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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON JUDICIARY & HAWAIIAN AFFAIRS

Wednesday, February 14, 2024
2:00 PM
State Capitol, Conference Room 325 and Videoconference

In Support of
HB 2012, HD1

RELATING TO ELECTRIC VEHICLE PARKING.

Chair Tarnas, Vice Chair Takayama, and members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 2012, HD1, which removes the exemption that allowed owners of multiple parking facilities within the State to designate and electrify fewer parking spaces than required in one or more of the properties if the total number of aggregate spaces on all of their owned properties was met and authorizes the counties to adopt ordinances to regulate electric vehicle charging systems for places of public accommodation with less than one hundred parking spaces.

Hawai'i will need significant reductions in emissions from ground transportation to decarbonize our economy and meet Hawai'i's goal of reducing carbon emission to 50% by 2030, and a net negative carbon economy by 2045. HSEO's *Hawai'i Pathways to Decarbonization* report, Act 238, Session Laws of Hawai'i 2022 highlights transitioning toward Zero Emission Vehicles as one of the two major facets to reducing emissions in ground transportation. This includes promoting the transition to battery electric vehicles which can significantly reduce emissions from vehicle operation.¹

¹ Page 104, 2. Transitioning toward Zero Emission Vehicles a) Transition to Zero-Emission Vehicles (ZEVs): Promoting the transition to battery electric vehicles (BEVs) can significantly reduce emissions from vehicle operation.

There is a significant need for deployment of charging infrastructure to meet Hawai'i's 2030 and 2045 goals. A study by the California Energy Commission (CEC) concluded that a ratio of 7 EVs per public charger is needed to support the EV market. Hawai'i currently has 35 registered EVs per public charger.² The significant spread between current conditions in Hawai'i and the CEC's estimate is evidence that significant investment in charging infrastructure is required. Enabling the counties to enforce existing EV charging requirements is a positive step towards closing the gap in public charging infrastructure.

Thank you for the opportunity to testify.

² From Alliance for Automotive Innovation "Get Connected Electric Vehicle Quarterly Report, Second Quarter, 2023"