



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
HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

Tuesday, February 15, 2022
Time 2:00 PM
State Capitol, Conference Room 329 & Videoconference

**SUPPORT
HB 1811 HD1
RELATING TO ENERGY.**

Chair Johanson, Vice Chair Kitagawa, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB1811 HD1, which 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 of the Public Utilities Commission (PUC) to administer the electric vehicle charging station rebate program, and 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 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 is the adoption of zero-emission vehicles (ZEVs) and a barrier to their adoption is charging infrastructure. In general, increasing the flexibility and reach of incentives for ZEV charging stations supports decarbonizing ground transportation.

HSEO supports the amendments provided by the Committee on Energy and Environmental Protection, which expand the program to include the referenced single port systems as well as providing the PUC flexibility to set different incentive levels. Building in flexibility allows the rebate program to be adjusted to adapt to changes in technology and market conditions.

Thank you for the opportunity to testify.

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

TO THE
HOUSE COMMITTEE ON
CONSUMER PROTECTION AND COMMERCE

February 15, 2022
2:00 p.m.

Chair Johanson and Members of the Committee:

MEASURE: H.B. No. 1811 HD1

TITLE: RELATING TO ENERGY.

DESCRIPTION: 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 of the Public Utilities Commission to administer the electric vehicle charging station 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 electric vehicle charging station rebate program. Effective 7/1/2100. (HD1)

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.

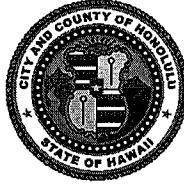
The Commission supports the amendments made by the Committee on Energy and Environmental Protection. These amendments will expand the program to include single port systems, including those that only support one vehicle type, while allowing the Commission to set different incentive levels for proprietary chargers. 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 11, 2022

The Honorable Aaron Ling Johanson, Chair
The Honorable Lisa Kitagawa Vice-Chair
and Members of the Committee on Consumer Protection & Commerce
The House
State Capitol, Conference Room 329
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Johanson, Vice-Chair Kitagawa, and Members:

SUBJECT: House Bill No. 1811 HD1
Relating to Energy

The Department of Design and Construction (DDC) respectfully **supports** House Bill No. 1811 HD1. The bill proposes to:

- (1) Provide a rebate for new Level 2 charging stations with one port;
- (2) Eliminate the annual cap on rebates;
- (3) Amend and add flexibility to the guidelines for consideration by the public utilities commission in administering the program; and
- (4) Increase the maximum percentage of rebate program appropriations that may be expended for administrative costs and allow for marketing and outreach expenses to be included among allowable program administration expenses.

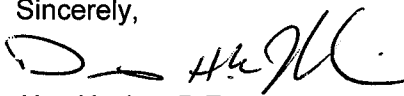
DDC's experience designing and installing electric vehicle (EV) charging stations has shown that:

- (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.

Based on the above considerations, DDC respectfully **supports** House Bill No. 1811 HD1.

Thank you for the opportunity to express our **support** for this bill.

Sincerely,


for Alex Kozlov, P.E.
Director



Email: communications@ulupono.com

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE
Tuesday, February 15, 2022 — 2:00 p.m.

Ulupono Initiative supports HB 1811 HD 1, Relating to Energy.

Dear Chair Johanson and Members of the Committee:

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 HB 1811 HD 1, which 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 expense to be included within allowable administration costs of the EVCS 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 top barrier to 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.

¹ 363 public electric charging stations and 742 ports. <https://www.hawaiinewsnow.com/2021/11/18/electric-vehicles-are-all-over-hawaii-roads-so-why-arent-there-more-charging-ports/>



As Hawai'i's energy issues become increasingly complex and challenging, we appreciate 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

HB-1811-HD-1

Submitted on: 2/13/2022 2:36:53 PM

Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Ted Bohlen	Climate Protectors Hawai'i	Support	No

Comments:

To: The Honorable Aaron Ling Johanson, Chair, the Honorable Lisa Kitagawa, Vice Chair, and members of the House Consumer Protection and Commerce Committee

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: Hearing HB1811 HD1 RELATING TO ENERGY.

Tuesday February 15, 2022, 2:00 p.m., by videoconference

Aloha Chair Johanson and Vice Chair Kitagawa:

Hawai'i needs to transition its ground transportation from fossil fuels to zero emission vehicles in order to mitigate the harms of the climate emergency. This bill would help address one important infrastructure barrier to that transition, the availability of electric vehicle chargers, with a rebate program for single port level 2 chargers.

Climate Protectors Hawai'i STRONGLY SUPPORTS HB1811 HD1

Please pass this bill!

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



To: The House Committee on Consumer Protection & Commerce Committee
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, February 15, 2022, 2pm

In strong support of HB1811 HD1

Aloha Chair Johanson, Vice Chair Kitigawa, and Consumer Protection & Commerce Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org is in **strong support of HB1811 HD1** that 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 of the Public Utilities Commission to administer the electric vehicle charging station rebate program, increases the 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 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. Furthermore, we are strongly in favor of giving priority to EV charging systems to serve low and moderate-income and environmental justice communities. Ensuring equitable EV access will help accelerate Hawaii towards our clean transportation future.

Mahalo for the opportunity to testify on this very important legislation.

Sherry Pollack
Co-Founder, 350Hawaii.org



KauaiEV

Kauai Electric Vehicle Association
302 Makani Rd, Kapaa, HI 96746
808-652-0591

2022/02/13

Strong Support with recommendation for HB1811 HD1

Dear Chair Johanson, Vice Chair Kitagawa, and CPC Committee members,

I am writing on behalf of KauaiEV, a grassroots organization with over 100 members on Kauai. Our members are electric vehicle drivers and we believe that EVs are the personal transportation of the future. We are in **strong support with recommendation of HB1811**.

Investing in public charging infrastructure will increase EV adoption. Qualifying single port charging stations for the rebate will help small businesses and nonprofits to install less costly stations, this in turn will help to democratize clean transportation. We are also in favor of removing the 500,000 cap and giving the program administrator more freedom.

While in general we are happy that Tesla DC fast chargers are now included, and we are aware that Tesla has a small pilot project that allows regular cars to use their chargers, we recommend to change “(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” to “(2) Meets recognized standards and protocols, including, but not limited to, Society of Automotive Engineers (SAE) J1772™ of SAE International, Tesla protocol as long as non-Tesla cars can be accommodated at the stations, and CHAdeMO protocol; and”
See <https://www.tesla.com/support/non-tesla-supercharging> for details.

We also recommend that it shall take effect on July 1, 2022.

Mahalo,

Sonja Kass, President KauaiEV

Testimony of
PRACTICAL POLICY INSTITUTE OF HAWAII
Tuesday, February 15, 2022
TIME 2:00PM State Capitol, Conference Room 329

Comments in SUPPORT of HB 1811 RELATING TO REBATES FOR EV CHARGING STATIONS.

Chair Johanson, Vice Chair Kitagawa, and Members of the Consumer Protection Committee, my name is Lindsey Dymond with the Practical Policy Institute of Hawaii (PPIH) offering comments on HB1811, 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.



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 14, 2022

TO: Representative Aaron Johanson
Chair, Committee on Consumer Protection and Commerce

FROM: Tiffany Yajima

RE: **H.B. 1811, H.D. 1 – Relating to Energy**
Hearing Date: Tuesday, February 15, 2022 at 2:00 p.m.
Conference Room: 329

Dear Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of H.B. 1811, HD1.

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. Despite the relatively high adoption rate compared to the rest of the country, electric vehicles account for just over 5.7 percent of all registered vehicles in the state.

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.

H.B. 1811, HD1 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 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 this testimony.



Written Testimony by
David H. Rolf, Executive Director, Hawaii Automobile Dealers Association

for the
COMMITTEE ON COMMERCE & CONSUMER PROTECTION

Tuesday, February 15, 2022
Time 2 p.m.
State Capitol, via Videoconference
providing testimony with Support of HB1811 **HD1**

RELATING TO ENERGY

Chair Johanson, Vice Chair Kitagawa and members of the committee

HADA strongly supports Hawaii's transition to electric vehicles.

Hawaii new car dealers are in support of the HB1811, HD1 which, among other things, removes the \$500,000 cap on the funds designated for rebates for the installation of EV charging stations, while restricting the total amount to the money available in the electric vehicle charging station rebate program.

A sufficient number of public EV charging stations—particularly DC fast charging stations-- will help overcome one of the current obstacles to EV adoption and this bill would provide enough funding for possibly dozens of such stations statewide.

What is needed more than anything is to have all stakeholders working together on a path to EV adoption. HADA's dealers have joined with the National Automobile Dealers Association's position in being "all-in" on electric vehicles. HADA dealers, who are considering installing DC fast chargers, or who already have done so since Dec. 31, 2019, will much appreciate the opportunity to apply for a rebate of up to \$35,000.

HADA's dealers continue to work with all in this transition and thank you for the opportunity to testify in Support of HB1811, HD1 and request that it be passed on to its next committee for further consideration.



Before the House Committee on Consumer Protection & Commerce
Tuesday, Feb. 15, 2022 at 2:00p.m.

Testimony in Support of HB1811 HD1: Relating to Energy

Chair Johanson, Vice Chair Kitagawa, and Members of the Committees:

Thank you for the opportunity to provide comments on House Bill 1811 HD1.

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). The incentive was even highlighted by Plug-In America as a main reason why Hawai'i is ranked #14 in its "Top 25 States Supporting the EV Driver" report, released last year.¹

The rebate program continues to draw interest. 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

We also have over 30 projects in the pipeline, totaling nearly \$200,000 in rebates.

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 amendment to give the program administrator flexibility to propose new or modified guidelines and make programmatic adjustments due to changes in the market, technological advancements and levels of participation.

Thank you for the opportunity to testify on House Bill 1811 HD1.

Sincerely,
Noreen Reimel
External Affairs Manager
Hawai'i Energy

¹ "Top 25 States Supporting the EV Driver," Plug-In America, February 2021 - <https://pluginamerica.org/policy/top-25-states-supporting-the-ev-driver/>



HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

February 15, 2022, 2:00 P.M.

Video Conference

TESTIMONY IN SUPPORT OF HB 1811 HD1

Aloha Chair Johanson, Vice Chair Kitagawa, and Committee members:

Blue Planet Foundation **supports HB 1811 HD1**, 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 segment of residents in Hawai'i live in multi-family housing, in part because single-family homes are financially out of reach for many.

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.*

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), HB 1811 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 HB 1811 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.



February 14, 2022

SUPPORT for HB1811 HD1 (RELATING TO ENERGY)

Dear Chair Johanson, Vice-Chair Kitagawa, and Committee members,

Hawaii Electric Vehicle Association is in SUPPORT of HB1811 HD1 with

We are in support of **HB1811** and would like to offer a recommendation.

This measure provides parking lot owners with 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 nor any future county-specific EV charger and parking policies.

We support the removal of the annual \$500k rebate amount cap - the expansion of the rebate program is consistent with the need to expand electric vehicle charging stations, and a reasonable allocation of funds for marketing and administrative costs.

RECOMMENDATION

HD1 includes mention of the 'Tesla protocol' being a recognized standard and protocol. We are supportive of this as it will increase the supply of public chargers for Hawaii's growing EV fleet. **We recommend that a condition be included so that the commercial EV charger rebate be made available for Tesla chargers that can be used to charge non-Tesla vehicles.** This is consistent with the company's mission and is reflected in a [pilot](#) at the moment.

Please support HB1811 HD1 with our recommendation

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

TESTIMONY REGARDING HB 1811, HD 1**House Committee on Consumer Protection & Commerce
Tuesday, February 15, 2022 at 2:00 PM**

Aloha Chair Johanson, Vice Chair Kitagawa, and Members of the Committee:

Thank you for the opportunity to provide testimony regarding HB 1811 HD.1, which would amend requirements for the electric vehicle charging system rebate program related to eligibility and administrative flexibility. **Tesla supports HB 1811 HD.1 as it allows state funds for the electric vehicle charging system rebate program to go further to support vehicle electrification in Hawaii.**

HB 1811 HD.1 would expand eligibility for the electric vehicle charging system rebate for new and replacement Level 2 charging stations with one port. Currently, the rebate only provides funding for Level 2 charging stations with two or more ports. This restriction, although well intended, excludes a large share of the Level 2 charging solutions available for electric vehicle drivers today, which are offered with only one port. As such, the current program limits the Level 2 charging options applicants can select, often to more expensive chargers. For example, Tesla's Level 2 Wall Connector with a single port is offered today at \$550¹ compared to dual port Level 2 charging stations which can exceed \$1,349,² nearly 250% more. State funds would go further and could result in more people with access to chargers if lower-cost, single-port Level 2 chargers were eligible for rebate funding. California Level 2 charging rebates are commonly provided per Level 2 charger and don't restrict eligibility to only Level 2 chargers with two ports.³

HB 1811 HD.1 would also allow the program administrator for the electric vehicle charging system rebate program more flexibility to propose new or modified guidelines and programmatic adjustments as necessary to respond to market changes, technological advancements, and levels of participation. Per the program administrator, Hawaii Energy, the rebate program to date has only rebated two DCFC stations, one new Tesla Supercharger station, and another non-Tesla replacement DCFC station. Given the minimal number of DCFC stations deployed under this program so far and the importance of DCFC to serve EV drivers without access to charging at home, such as in multi-family housing, eligibility restrictions that could limit the number of applicants and the build-out of DCFC charging stations are premature. Also, given the current two rebate per applicant cap on DCFC charging stations, there is no current concern that a single DCFC applicant could consume most of the available rebate funding.

Thank you for the opportunity to submit this testimony.

¹ <https://shop.tesla.com/product/wall-connector>

² <https://store.clippercreek.com/dual-ev-charging-station>

³ <https://cleanvehiclerebate.org/en/ev/technology/fueling/electric>

HB-1811-HD-1

Submitted on: 2/11/2022 2:34:15 PM

Testimony for CPC on 2/15/2022 2:00:00 PM

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

Comments:

I believe HB1811 is an important measure to assist our transition to zero carbon emissions in the transportation sector.

HB 1811 HD 1 TESTIMONY

To: House Committee on Consumer Protection and Commerce
Hearing on Feb. 15, 2022 at 2:00 p.m.

From: John Kawamoto

Position: Support

One of the reasons that gas powered personal vehicles have become so popular is because they are convenient to refuel. There are now 168,000 retail gas outlets across the country, with 400 to 500 in Hawaii.

As a society, we are transitioning toward electric vehicles to eventually eliminate the emission of greenhouse gases. To accelerate the transition to electric vehicles, easy access to electric vehicle charging stations must be made available.

The current rebate program that encourages the installation of electric vehicle charging stations has been effective, but it can be improved. This bill does that by allowing new electric vehicle charging stations to have a single port to qualify for a rebate.

For the foregoing reasons I support the bill.

HB-1811-HD-1

Submitted on: 2/14/2022 11:39:38 AM

Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Ron Reilly	Individual	Support	No

Comments:

Dear Chair Aaron Ling Johanson, Vice Chair Lisa Kitagawa and Members of the Committee on Consumer Protection & Commerce,

I urge your support for HB1811 Relating to Energy

As an EV owner (Kia Niro EV) I am fortunate to be able to charge at home with 11-panel roof top solar and Powerwall battery storage. My vehicle milage is primarily powered by the sun.

However, I fully support HB1811 with the expectation that it will help expand the available options for public EV charging especially for folks for whom charging at their home residence is not an option.

Thank you for your consideration, Ron Reilly

Member Big Island EV Association
Volcano Village, Hawaii

HB-1811-HD-1

Submitted on: 2/14/2022 1:19:41 PM

Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Matthew Geyer	Individual	Support	Yes

Comments:

Thank you for hearing and supporting bills to stimulate the adoption of electric and zero-emission vehicles and the development of electric and zero-emission vehicle infrastructure.

This will help consumers and the environment we all live in.

HB-1811-HD-1

Submitted on: 2/14/2022 1:40:13 PM

Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Roberta Baker	Individual	Support	No

Comments:

I support HB1811. It should help expand the available options for public EV charging especially for folks for whom charging at their home residence is not an option.

Thank you,

Roberta Baker EV owner

Hilo

HB-1811-HD-1

Submitted on: 2/14/2022 1:55:54 PM

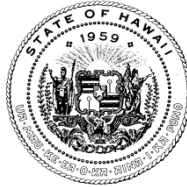
Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Virginia Tincher	Individual	Support	No

Comments:

I support HB1811. Supporting the transition to driving zero emissions vehicles - one the most effective way to lower emissions.

DAVID Y. IGE
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASH
EDUARDO P. MANGLALLAN
PATRICK H. MCCAIN
EDWIN H. SNIFFEN

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 15, 2022
2:00 P.M.
State Capitol, Teleconference

LATE

H.B. 1811, H.D. 1
RELATING TO ENERGY

House Committee on Consumer Protection & Commerce

The Department of Transportation (DOT) **supports** this measure that supports expansion of electric vehicle charging stations to in turn support proliferation of electric vehicles in our state.

The DOT is committed to meeting the state's clean energy goals and supports the wide-spread adoption of electric vehicles. The department's track record includes a significant purchase of light-duty electric vehicles for its fleet in 2021 with plans to continue to convert its fleet over the next few years. Our current electrification contract for these vehicles enables the DOT to install charging stations and the charging service quickly and efficiently with no upfront equipment costs. There are photovoltaic panels installed at DOT field offices statewide designed to power electric vehicle charging stations in the near future. In addition, the DOT pursues strategies to support expansion of electric vehicle charging facilities across the state.

The DOT defers to the Public Utility Commission and the State Energy Office on how best to deploy the proposed programs, and the DOT is prepared to assist as needed.

Thank you for the opportunity to provide this testimony.

LATE

HB-1811-HD-1

Submitted on: 2/14/2022 2:12:00 PM

Testimony for CPC on 2/15/2022 2:00:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Dave Mulinix	Our Revolution Hawaii	Support	Yes

Comments:

Aloha Committee,

On behalf of Our Revolution Hawaii's 5,000 members and supporters statewide we stank in strong support of HB1811 Electric Vehicle Charging Stations Rebate.

Mahalo for you kind attention

Dave Mulinix, Cofounder & Organizer

Our Revolution Hawaii



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
February 8, 2022**

Re: HB 1811 HD1 RELATING TO ENERGY

Good afternoon, Chairperson Johanson and members of the House Committee on Consumer Protection and Commerce. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901, RMH is a statewide, not for profit trade organization committed to the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, local, national, and international retailers, chains, and everyone in between.

We are in support of HB 1811 Relating to Energy. This measure 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 of the Public Utilities Commission to administer the electric vehicle charging station 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 electric vehicle charging station rebate program. Effective 7/1/2100.

We strongly believe that this bill is a step in the right direction instead of Government mandates that force all business' like retailers to install costly EV charging stations that in turn not only drives up the cost of doing business but also the cost of living in Hawaii. Businesses respond to the wants of many customers that patronize their establishments all the while operating on a very thin profit margin. This would include installing EV charging stations.

We would ask that this measure be extended to include building and businesses that already have EV charging stations and would like to add more.

Electric Vehicles charging stations come at a cost to businesses for the installation and maintenance and in some cases electricity. Each existing building and facility vary on where stations can be installed, and it is often determined by the accessibility to electricity as many existing infrastructures are not wired to be plug in ready like parking lots and structures and buildings. One of the major cost factors is having to dig up the asphalt to pull in the electricity from across the mall or to tear into the structure to install the electrical infrastructure. We must also mention that the charging stations themselves are very expensive. This can be very costly, and a rebate would help to offset some of the costs and even be an incentive for businesses to install more charging stations.

In addition, this may also be an incentive for people to begin new business ventures that creates fast charging station locations – like a current “gas” station - and incentivize more residential buildings to install the stations so that people are able to charge their vehicles at home.

Mahalo for this opportunity to testify.

Testimony Before the House Committee on Consumer Protection & Commerce

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

Tuesday, February 15, 2022; 2:00 pm
Conference Room #329 & Videoconference

House Bill No. 1811 HD1 - RELATING TO ENERGY

To the Honorable Representative Aaron Ling Johanson, Chair, Representative Lisa Kitagawa, Vice Chair and Members of the Committee:

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.