

Disaster Recovery, International Affairs, and Planning Committee (2025-2027)
on 2025-06-17 3:00 PM

Meeting Time: 06-17-25 15:00

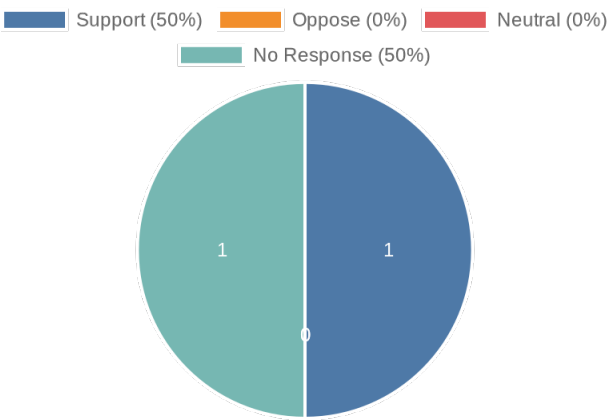
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Disaster Recovery, International Affairs, and Planning Committee (2025-2027) on 2025-06-17 3:00 PM	06-17-25 15:00	2	2	1	0	0

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Disaster Recovery, International Affairs, and Planning Committee (2025-2027) on 2025-06-17 3:00 PM

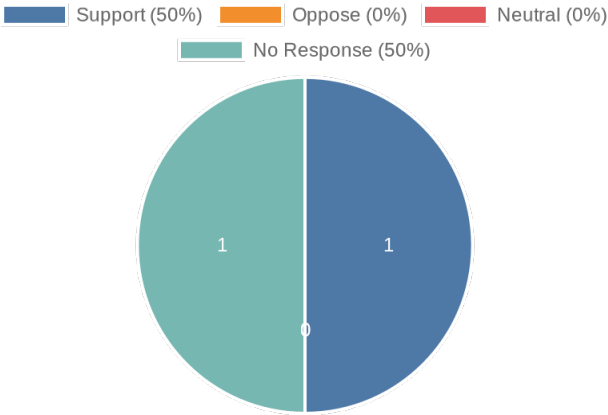
06-17-25 15:00

Agenda Name	Comments	Support	Oppose	Neutral
A G E N D A	1	1	0	0
DRIP-7 Reso 23-163 RESOLUTION 23-163, RELATING TO PARKING FOR ELECTRIC VEHICLES (DRIP-7)	1	0	0	0

Sentiments for All Agenda Items

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

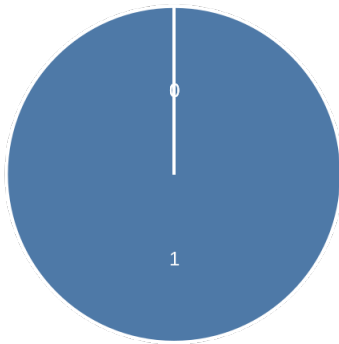
Overall Sentiment



Agenda Item: eComments for A G E N D A

Overall Sentiment

Support (100%) Oppose (0%) Neutral (0%)
No Response (0%)



Edward Codelia

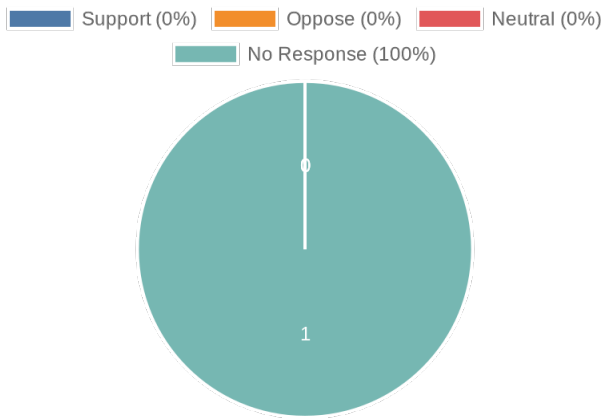
Location:

Submitted At: 12:24pm 06-11-25

I strongly support the spirit and intent of Resolution 23-163, CD1, and urge the Committee to strengthen its impact through key amendments. Taking action now is the most fiscally responsible, environmentally necessary, and strategically sound path forward for Maui County. This is not just a response to climate change—it is a proactive investment in a resilient and sustainable future.

> Please see the attached written testimony and proposed policy amendments for your consideration.

Overall Sentiment



DRIP Committee

Location:
Submitted At: 8:37am 06-17-25
Testimony received 06/16/2025

**Written Testimony in Support of Resolution 23-163, CD1
With Proposed Amendments to Expand EV Charging Infrastructure
Submitted to the DRIP Committee – June 17, 2025**

I. Statement of Support

Aloha Chair and Members of the DRIP Committee,

I submit this testimony in **support of Resolution 23-163, CD1**, which represents a meaningful step toward improving electric vehicle (EV) infrastructure in Maui County. This resolution affirms the County of Maui's collective responsibility to prepare for an electrified future and expand clean transportation options. However, I urge the Committee to adopt **key amendments** to ensure this policy is not only symbolic but **substantively aligned with the county's climate goals, visitor demands, and future infrastructure needs**.

II. Reasons for Support

1. **Encourages clean transportation infrastructure** in new development.
2. **Establishes minimum EV stall requirements**, ensuring some baseline readiness.
3. **Aligns with state and county decarbonization goals**, such as Act 100 and the Clean Energy Initiative.
4. **Creates clarity** for developers on EV requirements going forward.

However, the proposal as written only requires 2 EV stalls per 50, which equates to just 4%. This lags far behind projections for EV adoption by residents and visitors within the next five years. If unamended, this policy will underbuild critical infrastructure and shift the burden onto taxpayers or property owners in the future.

III. Proposed Amendments and Justification

Proposed Amendment	Rationale
Increase EV stall requirement to 5 per 50 (10%)	Aligns with statewide EV adoption trends projected by 2027
Require EV conduit readiness for all new stalls	Prevents expensive retrofits; supports scalability
Require 25% EV stalls for projects >200 spaces	Meets climate goals; matches dense or high-impact development

Proposed Amendment	Rationale
Require 15–25% EV stalls for hotels, malls, airports	Supports EV tourism, rental demand, and high-turnover areas

These amendments are grounded in **fiscal prudence** (build smart now to avoid costlier changes later), **climate adaptation**, and **public readiness**. Tourists arriving by EV rental or residents owning EVs will increasingly expect access to functioning charging systems at hotels, malls, and public venues.

IV. One-Page Policy Summary

Maui County EV Parking Infrastructure Policy Brief

Amendments to Resolution 23-163, CD1 Prepared for DRIP Committee – June 17, 2025

Goal: Build future-ready parking infrastructure to support Hawai‘i’s climate targets and Maui’s unique economic and tourism needs.

CD1 Proposal Summary:

- Requires 2 EV charging stalls per 50 parking stalls (4%)
- Applies to new places of public accommodation
- EV chargers must be operational

Problems with CD1 as Written:

- Underbuilds for Hawai‘i’s 2030 target of 25% EV penetration
- No requirement for conduit infrastructure
- Fails to address high-use zones like hotels and airports

Recommended Amendments:

Amendment	Justification
5 EV stalls per 50 (10%)	Reflects short-term demand growth; matches state trends
All stalls conduit-ready	Supports scalable infrastructure; minimizes retrofit cost
25% EV stalls for >200-space lots	Critical for large developments and urban-scale readiness
15–25% EV stalls in high-traffic zones	Supports tourism, rental EV use, and clean mobility goals

Benefits:

Metric	With Amendments	Without Amendments
Infrastructure cost	Lower long-term	High retrofit costs
Developer burden	Moderate, phased	Low upfront only
Climate compliance	Strong	Weak
Tourism readiness	High	Minimal

V. Conclusion

I strongly support the spirit and structure of Resolution 23-163, CD1, but urge the Committee to strengthen its impact. Amending this policy now is the most **fiscally responsible, environmentally necessary, and strategically sound** path for Maui County. It demonstrates that we are not just reacting to climate change but planning wisely for the future.

Mahalo for your consideration and service to our community.

Respectfully submitted,

Edward Codelia



Email: communications@ulupono.com

COUNCIL OF THE COUNTY OF MAUI DISASTER, RESILIENCE, INTERNATIONAL AFFAIRS, AND
PLANNING COMMITTEE

Tuesday, June 17, 2025 — 3:00 P.M.

UluPono Initiative supports Resolution 23-163, Relating to Parking for Electric Vehicles.

Dear Chair Paltin and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at UluPono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

UluPono supports Resolution 23-163, which refers to the Planning Commissions a Proposed Bill Relating to Parking for Electric Vehicles.

Electric vehicles (EVs) are a critical part of our climate and transportation energy future:

- **EVs provide immediate greenhouse gas (GHG) emissions reductions.** EVs produce zero emissions at the tailpipe, and even when full lifecycle emissions (from manufacturing through disposal) are considered, EV emissions are approximately 34 percent lower than internal combustion engine vehicles.¹ Here in Hawai'i, they become cleaner every year through our commitment and progress towards 100% clean energy. Transportation is one of the largest contributors to greenhouse gas emissions in Hawai'i. By facilitating the transition to EVs through improved charging infrastructure, Bill 126 plays a vital role in reducing these emissions. This measure will help Maui reduce carbon emissions and contribute to the global fight against climate change.
- **EVs are prime for market acceleration from public support.** Hawai'i has more EVs per capita than any other state besides California, but declining availability of charging infrastructure. While we have among the highest EV adoption rates in the country per capita, we remain among the worst in terms of public EV charging.² As the adoption of EVs increases, so does the need for accessible and reliable charging infrastructure. By requiring EV charging stations in new developments, Bill 126 directly addresses "charging anxiety" among EV owners, ensuring that they have convenient access to charging facilities across the county. This is particularly important in residential areas like apartments and

¹ <https://yaleclimateconnections.org/2024/01/electric-vehicles-use-half-the-energy-of-gas-powered-vehicles/>

² <https://www.cnn.com/2024/04/13/why-hawaii-is-becoming-a-leader-in-us-ev-adoption.html>,
<https://www.hawaiinewsnow.com/2022/05/18/hawaii-struggles-keep-up-with-demand-electric-vehicle-charging-stations-help-is-way/>

condominiums, where residents may not have access to home charging.

- **EVs can alleviate Hawai'i's high cost of living.** The U.S. Department of Energy estimates that Hawai'i drivers can save up to \$1,600 per year by switching to an electric vehicle.³ Bill 126 helps make charging more accessible and thus allows consumers to opt into EVs more readily.
- **EVs help enhance Energy Resilience:** The integration of more EVs and charging stations also supports energy resilience in Maui. EVs can potentially serve as mobile energy storage units, which can be particularly valuable during emergencies or grid disruptions. By expanding EV infrastructure, Maui is not only advancing clean energy goals but also enhancing its overall energy security.”

Although this measure does not directly update the table “Minimum number of off-street parking spaces,” we would be remiss if we did not point out that these parking mandates do hurt the County’s affordable housing and climate goals by requiring car infrastructure with development regardless of need or parking demand. In 2020, UluPono Initiative’s *The Costs of Parking in Hawai'i* report outlined how the cost to build an on-grade parking stall in Maui ranged from \$15,000 to \$23,200; podium-style jumps to \$59,900.⁴ As noted by Housing for Hawai'i’s Future, in making driving more affordable and likely through subsidization of parking, it increases the costs of building and rebuilding housing and communities.⁵

As our energy issues become more complex and challenging, we appreciate the Council’s efforts to look at policies that support clean ground transportation.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ [https://www.energy.gov/policy/articles/save-2200-year-driving-electric-vehicle#:~:text=Save%20Up%20to%20\\$2%2C200%20a,Electric%20Vehicle%20%7C%20Department%20of%20Energy](https://www.energy.gov/policy/articles/save-2200-year-driving-electric-vehicle#:~:text=Save%20Up%20to%20$2%2C200%20a,Electric%20Vehicle%20%7C%20Department%20of%20Energy)

⁴ <https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf?sha=27ef1b3a>

⁵ <https://www.hawaiisfuture.org/resources/policy-brief-1-minimum-parking-requirements?rq=parking>