



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of
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before the
**SENATE COMMITTEES ON COMMERCE AND CONSUMER PROTECTION
AND
WAYS AND MEANS**

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9:30 AM
State Capitol, Conference Room Number 211 & Videoconference

**SUPPORT
SB 2196, SD1
RELATING TO ELECTRIC VEHICLE CHARGING STATIONS.**

Chairs Baker and Dela Cruz, Vice Chairs Chang and Keith-Agaran, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 2196, SD1, which requires cooperative housing corporations, homeowners associations, planned community associations, and condominium associations to develop plans to incorporate zero-emissions fueling stations, including electric vehicle charging stations, into any of its residential properties that are constructed after January 1, 2023.

HSEO's support is guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

To achieve a decarbonized economy, it is necessary for Hawai'i's transportation systems to be increasingly fueled by renewable energy sources and to become less reliant on fossil fuels. Developing plans to integrate zero-emissions fueling stations, including electric vehicle charging stations into residential parking areas, ensures that new communities will be prepared for the state's clean energy transformation.

The requirements of SB 2196, SD1, are consistent with existing requirements, such as those in [Chapter 32. Building Energy Conservation Code](#) of the City and County of Honolulu, which includes a subsection entitled, "[C406.8 Electric vehicle infrastructure](#)," requiring parking stalls for newly-constructed residential and multi-unit and commercial buildings to comply with an electric vehicle readiness compliance pathway.

The same code also includes subsection, "[R404.3, Electric Vehicle Readiness](#)," requiring that when a building permit application involves the installation of a residential electrical panel and parking area, a dedicated receptacle for an electric vehicle must be provided with a minimum AC Level 2 charge in each enclosed attached garage.

This measure would establish as state policy that new communities are to develop plans for existing and anticipated electricity demands by vehicles. This action, which is general in nature and not prescriptive, will enable a more effective, coordinated, and ultimately smoother transition to zero emission transportation.

Thank you for the opportunity to testify.