

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

TO THE  
HOUSE COMMITTEE ON  
CONSUMER PROTECTION AND COMMERCE

March 22, 2022  
2:00 p.m.

Chair Johanson and Members of the Committee:

**MEASURE:** S.B. No. 2720 SD2 HD1

**TITLE:** RELATING TO ENERGY.

**DESCRIPTION:** Allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. Removes the \$500,000 cap on the electric vehicle charging station rebate program. Specifies that no rebates shall be approved after available funds are exhausted for the fiscal year. Increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program. Increases the percentage of funds that the Public Utilities Commission may use for administration of the rebate program from ten per cent to fifteen per cent. Allows for marketing and outreach expenses to be included within allowable administration costs of the electric vehicle charging station rebate program. Appropriates funds out of the electric vehicle charging system subaccount for the electric vehicle charging system rebate program. Effective 7/1/2100. (HD1)

**POSITION:**

The Public Utilities Commission (“Commission”) supports this measure and offers the following comments for consideration.

**COMMENTS:**

The Commission supports this measure, which would expand the scope of 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 has issued rebates for 47 new Level 2 EVCS installations, 66 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.

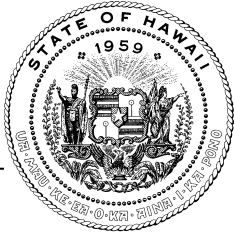
The Commission appreciates the amendments made by the Committee on Energy and Environmental Protection, including adding appropriation language for FY 2022 and FY 2023. The Commission was recently alerted by the Department of Budget and Finance that this program requires a direct appropriation in order for the Commission to expend deposited barrel tax funds. Therefore, this added language is necessary to ensure continued operation of the program.

In addition, after consulting with the Department of the Attorney General, the Commission requests an amendment to page 13, lines 7-8 of this bill to ensure that an appropriation for the EVCS rebate program through FY 2022 does not lapse before the funds can be expended:

SECTION 7. This Act shall take effect on July 1, 2100; provided that section 4 shall take effect upon its approval and that the appropriation for fiscal year 2021-2022 for the department of commerce and consumer affairs for the electric vehicle charging system subaccount of the public utilities commission special fund shall lapse on June 30, 2024.

The Commission notes that the proposed appropriation amounts are based on the remaining program pipeline and the estimated deposits from 3 cents of the barrel tax. The Commission would be supportive of a recurring or permanent spending authority, should there be a mechanism by which this could be achieved.

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

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE**

Thursday, March 22, 2022  
Time: 2:00 PM  
State Capitol, Conference Room 329 & Videoconference

**SUPPORT  
SB 2720, SD2, HD1  
RELATING TO ENERGY.**

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 2720, SD2, HD1, which allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate, removes the \$500,000 cap on the electric vehicle charging station rebate program, specifies that no rebates shall be approved after available funds are exhausted for the fiscal year, increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program, increases the percentage of funds that the Public Utilities Commission may use for administration of the rebate program from ten per cent to fifteen per cent, allows for marketing and outreach expenses to be included within allowable administration costs of the electric vehicle charging station rebate program, and appropriates funds out of the electric vehicle charging system subaccount for the electric vehicle charging system 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 fueling stations. 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.

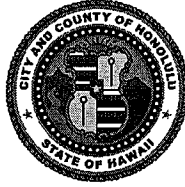
The HSEO supports the amendments made by the Senate Committee on Ways and Means that inserted language to appropriate \$500,000 out of the electric vehicle charging system subaccount for fiscal year 2021-2022 for the Electric Vehicle Charging System Rebate Program and inserted language to appropriate \$1,000,000 out of the electric vehicle charging system subaccount for fiscal year 2022-2023 for the Electric Vehicle Charging System Rebate Program.

Thank you for the opportunity to testify.

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

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HONOLULU, HAWAII 96813  
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RICK BLANGIARDI  
MAYOR



ALEX KOZLOV, P.E.  
DIRECTOR

HAKU MILLES, P.E.  
DEPUTY DIRECTOR

March 21, 2022

The Honorable Aaron Ling Johanson, Chair  
The Honorable Lisa Kitagawa, Vice-Chair  
and Members of the Committee on Consumer Protection & Commerce  
The House  
State Capitol, Room 329  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Johanson, Vice-Chair Kitagawa, and Members:

SUBJECT: Senate Bill No. 2720 SD2 HD1  
Relating to Energy

The Department of Design and Construction (DDC) respectfully **supports** Senate Bill No. 2720 SD2 HD1. 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;
- (3) Clarify that marketing and outreach expenses may be included among allowable program administration expenses; and
- (4) Appropriate funds out of the electric vehicle charging system subaccount for the electric vehicle charging system rebate program.

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.

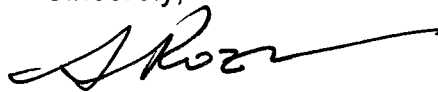
The Honorable Aaron Ling Johanson, Chair  
The Honorable Lisa Kitagawa, Vice-Chair  
and Members of the Committee on Consumer Protection & Commerce  
March 21, 2022  
Page 2

(2) Most residential owners of EVs only need a single port to charge their EV.

Based on the above considerations, DDC respectfully **supports** Senate Bill  
No. 2720 SD2 HD1.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Kozlov', with a long horizontal flourish extending to the right.

Alex Kozlov, P.E.  
Director

TESTIMONY OF

**LARRY S VERAY**

TO THE COMMITTEE ON:  
CONSUMER PROTECTION & COMMERCE

***MOST STRONGLY SUPPORT SB 2270 SD2***

**RELATING TO ENERGY**

**March 18, 2022**

Aloha, Chair Johanson and Vice Chair Kitagawa and committee members. Thank you for allowing me the opportunity to provide testimony on SB 2270 SD1. I am submitting this testimony as Chair of the Pearl City Neighborhood Board No. 21. Our board unanimously passed a resolution on September 28, 2021 that stated the requirement for community, homeowners, condominium associations and high-rise apartment building complexes to begin their planning for the integration of Electric Vehicle (EV) charging stations on their respective property.

This is a really important bill to help stimulate multi-family residential townhomes and building associations to integrate EV charging station onto their housing complex with the State's Energy Rebate Program.

I most strongly urge you to approve SB 2270 SD2. Mahalo!

Very respectfully,

*Larry S. Veray*

# OFFICE OF ECONOMIC DEVELOPMENT

NALANI BRUN, ACTING DIRECTOR



DEREK S.K. KAWAKAMI, MAYOR  
MICHAEL A. DAHLIG, MANAGING DIRECTOR

## Testimony of Christina Kaser

Energy Coordinator, Office of Economic Development

Before the

### House Committee on Consumer Protection & Commerce

March 22, 2022; 2:00 p.m.

Conference Room 329 & Videoconference

In consideration of

### Senate Bill SB2720 SD2 HD1

Relating to Energy

Honorable Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

The County of Kaua'i **supports** Senate Bill 2720 SD2 HD1, relating to electric vehicle charging station rebates, with suggested amendments.

The County of Kaua'i appreciates the state's rebate program and has demonstrated its effect to stimulate electric vehicle charging adoption. The County agrees with the intent of the proposed bill to provide greater flexibility in the administration of the EVCS Rebate Program, and suggests two amendments for your consideration:

1. That the bill be amended to additionally allow rebates to be provided for 'EV Ready' infrastructure, limiting such rebates only to projects or components of projects supporting affordable housing. We suggest each eligible project shall receive up to \$1,000 per EV ready circuit capable of providing level 2 EV charging installed for affordable housing.
2. That the bill specify that the rebate program apply only to Counties which have passed an 'EV Ready' requirement, if such a clause is supported by all other counties. Qualifying County EV Ready requirements shall require a minimum of 10% of spaces for all new construction of commercial and multi-family units to be "EV ready," as defined by the ICC<sup>1</sup>, as of July 1, 2024. The EV Ready requirement may exclude affordable housing projects (120% AMI or below).

To the first item, the County offers this suggestion to support more equitable electrification of transportation across the state. 'EV Ready' construction is one of the most cost-effective strategies for expanding EVSE installations, exhibiting substantial savings as opposed to installing infrastructure post-construction. By giving the program administrator this additional

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<sup>1</sup> [https://www.iccsafe.org/wp-content/uploads/21-20604\\_COMM\\_EV\\_Strategy\\_RPT\\_v5.pdf](https://www.iccsafe.org/wp-content/uploads/21-20604_COMM_EV_Strategy_RPT_v5.pdf)



program design flexibility, we can provide targeted support to affordable housing developers, and thus provide electric vehicle charging access to residents of recently constructed affordable housing projects.

To the second item, the County offers this suggestion as a means of supporting counties who have already, or shortly intend to, proactively support EVSE installations via the use of an '*EV Ready*' requirement for new construction of commercial and multi-family units. By taking this action, the legislature can leverage valuable state funding to accelerate EVSE installations state-wide.

Thank you for the opportunity to testify in **support** of SB2720 SD2 HD1.

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

**CITY AND COUNTY OF HONOLULU**

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RICK BLANGIARDI  
MAYOR

MATTHEW GONSER, AICP, CFM  
EXECUTIVE DIRECTOR &  
CHIEF RESILIENCE OFFICER

TUESDAY, MARCH 22, 2022, 2:00 P.M.

STATE OF HAWAII  
HOUSE COMMITTEE ON CONSUMER PROTECTION AND COMMERCE

**TESTIMONY ON SENATE BILL SB2720, SD2 HD1  
A BILL RELATING TO ENERGY**

BY,

MATTHEW GONSER  
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER  
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

Dear Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

The City and County of Honolulu (“City”) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** Senate Bill 2720, SD2 HD1, relating to electric vehicle (EV) charging station rebates, with suggested amendments.

SB2720, SD2 HD1 allows for new and upgraded EV charging stations having a single port to qualify for a rebate; eliminates the annual cap on rebates; increases flexibility for the Public Utilities Commission (PUC) to administer the Electric Vehicle Charging Station (EVCS) Rebate Program; increases the maximum percentage of rebate program appropriations that may be expended for administrative costs; and allows for marketing and outreach expenses to be included within allowable administration costs of the EVCS Rebate Program.

CCSR greatly appreciates the state’s rebate program and its effect as a catalyst to stimulate electric vehicle supply equipment (EVSE), and subsequently EV adoption across the state. CCSR agrees with the general intent of the proposed bill to provide greater flexibility in the administration of the EVCS Rebate Program, and suggests two amendments for your consideration:

1. Include an amendment to additionally allow rebates to be provided for EV-ready infrastructure for new construction, limiting such rebates only to projects or components of projects supporting affordable housing.

2. Specify that the program rebates apply only to counties which have passed an EV-ready requirement of at least 20% of new parking spaces, or equivalent, for all new construction, excepting affordable housing, as of July 1, 2024, assuming that other counties concur with this recommendation.

To the first item, CCSR offers this suggestion in order to be consistent with the program guidelines, which prioritize serving low and moderate-income and environmental justice communities. Installing EV-ready infrastructure during construction is one of the most cost effective strategies for expanding EVSE installations across the state. It is critical residents in affordable housing also have access to EV charging over time. The need to provide incentives to help developers absorb any potential up-front cost of EV-readiness is greatest in our most affordable housing. By giving the program administrator this additional program design flexibility, we can help affordable housing developments prepare for and residents benefit from future EV adoption in parallel with the rest of the market. This rebate will help avoid additional cost barriers for future EV use by low and moderate income residents. To provide a rebate for EV-ready infrastructure in new affordable housing projects, we would estimate the cost for O'ahu to be roughly \$75,000 annually, and slightly over \$100,000 statewide, assuming each rebate at \$750 and one-third of projects choose to utilize the rebate.

To the second item, CCSR offers this suggestion as a means of supporting counties who have already, or shortly intend to, proactively support EVSE installations via the use of an EV-ready requirement for new construction. We note that the 2024 International Energy Conservation Code may require an EV-ready provision, as dozens of cities and states already do. By setting this requirement, the legislature can further leverage valuable state funding to accelerate EVSE installations state-wide and help the state to prepare for the rapid adoption of electric vehicles that is accelerating in Hawai'i and across the globe.

Please see the following attachment (Exhibit A) with suggested recommendations for language amendments in red to achieve the above two outcomes.

Thank you for the opportunity to testify in support of SB2720, SD2 HD1.

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# A BILL FOR AN ACT

RELATING TO ENERGY.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. The legislature finds that climate change  
2 caused by carbon emissions from burning fossil fuels poses a  
3 serious threat to the economic well-being, public health,  
4 natural resources, and environment of Hawaii. The State has  
5 committed to eliminating fossil fuels from the electricity and  
6 ground transportation sectors, abiding by the Paris Climate  
7 Accord's goal to limit the amount of global warming to less than  
8 1.5 degrees Celsius, and achieving negative carbon emissions for  
9 Hawaii by 2045. The legislature also finds that meeting the  
10 State's clean energy goals and commitments necessitates the  
11 rapid transition to zero-emission vehicles that utilize local,  
12 renewable energy sources.

13           The legislature further finds that the number of electric  
14 vehicles in Hawaii is rising. As more electric vehicles come to  
15 market, the ranges of electric vehicles increase and the cost of  
16 electric vehicles decrease. The legislature also notes that the  
17 number of registered electric vehicles in Hawaii increased more

1 than thirty per cent during 2021, while the number of registered  
2 gasoline-powered vehicles has decreased.

3 The legislature believes that while there is a growing  
4 interest in electric vehicles among Hawaii residents, the lack  
5 of adequate vehicle charging infrastructure presents a key  
6 barrier to widespread adoption. Many Hawaii residents, such as  
7 renters and other residents living in apartment buildings and  
8 other multi-family dwellings, lack access to electric vehicle  
9 charging stations at home and at work because a vast majority of  
10 parking facilities in the State lack electric vehicle charging  
11 stations. In 2019, recognizing that a lack of charging  
12 infrastructure remains a barrier to more widespread adoption of  
13 electric vehicles, the legislature established an electric  
14 vehicle charging system rebate program to incentivize the  
15 installation of publicly available charging stations and  
16 charging stations that serve multiple tenants, employees, or  
17 customers, or electric vehicle fleets.

18 The legislature additionally finds that the continuation of  
19 the electric vehicle charging system rebate program is a  
20 critical component of the State's efforts to transition off of  
21 fossil fuels and achieve a carbon-negative economy by 2045.

1 Furthermore, the program should work in tandem with, and not  
2 duplicate, any available federal funding to further the goal of  
3 expanding the network of electric vehicle charging systems in  
4 the State. To ensure that the program is keeping pace with  
5 market and technology changes, periodic program adjustments may  
6 be needed from time to time. Flexibility in program  
7 implementation can help ensure that the program is adequately  
8 and sufficiently deploying rebates to priority locations in  
9 furtherance of the State's clean energy and carbon reduction  
10 goals, including in multi-family dwellings; at workplaces that  
11 can support daytime charging; in parking facilities that can  
12 support the visitor industry's transition to clean  
13 transportation, such as at hotels and rental car facilities; and  
14 in areas that will help to make the purchase of an electric  
15 vehicle a choice for Hawaii's low and moderate-income working  
16 families. Expanding rebate eligibility to a wider variety of  
17 electric vehicle charging systems can increase program  
18 participation and accelerate charging system deployment.

19 The purpose of this Act is to:

20 (1) Provide a rebate for new Level 2 charging stations  
21 with one port;

Exhibit A  
CCSR testimony  
SB2720, SD2 HD1  
CPC, March 22, 2022

- 1           (2) Amend and add flexibility to the guidelines for
- 2                   consideration by the public utilities commission in
- 3                   administering the program;
- 4           (3) Clarify that marketing and outreach expenses may be
- 5                   included among allowable program administration
- 6                   expenses; and
- 7           (4) Appropriate funds out of the electric vehicle charging
- 8                   system subaccount for the electric vehicle charging
- 9                   system rebate program.

10           SECTION 2. Section 269-72, Hawaii Revised Statutes, is  
11 amended to read as follows:

12           "~~§269-72~~ **Electric vehicle charging system; rebate**  
13 **program.** (a) The public utilities commission, in consultation  
14 with electric vehicle stakeholders and the Hawaii state energy  
15 office, shall administer a rebate program that incentivizes the  
16 installation or upgrade of an electric vehicle charging system,  
17 as provided in this section, and may contract with a third-party  
18 administrator pursuant to section 269-73 to operate and manage  
19 the rebate program.

20           (b) An applicant may be eligible for a rebate under the

1 rebate program if the applicant's project location is within a  
2 county that has adopted an EV-ready requirement for new  
3 construction (or equivalent as determined by the program  
4 administrator as of July 1, 2024 and the applicant:

5 (1) Installs a new electric vehicle charging system where  
6 none previously existed to either:

7 (A) An alternating current Level 2 station with [~~two~~]  
8 one or more ports that provide electricity to  
9 [~~two~~] one or more electric vehicles; or

10 (B) A direct current fast charging system; or

11 (2) Upgrades an existing electric vehicle charging system  
12 to either:

13 (A) An alternating current Level 2 station with two  
14 or more ports that provide electricity to two or  
15 more electric vehicles; or

16 (B) A direct current fast charging system[~~-~~]; or

17 (3) Installs EV-ready infrastructure at a newly  
18 constructed affordable housing project or the portion  
19 of a project supporting affordable housing.

20 (c) Subject to subsection [~~(d)~~], (f), rebates shall be  
21 distributed as follows:



- 1 (1) Each eligible installation of an electric vehicle  
2 charging system shall receive:
- 3 (A) Up to \$2,000 for the installation of an  
4 alternating current Level 2 station with one  
5 port;
- 6 [~~(A)~~] (B) Up to \$4,500 for the installation of an  
7 alternating current Level 2 station with two or  
8 more ports; and
- 9 [~~(B)~~] (C) Up to \$35,000 for the installation of a  
10 direct current fast charging system; and
- 11 (D) Up to \$1,000 per EV-ready circuit installed for  
12 affordable housing; and
- 13 (2) Each eligible upgrade of an electric vehicle charging  
14 system shall receive:
- 15 (A) Up to \$1,300 for the upgrade to an alternating  
16 current Level 2 station with one port;
- 17 [~~(A)~~] (B) Up to \$3,000 for the upgrade to an  
18 alternating current Level 2 station with two or  
19 more ports; and
- 20 [~~(B)~~] (C) Up to \$28,000 for the upgrade to a direct  
21 current fast charging system.

1       ~~[(d) The public utilities commission shall not issue more~~  
2 ~~than \$500,000 in total rebates under this section each fiscal~~  
3 ~~year.~~

4       ~~(e)]~~ (d) The public utilities commission shall:

5       (1) Prepare any forms that may be necessary for an  
6       applicant to claim a rebate pursuant to this section;  
7       and

8       (2) Require each applicant to furnish reasonable  
9       information to ascertain the validity of the claim,  
10       including but not limited to documentation necessary  
11       to demonstrate that the installation or upgrade for  
12       which the rebate is claimed is eligible.

13       ~~[(f)]~~ (e) This section shall apply to electric vehicle  
14 charging systems that are installed or upgraded after  
15 December 31, 2019.

16       [(g)] (f) Applicants shall submit applications to the  
17 public utilities commission within twelve months of the date  
18 that the newly installed or upgraded charging system is placed  
19 into service or EV-ready stalls are constructed to claim a  
20 rebate from the electric vehicle charging system rebate program.  
21 Failure to apply to the

1 commission within twelve months of the date that the newly  
2 installed or upgraded charging system is placed into service or  
3 EV-ready stalls are constructed shall constitute a waiver of the  
4 right to claim the rebate. Rebates shall be subject to available  
5 funds, and the program administrator shall not approve  
6 additional rebates for the remainder of the fiscal year after  
7 program funds have been fully exhausted.

8 [~~(h)~~] (g) Nothing in this section shall alter taxes due on  
9 the original purchase or upgrade price of an electric vehicle  
10 charging system [~~prior to~~] before the application of the rebate.  
11 Any rebate received pursuant to the electric vehicle charging  
12 system rebate program shall not be considered income for the  
13 purposes of state or county taxes.

14 [~~(i)~~] (h) In administering the electric vehicle charging  
15 system rebate program, the public utilities commission shall  
16 give consideration to the following guidelines:

17 (1) Priority should be given to electric vehicle charging  
18 systems that are publicly available[T]; serve multiple  
19 tenants, employees, or customers[, or]; serve electric  
20 vehicle fleets; support the visitor industry in  
21 transitioning to clean transportation; and serve low-

Exhibit A  
CCSR testimony  
SB2720, SD2 HD1  
CPC, March 22, 2022

1 income, moderate-income, and environmental justice  
2 communities;

3 (2) Electric vehicle charging system rebates should  
4 enhance broader public clean energy and grid  
5 resiliency goals by supporting deployment of electric  
6 vehicle charging systems that can regulate their time  
7 of use, be networked and co-optimized with other  
8 electric vehicle charging systems, and otherwise  
9 provide grid services or other benefits to the utility  
10 and electric grid; [and]

11 (3) Electric vehicle charging systems that serve a single  
12 person, such as a reserved parking stall or a single-  
13 family residence, shall not be eligible for  
14 rebates[-];

15 (4) Electric vehicle charging system rebates should  
16 support accessibility of charging to as many electric  
17 vehicle drivers as feasible; and

18 (5) The program administrator may propose new or modified  
19 guidelines to be considered in addition to those  
20 specified in this subsection and should have the  
21 flexibility to make programmatic adjustments due to

1           market changes, technological advancements, and levels  
2           of participation to ensure the prudent use of taxpayer  
3           funds and to effectively manage the program budget.

4           ~~(j)~~ (i) As used in this section:

5           “Affordable housing” means housing that is affordable to  
6           households with incomes at or below one hundred percent of the  
7           median family income as determined by the United States  
8           Department of Housing and Urban Development.

9           “Alternating current Level 2 charging station”, commonly  
10          referred to as “Level 2 charging station”, means an electric  
11          vehicle charging system that utilizes alternating current  
12          electricity providing at least three kilowatts and means a  
13          system that:

14           (1) Is capable of providing electricity from a non-vehicle  
15           source to charge the batteries of one or more electric  
16           vehicles;

17           (2) Meets recognized standards and protocols including,  
18           but not limited to, Society of Automotive Engineers  
19           (SAE) J1772 of SAE International and Tesla protocol;  
20           and

21           (3) Is designed and installed in compliance with article

1           625 of the National Electrical Code to appropriate  
2           Nationally Recognized Testing Laboratories' standards.

3           "Applicant" means an individual; non-profit or for-profit  
4 corporation; local, state, or federal government agency;  
5 homeowner association; or any other eligible entity as defined  
6 under rules adopted for the electric vehicle charging system  
7 rebate program.

8           "Direct current fast charging system", commonly referred to  
9 as "DC fast charging system", means an electric vehicle charging  
10 system that utilizes direct current electricity providing forty  
11 kilowatts or greater and:

12           (1) Is capable of providing electricity from a non-vehicle  
13 source to charge the batteries of one or more electric  
14 vehicles;

15           (2) Meets recognized standards and protocols, including,  
16 but not limited to, Society of Automotive Engineers  
17 (SAE) J1772 of SAE International, Tesla protocol, and  
18 CHAdEMO protocol; and

19           (3) Is designed and installed in compliance with article  
20 625 of the National Electrical Code to appropriate  
21 Nationally Recognized Testing Laboratories' standards.

1 "Electric vehicle charging system" has the same meaning as  
2 Electric Vehicle Supply Equipment as defined in article 625.2 of  
3 the National Electrical Code, as amended."

4 "Electric vehicle-ready requirement", commonly referred to  
5 as "EV-ready requirement" means a provision in a county's  
6 locally adopted energy code that requires new construction  
7 projects to install EV Ready infrastructure for at least 20% of  
8 the new parking spaces created by the project. Such provisions  
9 shall include all commercial and multi-unit project types except  
10 that they may exclude projects designated as affordable at or  
11 under 140% of the area median income.

12 "Electric vehicle ready infrastructure", commonly referred  
13 to as "EV-ready", means adequate electrical panel capacity and  
14 dedicated conduit routed from the building panel to a designated  
15 parking space for a future Level 2 EV charger.

16 SECTION 3. Section 269-73, Hawaii Revised Statutes, is  
17 amended by amending subsection (a) to read as follows:

18 "(a) The public utilities commission may contract with a  
19 third-party administrator to operate and manage any programs  
20 established under section 269-72. The administrator shall not  
21 be deemed to be a "governmental body" as defined in section

1 103D-104; provided that all moneys transferred to the third  
2 party administrator shall have been appropriated by the  
3 legislature or shall be from funds provided by the federal  
4 government or private funding sources. The administrator shall  
5 not expend more than [ten] fifteen per cent of the amounts  
6 appropriated for the rebate program or other reasonable  
7 percentage determined by the public utilities commission for  
8 administration of the programs established under section 269-72.  
9 Program administration expenses may include marketing and  
10 outreach expenses to increase program participation, if needed."

11 SECTION 4. There is appropriated out of the electric  
12 vehicle charging system subaccount within the public utilities  
13 commission special fund the sum of \$500,000 or so much thereof  
14 as may be necessary for fiscal year 2021-2022 for the electric  
15 vehicle charging system rebate program established pursuant to  
16 sections 269-72 and 269-73, Hawaii Revised Statutes.

17 The sum appropriated shall be expended by the public  
18 utilities commission for the purposes of this Act.

19 SECTION 5. There is appropriated out of the electric  
20 vehicle charging system subaccount within the public utilities  
21 commission special fund the sum of \$1,000,000 or so much thereof



1 as may be necessary for fiscal year 2022–2023 for the electric  
2 vehicle charging system rebate program established pursuant to  
3 sections 269–72 and 269–73, Hawaii Revised Statutes.

4 The sum appropriated shall be expended by the public  
5 utilities commission for the purposes of this Act.

6 SECTION 6. Statutory material to be repealed is bracketed  
7 and stricken. New statutory material is underscored.

8 SECTION 7. This Act shall take effect on July 1, 2100;  
9 provided that section 4 shall take effect upon its approval.

**Report Title:**

Electric Vehicle Charging Stations; Rebate; Public Utilities Commission; Appropriation

**Description:**

Allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. Removes the \$500,000 cap on the electric vehicle charging station rebate program. Specifies that no rebates shall be approved after available funds are exhausted for the fiscal year. Increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program. Increases the percentage of funds that the Public Utilities Commission may use for administration of the rebate program from ten per cent to fifteen per cent. Allows for marketing and outreach expenses to be included within allowable administration costs of the electric vehicle charging station rebate program. Appropriates funds out of the electric vehicle charging system subaccount for the electric vehicle charging system rebate program. Effective 7/1/2100. (HD1)

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*



Before the House Committee on Consumer Protection & Commerce  
Tuesday, March 22, 2022 at 2:00pm

Testimony on SB2720 SD2 HD1: Relating to Energy

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

Thank you for the opportunity to provide comments on Senate Bill 2720 SD2 HD1.

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).

To date, the rebates have only been distributed to qualified charging stations that power full-battery electric and/or plug-in hybrid vehicles. The rebates are distributed on a first-come, first served basis, upon confirmation that the project has been installed and is operational.

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.

As of February 2022, the program has issued rebates for the following types of EVCS:

- Level 2 – 47 new installations and 66 retrofits
- DC Fast Chargers – 1 new installation and 1 retrofit

Also as of February 2022, the rebate program's funding was as follows:

**Act 142 Funding** - \$400,000

**Act 75 Funding** - \$100,000 (bridge funding provided on July 1, 2022)

**TOTAL** - \$500,000

**Total rebates paid** – \$472,500

**Total funding remaining** - \$27,500

**Projects in pipeline (based on applications received)** - \$190,508

Since our February 2022 program funding update to the PUC, we have processed additional rebates. Thus, the rebate's allotted budget has been expended. Hawai'i Energy is assembling a waitlist of completed projects and once additional funding is made available, we will continue distribution of rebates to those customers.

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 Senate Bill 2720 SD2 HD1.

Sincerely,  
Brian Kealoha  
Executive Director  
Hawai'i Energy



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

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE  
Tuesday, March 22, 2022 — 2:00 p.m.

**Ulupono Initiative supports SB 2720 SD 2 HD 1, Relating to Energy.**

Dear Chair Johanson 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 SB 2720 SD 2 HD 1**, 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; increases the percentage of funds that the PUC may use for administration of the rebate program from ten per cent to fifteen per cent; allows for marketing and outreach expense to be included within allowable administration costs of the EVCS Rebate Program; and, appropriates funds out of the EVCS subaccount for the EVCS 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

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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/>

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 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

**SB-2720-HD-1**

Submitted on: 3/19/2022 7:24:40 AM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
laurel brier	Kauai women's caucus	Support	Written Testimony Only

Comments:

If we are going to decarbonization our transportation system, which we should and we can to the benefit of all, people needs places to charge. Let's incentivize the installation of EV chargers



KauaiEV

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

2022/03/20

**Strong Support for SB2720 SD2 HD1**

Dear Chair Johanson, Vice-Chair Kitagawa, and members of the Committee,,

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 SB2720** which *“Allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. Removes the \$500,000 cap on the electric vehicle charging station rebate program.”*

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 Consumer Protection and Commerce  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, March 22, 2022, 2pm

**In support of SB2720 SD2 HD1**

Aloha Chair Johanson, Vice Chair Kitagawa, and Consumer Protection and Commerce 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 SB2720 SD2 HD1** 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



March 21, 2022

Dear Chair Johanson, Vice-Chair Kitagawa, and members of the Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB2720 SD2 HD1, which *“Allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. Removes the \$500,000 cap on the electric vehicle charging station rebate program...”* HD1 appropriates \$1M for the Electric Vehicle Charging System Rebate Program in FY 2022-2023.

Hawaii EV supports all efforts to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions and local air pollution. This measure will help expand our state's public electric vehicle (EV) charging infrastructure, a key to increased electric vehicle adoption and the equitable transition to clean transportation.

A ubiquitous public charging network is necessary for the democratization of electric vehicles. Residents who reside in multi-unit dwellings or rentals without access to home charging represent a significant number of potential EV owners. Reliable and accessible public charging will enable these residents to avail themselves of the [many benefits](#) of electric vehicles.

By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers and meeting the requirements of the State's EV Parking and Charging rules. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible.

Notably, **removing the annual rebate cap** will enable the further deployment of EV chargers across the state. HD1 is a step in this direction. We recommend extending the increased appropriation for a longer period or removing the cap until public EV charging infrastructure has reached a level sufficient to support Hawaii's EV requirements.

Overall, HB2720 SD2 HD1 will support the statewide effort to expand our public EV charging infrastructure and accelerate the adoption of clean transportation.

Thank you for this opportunity to testify.

Sincerely,

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



Noel Morin  
President  
Hawaii EV Association

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**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).

#### **Hawaii EV Board**

Noel Morin, President  
Nanette Vinton, Secretary, and Treasurer  
Bill Bugbee – Director  
Tam Hunt - Director  
Sonja Kass – Director  
Rob Weltman – Director

#### **Hawaii EV Clubs**

Big Island EV Association  
Kauai EV  
Maui Nui EV  
Tesla Hawaii Club

**SB-2720-HD-1**

Submitted on: 3/21/2022 6:35:06 AM

Testimony for CPC on 3/22/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Big Island Electric Vehicle Association	Support	Written Testimony Only

Comments:

Dear Chair Johanson, Vice-Chair Kitagawa, and committee members,

**Big Island EV Association (BIEVA) supports SB2720 SD2 HD1.**

This measure will enable the expansion of public EV charging by allowing more flexibility in installing charging stations in places of public accommodation. By allowing the Commercial EV Charger Rebate program to apply to single-port chargers, property owners will be able to leverage the rebate when installing chargers per ACT 75. For instance, this will allow for two separate chargers to be installed at different locations in a parking structure.

An adequate public EV charging infrastructure is needed for the equitable transition to clean transportation. Many EV owners and would-be EV owners live in condos, apartments, and rentals where home charging is not feasible. Public charging stations make EV ownership possible for them.

The increased appropriation specified in HD1 will enable the further deployment of EV chargers across the state. We applaud this amendment and recommend that the increased appropriation is extended beyond FY 2022-2023 or that the cap is just removed.

Thank you for this opportunity to testify and your support of SB2720 SD2 HD1.

Noel Morin

President - BIEVA

[bigislandev.org](http://bigislandev.org)



Heather Cutter, President  
Dave Rolf, Executive Director

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

for the  
**Committee on Consumer Protection and Commerce**  
Tuesday, March 22, 2022  
Time 2 p.m.  
State Capitol, via Videoconference  
providing testimony **in support of SB2720, SD2, HD1**

**RELATING TO ENERGY**

Chair Johanson, Vice Chair Kitagawa and members of the committee:

HADA strongly supports Hawaii's transition to electric vehicles.

In the past decade, Hawaii's new car dealers have demonstrated this strong support by spending millions of dollars in the transition to electric vehicles. Hawaii new car dealers **are in support of SB 2720, SD2, HD1.**

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 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 SB 2720, SD2, HD1 and request that it be passed on to its next committee for further consideration.

**68 new car dealerships, 4,383 direct jobs, \$5.8 billion total sales, \$269 million State Gross Excise Taxes paid**



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 21, 2022

TO: Representative Aaron Johanson  
Chair, Committee on Consumer Protection and Commerce

FROM: Tiffany Yajima

RE: **S.B. 2720, S.D.2, H.D.1 – Relating to Energy**  
**Hearing Date: Tuesday, March 22, 2022 at 2:00 p.m.**  
**Conference Room: 329**

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Dear Chair Johanson and Members of the Committee on Consumer Protection and Commerce:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit these comments in **support** of S.B. 2720, SD2, HD1.

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. This number, however, represents only a small percentage of the total number of registered vehicles in Hawaii.

While there is a growing interest in electric vehicles, Hawaii’s charging infrastructure is lacking and presents a key barrier to broader EV adoption. Many 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.

This measure 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. Auto Innovators are supportive of these incentives because they would encourage greater adoption of passenger electric vehicles in Hawaii.

For these reasons, we respectfully ask the committee to pass this measure. Thank you for the opportunity to submit this testimony.





## HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

March 22, 2022, 2:00 P.M.

Video Conference

### TESTIMONY IN SUPPORT OF SB 2720 SD2 HD1

Aloha Chair Johanson, Vice Chair Kitagawa, and members of the Committee:

Blue Planet Foundation **supports SB 2720 SD2 HD1**, 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, February 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), SB 2720 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 SB 2720 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.



# Environmental Caucus of The Democratic Party of Hawai'i

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## Energy & Climate Action Committee

Tuesday, March 22, 2022, 2:00 pm

House Committee on Consumer Protection and Commerce

SENATE BILL 2720 – RELATING TO ENERGY

Position: Strong Support

Me ke Aloha, Chair Kitagawa, Vice-Chair Johanson and Members of the Committee on Consumer Protection and Commerce:

SB2720 allows a single-port installation of an electric vehicle recharging station to be eligible for a rebate, lifting the cap on the rebate program while limiting rebates beyond the exhaustion of available funds.

The Energy & Climate Action Committee enthusiastically supports rebates for single-port installations, to make them more generally available to the general public. The quickly growing market for electric vehicles is facilitated by this measure, and the shift is ever more urgent as the timeline for action continues to run short.

/s/ Charley Ice & Ted Bohlen, Co-Chairs, Energy and Climate Action Committee  
Environmental Caucus of the Democratic Party



“Advancing the Commercial Real Estate Industry through Education, Networking and Advocacy”

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Testimony to the Hawai'i State House Committee on Consumer Protection and Commerce

March 22, 2021

2:00 p.m.

Hawai'i State Capitol and Via Videoconference

RE: SB 2720, SD 2, HD1, Relating to Energy

Aloha Chair Johanson, Vice-Chair Kitagawa and Members of the Committee,

Thank you for the opportunity to submit testimony on Senate Bill SB 2720, SD2, HD1.

We are the Building Owners and Managers Association of Hawai'i (BOMA Hawai'i) testifying in **support** of SB 2720, SD2, HD1 which, among other provisions, allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. It removes the \$500,000 cap on the electric vehicle charging station rebate program and although it specifies that no rebates shall be approved after available funds are exhausted for the fiscal year, we believe that it is an important step toward promoting increased access to charging stations.

As Hawai'i moves to 100% renewable electricity by 2045, as mandated by law, more of our energy will be created locally, creating local jobs and increasing the resources that remain in Hawai'i. We support programs that help commercial property owners and managers address the costs of installing more charging stations, making more feasible for more people to use electric vehicles.

BOMA Hawai'i is a non-profit trade association dedicated to advancing the commercial real estate industry through education, networking and advocacy. We wish to serve as a resource to policy makers and thank you for the opportunity to support this measure.

Sincerely,

Gail M. Abrena-Agas

2022 BOMA Hawai'i President



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON  
CONSUMER PROTECTION & COMMERCE**

**SB 2720, SD2, HD1**

**Relating to Energy**

March 22, 2022

2:00 PM, Agenda Item #23

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric Company

Aloha Chair Johanson, Vice Chair Kitagawa, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company in **support of SB2720 SD2 HD1**, Relating to Energy, as it supports 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. This measure allows for additional 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's Electric Vehicle Critical Backbone Study looked at the forecasted need for public and private EV charging infrastructure in the next 10 years. The backbone study projected a need of seven-times more public charging by 2030 and an even greater need for private commercial and residential charging. This insight helped the Company focus its support and momentum for electrification of

transportation through programs and initiatives such as EV-specific rates to encourage daytime charging, the Charge Up eBus make ready pilot, a proposal to expand our public charging network, and our recently approved Charge Ready Hawaii pilot. The Charge Ready Hawaii pilot will provide make ready infrastructure for EV charging systems and, in alignment with the EV charging system rebate program, focuses on publicly available commercial properties, fleet owners, and multi-unit dwellings. 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.

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. Accordingly, Hawaiian Electric Company is in support of SB2720, SD2, HD1. Thank you for this opportunity to testify.

**SB-2720-HD-1**

Submitted on: 3/19/2022 5:20:32 PM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

The shortage of ev charging stations is a clear barrier to adoption of electric vehicles in Hawaii. Therefore I support this bill. However SB2720 could be improved by adding a stipulation that the rebate is only offered for chargers installed in parking stalls that are clearly marked as "for electric vehicle charging only". Since section h(3) stipulates that the rebate is not available for private stalls or single family residence, it serves only to increase the availability of ev charging in public areas. However this availability is not increased by installing chargers at stalls that are occupied by vehicles that are not using them to charge.

**SB-2720-HD-1**

Submitted on: 3/20/2022 11:31:25 AM

Testimony for CPC on 3/22/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Carol Cam	Individual	Support	Written Testimony Only

Comments:

I support **SB2720** with inclusion of the Hawaii EV recommendation. I believe it is a good companion bill to the widely-sponsored and well-timed **HB2278** (Carbon Cashback bill). I sincerely hope the Senate will schedule public hearings for **HB2278** this year for an efficient, zero-carbon infrastructure transition to develop and prosper in a timely manner for the sake of all life on earth.



**SB-2720-HD-1**

Submitted on: 3/20/2022 11:35:31 AM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

Dear Chair Johanson, Vice-Chair Kitagawa, and members of the Committee,

I am in strong support of SB2720 SD2 HD1 as the logical addition to supporting EV charging infrastructure implementation.

I am also in agreement with the suggestion made by the Hawaii Electric Vehicle Association to increase time period for the expanded appropriation or to lift the cap for a perion until EV adoption has reach a certain level such as 20%.

I think this protects us from unexpected circumstance such as we experienced with the pandemic which has caused supply chain issues and part delays which could then delay EV purchases.

Thank you for this opporutnity to testify.

Virginia Tincher

Aina Haina, Honolulu

**SB-2720-HD-1**

Submitted on: 3/20/2022 12:35:25 PM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Darren David	Individual	Support	Written Testimony Only

Comments:

I support this measure because it is helpful for EV charger expansion and can increase the amount of funds for the EV Charger Rebate program. Thank you.

**SB-2720-HD-1**

Submitted on: 3/20/2022 12:55:50 PM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Janet L Pappas	Individual	Support	Written Testimony Only

Comments:

Dear CPC,

Climate change is bringing big changes to Hawaii, and one of the biggest changes will be to the kind of cars we drive. Zero emission electric vehicles will soon dominate the market.

We are in favor of rebates for EV charging stations. Hawaii needs to do all it can to encourage the lease or purchase of zero-emission vehicles. They are the cars of NOW and they will all need places to charge. The best and most convenient place to charge is at home. A rebate on EV chargers will be a great incentive for people to buy and drive electric.

As owners of an EV (a 2011 Nissan Leaf) for 10 1/2 years, we can unconditionally recommend buying these cars and charging them at home (if you are fortunate enough to have a home in Hawaii). For multi-family dwellings the state of Hawaii must help provide adequate EV charging infrastructure on all islands.

Electric cars are coming. We must be ready for them.

Please pass SB2720 SD2 HD1.

Sincerely,

Jan Pappas and Ronald Yasuda

Aiea, Hawaii 96701

**SB-2720-HD-1**

Submitted on: 3/20/2022 2:42:49 PM

Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lorn Douglas	Individual	Support	Written Testimony Only

Comments:

As electric vehicles are clearly the future of transportation, resources need to be put into a charging infrastructure that wil support the goals of our state. Please support this bill.

Lorn Douglas

Lower Puna

**SB-2720-HD-1**

Submitted on: 3/20/2022 3:14:10 PM

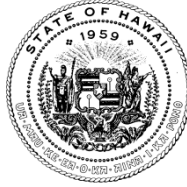
Testimony for CPC on 3/22/2022 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Diane Ware	Individual	Support	Written Testimony Only

Comments:

I, Diane Ware, from Volcano do support this facilitation for the transition to electric vehicles to mitigate Climate pollution.

DAVID Y. IGE  
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY  
DIRECTOR

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



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

March 22, 2022  
2:00 P.M.

State Capitol, Conference Room 329/Teleconference

**S.B. 2720, S.D. 2, H.D. 1  
RELATING TO ENERGY**

House Committee on Consumer Protection & Commerce

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The Department of Transportation (DOT) **supports** this measure that promotes 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 DOT'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.

In addition to these efforts underway and the initiatives proposed in this measure, the DOT is also the lead for the State of Hawai'i for the National Electric Vehicle Infrastructure program. This new program authorized under the Infrastructure Investment and Jobs Act establishes an interconnected network to facilitate data collection, access, and reliability. The DOT is working in close partnership with the Hawaii State Energy Office and the counties to develop the state electrification plan required for use of formula funds and access to additional discretionary grant funds.

Thank you for the opportunity to provide this testimony.



**TESTIMONY OF TINA YAMAKI, PRESIDENT  
RETAIL MERCHANTS OF HAWAII  
MARCH 22, 2022**

**LATE**

**Re: SB 2720 SD2 HD1 RELATING TO ENERGY**

Good afternoon, Chairperson Johanson and members of the House Committee on Consumer Protection and Commerce. 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 SB 2720 SD2 HD1 Relating to Energy. This measure allows new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate. Removes the \$500,000 cap on the electric vehicle charging station rebate program. Specifies that no rebates shall be approved after available funds are exhausted for the fiscal year. Increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program. Increases the percentage of funds that the Public Utilities Commission may use for administration of the rebate program from ten per cent to fifteen per cent. Allows for marketing and outreach expenses to be included within allowable administration costs of the electric vehicle charging station rebate program. Appropriates funds out of the electric vehicle charging system subaccount for the electric vehicle charging system rebate program. Effective 7/1/2100.

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.

We would ask that this measure be extended to include building and businesses that already have EV charging stations and would like to add more.

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.

SB 2720 SD 2 HD 1 TESTIMONY

**LATE**

To: House Committee on Consumer Protection & Commerce  
Hearing on March 22, 2022 at 2:00 p.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. This bill does that by allowing new electric vehicle charging stations to have a single port to qualify for a rebate.