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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, March 19, 2024
1:00 PM
State Capitol, Conference Room 229 and Videoconference

In Support of
HB 2012, HD2

RELATING TO ELECTRIC VEHICLE PARKING.

Chairs Lee and DeCoite, Vice Chairs Inouye and Wakai, and members of the Committees, the Hawai'i State Energy Office (HSEO) supports HB 2012, HD2, 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 (EV) charging systems for places of public accommodation with less than one hundred parking spaces.

Hawai'i is on a critical trajectory towards decarbonizing our economy, aiming to reduce greenhouse gas emissions 50% by 2030 and achieving a net negative carbon economy by 2045. To accomplish this, significant reductions in greenhouse gas emissions from ground transportation are imperative. 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. The report suggests that

100% of light-duty vehicle sales will need to be EVs by 2035 with at least 80-90% of all registered light-duty vehicles being EVs by 2045.¹

There is a significant need for deployment of charging infrastructure to enable further EV adoption and 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 38 registered EVs per public charger.² The significant spread between current conditions in Hawai'i and the CEC's estimate strongly indicates that significant investment in charging infrastructure is required. Low to moderate-income households and multi-unit dwellers, in particular, face barriers to EV adoption due to limited access to charging. Without adequate charging stations, individuals from these demographics may refrain from purchasing EVs, perpetuating transportation-related emissions.

HSEO advises that proactive deployment of EV charging infrastructure encourages and supports EV adoption among a wider demographic as well as equitable access to cleaner transportation options. While recouping the cost of charging infrastructure through fees that may be levied for the use of these facilities, businesses may also be eligible for federal tax credits and the Charging Station Rebate Program administered by Hawai'i Energy. Leveraging these incentives alongside the proposed regulatory measures would accelerate the transition to a clean transportation future for Hawai'i.

Thank you for the opportunity to testify.

¹ Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#), Pages 104 and 182.

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