



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
ROSS M. HIGASH  
EDUARDO P. MANGALLAN  
PATRICK H. MCCAIN  
EDWIN H. SNIFFEN

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 8, 2022  
8:50 A.M.  
State Capitol, Teleconference

**H.B. 1811**  
**RELATING TO ENERGY.**

House Committee on Energy & Environmental Protection

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The Department of Transportation (DOT) **supports** this measure that supports expansion of electric vehicle charging stations to in turn support proliferation of electric vehicles in our state.

The DOT is committed to meeting the state's clean energy goals and supports the wide-spread adoption of electric vehicles. The department's track record includes a significant purchase of light-duty electric vehicles for its fleet in 2021 with plans to continue to convert its fleet over the next few years. Our current electrification contract for these vehicles enables the DOT to install charging stations and the charging service quickly and efficiently with no upfront equipment costs. There are photovoltaic panels installed at DOT field offices statewide designed to power electric vehicle charging stations in the near future. In addition, the DOT pursues strategies to support expansion of electric vehicle charging facilities across the state.

The DOT defers to the Public Utility Commission and the State Energy Office on how best to deploy the proposed programs, and the DOT is prepared to assist as needed.

Thank you for the opportunity to provide this testimony.

TESTIMONY OF  
JAMES P. GRIFFIN, Ph.D.  
CHAIR, PUBLIC UTILITIES COMMISSION  
STATE OF HAWAII

TO THE  
HOUSE COMMITTEE ON  
ENERGY AND ENVIRONMENTAL PROTECTION

February 8, 2022  
8:50 a.m.

Chair Lowen and Members of the Committee:

**MEASURE:** H.B. No. 1811

**TITLE:** RELATING TO ENERGY.

**DESCRIPTION:** Allows for new electric vehicle charging stations having a single port to qualify for a rebate. Increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program. Allows for marketing and outreach expense to be included within allowable administration costs of the electric vehicle charging station rebate program.

**POSITION:**

The Public Utilities Commission (“Commission”) offers the following comments for consideration.

**COMMENTS:**

The Commission appreciates the intent of this measure to expand the scope and eligibility for the Electric Vehicle Charging System (“EVCS”) Rebate Program, while providing additional flexibility for the Commission to administer the program in an efficient, effective manner.

Since 2019, the Commission has managed the Electric Vehicle Charging System (“EVCS”) Rebate Program in cooperation with the program’s administrator, Hawaii Energy. The program has been met with a robust response and efficiently allocated funds to expand public charging infrastructure in the state. According to Hawaii Energy, the program to date has issued rebates for 43 new Level 2 EVCS installations, 62 Level 2 retrofits, 1 DC fast charger (“DCFC”) installation, and 1 DCFC retrofit. The program also

has 30 projects in the pipeline, totaling nearly \$200,000 in rebates. The Commission believes that the addition of single-port Level 2 charging stations may expand opportunities to encourage the installation of additional charging stations.

The Commission notes that the companion to this bill was recently heard by the Senate Committee on Transportation. The Commission has been involved in discussions with the Senate Transportation Chair and stakeholders to develop amendments for consideration.

First, the Commission recommends that the language on pages 5 and 6 be revised to allow for rebates “up to” the listed amounts. This would provide the Commission and Hawaii Energy with the necessary flexibility to ensure that program funds are utilized as efficiently as possible.

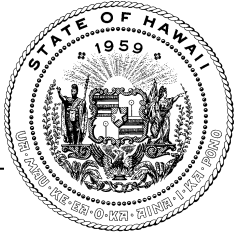
Secondly, the Commission notes that Tesla has proposed amendments to the companion bill, which would amend the language on pages 8 and 9 to remove the requirement that charging systems accommodate at least two charging standards. The Commission is agreeable to this suggestion, as it would allow for more systems to qualify, and thus, may expand the reach and impact of the rebate program.

However, if this amendment is to be implemented, the Commission respectfully recommends that language be included that allows the Commission to design the program in a manner that enables the most customers and vehicles to benefit. For example, the proposed accessibility language beginning on page 8, line 20, and ending on page 9, line 1, could be amended as follows:

“(4) Electric vehicle charging system rebates should support accessibility of charging to as many electric vehicle drivers as feasible.”

Together, these amendments will expand the program to include single port systems, including those that only support one vehicle type, while allowing the Commission to set different incentives for proprietary chargers. This flexibility in designing the program will facilitate the expansion of public infrastructure for a wide range of customers and vehicle types.

Thank you for the opportunity to testify on this measure.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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

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(808) 587-3807  
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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

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

Tuesday, February 8, 2022  
Time 8:50 AM  
State Capitol, Via Videoconference

**COMMENTS  
HB 1811  
RELATING TO ENERGY.**

Chair Lowen, Vice Chair Marten, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on HB 1811, which allows for new electric vehicle charging stations having a single port to qualify for a rebate, increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program, and allows for marketing and outreach expense to be included within allowable administration costs of the electric vehicle charging station rebate program.

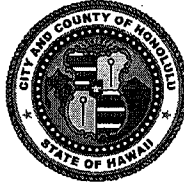
The decarbonization of the ground transportation sector is essential to achieving a net-negative carbon economy as soon as practicable but no later than 2045. A foundational strategy to decarbonize the transportation sector is the adoption of zero-emission vehicles and a material barrier to the adoption of zero-emission vehicles is charging infrastructure. In general, increasing the flexibility and reach of incentives for zero-emission vehicles charging stations supports the ultimate elimination of fossil fuel for ground transportation. HSEO agrees the addition of single-port Level 2 charging stations may expand opportunities to encourage the installation of additional charging stations and HSEO stands ready to work with State agencies and stakeholders to advance the State decarbonization policy objectives. HSEO defers to the appropriate agency for comment on administration of the bill requirements.

Thank you for the opportunity to testify.

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8480 • Fax: (808) 768-4587  
Web site: [www.honolulu.gov](http://www.honolulu.gov)

RICK BLANGIARDI  
MAYOR



ALEX KOZLOV, P.E.  
DIRECTOR

HAKU MILLES, P.E.  
DEPUTY DIRECTOR

February 4, 2022

The Honorable Nicole E. Lowen, Chair  
The Honorable Lisa Marten, Vice-Chair  
and Members of the Committee on Energy & Environmental Protection  
The House  
State Capitol, Conference Room 325  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Lowen, Vice-Chair Marten, and Members:

SUBJECT: House Bill No. 1811  
Relating to Energy

The Department of Design and Construction (DDC) respectfully **supports** House Bill No. 1811. The bill proposes to:

- (1) Provide a rebate for new Level 2 charging stations with one port;
- (2) Amend and add flexibility to the guidelines for consideration by the public utilities commission in administering the program; and
- (3) Clarify that marketing and outreach expenses are included among allowable program administration expenses.

DDC's experience designing and installing electric vehicle (EV) charging stations has shown that:

- (1) Some sites present technical feasibility challenges that prevent an owner from installing a dual port charger. For example, at the City's Kaimuki Parking Lot the design was constrained to a single port charger due to space limitations and the need to meet the Disability and Communication Access Board requirements.
- (2) Most residential owners of EVs only need a single port to charge their EV.

Based on the above considerations, DDC respectfully **supports** House Bill No. 1811.

Thank you for the opportunity to express our **support** for this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Alex Kozlov", is written over a horizontal line.

Alex Kozlov, P.E.  
Director



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON  
ENERGY & ENVIRONMENTAL PROTECTION**

**HB 1811**

**Relating to Energy**

February 8, 2022

8:50 AM, Agenda Item #1

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric Company

Aloha Chair Lowen, Vice Chair Marten, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company **supporting with comments on HB1811**, as it encourages the installation of additional and reliable electric vehicle (EV) infrastructure.

The EV charging system rebate program, which was established in 2019 and is currently administered by Hawaii Energy has been successful in providing supplemental funding for EV charging systems across the state. If a rebate for new Level 2 charging stations with one port is to be included in the EV charging system rebate program, we encourage the committee to add that each charger should be a non-proprietary charging standard and instead be compatible with the SAE J1772 standard of charging. SAE J1772 standard connects with and charges the widest range of EV models, and this standard has been the most widely adopted standard by vehicle manufacturers for Level 2 charging.

**We suggest the following amendments to page 5, lines 1 – 3:**

**(A) An alternating current Level 2 station with one or more ports that are SAE J1772 compatible and provides electricity to one or more electric vehicles;**

Additionally, this measure allows for flexibility of the administration of the rebate program including expenses for marketing and outreach to increase program participation for commercial properties, fleet owners, visitor industry, and low and moderate-income and environmental justice communities. Hawaiian Electric is supportive of any additional marketing, outreach, and education efforts that help to reach these key locations that serve EV charging needs of current and future EV drivers. Complementary to the EV Charging System rebate program, Hawaiian Electric Company's recently approved Charge Ready Hawaii pilot will provide make ready infrastructure for EV charging systems and focus on publicly available commercial properties, fleet owners, and multi-unit dwellings. Customers who take part in the Charge Ready Hawaii pilot would also be eligible to utilize the rebate program reducing costs significantly for EV infrastructure at existing facilities.

As the largest provider of EV fast charging in the state, Hawaiian Electric Company understands the importance of reliable charging solutions as more drivers will look to public charging as a vital resource for electric mobility. Thank you for this opportunity to testify.



Before the House Committee on Energy & Environmental Protection  
Tuesday, Feb. 8, 2022 at 8:50a.m.

Testimony in Support of HB1811: Relating to Energy Efficiency

Chair Lowen, Vice Chair Marten, and Members of the Committees:

Thank you for the opportunity to provide comments on House Bill 1811.

Hawai'i Energy works to empower island families and businesses on behalf of the Hawai'i Public Utilities Commission (PUC) to make smart energy choices to reduce energy consumption, save money, and pursue a 100% clean energy future. Energy efficiency is the cheapest option to help us achieve our 100% clean energy goal by eliminating waste and being more efficient.

Under the Hawai'i Public Utilities Commission's direction, Hawai'i Energy has been managing the electric vehicle charging station (EVCS) rebate program that was initially funded in 2019 by the State Legislature (Act 142), and in 2021, provided continued funding with the passage of House Bill 1142 (Act 75). The incentive was even highlighted by Plug-In America as a main reason why Hawai'i is ranked #14 in its "Top 25 States Supporting the EV Driver" report, released last year.<sup>1</sup>

The rebate program continues to draw interest. As of January 11, 2022, the program has issued rebates for the following:

- Level 2 EVCS – 43 new installations and 62 retrofits
- DC Fast Chargers – 1 new installation and 1 retrofit

We also have over 30 projects in the pipeline, totaling nearly \$200,000 in rebates.

Currently, the rebate for Level 2 EV charging stations is limited to those that have two or more ports. We are interested in seeing how the addition of single-port Level 2 stations would impact the program's budget. We hope the inclusion of single-port Level 2s will provide more opportunity for EV charging station network growth, especially in rural locations and multi-unit dwellings.

We appreciate the efforts made by the State Legislature, the Hawai'i State Energy Office and other State agencies, and various stakeholders to make improvements to the EVCS rebate program. Thank you for the opportunity to testify on House Bill 1811.

Sincerely,  
Noreen Reimel  
External Affairs Manager  
Hawai'i Energy

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<sup>1</sup> "Top 25 States Supporting the EV Driver," Plug-In America, February 2021 - <https://pluginamerica.org/policy/top-25-states-supporting-the-ev-driver/>





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

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION  
Tuesday, February 8, 2022 — 8:50 a.m.

**Ulupono Initiative supports HB 1811, Relating to Energy.**

Dear Chair Lowen 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; and better management of freshwater and waste.

**Ulupono supports HB 1811**, which allows for new electric vehicle charging stations having a single port to qualify for a rebate; increases flexibility for the Public Utilities Commission (PUC) to administer the Electric Vehicle Charging Station (EVCS) Rebate Program; and, allows for marketing and outreach expense to be included within allowable administration costs of the Electric Vehicle Charging Station Rebate Program.

Ulupono supports Hawai'i's reduction of fossil fuel use as we strive to meet the State's 100% renewable energy goal and its carbon net neutral goal by 2045. The EVCS Rebate Program has been a critical catalyst to infrastructure development within the State. According to Hawai'i Energy, who administers the EVCS Rebate Program, this program has helped to introduce 89 charging stations statewide since 2019, representing a quarter of the state's public stations<sup>1</sup>. While significant impact has been made from this successful program, continued support is still needed. A recent survey by Cox Automotive indicates that a lack of EV charging remains the #1 barrier for EV adoption, with 57% of consumers noting the issue (per Cox Automotive Path to EV Adoption survey conducted in July 2021).

We are hopeful that building off the momentum of the 2021 State Legislature, this program, with dedicated resources, can look to expand its overall impact with increased flexibility. We are supportive of the new emphasis to serve low- and moderate-income and environmental justice communities, which helps to ensure that all community members stand to benefit from access to EVs.

As Hawai'i's energy issues become increasingly complex and challenging, we appreciate

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<sup>1</sup> 363 public electric charging stations and 742 ports. <https://www.hawaiiensnow.com/2021/11/18/electric-vehicles-are-all-over-hawaii-roads-so-why-arent-there-more-charging-ports/>



this committee's efforts to look at policies that support the continued implementation of renewable energy resources throughout the islands.

Thank you for this opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs

**HB-1811**

Submitted on: 2/6/2022 9:17:56 PM

Testimony for EEP on 2/8/2022 8:50:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Ted Bohlen	Climate Protectors Hawai'i	Support	No

Comments:

To: The Honorable Nicole Lowen, Chair, the Honorable Lisa Marten, Vice Chair, and Members of the House Committee on Energy and Environmental Protection

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: Hearing HB1811 RELATING TO ENERGY

Hearing Tuesday February 8, 2022, 8:50 a.m., by videoconference

Aloha Chair Lowen, Vice Chair Marten, and Members of the House Committee on Energy and Environmental Protection!

**The Climate Protectors Hawai'i Strongly Supports HB1811.** Hawai'i needs to transition its ground transportation from fossil fuels to zero emission vehicles. The bill would help address one important infrastructure barrier to that transition, the availability of electric vehicle chargers, with a rebate program for single port level 2 chargers. Please pass this bill!

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



KauaiEV

Kauai Electric Vehicle Association  
302 Makani Rd, Kapaa, HI 96746  
808-652-0591

2022/02/06

**Strong Support for HB1811**

Dear Chair Lowen, Vice Chair Marten, and EEP Committee members,

I am writing on behalf of KauaiEV, a grassroots organization with over 100 members on Kauai. Our members are electric vehicle drivers and we believe that EVs are the personal transportation of the future. We are in **strong support of HB1811**.

Investing in public charging infrastructure will increase EV adoption. Qualifying single port charging stations for the rebate will help small businesses and nonprofits to install less costly stations, this in turn will help to democratize clean transportation. We are also in favor of removing the 500,000 cap and giving the program administrator more freedom.

Mahalo,

Sonja Kass, President KauaiEV



To: The House Committee on Energy and Environmental Protection  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, February 8, 2022, 8:50am

**In support of HB1811**

Aloha Chair Lowen, Vice Chair Marten, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports HB1811** that allows for new electric vehicle (EV) charging stations having a single port to qualify for a rebate, increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program, and allows for marketing and outreach expense to be included within allowable administration costs of the electric vehicle charging station rebate program.

This bill provides parking lot owners with some flexibility in implementing requirements related to EV parking and chargers. The rebate amount is lower than that for a twin-plug charger and can be helpful in situations where there is a desire to have plugs in separate parts of the parking structure or in situations where only one parking slot is allocated. It does not create barriers to the implementation of ACT 75 or county-specific EV charger and parking policies.

350Hawaii is in full support of this measure as it will help expand charging infrastructure which is critically needed in our state if we are to achieve the necessary reduction in greenhouse gas emissions from the transportation sector.

Mahalo for the opportunity to testify on this very important legislation.

Sherry Pollack  
Co-Founder, 350Hawaii.org

**Hawaii Electric Vehicle Association**  
hawaiiev.org  
info@hawaiieva.com



February 6, 2022

**SUPPORT of HB1811 (RELATING TO ENERGY)**

Dear Chair Lowen and Vice-Chair Marten, and members of the Energy and Environmental Protection Committee,

**Hawaii Electric Vehicle Association is in SUPPORT of HB1811.**

We are in support of HB1811 and would like to offer comments.

This measure provides parking lot owners with some flexibility in implementing requirements related to EV parking and chargers. It allows single-port charging stations to qualify for the Commercial Charging Station Rebate. This can be helpful in situations where there is a desire to have plugs in separate parts of the parking structure or in situations where only one parking slot is allocated. It does not create barriers to the implementation of ACT 75 nor county-specific EV charger and parking policies.

It is notable that this measure proposes removal of the \$500k rebate amount limit. The expansion of the rebate program is consistent with the need to expand electric vehicle charging stations.

The allocation of funds for marketing and admin costs should be reasonable.

Please support HB1811 and clarify the nature of the rebate amount limit.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "M. ...".

President  
Hawaii EV Association

**Hawaii EV Association** is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit [hawaiiev.org](http://hawaiiev.org).



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 7, 2022

TO: Representative Nicole Lowen  
Chair, Committee on Energy and Environmental Protection

FROM: Tiffany Yajima

RE: **H.B. 1811 – Relating to Energy**  
**Hearing Date: Tuesday, February 8, 2022 at 8:50 a.m.**  
**Conference Room: Video Conference**

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Dear Chair Lowen, Vice Chair Marten, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of H.B. 1811.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

Hawaii has one of the highest rates of adoption of passenger electric vehicles in the nation with more than 17,700 passenger electric vehicles registered in the state. Despite the relatively high adoption rate compared to the rest of the country, electric vehicles account for just over 5.7 percent of all registered vehicles in the state.

While there is a growing interest in electric vehicles, Hawaii’s charging infrastructure is lacking, and presents a key barrier to broader EV adoption. The majority of Hawaii residents live in apartments, condominiums and multi-unit dwellings that do not have the capacity or financing available to support electric vehicle charging at home. This lack of charging infrastructure remains a barrier to the widespread adoption of electric vehicles in the state.

H.B. 1811 creates incentives that support EV charging infrastructure by giving priority not only to public charging systems but also to projects that support charging infrastructure in low and moderate-income communities, as well as the visitor industry, in the transition to clean transportation. The Auto Innovators are supportive of these incentives because they would encourage greater adoption of passenger electric vehicles in Hawaii.

We respectfully ask the committee to pass this measure. Thank you for the opportunity to submit this testimony.



## HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

February 8, 2022, 8:50 A.M.

Video Conference

### TESTIMONY IN SUPPORT OF HB 1811

Aloha Chair Lowen, Vice Chair Marten, and Committee members:

Blue Planet Foundation **supports HB 1811**, which proposes programmatic adjustments to Hawai'i's electric vehicle charging system rebate program that would remove barriers to deploying rebates and ensure the program can keep pace with market and technology changes.

Recognizing that a lack of charging infrastructure remains a barrier to more widespread adoption of electric vehicles (EVs) in Hawai'i, in 2019 lawmakers established an electric vehicle charging system (EVCS) rebate program to incentivize the installation of publicly available charging stations and charging stations that serve fleets, or multiple tenants, employees, or customers. This rebate program—administered by Hawai'i Energy with oversight by the Public Utilities Commission—has been a success. In 2021, the legislature passed HB 1142, which allocates three cents of the existing barrel tax (i.e. tax on imported oil) to provide much-needed funding to continue the rebate program. Without additional funding, the rebate program would have ended on June 30, 2021.

Developing a robust community charging network remains a critical step in reducing the state's carbon emissions. The success of the EVCS rebate program to date has signaled pent up demand for publicly available chargers. There are now over 18,000 EVs registered in the state,<sup>1</sup> but a lack of adequate and accessible vehicle charging infrastructure remains a roadblock to further adoption. The International Energy Agency found that “the availability of chargers emerged as one of the key factors for contributing to the market penetration of EVs.”<sup>2</sup> Unlike gasoline car owners, 80% of EV drivers charge their cars at home or at work.<sup>3</sup> Residents in multi-unit dwellings or condos, however, are often unable to find a place to charge, preventing them from receiving the benefits of EVs. This is a fundamental equity issue in Hawai'i: a large segment of residents in Hawai'i live in multi-family housing, in part because single-family homes are financially out of reach for many.

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<sup>1</sup> DBEDT Monthly Energy Trends, January 2022 (<http://dbedt.hawaii.gov/economic/energy-trends-2/>).

<sup>2</sup> *Global EV Outlook 2017*, International Energy Agency, June 2017, <https://www.iea.org/reports/global-ev-outlook-2017>.

<sup>3</sup> *Ibid.*



In addition, expanding access to EV charging is critical to unlock benefits for all electricity users, not just for EV drivers. Enabling EV charging during the middle of the day allows more low cost solar to be added to the grid and helps the overall energy system. When large numbers of EVs—which are essentially batteries on wheels—are connected to the electricity grid simultaneously, they could be used to help manage the system through demand response, load shifting, and other grid services. But most workplaces lack such charging infrastructure currently. What’s more, how we define “workplaces” may also be shifting. With increases in remote working situations as a result of the COVID-19 pandemic, more homes could permanently morph into offices, underscoring the need to prioritize expanded charging access at both residential and commercial properties.

With the continued funding enabled by last year’s HB 1142, comes the need for more flexibility for the rebate administrator to make programmatic adjustments that respond to fluctuating market conditions and the rapidly shifting clean energy and transportation landscapes and technologies. This flexibility can help ensure that the funding is adequately deployed and the rebates are reaching demographics that are underserved by current market conditions (e.g., multi-unit dwellings) or strategic community locations that support Hawai‘i’s transition to clean energy (e.g., hotels, rental car facilities, workplaces for daytime charging when renewable energy is abundant, etc.).

The bill also appropriately clarifies that program funding can be used by the administrator to conduct marketing and outreach. These activities are crucial to boost public awareness of the rebate program and support targeted program recruitment in locations that expand access for those who would otherwise not have convenient charging options (e.g., in low- and moderate-income communities statewide) and that support key industries in transitioning to clean transportation (e.g., the tourism sector).

Finally, by expanding the rebate to Level 2 charging stations with a single port (at a lower rebate amount), HB 1811 can increase program participation and accelerate charging system deployment by expanding rebate eligibility to a wider variety of electric vehicle charging systems. The dual port requirement in the current program can be a barrier for smaller properties, businesses, and apartment buildings with parking constraints, or where only one stall is available.

In sum, the continuation of the electric vehicle charging system rebate program is a critical component of the state’s efforts to transition off of fossil fuels and achieve a carbon-negative economy by 2045. The program adjustments proposed in HB 1811 can help ensure that the EVCS rebate program is adequately and sufficiently deploying rebates to priority locations in furtherance of the Hawai‘i’s clean energy, carbon reduction, and equity goals.

Thank you for the opportunity to provide testimony.

**TESTIMONY REGARDING HB 1811****House Committee on Energy & Environment Protection  
Tuesday, February 8, 2022 at 8:50 AM**

Aloha Chair Lowen, Vice Chair Marten, and Members of the Committee:

Thank you for the opportunity to provide testimony regarding HB 1811, which would amend requirements for the electric vehicle charging system rebate program related to eligibility and administrative flexibility.

HB 1811 would expand eligibility for the electric vehicle charging system rebate for new Level 2 charging stations with one port. Currently, the rebate only provides funding for Level 2 charging stations with two or more ports. This restriction, although well intended, excludes a large share of the Level 2 charging solutions available for electric vehicle drivers today, which are offered with only one port. As such, the current program limits the Level 2 charging options applicants can select, often to more expensive chargers. For example, Tesla's Level 2 Wall Connector with a single port is offered today at \$550<sup>1</sup> compared to dual port Level 2 charging stations which can exceed \$1,349,<sup>2</sup> nearly 250% more. State funds would go further and could result in more people with access to chargers if lower-cost, single-port Level 2 chargers were eligible for rebate funding. California Level 2 charging rebates are commonly provided per Level 2 charger and don't restrict eligibility to only Level 2 chargers with two ports.<sup>3</sup>

**Therefore, for all the reasons discussed above, Tesla strongly supports HB 1811's expansion to include Level 2 chargers with one port as it provides applicants with expanded equipment options and could allow state rebate funding to go further.**

Additionally, we offer two amendments. First, we also recommend expanded program eligibility for Level 2 chargers with one port for upgraded or replaced electric vehicle charging stations. This would be consistent with the HB 1811's proposed eligibility for new Level 2 electric vehicle charging systems. **We recommend the following amendment be adopted on p. 6, lines 1-6:**

- (2) Each eligible upgrade of an electric vehicle charging system shall receive:  
(A) \$1,300 for the upgrade to an alternating current Level 2 station with one port;  
(BA) \$3,000 for the upgrade to an alternating current Level 2 station with two or more ports; and  
(CB) \$28,000 for the upgrade to a direct current fast charging system.

\$1,300 was selected for a replaced single-port Level 2 station rebate as it is roughly 40% of the rebate for replaced dual-port stations. 40% was taken from the proposed rebate amount for new single-port Level 2 stations at \$2,000 compared to the current rebate for new dual-port stations

<sup>1</sup> <https://shop.tesla.com/product/wall-connector>

<sup>2</sup> <https://store.clippercreek.com/dual-ev-charging-station>

<sup>3</sup> <https://cleanvehiclerebate.org/en/ev/technology/fueling/electric>

at \$4,500. We see value in having the ratio be 50% across the board between single-port and dual-port, however, 40% is consistent with the proposed rebate amount for new single-port Level 2 stations.

Secondly, **we recommend the proposed language on p. 8, lines 20-21 and p. 9, lines 1-4 be deleted in its entirety**, as outlined below.

~~(4) Electric vehicle charging system rebates should support accessibility of charging to as many electric vehicle drivers as feasible by requiring total direct current fast charging systems installed and rebated at a single site to provide connectors that support at least two charging standards;~~

This new requirement would add additional costs on Tesla to provide a non-Tesla charging standard and connectors at Tesla DCFC stations, or Supercharger stations, and thus diminish the rebate value. Per the program administrator Hawaii Energy, the rebate program to date has only rebated two DCFC stations, one new Tesla Supercharger station, and another non-Tesla replacement DCFC station. Given the minimal number of DCFC stations deployed under this program so far, further eligibility restrictions that could limit the number of applicants and the build-out of DCFC charging stations are premature. Also, given the two rebate per applicant cap, there is no concern that Tesla or another DCFC applicant could consume most of the rebate funding.

Additionally, the rebate program should support DCFC stations with more chargers per site since it allows the \$35,000 per DCFC station rebate to go further and serve more electric vehicles. Tesla's first Supercharging station in Hawaii, located in the Pearlridge Center in Aiea, is the largest single DCFC site in Hawaii with 6 chargers.<sup>4</sup> Tesla Supercharger stations in North America average at 10 chargers per site and typically range from 8 to more than 24 chargers. Tesla aims to build Supercharger stations with as many chargers as feasible in order to serve the greatest number of electric vehicles per site. Since Tesla vehicles make up a majority of the electric vehicles in Hawaii today capable of fast charging, providing a rebate program that includes Tesla Supercharging stations encourages DCFC stations that serve a majority of the state's electric vehicle drivers.<sup>5</sup>

Lastly, the charging connector market is still changing. As such, technical requirements for DCFC stations such as connector standards may be more appropriately determined by the Hawaii Public Utilities Commission or the program administrator to allow for program changes as the technology and market changes, not through statute.

**We urge eligibility for the DCFC rebate to be agnostic to charging standard or connector type in order to encourage and deploy charging stations with more DCFC chargers to best serve the electric vehicles in Hawaii.**

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<sup>4</sup> <https://www.tesla.com/findus>

<sup>5</sup> [https://afdc.energy.gov/fuels/electricity\\_locations.html#/analyze?fuel=ELEC](https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?fuel=ELEC)



3500 Deer Creek Road, Palo Alto CA 94304

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Thank you for the opportunity to submit this testimony.



Written Testimony by  
**David H. Rolf, Executive Director, Hawaii Automobile Dealers Association**

for the  
**COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION**

Tuesday, February 8, 2022  
Time 8:50 AM  
State Capitol, via Videoconference  
providing testimony with Support of HB1811

**RELATING TO ENERGY**

Chair Lowen, Vice Chair Marten and members of the committee

HADA strongly supports Hawaii's transition to electric vehicles.

Hawaii new car dealers are in support of the HB1811, which, among other things, removes the \$500,000 cap on the funds designated for rebates for the installation of EV charging stations, while restricting the total amount to the money available in the electric vehicle charging station rebate program.

A sufficient number of public EV charging stations—particularly DC fast charging stations-- will help overcome one of the current obstacles to EV adoption and this bill would provide enough funding for possibly dozens of such stations statewide.

What is needed more than anything is to have all stakeholders working together on a path to EV adoption. HADA's dealers have joined with the National Automobile Dealers Association's position in being "all-in" on electric vehicles. HADA dealers, who are considering installing DC fast chargers, or who already have done so since Dec. 31, 2019, will much appreciate the opportunity to apply for a rebate of up to \$35,000.

HADA's dealers continue to work with all in this transition and thank you for the opportunity to testify in Support of HB1811 and request that it be passed on to its next committee for further consideration.





**TESTIMONY OF TINA YAMAKI, PRESIDENT  
RETAIL MERCHANTS OF HAWAII  
February 8, 2022**

**Re: HB 1811 RELATING TO ENERGY**

Good morning, Chairperson Lowen and members of the House Committee on Energy and Environmental Protection. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901, RMH is a statewide, not for profit trade organization committed to the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, local, national, and international retailers, chains, and everyone in between.

We are in support of HB 1811 Relating to Energy. This measure allows for new electric vehicle charging stations having a single port to qualify for a rebate. Increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program. Allows for marketing and outreach expense to be included within allowable administration costs of the electric vehicle charging station rebate program.

We strongly believe that this bill is a step in the right direction instead of Government mandates that force all business' like retailers to install costly EV charging stations that in turn not only drives up the cost of doing business but also the cost of living in Hawaii. Businesses respond to the wants of many customers that patronize their establishments all the while operating on a very thin profit margin. This would include installing EV charging stations.

Electric Vehicles charging stations come at a cost to businesses for the installation and maintenance and in some cases electricity. Each existing building and facility vary on where stations can be installed, and it is often determined by the accessibility to electricity as many existing infrastructures are not wired to be plug in ready like parking lots and structures and buildings. One of the major cost factors is having to dig up the asphalt to pull in the electricity from across the mall or to tear into the structure to install the electrical infrastructure. We must also mention that the charging stations themselves are very expensive. This can be very costly, and a rebate would help to offset some of the costs and even be an incentive for businesses to install more charging stations.

In addition, this may also be an incentive for people to begin new business ventures that creates fast charging station locations – like a current “gas” station - and incentivize more residential buildings to install the stations so that people are able to charge their vehicles at home.

Mahalo for this opportunity to testify.

**HB-1811**

Submitted on: 2/3/2022 5:07:29 PM

Testimony for EEP on 2/8/2022 8:50:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Barbara Barry	Individual	Support	No

Comments:

Aloha,

As an electric car driver for the last 10 years, I strongly support HB 1811.

Mahalo,

Barbara Barry



**HB-1811**

Submitted on: 2/3/2022 8:58:39 PM

Testimony for EEP on 2/8/2022 8:50:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Douglas Perrine	Individual	Support	No

Comments:

I support HB1811

## HB 1811 TESTIMONY

To: House Committee on Energy and Environmental Protection  
Hearing on Feb. 8, 2022 at 8:50 a.m.

From: John Kawamoto

Position: Support

Transportation represents a large sector of the economy. Gas powered personal vehicles have become so popular because, among other reasons, they are convenient to refuel. There are now 168,000 retail gas outlets across the country, with 400 to 500 in Hawaii.

As a society, we are transitioning toward electric vehicles to eventually eliminate the emission of greenhouse gases. We are trying to avoid a global climate disaster that threatens to undermine civilization as we know it. To accelerate the transition to electric vehicles, easy access must be provided to electric vehicle charging stations.

The current rebate program that encourages the installation of electric vehicle charging stations has been effective, but it can be improved. HB 1811 does that by allowing new electric vehicle charging stations to have a single port to qualify for a rebate.

For the foregoing reasons I support HB 1811.

**HB-1811**

Submitted on: 2/7/2022 8:12:53 PM

Testimony for EEP on 2/8/2022 8:50:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Sharon Geiken Westerberg	Individual	Support	No

Comments:

2022/02/06

**Support Of HB1811**

I support HB1811. It is important to support the availability of chargers in order to encourage new adoptees of driving electric. The number one concern is range anxiety. The most often asked question from prospective buyers of electric vehicles is “How far can I go and where can I get a charge?” This bill will encourage more charging stations and encourage the adoption of electric driving, hence cutting our carbon footprint.

Thank you for your consideration of this bill and my testimony;

Sharon Geiken Westerberg

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