



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
**SENATE COMMITTEES ON COMMERCE AND CONSUMER PROTECTION
AND
WAYS AND MEANS**

Thursday, February 24, 2022
Time: 9:30 AM
State Capitol, Conference Room 211 & Videoconference

**SUPPORT
SB 2720 SD1
RELATING TO ENERGY.**

Chairs Baker and Dela Cruz, Vice Chairs Chang and Keith-Agaran, and Members of the Committees, the Hawaii State Energy Office (HSEO) supports SB 2720 SD1, which allows for new electric vehicle charging stations and certain upgrades 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 expenses 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 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. HSEO supports the amendments provided by the Committee on Transportation which expand the program to include single port systems as well as providing the Public Utility Commission flexibility to set different incentive levels.

Thank you for the opportunity to testify.

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

TO THE
SENATE COMMITTEES ON
COMMERCE AND CONSUMER PROTECTION
AND
WAYS AND MEANS

February 24, 2022
9:30 a.m.

Chair Baker, Chair Dela Cruz, and Members of the Committees:

MEASURE: S.B. No. 2720, SD1
TITLE: RELATING TO ENERGY.

DESCRIPTION: Allows for new electric vehicle charging stations and certain upgrades 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 expenses to be included within allowable administration costs of the electric vehicle charging station rebate program. (SD1)

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 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.

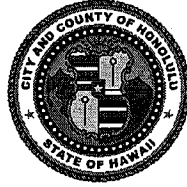
The Commission appreciates the amendments made by the Senate Committee on Transportation, including clarifying that each installation is eligible for “up to” the stated dollar amounts. This flexibility in designing the program will facilitate the expansion of public infrastructure for a wide range of customers and vehicle types.

Thank you for the opportunity to testify on this measure.

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8480 • Fax: (808) 768-4567
Web site: www.honolulu.gov

RICK BLANGIARDI
MAYOR



ALEX KOZLOV, P.E.
DIRECTOR

HAKU MILLES, P.E.
DEPUTY DIRECTOR

February 22, 2022

The Honorable Rosalyn H. Baker, Chair
The Honorable Stanley Chang, Vice-Chair
and Members of the Committee on Commerce and Consumer Protection

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Gilbert S.C. Keith-Agaran, Vice-Chair
and Members of the Committee on Ways and Means
The Senate
State Capitol, Room 211 & Via Videoconference
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chairs Baker and Dela Cruz, Vice-Chairs Chang and Keith-Agaran, and Members:

SUBJECT: Senate Bill No. 2720 SD1
Relating to Energy

The Department of Design and Construction (DDC) respectfully **supports** Senate Bill No. 2720 SD1. 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:

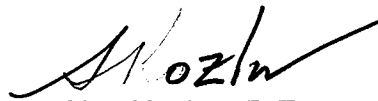
- (1) Some sites present technical feasibility challenges that prevent an owner from installing a dual port charger. For example, at the City's Kaimuki Parking Lot the design was constrained to a single port charger due to space limitations and the need to meet the Disability and Communication Access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

The Honorable Rosalyn H. Baker, Chair
and Members of the Committee on Commerce and Consumer Protection
The Honorable Donovan M. Dela Cruz, Chair
and Members of the Committee on Ways and Means
February 22, 2022
Page 2

Based on the above considerations, DDC respectfully **supports** Senate Bill
No. 2720 SD1.

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 stroke extending to the right.

Alex Kozlov, P.E.
Director

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY
CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 257 • HONOLULU, HAWAII 96817
PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • INTERNET: www.resilientoahu.org



RICK BLANGIARDI
MAYOR

M ATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

THURSDAY, FEBRUARY 24, 2022, 9:30 A.M.

STATE OF HAWAII
SENATE COMMITTEE ON COMMERCE AND CONSUMER PROTECTION AND SENATE
COMMITTEE ON WAYS AND MEANS

**TESTIMONY ON SENATE BILL SB 2720 SD2
A BILL RELATING TO ENERGY**

LATE

BY,

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

Dear Chairs Baker and Dela Cruz, Vice Chairs Chang and Keith-Agaran, and Members of the Committees:

The City and County of Honolulu (City) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** Senate Bill 2720 SD1, relating to electric vehicle charging station rebates, with suggested amendments.

SB 2720 SD1 allows for new and upgraded electric vehicle 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 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.

The City 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. The City 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. That the bill be amended to allow rebates to be provided for '*EV Ready*' infrastructure, limiting such rebates only to projects or components of projects supporting affordable housing.
2. That the bill specify that the rebate 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, 2023, if supported by other counties.

To the first item, the City offers this suggestion in order 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 across the state. However, it is extremely difficult to ask affordable housing developers to absorb the full cost given difficult market conditions that exist for affordable housing development. By giving the program administrator this additional program design flexibility, we can help avoid the untenable future situation of denying EVSE, and thus electric vehicle access and costs of living savings, to residents of recently constructed affordable housing projects.

To the second item, the City 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. By taking this action, 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.

Thank you for the opportunity to testify in support of SB2720 SD1.

Testimony of
PRACTICAL POLICY INSTITUTE OF HAWAII
Tuesday, February 24, 2022
TIME 9:30AM State Capitol, Conference Room 211

Comments in SUPPORT of SB 2720 RELATING TO REBATES FOR EV CHARGING STATIONS.

Chairs Baker and Dela Cruz, Vice Chairs Chang and Keith-Agaran, and Members of the Ways and Means & Consumer Protections Committees , my name is Lindsey Dymond with the Practical Policy Institute of Hawaii (PPIH) offering comments on SB2720, which provides expanded rebates for the installation of EV charging stations for public, multi-tenant and commercial buildings.

Unfortunately, rebates won't cover many of the costs for most retrofits. Adding chargers needs to be voluntary and the cost needs to be more fairly supported by government rebates. A good LOCAL example would a residential building with 100 cars, only 10 of them are EV's, and the cost of putting in 10 chargers at 240vac could be well over \$100K. Does the building assess each owner \$1,000 so those 10 people can have their personal charger? Is it fair to have only 5 chargers? What if the building invests over \$100K, everyone pays the \$1,000 assessment, then the people with the EV's move out? What if the building only has one charger but multiple EV's? Perhaps this could be a consideration for future buildings in Hawaii. But retrofits will be extremely complicated and costly. To keep EV charging stations VOLUNTARY, with rebates or other incentives, would ease a lot of these more neighborly issues.. A developer or owner of a building can put in as many chargers as they think fits the market, as an incentive to EV owners. For the existing, low rent places that have EV owners, they could to rely on public chargers, or if the owners are amenable to it, those buildings may be able to put in 120vac chargers, which will at least give an EV enough of a charge to get to a charging station.

PPIH SUPPORTS KEEPING EV CHARGER INSTALLATION VOLUNTARY WITH REBATES.

HOWEVER, the PPIH would like to point out that many of Hawaii's existing multi-tenant buildings are very old and will find it very costly to upgrade their electrical services to be able to accommodate the increased electrical load of having multiple EV chargers. The cost of electrical engineering, drafting, permitting, infrastructure upgrades, the likely addition of new power lines and meters are all very real associated project costs that would be involved for many of the small projects in areas as varied as Makaha to McCully - Mō'ili'ili areas, for example. These additional costs would be put directly to the residents in the forms of assessments and increased monthly association charges and would cause a drastic increase in the recurring costs of residents who may not be in a position to afford it.

Please continue to allow the individual projects choose independently if the associated costs of installing EV charging stations is right for them and not to mandate it, as other proposed bills suggest. Any consideration to mandate EV chargers should be deferred pending further knowledge of the demand for EV charging stations in individual circumstances, and as the population of EV's unfolds.

Thank you for the opportunity to testify.



Email: communications@ulupono.com

SENATE COMMITTEES ON COMMERCE & CONSUMER PROTECTION AND WAYS & MEANS
Thursday, February 24, 2022 — 9:30 a.m.

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

Dear Chair Baker, Chair Dela Cruz, and Members of the Committees:

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 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; 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 stations¹. 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

¹ 363 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



Before the Senate Committees on Commerce and Consumer Protection and Ways and Means
Thursday, Feb. 24, 2022 at 9:30a.m.

Testimony on SB2720 SD1: Relating to Energy

Chairs Baker and Dela Cruz, Vice Chairs Chang and Keith-Agaran, and Members of the Committees:

Thank you for the opportunity to provide comments on Senate Bill 2720 SD1.

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.

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

Also as of January 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 – \$442,500

Total funding remaining - \$57,500

Projects in pipeline (based on applications received) - \$195,508

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 Senate Bill 2720 SD1.

Sincerely,
Brian Kealoha
Executive Director
Hawai'i Energy

SB-2720-SD-1

Submitted on: 2/22/2022 10:22:19 PM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Noel Morin	Testifying for Big Island Electric Vehicle Association	Support	No

Comments:

Dear Chairs Baker and Dela Cruz, Vice-Chairs Chang and Keith-Agaran, and members of the Commerce and Consumer Protection and Ways and Means Committees,

Big Island Electric Vehicle Association (BIEVA) supports SB2720 SD1 - it will support the expansion of our EV charging infrastructure, a necessity for the electrification of transportation across the state.

Thank you for this opportunity to testify.

Noel Morin

Big Island EV Association



**Hawaiian
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEES ON
COMMERCE AND CONSUMER PROTECTION
AND
WAYS AND MEANS**

SB 2720, SD1

Relating to Energy

February 24, 2022

9:30 AM, Agenda Item #3

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation
Hawaiian Electric Company

Aloha Chair Baker, Chair Dela Cruz, Vice Chair Chang, Vice Chair Keith-Agaran, and
Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company in **support of SB2720 SD1**, 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, SD1. Thank you for this opportunity to testify.

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



February 22, 2022

SUPPORT FOR SB2720 SD1 RELATING TO ENERGY

Dear Chairs Baker and Dela Cruz, Vice-Chairs Chang and Keith-Agaran, and members of the Commerce and Consumer Protection and Ways and Means Committees,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB2720 SD1, which “Allows for new electric vehicle charging stations and certain upgrades 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 expenses to be included within allowable administration costs of the electric vehicle charging station rebate program.”

Hawaii EV supports all efforts to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions. This measure will help expand EV charging infrastructure in our state.

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. 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. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

Overall, this will support the statewide effort to expand our 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 read "Noel Morin", with a long horizontal stroke extending to the right.

Noel Morin
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.

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





SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 22, 2022

TO: Senator Roz Baker
Chair, Committee on Commerce and Consumer Protection

Senator Donovan Dela Cruz
Chair, Committee on Ways and Means

FROM: Tiffany Yajima

RE: **S.B. 2720, S.D.1 – Relating to Energy**
Hearing Date: Thursday, February 24, 2022 at 9:30 a.m.
Conference Room: 211

Dear Chair Baker, Chair Dela Cruz, and Members of the Joint Committees:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit these comments in **support** of S.B. 2720, SD1.

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. 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.

S.B. 2720, SD1 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 these comments in support of S.B. 2720, SD1.



Testimony Before the Senate Committees on Commerce and Consumer Protection and Ways and Means

By David Bissell
President and Chief Executive Officer
Kaua'i Island Utility Cooperative
4463 Pahe'e Street, Suite 1, Lihu'e, Hawai'i, 96766-2000

Thursday, February 24, 2022; 9:30 am
Conference Room #211 & Videoconference

Senate Bill No. 2720 SD1 - RELATING TO ENERGY

To the Honorable Chairs Rosalyn H. Baker and Donovan M. Dela Cruz, Vice Chairs Stanley Chang and Gilbert S.C. Keith-Agaran, and Members of the Committees:

Kaua'i Island Utility Cooperative (KIUC) is a not-for-profit utility providing electrical service to more than 34,000 commercial and residential members.

KIUC supports this measure.

Over the past 10 years, KIUC has significantly increased its renewable generation. In 2020, KIUC's energy mix included 67% renewable: leading the state. Renewable production is expected to be similar for 2021. For the past three years, KIUC has operated the Kaua'i electric grid at 100% renewable for thousands of consecutive hours on sunny days.

While Hawai'i's energy generation sector is well on its way to decarbonization, with established goals and benchmarks, the path to decarbonization of transportation is far less clear. Efforts to enable greater consumer adoption of electric vehicles is one way to accelerate the transition to a carbon-free Hawai'i.

Since the program's establishment, KIUC has encouraged participation in the Electric Vehicle Charging System ("EVCS") Rebate Program by numerous entities on Kaua'i. While there is interest from many, very few have taken advantage of the program. KIUC supports this effort to expand the scope and eligibility for the program, while providing additional flexibility for the Public Utilities Commission to administer the program in an efficient, effective manner.

KIUC will continue to support the EVCS Rebate program. Mahalo for your consideration in support of HB1595 HD1, which will make it accessible to a wider range of potential applicants.



LATE

**SENATE COMMITTEE ON COMMERCE AND CONSUMER PROTECTION
SENATE COMMITTEE ON WAYS AND MEANS**

February 24, 2022, 9:30 A.M.
Video Conference

TESTIMONY IN SUPPORT OF SB 2720 SD1

Aloha Chair Baker, Chair Dela Cruz, Vice Chair Chang, Vice Chair Keith-Agaran, and members of the Committees:

Blue Planet Foundation **supports SB 2720 SD1**, 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,¹ 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.”² Unlike gasoline car owners, 80% of EV drivers charge their cars at home or at work.³ 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

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

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

³ *Ibid.*

segment of residents in Hawai'i live in multi-family housing, in part because single-family homes are financially out of reach for many.

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.



To: The Senate Committee on Commerce and Consumer Protection (CPN)
and
The Senate Committee on Ways and Means (WAM)
From: Sherry Pollack, 350Hawaii.org
Date: Thursday, February 24, 2022, 9:30am

In support of SB2720 SD1

Aloha Chair Baker, Chair Dela Cruz, Vice Chair Chang, Vice Chair Keith-Agaran, and members of the Senate CPN and WAM committees,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports SB2720 SD1** 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

SB-2720-SD-1

Submitted on: 2/22/2022 11:04:28 PM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Nanette Vinton	Individual	Support	No

Comments:

Dear Chair Dela Cruz, Vice-Chair Keith-Aragan and Chair Baker and Vice-Chair Chang and CPN/WAM Committee Members,

I am writing in **support** of SB2720 SD1 which allows for new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate.

As a long-time EV owner, I am happy to see the significant EV growth in our state over the past few years. However, the rate of EV charger growth has not matched the rate of EV adoption. Rebates for EV charger installation are important to incentivize property owners/users to add chargers to their sites.

Respectfully submitted,

Nanette Vinton

Mililani, HI

SB-2720-SD-1

Submitted on: 2/23/2022 9:06:12 AM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Rob Weltman	Individual	Support	No

Comments:

Flexibility in configuration of charging ports will facilitate expansion of the public charging network.

LATE

SB-2720-SD-1

Submitted on: 2/23/2022 10:02:14 AM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Douglas Perrine	Individual	Support	No

Comments:

I support SB2720 which should contribute to Hawaii's reduction of climate-damaging greenhouse gases.

LATE

SB-2720-SD-1

Submitted on: 2/23/2022 4:43:30 PM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Diane Ware	Individual	Support	No

Comments:

Dear Chair and Committee Members,

I strongly agree with the Big Island EV Association's support of this measure. This can provide 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.

This removes \$500k rebate amount limit. The expansion of the rebate program is consistent with the need to expand charging stations for battery EVs. This adds visitor industry and low/mod income communities to the priority list.

Mahalo for the opportunity to comment.

Diane Ware, 99-7815 Kapoha Pl, Volcano Hi 96785

LATE

SB-2720-SD-1

Submitted on: 2/23/2022 5:21:51 PM

Testimony for CPN on 2/24/2022 9:30:00 AM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Francine Roby	Individual	Support	No

Comments:

I urge your support and passage of SB2720 SD1. All efforts to promote and provide some flexibility in implementing requirements for electric vehicle chargers are appreciated and need to be encouraged and passed. As an EV owner currently frustrated and limited by the number of available and reliably operational charging stations, I urge your continued efforts to create any and all programs, rebates, to support our State's goal of moving toward zero fossil fuel emissions.

Mahalo.

Francine Roby

Ahualoa, Hawaii County