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KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

**Testimony of  
LEAH LARAMEE  
Climate Change Coordinator on behalf of  
Climate Change Mitigation and Adaptation Commission  
Co-Chair Ryan K. P. Kanaka'ole**

**Before the House Committee on  
ENERGY AND ENVIRONMENTAL PROTECTION**

**Thursday, February 12, 2026  
9:45 AM  
State Capitol, Conference Room 325**

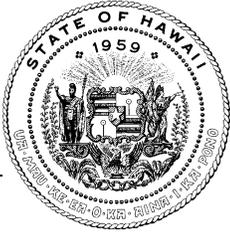
**In consideration of  
HOUSE BILL 1980  
RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE**

House Bill 1980 establishes a goal of the State to retrofit state facilities to be electric vehicle (EV) charger-ready. 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 EV 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. This bill requires a report to the Legislature and appropriates funds. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

Transition to EVs is a key action identified by the State's climate plans including the Climate Action Pathways (2025), Energy Security and Waste Reduction Plan (2025) and the Hawai'i Pathways to Decarbonization (2023). A significant barrier is the lack of EV charging infrastructure. Incorporating charging infrastructure in new builds is significantly less expensive than retrofitting existing parking lots. The commission respectfully suggests that the threshold for charging stalls in new construction be increased to better serve future needs.

Mahalo for the opportunity to comment on this measure.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON  
ENERGY & ENVIRONMENTAL PROTECTION**

Thursday, February 12, 2026  
9:45 AM  
State Capitol, Conference Room 325 and Videoconference

Providing Comments on  
**HOUSE BILL NO. 1980**

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

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers the following comments on House Bill No. 1980, which establishes a goal to retrofit state facilities to be electric vehicle (EV) charger-ready. It requires at least twenty-five per cent of parking stalls at new state-building constructions to be electric vehicle charger-ready, to conduct a survey to identify high-priority state facilities for retrofitting and appropriates funds to assess electric vehicle charging systems at high-priority state facilities.

The HSEO acknowledges the critical need for expanded EV charging infrastructure to support the growing adoption of electric vehicles. Transportation emissions make up the largest share of Hawai'i's energy-related greenhouse gas emissions, with ground transportation alone accounting for 36%, according to the most recent Greenhouse Gas Emissions Report.<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

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<sup>1</sup> State of Hawaii, Department of Health. Greenhouse Gas Inventory: [Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 \(hawaii.gov\)](https://www.hawaii.gov/health/energy-environment/ghg-inventory/)

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>

Currently, Hawai'i has approximately 44 registered EVs per public charging port statewide<sup>3</sup>, the second worst ratio in the nation. According to the US Department of Energy's (DOE) Alternative Fuels Data Center, supporting an additional 100,000 electric light-duty vehicles would require approximately 86,600 charging ports, including roughly 78,000 charging ports in single-family homes and 3,200 public level 2 charging ports.<sup>4</sup> The shortfall in charging infrastructure highlights a critical gap in adequately supporting continued EV adoption. Furthermore, Hawai'i needs to expand access to EVs and EV charging beyond the early adopters in single-family unit dwellings. By enabling charging at State facilities, HB 1980 supports the adoption of EVs by employees living in multi-unit dwellings who often lack reasonable access to regular charging and fosters increased access and equity in EV adoption.

We also ask that the Legislature keep in mind that the HSEO does not control or manage State facilities and does not have the authority under current laws and regulations to require other State agencies that control or manage those facilities to install charger-ready retrofits or electric vehicle charging systems.

The HSEO notes that if the State were to adopt the findings from the detailed cost assessment of priority parking facilities, direction and funding could be provided to implement the recommendations of the report.

Thank you for the opportunity to testify.

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

<sup>3</sup> Alliance for Automotive Innovation: [Get Connected Electric Vehicle Quarterly Report, Second Quarter 2025](#)

<sup>4</sup> <https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports>

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



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 LAWELAWÉ LAULĀ**  
P.O. BOX 119, HONOLULU, HAWAII 'I 96810-0119

WRITTEN TESTIMONY  
OF  
KEITH A. REGAN, COMPTROLLER  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
TO THE  
**COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

FEBRUARY 12, 2026, 9:45 A.M.  
CONFERENCE ROOM 325 AND VIA VIDEOCONFERENCE, STATE CAPITOL

H.B. 1980

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chair Lowen, Vice Chair Perrusso, and members of the Committees, thank you for the opportunity to submit testimony on H.B. 1980.

The Department of Accounting and General Services (DAGS) **supports** H.B. 1980. This measure establishes a clear and forward-looking state goal to retrofit state facilities so they are electric vehicle charger-ready, helping Hawai'i prepare increasing electric vehicle use. DAGS looks forward to working with the Hawai'i State Energy Office to identify certain high-priority state facilities to retrofit. As part of our FY27 Supplemental Budget request that is currently before the legislature for consideration, DAGS requested to increase its special fund ceilings at our Automotive Management Division to directly support initiatives such as this. We urge the Legislature to support

these ceiling increases so we can instal the necessary infrastructure and charging stations in our DAGS-managed parking facilities. The ceiling increases do not impact the General Fund as the revenue comes from parking and other Special Fund-related fees.

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



To: The House Committee on Energy and Environmental Protection  
From: Sherry Pollack, Co-Founder, 350Hawaii.org  
Date: Thursday, February 12, 2026, 9:45am

**In support of HB1980**

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 HB1980** that establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready. This measure also 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, and 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.

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



FEBRUARY 12, 2026

## HOUSE BILL 1980

CURRENT REFERRAL: EEP

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Kris Coffield,  
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David Negaard,  
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*Director*

Beatrice DeRego,  
*Director*

Corey Rosenlee,  
*Director*

Amy Zhao,  
*Policy and Partnerships  
Strategist*

### POSITION: SUPPORT

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Imua Alliance supports HB 1980, relating to electric vehicle charging infrastructure, which establishes a goal of the State to retrofit state facilities to be electric vehicle charger-ready; requires the design of all new state building construction where parking is to be included to provide that at least 25% of parking stalls be electric vehicle charger-ready; requires the Hawai'i State Energy Office to conduct a survey and identify certain high-priority state facilities; and requires a report to the legislature.

Imua Alliance is a Hawai'i-based organization dedicated to ending gender violence and sexual exploitation, and connecting human rights with climate justice. We appreciate this measure, which (1) establishes a state goal to retrofit state facilities to be EV charger-ready, (2) requires that at least 25% of parking stalls in new state building construction be EV charger-ready beginning July 1, 2027, and (3) directs the Hawai'i State Energy Office to identify high-priority state facilities for charging retrofits.

This bill is timely because EV adoption in Hawai'i is rising quickly, but charging access is not keeping pace. EV adoption increased 15% between November 2024 and November 2025, underscoring the need for charging infrastructure to support this growth and ensure an equitable clean transportation transition. Independent tracking shows the same trend: the Hawai'i Electric Vehicle Association reports 40,611 registered EVs as of December 2025, up 15.2% from December 2024, representing 3.8% of Hawai'i's registered passenger vehicles.

The climate case is clear: transportation is Hawai'i's biggest source of climate pollution. According to the Hawai'i Department of Health Clean Air Branch, transportation accounts for 49.8% of statewide greenhouse gas emissions (with stationary combustion next at 36.6%). Expanding EV adoption is one of the fastest ways to cut these emissions, especially as Hawai'i's grid continues to add renewable generation.

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This measure also advances equity by targeting workplace and public-facility charging, which is critical for renters and multifamily households. The bill recognizes that workplace charging expands access for residents who may not be able to charge at home, including renters and people living in apartments. Making state facilities “charger-ready” is a practical way to increase charging availability across islands and communities, not only where private investment already flows.

This infrastructure focus is even more important given shifting federal incentives. According to a white paper published by Harvard University’s Salata Institute for Climate and Sustainability in March of 2025, federal efforts to cut electric vehicle tax credits will likely reduce zero-emissions vehicle adoption rates by at least 6%, while increasing carbon emissions by 20.3 million metric tons over baseline projections for 2030.

Hawai‘i saw a surge of EV purchases before a major federal EV credit ended in September 2025, and experts warned that EV adoption could slow without supportive policies and infrastructure to safeguard electrification gains. This proposal helps keep Hawai‘i on track by reducing a key barrier—charging availability—regardless of changes in federal policy.

With aloha,

*Kris Coffield*

President, Imua Alliance



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 12, 2026

TO: Representative Nicole E. Lowen  
Chair, Committee on Energy & Environmental Protection

Representative Amy A. Perruso  
Vice Chair, Committee on Energy & Environmental Protection

FROM: Tiffany Yajima

RE: **H.B. 1980 - Relating to Electric Vehicle Charging Infrastructure**  
**Hearing Date: Thursday, February 12, 2026 at 9:45 a.m.**  
**Conference Room: 325**

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

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of H.B. 1980, 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.

This measure would ensure that state buildings are equipped to support charging capabilities for electric vehicles. Because many residents live in multi-unit dwellings that do not and possibly cannot support charging infrastructure, daytime 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 support this measure and ask the committee to pass this bill. Thank you for the opportunity to submit this testimony.

**HB-1980**

Submitted on: 2/11/2026 10:32:44 AM

Testimony for EEP on 2/12/2026 9:45:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ted Bohlen	Climate Protectors Hawai'i	Support	Written Testimony Only

Comments:

SUPPORT

**HB-1980**

Submitted on: 2/6/2026 5:25:49 PM

Testimony for EEP on 2/12/2026 9:45:00 AM

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

Comments:

Hawaii is in grave danger of not meeting its clean energy mandate. A significant factor in the shortfall is slower than anticipated adoption of electric vehicles, which can be attributed in large part to the inadequate charging infrastructure. The state needs to step up to the plate and install adequate numbers of chargers in state facilities. HB1980 will help to speed that process. This is a measure that should have been adopted years ago.