



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.
GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

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

Telephone: (808) 587-3807
Web: energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
SENATE COMMITTEE ON ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM

Tuesday, March 28, 2023
1:05 PM
State Capitol, Conference Room 229 and Videoconference

Providing **COMMENTS** on
SCR 77

REQUESTING THE HAWAII STATE ENERGY OFFICE TO CONDUCT A STUDY TO DETERMINE THE EXTENT TO WHICH OWNERS OF MULTIPLE PROPERTIES THAT ARE PLACES OF PUBLIC ACCOMMODATION WITHIN THE STATE AGGREGATE THEIR REQUIRED PARKING SPACES AND CHOOSE TO DESIGNATE AND ELECTRIFY PARKING SPACES IN A COUNTY THAT IS NOT THE SAME COUNTY WHERE THE MAJORITY OF THE PARKING SPACES ARE LOCATED.

Chair DeCoite, Vice Chair Wakai, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on SCR 77, which requests HSEO to conduct a study to determine to what extent owners of multiple large (100 spaces or more) parking facilities aggregate the required electric vehicle charging spaces in an inequitable way (e.g., electrifying (more) parking spaces in one county but none or less in the other county/ies).

HSEO supports the equitable distribution of EV charging infrastructure across all islands and supported SB 370 which would have put in place "guard rails" or requirements that ensure the equitable distribution of charging infrastructure. Importantly the solution provided by SB 370 would not have adversely impacted any entity that was currently deploying charging infrastructure equitably across counties and without creating an incremental charging infrastructure requirements for parking facility owners.

HSEO notes that a study would require material resources in both funding and staff. A study by Ulupono Initiative, "The Costs of the Vehicle Economy in Hawai'i,"¹ identified roughly 3.8 Million parking stalls throughout Hawai'i. The analysis would initially include reviewing all parking facilities and facility owners to cross check ownership and jurisdiction and to determine which facilities had more than 100 stalls. The next step would be to profile location and timing of EV charging infrastructure installations for each entity that owned the parking facility and to ascertain whether transfers of facility ownership had occurred in our efforts to determine if EV charging infrastructure was being aggregated inequitably between islands. The solution offered through SB 370 is preferred since it could be achieved without the need for a study as the solution would not adversely impact an entity installing EV charging equitably across counties and would not create any new EV charging infrastructure requirements.

Thank you for the opportunity to testify.

¹ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>