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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON
TRANSPORTATION AND CULTURE AND THE ARTS
AND
ENERGY, ECONOMIC DEVELOPMENT, AND TOURISM**

Tuesday, February 27, 2024
3:00 PM
State Capitol, Conference Room 224 and Videoconference

In Support of
SB 370

RELATING TO ELECTRIC VEHICLE CHARGING SYSTEMS.

Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai, and members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 370 which requires owners of multiple parking facilities within any county of the State who aggregate the required parking spaces for electric vehicles to aggregate the spaces within that same county.

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, Hawai'i will need significant reductions in emissions from ground transportation. HSEO's Hawai'i Pathways To Decarbonization, 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 (BEVs) which can significantly reduce emissions from vehicle operation¹.

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.

Demand for EVs is high throughout the state. In terms of percentage of passenger vehicles both Oahu and Maui would rank in the top 5 states in the nation in terms of EVs as a percentage of registered vehicles. Hawai'i and Kaua'i counties would rank in the top third of all states. That Hawai'i and Kaua'i would support such a high floor of EV demand is notable given the significant barriers to adoption of EVs given the limited access to public charging in Hawai'i.

Access to charging is one of the most significant barriers to adoption of EVs and Hawai'i has the second worst ratio for registered EVs to public chargers in the nation². Accessible charging needs to lead, not follow, adoption. The need for public charging is particularly acute for LMI and disadvantaged communities which can struggle having access to charging at home for a variety of reasons including the difficulty of installing charging in multi-unit dwellings and rental units. An equitable transition to zero emission vehicles needs to address broad access to charging across the state. Publicly accessible charging is also efficient in terms of deployment. A study by the California Energy Commission (CEC) concluded that a ratio of 7 EVs per public charger is needed to support the EV market³. The report highlights that the investment in one public charger can serve more residents than a one-to-one charger to EV ratio in a private residence.

In terms of financial assistance there are incentives available through Hawai'i Energy for public charging to help defray the cost of charging infrastructure for facility owners. Parking facilities can also charge for the public to utilize charging mitigating impacts on property owners and their tenants.

There is a significant need for deployment of charging infrastructure to meet Hawai'i's 2030 and 2045 goals. 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 Alliance for Automotive Innovation Get Connected: Electric Vehicle Quarterly Report 2023 (Q3)
<https://www.autosinnovate.org/posts/papers-reports>

³ Alliance for Automotive Innovation Get Connected: Electric Vehicle Quarterly Report 2023 (Q2)