



# 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, April 13, 2023  
9:15 AM  
State Capitol, Conference Room 325 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 Lowen, Vice Chair Cochran, 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's comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy. Emissions from transportation account for the largest share of energy sector emissions in the state. As noted in the 2017 Greenhouse Gas Inventory, transportation emissions in Hawai'i were at 8.98 million metric tons of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as

practicable but no later than 2045”, further planning and implementation of clean transportation alternatives are essential. The equitable distribution of EV charging infrastructure across all islands is consistent with HSEO statutory objectives. It is important to address any potential inequities in EV charging infrastructure as achieving state energy policy objectives will require participation from the residents of all counties.

HSEO does have concerns that the proposed study would require significant resources and staff time to assess a snapshot in time of all parking facilities and owners without addressing potential future inequities. A study by Ulupono Initiative, “The Costs of the Vehicle Economy in Hawai'i,”<sup>1</sup> identified approximately 3.8 Million parking stalls throughout Hawai'i. To determine if EV charging infrastructure was being aggregated inequitably between islands HSEO would need to review all parking facilities and facility owners to cross check ownership and jurisdiction and 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. Understanding both the current distribution of charging of a facility owner as well as how and when that distribution came to be is required to understand whether or not the distribution of EV charging for an individual entity was developed inequitably. Each of these steps would require significant material resources in both funding and staff.

Moreover, even if the costly study was conducted and inequitable aggregation of EV parking stalls was not found to currently be an issue, it would not mean that the issue could not arise in the future. This is relevant in that EV penetration in Hawaii, while being one of the leading states on a per capita basis, is still approximately at two percent.

HSEO recognizes the need for preventative measures to address any potential issues before they occur and supported SB 370 which would have put in place

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

requirements to ensure the equitable distribution of charging infrastructure. Importantly, this solution would not have adversely impacted any entity that was currently deploying charging infrastructure equitably across counties, nor would it create an incremental charging infrastructure requirement for parking facility owners. We appreciate the legislature's attention to this matter and support the development of effective solutions to ensure equitable distribution of EV charging infrastructure across all counties.

Thank you for the opportunity to testify.