



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:  
Web:

JOSH GREEN, M.D.  
GOVERNOR

SYLVIA LUKE  
LT. GOVERNOR

MARK B. GLICK  
CHIEF ENERGY OFFICER

(808) 451-6648  
energy.hawaii.gov

Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION**

Thursday, February 6, 2025  
9:00 AM  
State Capitol, Conference Room 325 and Videoconference

In Support of  
**HB 344**

## **RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.**

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 344, 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, it sets a goal for the State to retrofit existing facilities and appropriates funds to the Department of Accounting and General Services for cost assessments and installations.

Emissions from transportation account for more than half of energy-related emissions, with 36% of those emissions coming from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.<sup>1</sup> 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. HSEO's Hawai'i 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.<sup>2</sup>

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

<sup>2</sup> Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#)

Hawai'i currently ranks third among states with the highest number of registered light-duty EVs. However, in terms of charging infrastructure it ranks second to worst in the country with only one public charger per every 47 electric vehicles – seven times the ratio recommended by the California Energy Commission (CEC) for a well-supported EV market.<sup>3</sup> 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 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 EV adoption.

In addition to the crucial role electric vehicles play in achieving our state's decarbonization goals, HB 344 addresses a critical aspect of our renewable energy transition. By mandating that at least twenty-five percent of parking stalls in new state building construction be electric vehicle charger-ready, this bill not only promotes the adoption of cleaner transportation, but also strategically contributes to managing energy demand.

One of the challenges in transitioning to renewable energy sources is the fluctuating nature of power generation coming from intermittent renewable resources. To maximize the benefits of our abundant renewable resources, it is beneficial to encourage electric vehicle owners to charge their vehicles during periods of high renewable energy availability. HB 344 aligns with this objective by ensuring that a significant portion of parking spaces are equipped to support electric vehicle chargers, promoting daytime charging when renewable energy sources, such as solar, are more abundant.

This bill is a big step towards making EV adoption more inclusive and accessible, particularly for individuals who cannot easily charge at home. Beyond its impact on EV accessibility, the legislation also plays a crucial role in shifting energy demand away from peak periods, when renewable energy may be less available, towards times when our clean energy sources are abundant. This dual effect not only bolsters the reliability of our energy grid but also maximizes the environmental benefits inherent in the widespread adoption of electric vehicles. HSEO supports HB 344 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.

---

<sup>3</sup> From Alliance for Automotive Innovation “[Get Connected Electric Vehicle Quarterly Report, Third Quarter, 2024](#)”