

Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-09-25 1:30 PM

Meeting Time: 09-25-24 13:30

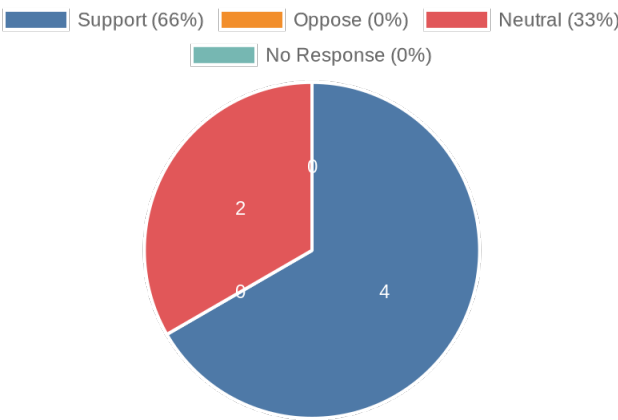
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-09-25 1:30 PM	09-25-24 13:30	3	6	4	0	2

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



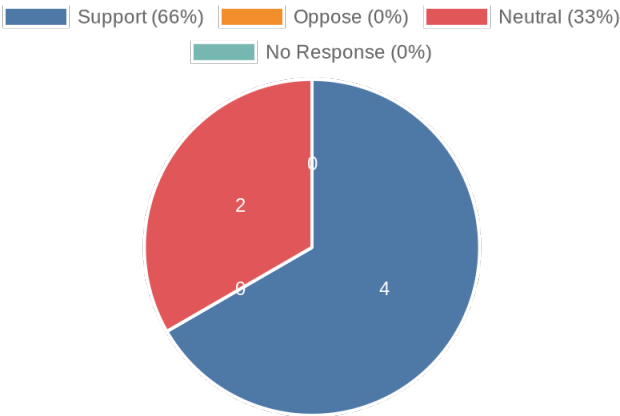
Disaster, Resilience, International Affairs, and Planning Committee (2023-2025) on 2024-09-25  
1:30 PM  
09-25-24 13:30

Agenda Name	Comments	Support	Oppose	Neutral
A G E N D A	2	1	0	1
DRIP-12 Bill 126 (2024) BILL 126 (2024), ESTABLISHING CHAPTER 10.79, MAUI COUNTY CODE, RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE (DRIP-12)	4	3	0	1

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.

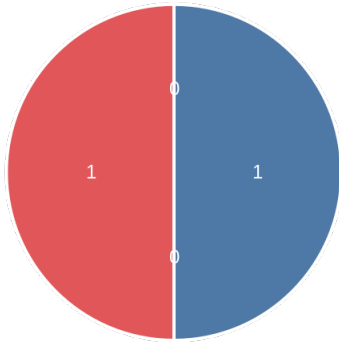
Overall Sentiment



## Agenda Item: eComments for A G E N D A

### Overall Sentiment

Support (50%) Oppose (0%) Neutral (50%)  
No Response (0%)



### Pamela Tumpap

Location:

Submitted At: 5:24pm 09-24-24

Please see attached testimony.

### Larry Stevens

Location:

Submitted At: 4:01am 09-24-24

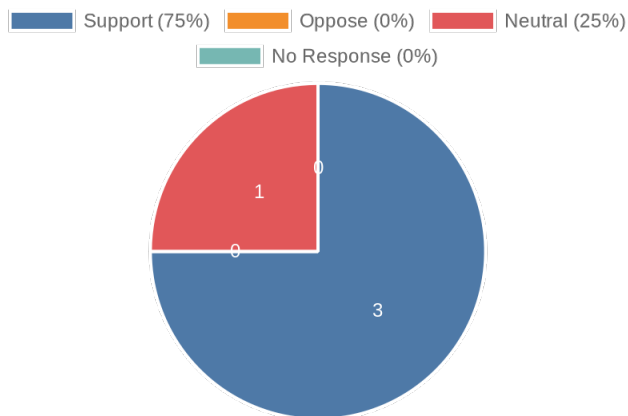
I support the amendment to Bill 126 to increase the # of EV chargers to 2/50 spaces. Maui's public charging infrastructure needs a lot of love, given the County's unwillingness to even enforce the existing standard.

Therefore, I support additional changes:

- Include workplace parking. Many people have no chargers at home, nor do they have convenient access to shopping areas to charge their vehicles. Workplace charging lets people charge during the day while they work, which means the power for charging comes from the excess solar power we generate each day, rather than burning stuff at night to recharge.
- Include language/budget for enforcing the requirements. Maui has a long history of no monitoring/enforcement of its EV policies, which allowed terrible service availability to become the norm. Planning to charge somewhere and finding out there is no charger there, or that the charger is down multiplies the "range anxiety" that is a primary obstacle to EV adoption.

Thanks for listening.

## Overall Sentiment



### Guest User

Location:

Submitted At: 2:20pm 09-25-24

Aloha Committee Members,

Aloha Charge is the largest provider of EV charging systems in the State of Hawai'i and we strongly support DRIP-12/Bill 126. Similar bills across the country have proven to be one of the most effective tools for encouraging EV adoption.

We have three suggestions to enhance the bill. 1) Under 10.79.020 Definitions, section "Electric vehicle charging system" B., we suggest changing "J1772" to "J1772, J3400, or other standards that may be officially adopted by the SAE (Society of Automotive Engineers)." 2) Under Section 10.79.030 Parking privileges, we suggest the Committee may want to add a small grace period (perhaps 10-15 minutes) after charging. 3) Under section 10.79.050 Alternatives and exemptions, we suggest including a minimum power rating of 50kW for any DC fast charger that is being substituted for the Level 2 chargers.

Mahalo for the opportunity to testify in favor of this bill.

Jim Burness

CEO

Aloha Charge

### Pamela Tumpap

Location:

Submitted At: 5:24pm 09-24-24

Please see attached testimony.

**Bryan Mick**

Location:

Submitted At: 1:50pm 09-24-24

Please see the attached testimony.

**Mariah Yoshizu**

Location:

Submitted At: 9:19am 09-24-24

Aloha,

Please see document attached for testimony.

Mahalo,

Mariah Yoshizu



# MAUI

CHAMBER OF COMMERCE

VOICE OF BUSINESS

Maui County Council  
Disaster, Resilience, International Affairs, and Planning Committee  
Tamara Paltin, Chair  
Nohelani U'u-Hodgins, Vice Chair  
Members of the Committee

September 25, 2024

**COMMENTS on DRIP-7 – RESOLUTION 23-163, RELATING TO PARKING FOR ELECTRIC VEHICLES**

Aloha Chair Paltin, Vice Chair U'u-Hodgins and members of the committee,

The Maui Chamber of Commerce has significant concerns regarding the proposed legislation that mandates additional EV charging stations at new and existing public accommodations, exceeding what is currently required by state law.

In the development of this legislation, what cost analyses and fiscal impact studies have been conducted to assess the potential financial burden on businesses? This could represent a considerable expense for both new and existing businesses required to comply. There is a common misconception that businesses can easily absorb increased costs; however, in practice, such expenses are typically passed on to residents through higher prices for goods and services or to tenants—many of whom are small businesses—who may, in turn, pass the costs along to their customers.

We would also like to highlight that the bill referenced in this resolution addresses both new and existing public accommodations, whereas Bill 126 (in item DRIP-12) requires EV charging stations only for new developments. We encourage the committee to consider aligning the requirements in Resolution 23-163 with those outlined in Bill 126.

Additionally, before advancing to the Planning Commission, we believe it is essential that all relevant facts, data, and cost analyses are thoroughly presented. It is also unclear whether this mandate would extend to sizable nonprofit organizations, which could be classified as public accommodations.

If this legislation moves forward, we urge the County to help alleviate the financial burden of this infrastructure requirement by providing access to grants. There may be federal and state funding opportunities available for such mandates.

This legislation could deter new businesses and place additional strain on small businesses.

We appreciate the opportunity to testify on this item.

Sincerely,

Pamela Tumpap  
President

To advance and promote a healthy economic environment for business, advocating for a responsive government and quality education, while preserving Maui's unique community characteristics.



# MAUI

CHAMBER OF COMMERCE

VOICE OF BUSINESS

Maui County Council  
Disaster, Resilience, International Affairs, and Planning Committee  
Tamara Paltin, Chair  
Nohelani U'u-Hodgins, Vice Chair  
Members of the Committee

September 25, 2024

**COMMENTS on DRIP-12 – BILL 126 (2024), ESTABLISHING CHAPTER 10.79, MAUI COUNTY CODE, RELATING TO ELECTRIC VEHICLE INFRASTRUCTURE**

Aloha Chair Paltin, Vice Chair U'u-Hodgins and members of the committee,

The Maui Chamber of Commerce has significant concerns regarding the proposed legislation mandating additional EV charging stations at new public accommodations, exceeding current state law requirements.

In developing this legislation, what cost analyses and fiscal impact studies have been conducted to assess the potential financial burden on businesses? This could impose a considerable expense on both new and existing businesses required to comply. There is a common misconception that businesses can easily absorb such increased costs; however, in practice, these expenses are typically passed on to residents through higher prices for goods and services, or to tenants—many of whom are small businesses—who may, in turn, pass these costs on to their customers.

We are also concerned by the suggestion to remove the exemption for parking lots with insufficient electric supply. This is troubling. If the existing infrastructure from the electricity provider cannot support EV chargers, why should the parking lot owner be required to install charging spaces? Who will bear the responsibility for ensuring the infrastructure is upgraded? While we understand requiring spaces in anticipation of future infrastructure upgrades, the bill mandates "working chargers," which is impossible until the utility upgrades the necessary infrastructure.

Additionally, we would like to point out that the bill in question applies to both new and existing public accommodations where 50% or more of the parking area is renovated or significantly altered. This differs from the bill referenced in Resolution 23-163 (Item DRIP-7), which mandates EV charging stations for new and existing developments more broadly. We encourage the committee to align the requirements of Resolution 23-163 with those outlined in Bill 126. Furthermore, there is no clear definition of "renovated" or "significantly changed." Does this include resurfacing or slurry sealing and re-striping?



# MAUI

CHAMBER OF COMMERCE

VOICE OF BUSINESS

Disaster, Resilience, International Affairs, and Planning Committee

9/25/24

Page 2

We also believe it is essential that all relevant facts, data, and cost analyses be thoroughly presented. It remains unclear whether this mandate would extend to sizable nonprofit organizations, which could also be classified as public accommodations. We are also unsure about the need for this bill that expands current state requirements.

If this legislation advances, we urge the County to help mitigate the financial burden by providing access to grants. There may be federal and state funding opportunities available to support such infrastructure requirements.

This is another piece of legislation that deters new businesses and may put an additional burden on small businesses.

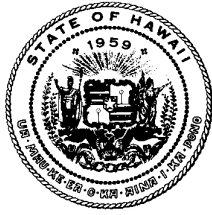
We appreciate the opportunity to testify on this item.

Sincerely,

Pamela Tumpap  
President

To advance and promote a healthy economic environment for business, advocating for a responsive government and quality education, while preserving Maui's unique community characteristics.





## DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813  
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 586-8162 TTY

September 25, 2024

The Honorable Tamara Paltin  
Chair, Disaster, Resilience, International Affairs, and Planning Committee  
and Committee Members  
Maui County Council  
200 South High Street  
Wailuku, HI 96793

Regarding: Bill 126 CD1 (2024) Relating to Electric Vehicle Infrastructure

Dear Chair Paltin and Members of the Disaster, Resilience, International Affairs, and Planning Committee:

The Disability and Communication Access Board (DCAB) supports Bill 126 CD1 (2024).

The bill requires “[a]t least five percent but no fewer than one of each type of the parking spaces designated for electric vehicles must be an accessible stall, as defined by the Americans with Disabilities Act, and must not displace or reduce other accessible stalls as required by the Americans with Disabilities Act.” This is similar to the wording in DCAB’s interpretive opinion [2012-01 Electric Vehicle \(EV\) Charging Station](#) which applies to State and County facilities.

Note that on September 3, 2024, the United States Access Board published a [Proposed Rule for Electric Vehicle \(EV\) Charging Stations](#). The proposal among other things, asks for comments on two possible scoping requirements for the minimum number of accessible EV charging spaces. As federal rulemaking is a slow process, we do not recommend holding Bill 126 CD1 (2024) in Committee. Should a federal rule eventually be adopted, the Council can amend its ordinances to be consistent with the new federal standard.

Thank you for considering our testimony.

Sincerely,

KIRBY L. SHAW  
Executive Director



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

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

Wednesday, September 25, 2024 — 1:30 P.M.

**Ulupono Initiative supports Bill 126 (2024), Relating to Electric Vehicle Infrastructure.**

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 Bill 126 (2024)**, which establishes Chapter 10.79, Maui County Code, relating to Electric Vehicle Infrastructure.

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.<sup>1</sup> 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.<sup>2</sup> 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

---

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

<sup>2</sup> <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.<sup>3</sup> 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.

Requiring qualifying facilities to be "EV-ready" is smart future-proofing. Recently, the International Code Council (ICC) voted to update its building standards to include EV-ready provisos. The rationale was that the cost of retrofits is significantly more expensive than when installed upfront and such an upfront investment is a relatively small part of the total building cost. The ICC approval only validates the County's proposal and market need for EV-ready policies.

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

---

<sup>3</sup> [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)