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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 733

RELATING TO ELECTRIC VEHICLE PARKING.

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai‘i State Energy Office (HSEO) supports HB 733, 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. The bill also authorizes the counties to adopt ordinances to regulate electric vehicle (EV) charging systems for places of public accommodation with fewer than one hundred parking spaces.

Hawai‘i is on a critical trajectory towards decarbonizing our economy, aiming to reduce greenhouse gas (GHG) emissions 50% by 2030 and achieving the target of sequestering more GHGs than are emitted by 2045. To accomplish this, significant reductions in emissions from ground transportation are essential. HSEO’s Hawai‘i Pathways to Decarbonization report (Act 238, SLH 2022) identifies the transition to EVs as one of the primary strategies for cutting emissions from the ground transportation sector. Promoting the adoption of EVs will be crucial in reducing emissions from vehicle

operations. The report recommends that 100% of light-duty vehicle sales be EVs by 2035, with at least 80-90% of all registered light-duty vehicles being EVs by 2045.[1]

To meet these goals, the deployment of EV charging infrastructure is critical. 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. As of September 2024, Hawai‘i had 47 registered EVs per public charger, which is more than the prior year and is the second worst ratio in the country after New Jersey.[2] This significant shortfall between the CEC’s estimated number of chargers needed and the current number of chargers in Hawai‘i highlights the need for increased buildout. Low to moderate-income households, and residents of multi-unit dwellings in particular, face barriers to EV adoption due to limited access to charging. Without adequate charging stations, these individuals may be discouraged from purchasing EVs, thereby perpetuating transportation-related emissions. HSEO advocates for the proactive deployment of EV charging infrastructure to foster broader adoption of EVs and ensure equitable access to cleaner transportation options. One of the issues with existing public charging infrastructure is making sure it remains operational. Allowing the counties to manage the charging system including enforcement of maintenance of the chargers could help overcome this issue.

It is important to note that the bill does not increase the amount of charging infrastructure a business needs to install. It simply ensures that charging is equitably distributed across Hawai‘i as opposed to concentrated in one location. Furthermore, businesses that install charging infrastructure can recoup costs through usage fees and the Charging Station Rebate Program administered by Hawai‘i Energy. By leveraging these incentives alongside the proposed regulatory measures, Hawai‘i can accelerate its transition to a cleaner, more sustainable transportation future.

Thank you for the opportunity to testify.

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[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, 2024”