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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
SENATE COMMITTEES ON
ENERGY AND INTERGOVERNMENTAL AFFAIRS
AND
GOVERNMENT OPERATIONS

Tuesday, March 18, 2025
3:00 PM
State Capitol, Conference Room 016 and Videoconference

In Support of
HOUSE BILL 344 HD1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chairs Wakai and McKelvey, Vice Chairs Chang and Gabbard, and Members of the Committees, the Hawai‘i State Energy Office (HSEO) supports HB 344 HD1, which requires at least 25% of parking stalls in new State building projects to be electric vehicle (EV) charger-ready. The bill also directs HSEO to survey State facilities and identify high-priority sites for EV charging retrofits. Additionally, establishes a goal to retrofit State facilities to be electric vehicle charger-ready and appropriates funds to the HSEO.

The HSEO acknowledges the critical need for expanded EV charging infrastructure to support the growing adoption of electric vehicles. Transportation emissions make up the largest share of Hawai‘i’s energy-related greenhouse gas emissions, with ground transportation alone accounting for 36%, according to the most recent Greenhouse Gas Emissions Report.[1] For Hawai‘i to meet its statutory target to sequester more greenhouse gases than emitted by 2045, programs that support the adoption of cleaner transportation options will be necessary. The HSEO’s Hawai‘i

[1] State of Hawaii, Department of Health. Greenhouse Gas Inventory: Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 (hawaii.gov)

Pathways to Decarbonization report, submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the transition to Zero Emission Vehicles (ZEVs) as a key strategy to meeting the 2045 target.[2]

Hawai‘i ranks third among states in the number of registered light-duty EVs per registered vehicle, but second to last in public charging availability, with 47 EVs per public charger – seven times higher than the ratio recommended by the California Energy Commission (CEC) for a well-supported EV market.[3] Even if the CEC estimate is not directly applicable to Hawai‘i, the shortfall in charging infrastructure highlights a clear gap in meeting demand and supporting continued EV adoption. Hawai‘i needs to expand access to EVs and EV charging beyond the early adopters in single family unit dwellings. HB 344 HD1 will support the adoption of EVs by employees living in multi-unit dwellings who often lack reasonable access to regular charging, thus fostering equity in electric vehicle (EV) adoption.

The HSEO offers the following **comments**:

1) The HSEO does not have the authority to require other State agencies to install retrofits for make ready infrastructure and EV charging systems.

2) The HSEO recommends modifying the language regarding 'State facilities that include parking' to explicitly include standalone state-owned parking lots—those not physically attached to a building but still serving State facilities. Revising the language to 'State facilities that include parking, including but not limited to State-owned parking lots that serve a State facility, regardless of whether they are physically attached to a building' would clarify their inclusion in the survey and retrofitting efforts. Expanding the scope in this way would better support the goal of increasing EV charging availability across the state.

3) While Level 2 charging remains the preferred standard for new construction, the HSEO recommends that for retrofitting existing high-priority sites, the bill allow for the consideration of Level 1 and/or level 3 charging where appropriate. Level 1 charging can be a cost-effective solution in locations where full Level 2

[2] Hawai‘i State Energy Office (2023). Hawai‘i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai‘i State Legislature (Act 238 Report)
[3] From Alliance for Automotive Innovation “Get Connected Electric Vehicle Quarterly Report, Third Quarter, 2024”

installation may be infeasible due to electrical infrastructure limitations, yet where access to level 1 charging would still provide significant benefits given limited commuting ranges. Similarly, if circumstances allow and space is limited a level 3 charger may provide for the greatest benefit to meet charging needs.

4) The HSEO requests confirmation on the wording in Section 5 that funding is for the HSEO to conduct cost assessments or contract for installations if funding allows, and facility owners are amendable to installing charging infrastructure.

The HSEO notes that if the State were to adopt the findings from the detailed cost assessment of priority parking facilities direction and funding could be provided to implement the recommendations of the report.

HB 344 HD1 represents a significant step toward making EV charging more accessible and supporting State decarbonization goals. The HSEO supports HB 344 HD1 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.