



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

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawaii'i 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii'i 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <https://planning.hawaii.gov/>

Statement of
MARY ALICE EVANS, Director

before the
**SENATE COMMITTEE ON WATER, LAND, CULTURE AND THE ARTS
AND
SENATE COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS**

Tuesday, February 17, 2026, 3:03 PM
State Capitol, Conference Room 224
in consideration of

**SB 2434
RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE.**

Chairs Lee and Wakai, Vice Chairs Inouye and Chang, and Members of the Senate Committees on Water, Land, Culture and The Arts, and Energy and Intergovernmental Affairs:

SB 2434 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, Hawai'i Revised Statutes.

OPSD **supports SB 2434 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.

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



STATE OF HAWAII
PUBLIC UTILITIES COMMISSION
465 S. KING STREET, #103
HONOLULU, HAWAII 96813

JON S. ITOMURA
CHAIR

NAOMI U. KUWAYE
COMMISSIONER

COLIN A. YOST
COMMISSIONER

Telephone: (808) 586-2020
Facsimile: (808) 586-2066

Website: puc.hawaii.gov
E-mail: puc@hawaii.gov

Testimony of the Public Utilities Commission

To the
Senate Committees on
Energy & Intergovernmental Affairs
and
Water, Land, Culture & the Arts

Tuesday, February 17, 2026
3:03 p.m.

Chairs Wakai and Lee, Vice Chairs Chang and Inouye, and Members of the Committees:

Measure: S.B. No. 2434
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.

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



Feb. 16, 2026

Distinguished Members of the Legislature,

The Hawaii Electric Vehicle Association respectfully urges the 2026 Legislature to pass Senate Bill 2434, the companion bill to House Bill 1619, which streamlines the permitting process for electric vehicle charging infrastructure in special management areas (SMAs) and strengthens Hawaii’s zero-emissions transportation planning.

SB 2434 addresses two critical barriers to EV adoption in Hawaii:

Permitting Delays in Coastal Areas. Hawaii’s island geography means that many prime locations for public charging infrastructure—including beaches, harbors, and tourism corridors—fall within special management areas subject to stringent permitting requirements. The exemption of EV charging systems from SMA “development” definitions will reduce unnecessary delays while maintaining environmental safeguards through cumulative impact reviews.

Incomplete Zero-Emissions Planning. The addition of the Public Utilities Commission to Hawaii’s zero-emissions transportation planning process ensures that grid capacity and electricity demand are properly coordinated with charger deployment. This prevents the deployment of stranded assets and creates infrastructure that supports both current demand and future growth.

The urgency is clear: Hawaii currently has approximately 900 public EV charging ports statewide. According to Hawaii Department of Transportation analysis (Table G-1, Hawaii Energy Security and Waste Reduction Plan), the state will need roughly 4,000 public charging ports by 2030 to support the EV population projected under baseline electrification scenarios. This requires a four-fold increase in charging infrastructure deployment in just four years. Removing bureaucratic friction from the permitting process is essential to closing this critical infrastructure gap.

SB 2434 is practical, targeted legislation that eliminates a specific regulatory obstacle without compromising environmental protection. We urge you to pass this bill in 2026.

Sincerely,

A handwritten signature in black ink, appearing to read "TH", written over a light blue horizontal line.

Tam Hunt
Board Member and Policy Director
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

Noel Morin, President
Nanette Vinton, Secretary, and Treasurer
Jenn Lieu – Director
Tam Hunt – Director
Michael Albatrosov – Director
Rob Weltman – Director

Hawaii EV Clubs

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



**Hawaiian
Electric**

**WRITTEN TESTIMONY BEFORE THE SENATE COMMITTEES ON
WATER, LAND, CULTURE AND THE ARTS &
ENERGY AND INTERGOVERNMENTAL AFFAIRS**

**SB 2434
Relating to Electric Vehicle Infrastructure**

Tuesday, February 17, 2026
3:03 PM

State Capitol, Conference Room 224 & Videoconference

Dear Chair Lee and Chair Wakai, Vice Chair Inouye and Vice Chair Chang, and
Members of the Committees,

Hawaiian Electric is providing written testimony in **support** of SB 2434, 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.

SB 2434 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** SB 2434. 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

SB-2434

Submitted on: 2/13/2026 6:17:45 PM

Testimony for EIG on 2/17/2026 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

Lack of comprehensive charging infrastructure is negatively impactiing the adoption of EV's in Hawaii. We have to move at the speed of relevance here. We need to more quickly and comprehensively rollout EV charging infrastructure in Hawaii. I **STRONGLY** urge the committee to **SUPPORT** this bill!

SB-2434

Submitted on: 2/16/2026 3:00:14 PM

Testimony for EIG on 2/17/2026 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Individual	Support	Written Testimony Only

Comments:

TESTIMONY IN SUPPORT OF SB2434

Dear Chairs Lee and Wakai, Vice Chairs Inouye and Chang, and Committee Members:

I strongly support SB2434, which addresses **two critical bottlenecks** impeding Hawaii's transition to zero-emissions transportation.

Unnecessary Permitting Delays

Hawaii's coastal geography places many prime charging locations within Special Management Areas (SMAs). Current SMA permitting treats EV chargers as "development," which triggers long review processes for what are minor electrical upgrades comparable to the pad-mounted transformers that already exempted. This bill's exemption treats EV charging systems as minor structures while maintaining environmental oversight through cumulative impact reviews.

Grid Planning

This measure will help us avoid the issue of chargers without adequate grid capacity.

HECO's analysis shows that deploying DC fast chargers at highway intervals requires substation upgrades at several planned locations. Without PUC coordination, we risk installing \$100,000 fast chargers that can't deliver rated power during peak demand. PUC involvement will ensure that charger deployment timelines align with utility capacity and prevent costly retrofits and delays.

Hawaii has approximately 900 public charging ports statewide. HDOT's Energy Security and Waste Reduction Plan suggests that we need up to 4,000 public charging ports by 2030. With our current deployment pace, we will not meet our charging station installation targets.

SB2434 will eliminate obstacles to our clean transportation and sustainable energy transition.

Mahalo for the opportunity to testify.

[Noel Morin](#)

Climate, Sustainability, and Resilience Advocate
Hilo, Hawai'i

LATE

SB-2434

Submitted on: 2/17/2026 4:55:39 AM

Testimony for EIG on 2/17/2026 3:03:00 PM

Submitted By	Organization	Testifier Position	Testify
Alan Lennard	Individual	Support	Written Testimony Only

Comments:

THE SENATE

KA ‘AHA KENEKOA

THE THIRTY-THIRD LEGISLATURE

REGULAR SESSION OF 2026

[COMMITTEE ON WATER, LAND, CULTURE AND THE ARTS](#)

Senator Chris Lee, Chair

Senator Lorraine R. Inouye, Vice Chair

[COMMITTEE ON ENERGY AND INTERGOVERNMENTAL AFFAIRS](#)

Senator Glenn Wakai, Chair

Senator Stanley Chang, Vice Chair

Distinguished Members of the Legislature,

I urge you to pass **Senate Bill 2434**, the companion to **House Bill 1619**. This bill streamlines permitting for electric vehicle (EV) charging infrastructure in special management areas (SMAs) and strengthens Hawaii’s zero-emissions transportation planning.

SB 2434 addresses two key barriers to EV adoption:

1. **Permitting Delays in Coastal Areas**

Hawaii’s island geography places many ideal public charging locations—beaches, harbors, and tourism corridors—within SMAs, where stringent permitting causes unnecessary delays. Excluding EV charging systems from the SMA “development” definition reduces these delays while preserving environmental protections through cumulative impact reviews.

2. **Incomplete Zero-Emissions Planning**

Adding the Public Utilities Commission to the zero-emissions transportation planning process ensures better coordination of grid capacity, electricity demand, and charger deployment. This avoids stranded assets and builds infrastructure that meets both current needs and future growth.

The need is urgent: Hawaii currently has approximately **900 public EV charging ports** statewide.

According to the Hawaii Department of Transportation’s analysis (Table G-1, Hawaii Energy Security and Waste Reduction Plan), the state will require roughly **4,000 public charging ports** by 2030 under baseline electrification scenarios.

Achieving this demands a four-fold increase in just four years. Eliminating bureaucratic hurdles in permitting is essential to close this infrastructure gap.

SB 2434 is practical, targeted legislation that removes a specific regulatory barrier without compromising environmental safeguards. I strongly urge its passage in 2026.

Thank you for your attention

Alan Lennard