security and Waste Reduction Plan published in October 2025, explains how the transportation sector (including everyone who uses transportation) could meet the state's emission reduction targets established in state law. Without immediate additional investments and implementation of emission reduction strategies, including policy changes, Hawaii will not meet its targets. Electrification is the leading emissions reduction strategy for ground transportation, and expeditious development of EV charging infrastructure is necessary to electrify. The DOT has installed EV chargers at our facilities and is continuing to build public EV charging stations under our National Electric Vehicle Infrastructure (NEVI) Hawaii State Plan. We have developed public charging stations at Kahului Park and Ride, Aloha Tower, and Daniel K. Inouye International Airport. Construction of another station is underway at Kapalua Airport, and we will install additional public EV charging stations in 2026 and 2027 on Kauai, Molokai, Hawaii Island, Lanai and Oahu. Even with DOT's continued investments, numerous EV charging stations are needed statewide to be developed by both the public and private sectors.

By streamlining the process for installing EV charging systems in special management areas, this bill can accelerate the deployment of EV charging infrastructure across Hawaii. The DOT is pleased to see that the proposed amendment to Section 205A-22, Hawaii Revised Statutes, maintains the following conditional language that allows discretion on the part of the relevant County, and provides an important oversight mechanism to protect the environment:

“... provided that whenever the authority finds that any excluded use, activity, or operation may have a cumulative impact, or a significant environmental or ecological effect on a special management area, that use, activity, or operation shall be defined as “development” for the purpose of this part.”

The DOT also supports the inclusion of the Public Utilities Commission in the planning and implementation of the state’s clean transportation goals. A collaborative approach is critical to coordinate development of EV charging infrastructure with the broader energy grid planning, and multimodal transportation maintenance and improvements.

Thank you for the opportunity to provide testimony.

JOSH GREEN, M.D.
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Testimony of the Public Utilities Commission

To the
House Committee on
Water & Land

Thursday, February 12, 2026
9:00 a.m.

Chair Hashem, Vice Chair Morikawa, and Members of the Committee:

Measure: H.B. No. 1619, H.D.1
Title: RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE.

Position:

The Public Utilities Commission (“Commission”) supports this measure and offers the following comments for consideration.

Comments:

The Commission supports the intent of this measure to exclude the construction, installation, maintenance, repair, and replacement of an electric vehicle charging system as a minor structure from the definition of “development” in section 205A-22, Hawaii Revised Statutes (“HRS”), (regarding Coastal Zone Management definitions) as it applies to special management areas.

This bill also includes the Public Utilities Commission in the development and implementation of plans to meet the long-term goals for zero-emissions transportation in the state, as identified in HRS §225P-8 (Climate Adaptation: zero emissions transportation), in coordination with the Department of Transportation, Office of Planning and Sustainable Development, and Hawaii State Energy Office.

The Commission currently manages the state’s Electric Vehicle Charging Station (“EVCS”) Rebate Program as established in HRS §269-72 and §269-73 in consultation with EV stakeholders and in cooperation with the program’s administrator, Hawaii Energy.

This measure would provide clarity in oversight of EVCS infrastructure development insofar as exemption from coastal zone management special controls. This bill also

provides an opportunity for the Commission to be included in the state's collaborative planning processes for zero-emissions transportation initiatives.

Thank you for the opportunity to testify on this measure.



LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
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DIRECTOR

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LATE

Statement of
MARY ALICE EVANS, Director

before the
HOUSE COMMITTEE ON WATER & LAND
Thursday, February 12, 2026, 9:00 AM
State Capitol, Conference Room 411

in consideration of
HB 1619 HD1
RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE.

Chair Hashem, Vice Chair Morikawa, and Members of the House Committee on Water & Land:

HB 1619 HD1 proposes to exclude the construction, installation, and replacement of an electric vehicle charging system from the definition of “development” within the Special Management Areas (SMA) and therefore exempt such action from SMA permitting.

The Office of Planning and Sustainable Development (OPSD) is the lead agency of the Hawai'i Coastal Zone Management Program, codified in Chapter 205A, HRS.

OPSD **supports HB 1619 HD1 with amendments.** The proposed amendments preserve consistency in the language of subsections 205A-22(2)(Q), (T) and (U), and consider no term “minor structure” defined in part II of chapter 205A for SMA permit exemption. Our amendments are shown using strikethrough for deletion and underline for addition, as follows:

SECTION 1. Section 205A-22, Hawai'i Revised Statutes, is amended by adding a new definition to be appropriately inserted as subsection (2)(X) and to read as follows:

“Development”:

(2) Does not include the following:

(X) ~~Construction, installation~~ Installation, maintenance, repair and replacement of an electric vehicle charging system as defined in chapter 269, including electrical infrastructure and underground utility lines that service the system, ~~as a minor structure~~;

Thank you for the opportunity to testify on this measure.



**Hawaiian
Electric**

WRITTEN TESTIMONY BEFORE THE HOUSE COMMITTEE ON WATER AND LAND

**HB 1619, HD1
Relating to Electric Vehicle Infrastructure**

Thursday, February 12, 2026

9:00 AM

State Capitol, Conference Room 411 & Videoconference

Dear Chair Hashem, Vice Chair Morikawa, and Members of the Committee,

Hawaiian Electric is providing written testimony in **support** of HB 1619, HD1, Relating to Electric Vehicle Infrastructure, which excludes from the definition of "development", as it applies to special management areas, the construction, installation, maintenance, repair, and replacement of an electric vehicle charging system as a minor structure.

HB 1619, HD1 represents a positive step towards an equitable and sustainable transportation future for Hawaii. Hawaiian Electric currently operates the largest electric vehicle charging network in Hawaii and supports the construction of "make ready" electric vehicle charging infrastructure through our make ready pilots for commercial properties and electric buses. Through this experience, Special Management Area permitting has been an important factor, among many, in determining the feasibility of projects. This permitting requirement requires more time and attention from our teams to ensure requirements are met and move projects forward. If electric vehicle projects were exempt from SMA permitting, it would enable us to consider more sites. As noted in the Hawaii Department of Transportation Energy Security and Waste Reduction Plan, switching from Internal Combustion Engine vehicles will be the most effective strategy for reducing overall ground transportation greenhouse gas emissions to reach the

State's 2045 Clean Energy goals. "The growing EV population will necessitate a large increase in public EV charging stations."¹ This bill will support the effective and efficient installation of publicly accessible electric vehicle charging throughout the state.

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 "continue to reduce Hawaiian Electric's charger installation and energization timelines and coordinate with state and county agencies to support simplified, accelerated charger installations."² Supporting this bill will directly contribute to achieving this objective, helping us and third-party electric vehicle charging infrastructure installers, build a more comprehensive and reliable charging infrastructure.

Accordingly, Hawaiian Electric **supports** HB 1619, HD1. Thank you for this opportunity to provide written testimony.

¹ See page 52 of the Hawaii Energy Security and Waste Reduction Plan FINAL at [FINAL-ESWRP-2025-10-15.pdf](#)

² See page 59 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