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# A BILL FOR AN ACT

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

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

1       SECTION 1. The legislature finds that while there is  
2 growing adoption of electric vehicles among Hawaii residents,  
3 the lack of adequate vehicle charging infrastructure presents a  
4 barrier to widespread adoption, particularly for residents who  
5 are renters or who live in apartment buildings. This barrier  
6 creates an equity issue for low-income families who are unable  
7 to access the savings and other benefits associated with  
8 electric vehicle ownership because they lack access to charging  
9 infrastructure.

10       The legislature further finds that the cost of constructing  
11 parking stalls that will accommodate electric vehicle charging  
12 systems, also referred to as electric vehicle-ready parking  
13 stalls, is approximately one-tenth the cost of retrofitting  
14 already-built parking stalls to accommodate electric vehicle  
15 charging systems. For market-priced housing, parking stalls are  
16 already being constructed to be electric vehicle-ready because  
17 of market demand and, in some cases, county requirements.



1 However, parking stalls for affordable housing units are not  
2 constructed to be electric vehicle-ready because of the added  
3 cost and exemption of affordable housing from electric vehicle-  
4 ready county code requirements.

5 The purpose of this Act is to provide incentives for  
6 electric vehicle-ready new construction for affordable housing  
7 by providing rebates for the installation of eligible electric  
8 vehicle-ready parking stalls for new construction of affordable  
9 housing.

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

(3) Each eligible installation of an electric vehicle-ready parking stall for new construction of affordable



1           housing shall receive up to \$1,750 for the  
2           installation of an alternating current Level 2  
3           station.

4           (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          (e) This section shall apply to electric vehicle charging  
14          systems that are installed or upgraded after December 31,  
15          2019[-], and electric vehicle-ready parking stalls that are  
16          installed after July 1, 2025.

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



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

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

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

- 19 (1) Priority should be given to electric vehicle charging  
20 systems that are publicly available; serve multiple  
21 tenants, employees, or customers; serve electric



1 vehicle fleets; support the visitor industry in  
2 transitioning to clean transportation; or serve low-  
3 income, moderate-income, or environmental justice  
4 communities; and to electric vehicle-ready parking  
5 stalls in new construction of affordable housing  
6 units;

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

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

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



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

(i) Nothing in this section shall prevent an entity from claiming in the same taxable year a rebate under the electric vehicle charging infrastructure rebate program for installation or upgrade of an electric vehicle charging system and installation of an electric vehicle-ready parking stall for new construction of affordable housing.

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

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

"Alternating current Level 2 charging station", commonly referred to as "Level 2 charging station", means an electric vehicle charging system that utilizes alternating current





electricity providing at least three kilowatts and means a system that:

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

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

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

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

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



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

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

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

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

"Electric vehicle-ready" means having a full-circuit installation that includes two hundred eight volt three phase or two hundred forty volt single phase power, forty-ampere panel capacity, raceway, wiring, receptacle, and overprotection devices similar to a dryer circuit."

SECTION 3. Sections 243-3.5(a), 269-33(e), and 269-73, Hawaii Revised Statutes, are amended by substituting the phrase "electric vehicle charging infrastructure", or similar term,



1 wherever the phrase "electric vehicle charging system" appears,  
2 as the 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 July 1, 2025.

6

INTRODUCED BY: \_\_\_\_\_



# S.B. NO. 1088

**Report Title:**

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

**Description:**

Provides rebates for the installation of eligible electric  
vehicle-ready parking stalls for new construction of affordable  
housing.

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not legislation or evidence of legislative intent.*

