
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 legislature
5 also finds that meeting the State's decarbonization goals and
6 other emissions-reduction commitments necessitates the rapid
7 transition to zero-emission vehicles that utilize local,
8 renewable energy sources.

9 The legislature further finds that while there is growing
10 adoption of electric vehicles among Hawaii residents, the lack
11 of adequate vehicle charging infrastructure presents a barrier
12 to widespread adoption, particularly for residents who are
13 renters or who live in apartment buildings. This barrier
14 creates an equity issue for low-income families who are unable
15 to access the savings and other benefits associated with
16 electric vehicle ownership because they lack access to charging
17 infrastructure.



1 The legislature also finds that the cost of constructing
2 parking stalls that will accommodate electric vehicle charging
3 systems up front, also referred to as electric vehicle-ready
4 parking stalls, is approximately one-tenth the cost of
5 retrofitting already-built parking stalls to accommodate
6 electric vehicle charging systems. For market-priced housing,
7 parking stalls are already being constructed to be electric
8 vehicle-ready because of demand and, in some cases, county
9 requirements. However, parking stalls for affordable housing
10 units are not constructed to be electric vehicle-ready because
11 of the added cost and because affordable housing is exempted
12 from electric vehicle-ready county requirements.

13 The purpose of this Act is to provide incentives for
14 electric vehicle-ready new construction for affordable housing
15 by providing rebates for eligible electric vehicle-ready parking
16 stalls for new construction of affordable housing.

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

19 "**§269-72 Electric vehicle charging [~~system~~]**
20 **infrastructure; rebate program.** (a) The public utilities
21 commission, in consultation with electric vehicle stakeholders



1 and the Hawaii state energy office, shall administer a rebate
2 program that incentivizes the installation or upgrade of [an]
3 electric vehicle charging [~~system,~~] infrastructure, as provided
4 in this section, and may contract with a third-party
5 administrator pursuant to section 269-73 to operate and manage
6 the rebate program.

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

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

11 (A) An alternating current Level 2 station with one
12 or more ports that provide electricity to one or
13 more electric vehicles; or

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

15 (2) Upgrades an existing electric vehicle charging system
16 to either:

17 (A) An alternating current Level 2 station with one
18 or more ports that provide electricity to one or
19 more electric vehicles; or

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



1 (3) Installs an electric vehicle-ready parking stall in
2 new construction of affordable housing; provided that
3 fifty per cent of the total number of electric
4 vehicle-ready parking stalls installed in a project
5 shall be eligible for a rebate under this paragraph.

6 (c) Subject to subsection (f), rebates shall be
7 distributed as follows:

8 (1) Each eligible installation of an electric vehicle
9 charging system shall receive:

10 (A) Up to \$2,000 for the installation of an
11 alternating current Level 2 station with one
12 port;

13 (B) Up to \$4,500 for the installation of an
14 alternating current Level 2 station with two or
15 more ports; and

16 (C) Up to \$35,000 for the installation of a direct
17 current fast charging system; [~~and~~]

18 (2) Each eligible upgrade of an electric vehicle charging
19 system shall receive:

20 (A) Up to \$1,300 for the upgrade to an alternating
21 current Level 2 station with one port;



1 (B) Up to \$3,000 for the upgrade to an alternating
2 current Level 2 station with two or more ports;
3 and

4 (C) Up to \$28,000 for the upgrade to a direct current
5 fast charging system[-]; and

6 (3) Each eligible installation of an electric vehicle-
7 ready parking stall for new construction of affordable
8 housing shall receive up to \$1,750 for the
9 installation of an alternating current Level 2
10 circuit.

11 (e) This section shall apply to electric vehicle charging
12 systems that are installed or upgraded after December 31,
13 2019[-], and electric vehicle-ready parking stalls that are
14 installed after July 1, 2023.

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



1 charging system is placed into service or the electric vehicle-
2 ready parking stall is installed shall constitute a waiver of
3 the right to claim the rebate. Rebates shall be subject to
4 available funds, and the program administrator shall not approve
5 additional rebates for the remainder of the fiscal year after
6 program funds have been fully exhausted.

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

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

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



1 income, moderate-income, or environmental justice
2 communities; and to electric vehicle-ready parking
3 stalls in new construction of affordable housing
4 units;

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

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

16 (4) Electric vehicle charging [~~system~~] infrastructure
17 rebates should support accessibility of charging to as
18 many electric vehicle drivers as feasible; and

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



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

5 (i) Nothing in this section shall prevent an entity from
6 simultaneously claiming a rebate under the electric vehicle
7 charging infrastructure rebate program for an electric vehicle
8 charging system and an electric vehicle-ready parking stall for
9 new construction of affordable housing.

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

11 "Affordable housing" means housing that is affordable to a
12 household with an income at or below one hundred forty per cent
13 of the area median income as determined by the United States
14 Department of Housing and Urban Development.

15 "Alternating current Level 2 charging station", commonly
16 referred to as "Level 2 charging station", means an electric
17 vehicle charging system that utilizes alternating current
18 electricity providing at least three kilowatts and means a
19 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[7]
5 but not limited to[7] 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[7]
5 but not limited to[7] 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 "Electric vehicle-ready" means the full-circuit
15 installation includes two hundred eight volt three phase or two
16 hundred forty volt single phase power, forty-ampere panel
17 capacity, raceway, wiring, receptacle, and overprotection
18 devices similar to a dryer circuit."

19 SECTION 3. Sections 269-33(e) and 269-73, Hawaii Revised
20 Statutes, are amended by substituting the phrase "electric
21 vehicle charging infrastructure", or similar term, wherever the



1 phrase "electric vehicle charging system" appears, as the
2 context requires.

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

5 SECTION 5. This Act shall take effect on June 30, 3000.

6



H.B. NO. 1252
H.D. 2

Report Title:

Electric Vehicle Charging Infrastructure; Electric Vehicle-ready
Parking Stalls; Affordable Housing; Rebates; HHFDC

Description:

Provides rebates for eligible electric vehicle-ready parking
stalls for new construction of affordable housing. Effective
6/30/3000. (HD2)

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not legislation or evidence of legislative intent.*

