
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 finds that meeting the State's
10 clean energy goals and commitments necessitates the rapid
11 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 finds 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. Recognizing that a lack of charging infrastructure
12 remains a barrier to more widespread adoption of electric
13 vehicles, in 2019 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 further finds that the continuation of the
19 electric vehicle charging system rebate program is a critical
20 component of the State's efforts to transition off of fossil
21 fuels and achieve a carbon-negative economy by 2045.



1 Additionally, 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;



1 (2) Amend and add flexibility to the guidelines for
2 consideration by the public utilities commission in
3 administering the program; and

4 (3) Clarify that marketing and outreach expenses are
5 included among allowable program administration
6 expenses.

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

9 " ~~§269-72~~ **Electric vehicle charging system; rebate**
10 **program.** (a) The public utilities commission, in consultation
11 with electric vehicle stakeholders and the state energy office,
12 shall administer a rebate program that incentivizes the
13 installation or upgrade of an electric vehicle charging system,
14 as provided in this section, and may contract with a third-party
15 administrator pursuant to section 269-73 to operate and manage
16 the rebate program.

17 (b) An applicant may be eligible for a rebate under the
18 rebate program if the applicant:

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



- 1 (A) An alternating current Level 2 station with [~~two~~]
2 one or more ports that provide electricity to
3 [~~two~~] one or more electric vehicles; or
4 (B) A direct current fast charging system; or
5 (2) Upgrades an existing electric vehicle charging system
6 to either:
7 (A) An alternating current Level 2 station with two
8 or more ports that provide electricity to two or
9 more electric vehicles; or
10 (B) A direct current fast charging system.
11 (c) Subject to subsection (d), rebates shall be
12 distributed as follows:
13 (1) Each eligible installation of an electric vehicle
14 charging system shall receive:
15 (A) Up to \$2,000 for the installation of an
16 alternating current Level 2 station with one
17 port;
18 [~~(A)~~] (B) Up to \$4,500 for the installation of an
19 alternating current Level 2 station with two or
20 more ports; and



1 to demonstrate that the installation or upgrade for
2 which the rebate is claimed is eligible.

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

6 [~~g~~] (f) Applicants shall submit applications to the
7 public utilities commission within twelve months of the date
8 that the newly installed or upgraded charging system is placed
9 into service to claim a rebate from the electric vehicle
10 charging system rebate program. Failure to apply to the
11 commission within twelve months of the date that the newly
12 installed or upgraded charging system is placed into service
13 shall constitute a waiver of the right to claim the rebate.
14 Rebates shall be subject to available funds and the program
15 administrator shall not approve additional rebates for the
16 remainder of the fiscal year after program funds have been fully
17 exhausted.

18 [~~h~~] (g) Nothing in this section shall alter taxes due on
19 the original purchase or upgrade price of an electric vehicle
20 charging system [~~prior to~~] before the application of the rebate.
21 Any rebate received pursuant to the electric vehicle charging



1 system rebate program shall not be considered income for the
2 purposes of state or county taxes.

3 ~~(i)~~ (h) In administering the electric vehicle charging
4 system rebate program, the public utilities commission shall
5 give consideration to the following guidelines:

6 (1) Priority should be given to electric vehicle charging
7 systems that are publicly available, serve multiple
8 tenants, employees, or customers, or serve electric
9 vehicle fleets; support the visitor industry in
10 transitioning to clean transportation; and serve low-
11 income, moderate-income, and environmental justice
12 communities;

13 (2) Electric vehicle charging system rebates should
14 enhance broader public clean energy and grid
15 resiliency goals by supporting deployment of electric
16 vehicle charging systems that can regulate their time
17 of use, be networked and co-optimized with other
18 electric vehicle charging systems, and otherwise
19 provide grid services or other benefits to the utility
20 and electric grid; ~~and]~~



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

5 (4) Electric vehicle charging system rebates should
6 support accessibility of charging to as many electric
7 vehicle drivers as feasible; and

8 (5) The program administrator may propose new or modified
9 guidelines to be considered in addition to those
10 specified in this subsection and should have the
11 flexibility to make programmatic adjustments due to
12 market changes, technological advancements, and levels
13 of participation to ensure the prudent use of taxpayer
14 funds and to effectively manage the program budget.

15 [~~j~~] (i) As used in this section:

16 "Alternating current Level 2 charging station", commonly
17 referred to as "Level 2 charging station", means an electric
18 vehicle charging system that utilizes alternating current
19 electricity providing at least three kilowatts and means a
20 system that:



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

4 (2) Meets recognized standards and protocols including,
5 but not limited to, Society of Automotive Engineers
6 (SAE) J1772 of SAE International and Tesla protocol;
7 and

8 (3) Is designed and installed in compliance with article
9 625 of the National Electrical Code to appropriate
10 Nationally Recognized Testing Laboratories' standards.

11 "Applicant" means an individual; non-profit or for-profit
12 corporation; local, state, or federal government agency;
13 homeowner association; or any other eligible entity as defined
14 under rules adopted for the electric vehicle charging system
15 rebate program.

16 "Direct current fast charging system", commonly referred to
17 as "DC fast charging system", means an electric vehicle charging
18 system that utilizes direct current electricity providing forty
19 kilowatts or greater and:



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

4 (2) Meets recognized standards and protocols, including,
5 but not limited to, Society of Automotive Engineers
6 (SAE) J1772 of SAE International, Tesla protocol, and
7 CHAdEMO protocol; and

8 (3) Is designed and installed in compliance with article
9 625 of the National Electrical Code to appropriate
10 Nationally Recognized Testing Laboratories' standards.

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

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

16 "(a) The public utilities commission may contract with a
17 third-party administrator to operate and manage any programs
18 established under section 269-72. The administrator shall not
19 be deemed to be a "governmental body" as defined in section
20 103D-104; provided that all moneys transferred to the third-
21 party administrator shall have been appropriated by the



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

9 SECTION 4. Statutory material to be repealed is bracketed
10 and stricken. New statutory material is underscored.

11 SECTION 5. This Act shall take effect on July 1, 2022.



Report Title:

Electric Vehicle Charging Stations; Rebate; Public Utilities Commission

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. (SD2)

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