
A BILL FOR AN ACT

RELATING TO ZERO EMISSION VEHICLE FUELING REBATES.

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

1 SECTION 1. Section 269-72, Hawaii Revised Statutes, is
2 amended to read as follows:

3 " ~~[§] 269-72 [§] Electric vehicle charging system;~~ Zero-
4 emission vehicle fueling system; zero-emission vehicle
5 infrastructure rebate program. (a) The public utilities
6 commission, in consultation with ~~[electric]~~ zero-emission
7 vehicle stakeholders and the state energy office, shall
8 administer a zero-emission vehicle infrastructure rebate program
9 that incentivizes the installation or upgrade of ~~[an electric~~
10 ~~vehicle charging]~~ a zero-emission vehicle fueling system, as
11 provided in this section, and may contract with a third-party
12 administrator pursuant to section 269-73 to operate and manage
13 the rebate program.

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

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



1 (A) An alternating current Level 2 station with two
2 or more ports that provide electricity to two or
3 more battery electric vehicles; [~~or~~]

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

5 (C) A hydrogen refueling station; provided that it
6 does not store or dispense hydrogen fuel that is
7 produced using fossil fuels; or

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

10 (A) An alternating current Level 2 station with two
11 or more ports that provide electricity to two or
12 more battery electric vehicles; [~~or~~]

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

14 (C) A hydrogen refueling station; provided that it
15 does not store or dispense hydrogen fuel that is
16 produced using fossil fuels.

17 (c) Subject to subsection (d), rebates shall be
18 distributed as follows:

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



1 (A) \$4,500 for the installation of an alternating
2 current Level 2 station with two or more ports;
3 [~~and~~]

4 (B) \$35,000 for the installation of a direct current
5 fast charging system; and

6 (C) \$200,000 for the installation of a hydrogen
7 refueling station; provided that it does not
8 store or dispense hydrogen fuel that is produced
9 using fossil fuels; and

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

12 (A) \$3,000 for the upgrade to an alternating current
13 Level 2 station with two or more ports; [~~and~~]

14 (B) \$28,000 for the upgrade to a direct current fast
15 charging system[~~-~~]; and

16 (C) \$200,000 for the upgrade of fuel capacity for a
17 hydrogen refueling station, provided that it does
18 not store or dispense hydrogen fuel that is
19 produced using fossil fuels.



1 (d) The public utilities commission shall not issue more
2 than [~~\$500,000~~] \$700,000 in total rebates under this section
3 each fiscal year.

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

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



1 commission within twelve months of the date that the newly
2 installed or upgraded [~~charging~~] zero-emission vehicle fueling
3 system is placed into service shall constitute a waiver of the
4 right to claim the rebate.

5 (h) Nothing in this section shall alter taxes due on the
6 original purchase or upgrade price of [~~an electric vehicle~~
7 ~~charging~~] a zero-emission vehicle fueling system prior to the
8 application of the rebate. Any rebate received pursuant to the
9 [~~electric vehicle charging system~~] zero-emission vehicle
10 infrastructure rebate program shall not be considered income for
11 the purposes of state or county taxes.

12 (i) In administering the [~~electric vehicle charging~~
13 ~~system~~] zero-emission vehicle infrastructure rebate program, the
14 public utilities commission shall [~~give consideration to~~]
15 consider the following guidelines:

16 (1) Priority should be given to [~~electric vehicle~~
17 ~~charging~~] zero-emission vehicle fueling systems that
18 are publicly available, serve multiple tenants,
19 employees, or customers, or serve electric vehicle
20 fleets;



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

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

15 (j) 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 zero-emission vehicle infrastructure 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 "Zero-emission vehicle fueling system" means either an
15 electric vehicle charging system or a hydrogen refueling system
16 that does not store and dispense hydrogen fuel that is produced
17 by fossil fuels."

18 SECTION 2. Statutory material to be repealed is bracketed
19 and stricken. New statutory material is underscored.

20 SECTION 3. This Act shall take effect upon its approval.



Report Title:

Zero-Emission Vehicle Infrastructure Rebate Program; Hydrogen Refueling Station; Public Utilities Commission

Description:

Adds the installation and upgrade of hydrogen refueling stations to the Electric Vehicle Charging System Rebate Program. Establishes the rebate amount for the installation or upgrade of a hydrogen refueling system at \$200,000. Limits the rebate to hydrogen refueling systems that do not store and dispense hydrogen fuel produced using fossil fuels. Renames Hawaii's Electric Vehicle Charging System Rebate Program to the Zero-Emission Vehicle (ZEV) Infrastructure Rebate Program. Increases the spending cap of the ZEV Infrastructure Rebate Program.
(SD1)

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