



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

SCOTT J. GLENN
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:
Web:

(808) 587-3807
energy.hawaii.gov

Testimony of
SCOTT J. GLENN, Chief Energy Officer

before the
HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Thursday, March 17, 2022
Time: 9:00 AM
State Capitol, Conference Room 325 & Videoconference

**SUPPORT
SB 2720 SD2
RELATING TO ENERGY.**

Chair Lowen, Vice Chair Marten, and Members of the Committee, the Hawaii State Energy Office (HSEO) supports SB 2720 SD2, which allows for 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 the percentage of funds that the Public Utilities Commission may use for administration to fifteen per cent, increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program, and allows for marketing and outreach expenses to be included within allowable administration costs of the electric vehicle charging station 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 to decarbonize the transportation sector is the adoption of zero-emission vehicles and a material barrier to the adoption of zero-emission vehicles is fueling stations. In general, increasing the flexibility and reach of incentives for zero-emission vehicles charging stations supports the ultimate elimination of fossil fuel for ground transportation.

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
ENERGY AND ENVIRONMENTAL PROTECTION

March 17, 2022
9:00 a.m.

Chair Lowen and Members of the Committee:

MEASURE: S.B. No. 2720, SD2

TITLE: RELATING TO ENERGY.

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)

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 has issued rebates for 47 new Level 2 EVCS installations, 66 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 appreciates the amendments made by the Senate Committee on Transportation, including clarifying that each installation is eligible for “up to” the stated dollar amounts. This flexibility in designing the program will facilitate the expansion of public infrastructure for a wide range of customers and vehicle types.

The Commission has recently been alerted by the Department of Budget and Finance that the EVCS rebate program requires a direct appropriation in order for the Commission to expend deposited barrel tax funds, and that Act 75 (2021) does not provide sufficient authority to do so. Therefore, the EVSC program is currently constrained by a \$100,000 spending ceiling for FY 2022, which was created by the “seed money” deposited from the Energy Security Special Fund through Act 75.

To ensure that the Commission is able to expend barrel tax funds as intended, **the Commission recommends adding the following appropriation language**, which would satisfy the rebate program pipeline through the end of FY 2022.

There is appropriated out of the electric vehicle charging system subaccount within the public utilities commission special fund the sum of \$500,000 or so much thereof as may be necessary for fiscal year 2021-2022 for the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73, Hawaii Revised Statutes.

The Commission also recommends that similar language be added to account for expected barrel tax funds in FY 2023:

There is appropriated out of the electric vehicle charging system subaccount within the public utilities commission special fund the sum of \$1,000,000 or so much thereof as may

be necessary for fiscal year 2022-2023 for the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73, Hawaii Revised Statutes.

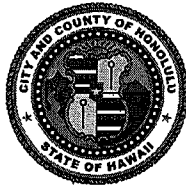
The Commission notes that the appropriation numbers listed above are based on the remaining program pipeline and the estimated deposits from 3 cents of the barrel tax. The Commission would be supportive of a recurring or permanent spending authority, should there be a mechanism by which this could be achieved.

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

March 15, 2022

The Honorable Nicole E. Lowen, Chair
The Honorable Lisa Marten, Vice-Chair
and Members of the Committee on Energy & Environmental Protection
The House
State Capitol, Room 325
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Lowen, Vice-Chair Marten, and Members:

SUBJECT: Senate Bill No. 2720 SD2
Relating to Energy

The Department of Design and Construction (DDC) respectfully **supports** Senate Bill No. 2720 SD2. The bill proposes to:

- (1) Provide a rebate for new Level 2 charging stations with one port;
- (2) Amend and add flexibility to the guidelines for consideration by the public utilities commission in administering the program; and
- (3) Clarify that marketing and outreach expenses are 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** Senate Bill No. 2720 SD2.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Alex Kozlov".

Alex Kozlov, P.E.
Director

OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • INTERNET: www.resilientoahu.org



RICK BLANGIARDI
MAYOR

MATTHEW GONSER, AICP, CFM
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER

THURSDAY, MARCH 17, 2022, 9:00 A.M.

STATE OF HAWAII
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

**TESTIMONY ON SENATE BILL SB 2720 SD2
A BILL RELATING TO ENERGY**

BY,

MATTHEW GONSER
EXECUTIVE DIRECTOR AND CHIEF RESILIENCE OFFICER
OFFICE OF CLIMATE CHANGE, SUSTAINABILITY AND RESILIENCY

Dear Chair Lowen, Vice Chair Marten, and Members of the Committee:

The City and County of Honolulu (City) Office of Climate Change, Sustainability and Resiliency (CCSR) **supports** Senate Bill 2720 SD2, relating to electric vehicle charging station rebates, with suggested amendments.

SB 2720 SD2 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 expenses to be included within allowable administration costs of the EVCS Rebate Program.

The City greatly appreciates the state's rebate program and its effect as a catalyst to stimulate electric vehicle supply equipment (EVSE), and subsequently EV adoption across the state. The City agrees with the general intent of the proposed bill to provide greater flexibility in the administration of the EVCS Rebate Program, and suggests two amendments for your consideration:

1. That the bill be amended to additionally allow rebates to be provided for "EV Ready" infrastructure for new construction, limiting such rebates only to projects or components of projects supporting affordable housing.

2. That the bill specify that the program rebates apply only to Counties which have passed an “EV Ready” requirement of at least 20% of new parking spaces, or equivalent, for all new construction, excepting affordable housing, as of July 1, 2024, assuming that other Counties concur with this recommendation.

See below recommendations highlighted in red for bill language to achieve the above two outcomes.

To the first item, the City offers this suggestion in order to be consistent with the program guidelines which prioritize serving *low and moderate-income and environmental justice communities*. Installing “EV Ready” infrastructure during construction is one of the most cost effective strategies for expanding EVSE installations across the state. While it is critical residents in affordable housing also have some access to EV charging over time, the need to provide incentives to help developers absorb any up-front cost of EV-ready is greatest in our most affordable housing. By giving the program administrator this additional program design flexibility, we can help affordable housing developments prepare for and residents benefit from future EV adoption. This rebate will help avoid additional cost barriers for future EV use by low and moderate income residents.

To the second item, the City offers this suggestion as a means of supporting counties who have already, or shortly intend to, proactively support EVSE installations via the use of an “EV Ready” requirement for new construction. We note that the 2024 IECC may require an EV Ready provision, as dozens of cities and states already do. By setting this requirement, the legislature can further leverage valuable state funding to accelerate EVSE installations state-wide, and help the state to prepare for the rapid adoption of electric vehicles that is accelerating in Hawai'i and across the globe.

Thank you for the opportunity to testify in support of SB2720 SD2.

A BILL FOR AN ACT

RELATING TO ENERGY.

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

SECTION 1. The legislature finds that climate change caused by carbon emissions from burning fossil fuels poses a serious threat to the economic well-being, public health, natural resources, and environment of Hawaii. The State has committed to eliminating fossil fuels from the electricity and ground transportation sectors, abiding by the Paris Climate Accord's goal to limit the amount of global warming to less than 1.5 degrees Celsius, and achieving negative carbon emissions for Hawaii by 2045. The legislature finds that meeting the State's clean energy goals and commitments necessitates the rapid transition to zero-emission vehicles that utilize local, renewable energy sources.

The legislature further finds that the number of electric vehicles in Hawaii is rising. As more electric vehicles come to market, the ranges of electric vehicles increase and the cost of electric vehicles decrease. The legislature also finds that the number of registered electric vehicles in Hawaii increased more

than thirty per cent during 2021, while the number of registered gasoline-powered vehicles has decreased.

The legislature believes that while there is a growing interest in electric vehicles among Hawaii residents, the lack of adequate vehicle charging infrastructure presents a key barrier to widespread adoption. Many Hawaii residents, such as renters and other residents living in apartment buildings and other multi-family dwellings, lack access to electric vehicle charging stations at home and at work because a vast majority of parking facilities in the State lack electric vehicle charging stations. Recognizing that a lack of charging infrastructure remains a barrier to more widespread adoption of electric vehicles, in 2019 the legislature established an electric vehicle charging system rebate program to incentivize the installation of publicly available charging stations and charging stations that serve multiple tenants, employees, or customers, or electric vehicle fleets.

The legislature further finds that 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. Additionally, the program should work in tandem with, and not duplicate, any available federal funding to further the goal of expanding the network of electric vehicle charging systems in the State. To ensure that the program is keeping pace with market and technology changes, periodic program adjustments may be needed from time to time. Flexibility in program

implementation can help ensure that the program is adequately and sufficiently deploying rebates to priority locations in furtherance of the State's clean energy and carbon reduction goals, including in multi-family dwellings, at workplaces that can support daytime charging, in parking facilities that can support the visitor industry's transition to clean transportation, such as at hotels and rental car facilities, and in areas that will help to make the purchase of an electric vehicle a choice for Hawaii's low and moderate-income working families. Expanding rebate eligibility to a wider variety of electric vehicle charging systems can increase program participation and accelerate charging system deployment.

The purpose of this Act is to:

- (1) Provide a rebate for new Level 2 charging stations with one port;
- (2) Amend and add flexibility to the guidelines for consideration by the public utilities commission in administering the program; and
- (3) Clarify that marketing and outreach expenses are included among allowable program administration expenses.

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

"[~~§~~269-72~~]~~ Electric vehicle charging system; rebate program. (a) The public utilities commission, in consultation with electric vehicle stakeholders and the state energy office, shall administer a rebate program that incentivizes the installation or upgrade of an electric vehicle charging system, as provided in this section, and may contract with a third-party

administrator pursuant to section 269-73 to operate and manage the rebate program.

(b) An applicant may be eligible for a rebate under the rebate program if applicant's project location is within a county that has adopted a qualifying EV-ready requirement for new construction (or equivalent as determined by the program administrator) as of July 1, 2024, and the applicant:

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

- (A) An alternating current Level 2 station with ~~two~~ one or more ports that provide electricity to ~~two~~ 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 two or more ports that provide electricity to two or more electric vehicles; or
- (B) A direct current fast charging system; or

(3) Installs EV Ready infrastructure at a newly constructed affordable housing project or the portion of a project supporting affordable housing

(c) Subject to subsection (d), 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;

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

~~(C)~~ Up to \$1,000 per EV Ready circuit capable of providing level 2 EV charging installed for affordable housing

~~[(B)]~~ (D) 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;

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

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

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

~~(e)]~~ (d) The public utilities commission shall:

(1) Prepare any forms that may be necessary for an applicant to claim a rebate pursuant to this section; and

(2) Require each applicant to furnish reasonable information to ascertain the validity of the claim, including but not limited to documentation necessary to demonstrate that the installation or upgrade for which the rebate is claimed is eligible.

~~[(f)]~~ (e) This section shall apply to electric vehicle charging infrastructure that is installed or upgraded after December 31, 2019.

~~[(g)]~~ (f) Applicants shall submit applications to the public utilities commission within twelve months of the date that the newly installed or upgraded charging system is placed into service **or EV-ready infrastructure is constructed** to claim a rebate from the electric vehicle charging system rebate program. Failure to apply to the commission within twelve months of the date that the newly installed or upgraded charging system is placed into service **or EV-ready infrastructure is constructed** shall constitute a waiver of the right to claim the rebate. Rebates shall be subject to available funds and the program administrator shall not approve additional rebates for the remainder of the fiscal year after program funds have been fully exhausted.

~~[(h)]~~ (g) Nothing in this section shall alter taxes due on the original purchase or upgrade price of an electric vehicle charging system ~~[prior to]~~ before the application of the rebate. Any rebate received pursuant to the electric vehicle charging system rebate program shall not be considered income for the purposes of state or county taxes.

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

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

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

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

(4) Electric vehicle charging system rebates should support accessibility of charging to as 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.

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

"Affordable housing" means housing that is affordable to households with incomes at or below one hundred per cent of the median family 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.

'Qualifying EV Ready Requirement' means a provision in County law that requires new construction projects to install EV Ready infrastructure for at least 20% of the new parking spaces created by the project or equivalent. Such provisions shall include all commercial and multi-unit residential project types except that they may exclude projects designated as 'affordable' at or under 100% of the area median income.

"Electric vehicle ready infrastructure", commonly referred to as "EV-ready", means adequate electrical panel capacity and dedicated conduit routed from the building panel to a designated parking space for a future Level 2 EV charger.

"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."

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

"(a) The public utilities commission may contract with a third-party administrator to operate and manage any programs established under section 269-72. The administrator shall not be deemed to be a "governmental body" as defined in section 103D-104; provided that all moneys transferred to the third-party administrator shall have been appropriated by the legislature or shall be from funds provided by the federal government or private funding sources. The administrator shall not expend more than [~~ten~~] fifteen per cent of the amounts

appropriated for the rebate program or other reasonable percentage determined by the public utilities commission for administration of the programs established under section 269-72. Program administration expenses may include marketing and outreach expenses to increase program participation, if needed."

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

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)

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

SB-2720-SD-2

Submitted on: 3/14/2022 11:46:26 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

SUPPORT!

SB-2720-SD-2

Submitted on: 3/15/2022 7:42:54 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Rob Weltman	Maui Nui EV Association	Support	Written Testimony Only

Comments:

Replacement of the fossil fuel based ground transportation in Hawai'i requires a significant expansion of the public charging network. It will facilitate the expansion to allow flexibility in deployment based on the size of a parking lot and its organization. We should also not arbitrarily limit the funding to support the expansion.

Testimony in Support of SB2720

Aloha Chair and Committee Members,

I am writing on behalf of Kauai Climate Action Coalition, a large group of Kauai citizens who recognize the need for urgent action to address the climate crisis. We support SB2720 because it provides 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.

In addition, it does not create barriers to the implementation of ACT 75 nor county-specific EV charger and parking policies.

The bill removes the \$500k rebate amount limit. The expansion of the rebate program is consistent with the need to expand charging stations for battery EVs.

Most importantly, the bill adds visitor industry and low/mod income communities to the priority list. This may also help expand charging infrastructure.

The allocation of funds for marketing and admin costs should be reasonable.

Please pass SB2720.

SB-2720-SD-2

Submitted on: 3/15/2022 9:08:26 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Sylvia Dolena	Aloha Animal Advocates and Pele Lani Farm LLC	Support	Written Testimony Only

Comments:

SUPPORT SB2720

WHY IS THIS IMPORTANT? By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.



**Hawaiian
Electric**

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION**

SB 2720, SD2

Relating to Energy

March 17, 2022

9:00 AM, Agenda Item #1

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation
Hawaiian Electric Company

Aloha Chair Lowen, Vice Chair Marten, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company in **support of SB2720 SD2**, Relating to Energy, as it supports the installation of additional and reliable electric vehicle (EV) infrastructure. The EV charging system rebate program, which was established in 2019 and is currently administered by Hawaii Energy has been successful in providing supplemental funding for EV charging systems across the state. This measure allows for additional flexibility of the administration of the rebate program including expenses for marketing and outreach to increase program participation for commercial properties, fleet owners, visitor industry, and low and moderate-income and environmental justice communities.

Hawaiian Electric's Electric Vehicle Critical Backbone Study looked at the forecasted need for public and private EV charging infrastructure in the next 10 years. The backbone study projected a need of seven-times more public charging by 2030 and an even greater need for private commercial and residential charging. This insight

helped the Company focus its support and momentum for electrification of transportation through programs and initiatives such as EV-specific rates to encourage daytime charging, the Charge Up eBus make ready pilot, a proposal to expand our public charging network, and our recently approved Charge Ready Hawaii pilot. The Charge Ready Hawaii pilot will provide make ready infrastructure for EV charging systems and, in alignment with the EV charging system rebate program, focuses on publicly available commercial properties, fleet owners, and multi-unit dwellings. Hawaiian Electric is supportive of any additional marketing, outreach, and education efforts that help to reach these key locations that serve EV charging needs of current and future EV drivers.

As the largest provider of EV fast charging in the state, Hawaiian Electric Company understands the importance of reliable charging solutions as more drivers will look to public charging as a vital resource for electric mobility. Accordingly, Hawaiian Electric Company is in support of SB2720, SD2. Thank you for this opportunity to testify.



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Thursday, March 17, 2022 — 9:00 a.m.

Ulupono Initiative supports SB 2720 SD 2, Relating to Energy.

Dear Chair Lowen 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 SB 2720 SD 2, which allows for new electric vehicle charging stations having a single port to qualify for a rebate; increases flexibility for the Public Utilities Commission (PUC) to administer the Electric Vehicle Charging Station (EVCS) Rebate Program; and, allows for marketing and outreach expense to be included within allowable administration costs of the Electric Vehicle Charging Station 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 #1 barrier for 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.hawaiiensnow.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



To: The House Committee on Energy and Environmental Protection
From: Sherry Pollack, 350Hawaii.org
Date: Thursday, March 17, 2022, 9am

In support of SB2720 SD2

Aloha Chair Lowen, Vice Chair Marten, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports SB2720 SD2** that allows for new electric vehicle (EV) charging stations having a single port to qualify for a rebate, increases flexibility of the Public Utilities Commission to administer the electric vehicle charging station rebate program, and allows for marketing and outreach expense 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.

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

2022/03/15

Strong Support for SB2720 SD2

Dear Chair Lowen, Vice Chair Marten, and EEP 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 of SB2720**.

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.

Mahalo,

Sonja Kass, President KauaiEV

SB-2720-SD-2

Submitted on: 3/16/2022 6:41:00 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
laurel brier	Kauai women's caucus	Support	Written Testimony Only

Comments:

Let's truly support the transition to a fossil free transportation system and make driving an electric vehicle more doable. Make it easier for people to install charging stations.



Before the House Committee on Energy & Environmental Protection
Thursday, March 17, 2022 at 9:00am

Testimony on SB2720 SD2: Relating to Energy

Chair Lowen, Vice Chair Marten, and Members of the Committee:

Thank you for the opportunity to provide comments on Senate Bill 2720 SD2.

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).

To date, the rebates have only been distributed to qualified charging stations that power full-battery electric and/or plug-in hybrid vehicles. The rebates are distributed on a first-come, first served basis, upon confirmation that the project has been installed and is operational.

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.

As of February 2022, the program has issued rebates for the following types of EVCS:

- Level 2 – 47 new installations and 66 retrofits
- DC Fast Chargers – 1 new installation and 1 retrofit

Also as of February 2022, the rebate program's funding was as follows:

Act 142 Funding - \$400,000

Act 75 Funding - \$100,000 (bridge funding provided on July 1, 2022)

TOTAL - **\$500,000**

Total rebates paid – \$472,500

Total funding remaining - \$27,500

Projects in pipeline (based on applications received) - \$190,508

Since our February 2022 program funding update to the PUC, we have processed additional rebates. Thus, the rebate's allotted budget has been expended. Hawai'i Energy is assembling a waitlist of completed projects and once additional funding is made available, we will continue distribution of rebates to those customers.

We appreciate the efforts made by the State Legislature, the Hawai'i State Energy Office and other State agencies, and various stakeholders to make improvements to the EVCS rebate program. Thank you for the opportunity to testify on Senate Bill 2720 SD2.

Sincerely,
Brian Kealoha
Executive Director
Hawai'i Energy



Testimony Before the House Committee on Energy and Environmental Protection

By David Bissell
President and Chief Executive Officer
Kaua'i Island Utility Cooperative
4463 Pahe'e Street, Suite 1, Līhu'e, Hawai'i, 96766-2000

Thursday, March 17, 2022; 9:00 am
Conference Room #325 & Videoconference

Senate Bill No. 2720 SD2 - RELATING TO ENERGY

To the Honorable Chair Nicole E. Lowen, Vice Chair Lisa Marten 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 this measure which will make it accessible to a wider range of potential applicants.

TESTIMONY REGARDING SB 2720 SD 2**House Committee on Energy & Environmental Protection****Thursday, March 15, 2022 at 9:00 AM**

Aloha Chair Lowen, Vice Chair Marten, and Members of the Committee:

Thank you for the opportunity to provide testimony regarding SB 2720 SD 2, which would amend requirements for the Electric Vehicle Charging System Rebate Program related to eligibility and administrative flexibility. Tesla supports SB 2720 SD 2 and recommends committee approval.

SB 2720 SD 2 would expand eligibility for the electric vehicle charging system rebate for new 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 \$495¹ 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 program funding. Additionally, California Level 2 charging rebates are commonly provided per Level 2 charger and do not restrict eligibility to only Level 2 chargers with two ports.³

Tesla supports SB 2720 SD 2 providing more administrative flexibility to the program administrator to propose new and modified guidelines as appropriate in order to adjust EV rebate funding requirements in alignment with technological and market changes. Relatedly, the EV charging system rebate program is specifically designed to aid adoption of Level 2 and DCFC EV charging and reduce the costs for current and future Hawaii EV drivers. Other zero-emission vehicle technologies, such as hydrogen refueling, should be considered separately based on technical, cost, and market realities.

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>

SB-2720-SD-2

Submitted on: 3/16/2022 8:24:12 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Big Island Electric Vehicle Association	Support	Written Testimony Only

Comments:

Dear Chair Lowen, Vice-Chair Marten, and committee members,

Big Island EV Association (BIEVA) supports SB2720 SD2.

This measure will enable the expansion of public EV charging by allowing more flexibility in installing charging stations in places of public accommodation. By allowing the Commercial EV Charger Rebate program to apply to single-port chargers, property owners will be able to leverage the rebate when installing chargers per ACT 75. For instance, this will allow for two separate chargers to be installed at different locations in a parking structure.

The removal of the annual Commercial EV Charger Rebate Program cap will only expand our public charging infrastructure further.

An adequate public EV charging infrastructure is needed for the equitable transition to clean transportation. Many EV owners and would-be EV owners live in condos, apartments, and rentals where home charging is not feasible. Public charging stations make EV ownership possible for them.

Thank you for this opportunity to testify and your support of SB2720 SD2.

Noel Morin

President - BIEVA

bigislandev.org

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 16, 2022

Dear Chair Lowen, Vice-Chair Marten, and members of the Energy and Environmental Protection Committee,

Hawaii Electric Vehicle Association (Hawaii EV) supports SB2720 SD2, which *"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..."*

Hawaii EV supports all efforts to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions and local air pollution. This measure will help expand public EV charging infrastructure in our state, a key to increased electric vehicle adoption and the equitable transition to clean transportation. A ubiquitous public charging network is necessary for the democratization of electric vehicles. Residents who reside in multi-unit dwellings or rentals without access to home charging represent a significant number of potential EV owners. Reliable and accessible public charging will enable these residents to avail themselves of the many benefits of electric vehicles.

By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers and meeting the requirements of the State's EV Parking and Charging rules. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible.

Notably, **removing the annual rebate cap** will enable the further expansion deployment of more EV chargers across the state.

Overall, HB2720 SD2 will support the statewide effort to expand our public EV charging infrastructure and accelerate the adoption of clean transportation.

Thank you for this opportunity to testify.

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





DATE: March 15, 2022

TO: Representative Nicole Lowen
Chair, Committee on Energy and Environmental Protection

FROM: Tiffany Yajima

RE: **S.B. 2720, S.D.2 – Relating to Energy**
Hearing Date: Thursday, March 17, 2022 at 9:00 a.m.
Conference Room: 325

Dear Chair Lowen and Members of the Committee on Energy and Environmental Protection:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit these comments in **support** of S.B. 2720, SD2.

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. This number, however, represents only a small percentage of the total number of registered vehicles in Hawaii.

While there is a growing interest in electric vehicles, Hawaii’s charging infrastructure is lacking and presents a key barrier to broader EV adoption. Many 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.

S.B. 2720, SD2 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. Auto Innovators are supportive of these incentives because they would encourage greater adoption of passenger electric vehicles in Hawaii.

For these reasons, we respectfully ask the committee to pass this measure. Thank you for the opportunity to submit this testimony.



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

March 17, 2022, 9:00 A.M.

Video Conference

TESTIMONY IN SUPPORT OF SB 2720 SD2

Aloha Chair Lowen, Vice Chair Marten, and members of the Committees:

Blue Planet Foundation **supports SB 2720 SD2**, 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, February 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), SB 2720 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 SB 2720 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.



**TESTIMONY OF TINA YAMAKI, PRESIDENT
RETAIL MERCHANTS OF HAWAII
MARCH 17, 2022**

Re: SB 2720 SD2 RELATING TO ENERGY

Good morning, Chairperson Lowen and members of the House Committee on Energy and the Environmental Protection. 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 SB 2720 SD2 Relating to Energy. This measure 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.

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.



Environmental Caucus of The Democratic Party of Hawai'i

Energy & Climate Action Committee

Thursday, March 17, 2022, 9:00 am

House Committee on Energy and Environmental Protection

SENATE BILL 2720 – RELATING TO ENERGY

Position: Strong Support

Me ke Aloha, Chair Lowen and Vice-Chair Marten:

SB2720 allows a single-port installation of an electric vehicle recharging station to be eligible for a rebate, lifting the cap on the rebate program while limiting rebates beyond the exhaustion of available funds.

The Energy & Climate Action Committee enthusiastically supports rebates for single-port installations, to make them more generally available to the general public. The quickly growing market for electric vehicles is facilitated by this measure, and the shift is ever more urgent as the timeline for action continues to run short.

/s/ Charley Ice & Ted Bohlen, Co-Chairs, Energy and Climate Action Committee
Environmental Caucus of the Democratic Party

SB-2720-SD-2

Submitted on: 3/14/2022 5:15:37 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

SB2720 improves the ev charger rebate program. I am in favor.

SB-2720-SD-2

Submitted on: 3/14/2022 11:47:08 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Janet L Pappas	Individual	Support	Written Testimony Only

Comments:

Dear EEP,

I am in favor of rebates for EV charging stations. We need to do all we can to encourage the lease or purchase of zero-emission vehicles. Please pass SB2720 SD2.

Jan Pappas

Aiea, Hawaii 96701

SB-2720-SD-2

Submitted on: 3/15/2022 6:33:17 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Stephanie Hall Morin	Individual	Support	Written Testimony Only

Comments:

Aloha,

Yes! Let's build the infrastructure to allow for the expansion of our electric vehicles!

Mahalo

SB-2720-SD-2

Submitted on: 3/15/2022 6:41:14 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Lorn Hoku Douglas	Individual	Support	Written Testimony Only

Comments:

This will advance the implementaion of a clean fleet of Electric Vehicles in the State which will help meet ourclean transportaion goals. You consideration of this is appreciated.

SB-2720-SD-2

Submitted on: 3/15/2022 7:16:53 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Gary Miller	Individual	Support	Written Testimony Only

Comments:

I support the expansion of the EV rebate program.

As an EV owner, I appreciate that EVs will be the future of transportation in the Islands and this will help to make it available to more people as EV adoption expands.

Mahalo for your consideration on this bill,

Gary Miller

SB-2720-SD-2

Submitted on: 3/15/2022 8:04:12 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
tia pearson	Individual	Support	Written Testimony Only

Comments:

This bill will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state.

- Efforts to enable greater consumer adoption of electric vehicles is an effective way to accelerate the transition to our clean transportation future

SB-2720-SD-2

Submitted on: 3/15/2022 8:23:22 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
C. Milika'a Vierra	Individual	Support	Written Testimony Only

Comments:

I strongly support this bill.

Mahalo

SB-2720-SD-2

Submitted on: 3/15/2022 8:27:00 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John NAYLOR	Individual	Support	Written Testimony Only

Comments:

Aloha

Strong Support !

JN Makawao

SB-2720-SD-2

Submitted on: 3/15/2022 9:15:46 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Keith Neal	Individual	Support	Written Testimony Only

Comments:

I support expanding Hawaii's Electric Vehicle Charging Station initiatives.

The state of Hawaii is already behind in providing Electric Vehicle Charging Stations. Hawaii must focus on installing more EV charging infrastructure for both residents and visitors alike.

Respectful submitted,

Keith Neal

SB-2720-SD-2

Submitted on: 3/15/2022 9:16:30 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Roberta Baker	Individual	Support	Written Testimony Only

Comments:

This bill will help EV charger expansion

I support SB2720.

SB-2720-SD-2

Submitted on: 3/15/2022 9:50:07 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
ANDREW ISODA	Individual	Support	Written Testimony Only

Comments:

-SB3057 SD2 is needed so that the renewable portfolio standard (RPS) more accurately reflects the percentage of renewable energy penetration in the State, ensuring alignment with the intent of the renewable portfolio standards goals.

- This bill provides a simple, yet necessary correction to how the RPS is calculated by changing reference to energy “sales” to energy “generation”, helping to correct the overestimation of renewable energy produced in the state, and also accounting for energy losses that occur from energy transmission. It is important that this calculation is corrected to ensure that the intended outcome is achieved.

- SUGGESTED AMENDMENT: I recommend that the renewable energy target for 2030 be increased from the current 40% to 80% of generation. Accelerating our pathway to transition to 100% renewable energy is not only critically necessary, but doable, and with the added benefit that it will save us money.

SB-2720-SD-2

Submitted on: 3/15/2022 10:01:48 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Paula Miller	Individual	Support	Written Testimony Only

Comments:

My name is Paula Miller and I am a resident of Ninole, on the Hamakua Coast of the Big Island.

I strongly urge you to support SB2720 SD1.

I am in favor of all efforts to accelerate the decarbonization of our ground transportation, a significant contributor to our greenhouse gas emissions. This measure will help expand EV charging infrastructure in our state.

By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

Overall, this will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation.

Please support SB2720 SD1.

SB-2720-SD-2

Submitted on: 3/15/2022 10:22:02 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Senators,

I respectfully ask that you vote yes on SB2720 SD2 supporting EV charging station rebates.

Thank you,

Melissa Barker

Kapaa, HI

SB-2720-SD-2

Submitted on: 3/15/2022 10:25:35 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ron Reilly	Individual	Support	Written Testimony Only

Comments:

Dear Chairs Baker and Dela Cruz, Vice-Chairs Chang and Keith-Agaran, and members of the Commerce and Consumer Protection and Ways and Means Committees,

I support SB2720.

As an EV owner for over six years I appreciate the growing number of available EV charging stations including those that may only have one EV charging stall and one EV charging plug.

SB 2720 will allow a rebate for these valuable single port charging stations. Adding more charging stations increases redundancy needed for the not uncommon event that a charging station may be temporarily out of order.

I urge your support for SB2720.

Thank you for your consideration, Ron Reilly
Volcano Village, Hawaii
Member of the Hawaii EV Association

SB-2720-SD-2

Submitted on: 3/15/2022 10:56:36 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jacob Head	Individual	Support	Written Testimony Only

Comments:

Please support this bill to help move us to energy independence!

SB-2720-SD-2

Submitted on: 3/15/2022 12:10:42 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Malachy Grange	Individual	Support	Written Testimony Only

Comments:

By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

SB-2720-SD-2

Submitted on: 3/15/2022 12:57:12 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Kunitake	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lowen, Vice Chair Marten and Committee on Energy and Environmental Protection,

I support SB2720 SD2.

This bill will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state.

Efforts to enable greater consumer adoption of electric vehicles is an effective way to accelerate the transition to our clean transportation future.

Please support SB2720 SD2.

I appreciate the opportunity to provide testimony in support of SB2720 SD2. Thank you for your time and attention to this matter.

Mahalo,

Caroline Kunitake

SB-2720-SD-2

Submitted on: 3/15/2022 1:17:51 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Racquel Segato-Figueroa	Individual	Support	Written Testimony Only

Comments:

Aloha! I am a resident of Kaua'i. To mitigate climate change my family has made the transition to EVs. On Kaua'i, there are very limited public charging stations, many of which are out of order, which is very frustrating for those of us who are trying help lead our state to 100% renewable energy and carbon neutral. This bill would help expand the public charging infrastructure, giving more residents the ability to make the transition to EVs, and even rental car fleets and public transportation. By making EV adoption easier we will accelerate Hawai'i's transtion to a clean transportation future. Please support SB2720 SD2! Mahalo!

SB-2720-SD-2

Submitted on: 3/15/2022 1:54:08 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jesse Palmer	Individual	Support	Written Testimony Only

Comments:

We need much more wide deployment of electric vehicle charging infrastructure if we are going to fully electrify Hawaii's transportation industry. This bill is an important step in reaching that goal.

SB-2720-SD-2

Submitted on: 3/15/2022 2:31:21 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

Members of the EEP Committee,

I am in strong support of SB2720. As the owner of an electric vehicle I was in the fortunate position that I could afford to install a charging station at my home. Having charging stations available throughout Oahu would be a benefit to me and to others. It would encourage others to purchase an EV knowing that charging will be available. it is an effective way to accelerate the transition to electric vehicles.

Thank you,

Virginia Tincher

SB-2720-SD-2

Submitted on: 3/15/2022 2:56:26 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Gordon Karsin	Individual	Support	Written Testimony Only

Comments:

This is helpful for EV charger expansion and can increase the amount of funds for the EV Charger Rebate progra

SB-2720-SD-2

Submitted on: 3/15/2022 3:39:38 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Andrea Quinn	Individual	Support	Written Testimony Only

Comments:

Dear Honorable Committee Members:

Please support SB2720.

Thank you for the opportunity to present my testimony.

Andrea Quinn

Kihei, Maui

SB-2720-SD-2

Submitted on: 3/15/2022 6:09:06 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Latkiewicz	Individual	Support	Written Testimony Only

Comments:

By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

SB-2720-SD-2

Submitted on: 3/15/2022 6:43:52 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Travis Idol	Individual	Support	Written Testimony Only

Comments:

I am in strong support of this bill. It will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state. Now that EVs with greater range are available, and there is a much wider range of EVs now being manufactured, the major obstacle to greater adoption is a widely distributed charging infrastrure. Give the PUC the flexiblility it needs to incentivize the installation of EV charging stations by passing this bill. Show our commitment to a fossil fuel-free transportation future by supporting the development of the EV charging infrastructure we need to make this happen!

SB-2720-SD-2

Submitted on: 3/15/2022 7:23:28 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Koohan Paik	Individual	Support	Written Testimony Only

Comments:

STRONG SUPPORT

SB-2720-SD-2

Submitted on: 3/15/2022 7:40:02 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Sherri Thal	Individual	Support	Written Testimony Only

Comments:

Aloha,

I strongly support SB2720 SD2 because it's now or never to adopt clean transportation infrastructure across our state that will enable consumers to more easily utilize electric vehicles. This bill does just that!

Mahalo,

Sherri Thal, Keaau, HI 96749

SB-2720-SD-2

Submitted on: 3/15/2022 8:32:51 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Vivien Lee and Charlie Reppun	Individual	Support	Written Testimony Only

Comments:

We strongly support this bill because it will increase electric vehicle use in Hawaii. The sooner we convert to electric transportation the better. We are facing a climate emergency and major steps must be taken to avert serious consequences. This bill is a small step in the right direction. Thank you.

Charles Reppun and Vivien Lee

SB-2720-SD-2

Submitted on: 3/15/2022 8:43:40 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shannon Rudolph	Individual	Support	Written Testimony Only

Comments:

Support

SB-2720-SD-2

Submitted on: 3/15/2022 9:18:23 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Kris Matsumoto Wong	Individual	Support	Written Testimony Only

Comments:

I support SB 2720 SD. Please pass this bill that seems common sense and supported by the Department of Transportation, among others.

Benjamin Duke

Kailua-Kona

March 15, 2022

Re: SB2720

Committee on Energy and Environmental Protection

Rep. Nicole Lowen, Chair

Rep. Lisa Marten, Vice Chair

Aloha Chair Lowen, Vice Chair Marten, and Members of the Committee,

I would like to express my support for SB2720. I believe that climate change is the biggest issue that our state faces. This bill will not only address climate change. This bill will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state. Efforts to enable greater consumer adoption of electric vehicles is an effective way to accelerate the transition to our clean transportation future. I live near a highway and believe the air quality is compromised by all of the emissions from gas-powered cars. We can improve our state's air quality by supporting the transition to electric vehicles. Our state will become increasingly vulnerable to climate change if we don't reduce our carbon footprint. Our state can lead the way by passing legislation such as this.

Mahalo for your consideration,

Benjamin Duke

SB-2720-SD-2

Submitted on: 3/15/2022 11:00:42 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Nanette Vinton	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lowen, Vice-Chair Marten, and EEP Committee Members,

I am writing in **support** of SB2720 SD2 which allows for new electric vehicle charging stations and certain upgrades having a single port to qualify for a rebate.

As a long-time EV owner, I am happy to see the significant EV growth in our state over the past few years. However, the rate of EV charger growth has not matched the rate of EV adoption. Rebates for EV charger installation are important to incentivize property owners/users to add chargers to their sites.

Respectfully submitted,

Nanette Vinton

Mililani, HI

SB-2720-SD-2

Submitted on: 3/15/2022 11:02:20 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
JON BRODZIAK	Individual	Support	Written Testimony Only

Comments:

As a long-time Kaimuki resident, I fully support SB2720 SD2. You guys need to pass SB2720 now and ensure that it is implemented immediately. This bill will improve the infrastructure needed to support more electric vehicles in Hawaii by providing direct and appropriate incentives to build or upgrade EV charging stations. This is a wise investment and the bill is well-crafted to improve the common welfare of all Hawaiians and welcome visitors. In particular I note that SB2720 bill does not allow rebates to be issued for installing charging stations to serve single persons which is consistent with the goal of maximizing the benefits of having more charging stations for all Hawaiians. Please do the smart thing and invest in a clean energy transportation system for Hawaii now. The global climate is changing rapidly and it would be unwise to defer the inevitable need to support EV use with more charging stations. Thanks very much and mahalo for listening.

Sincerely yours,
Jon Kenton Tarsus Brodziak

SB-2720-SD-2

Submitted on: 3/16/2022 12:33:25 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jennifer Azuma Chrupalyk	Individual	Support	Written Testimony Only

Comments:

Can the State please put a charging station by the Hana Airport? The closest known ECS to Hana is some 45 miles away.

SB-2720-SD-2

Submitted on: 3/16/2022 3:56:19 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Priscilla Rodriguez	Individual	Support	Written Testimony Only

Comments:

This is helpful for EV charger expansion and can increase the amount of funds for the EV Charger Rebate program

SB-2720-SD-2

Submitted on: 3/16/2022 8:16:11 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
P Noel Bobilin	Individual	Support	Written Testimony Only

Comments:

Aloha, I support this bill because it will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state. it will also enable greater consumer adoption of electric vehicles is an effective way to accelerate the transition to our clean transportation future.

Thank you

Noel Bobilin

Fern Forest Hawaii

SB-2720-SD-2

Submitted on: 3/16/2022 8:21:23 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Shannon Matson	Individual	Support	Written Testimony Only

Comments:

Aloha Chair and Committee members,

This is crucial infrastructure we need to be focusing on now. My understanding is that this bill will allow single-port chargers to be qualified for the Electric Vehicle Charging Rebate. This will allow charging station hosts to have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

This will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state.

Enabling and supporting greater consumer adoption of electric vehicles is an effective way to accelerate the transition to our clean transportation future.

Mahalo,

Shannon Matson

SB-2720-SD-2

Submitted on: 3/16/2022 8:56:01 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jim Scancella	Individual	Support	Written Testimony Only

Comments:

This is a positive Bill that should be approved.

SB-2720-SD-2

Submitted on: 3/16/2022 9:39:49 AM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Cheryl Ho	Individual	Support	Written Testimony Only

Comments:

Aloha, Chair and Members of the EEP Committee!

This bill will support the statewide effort to expand our EV charging infrastructure and accelerate the adoption of clean transportation across the state.

A rebate would encourage more residents with lower and moderate incomes to look for and purchase EVs. Currently, the cost of EVs is prohibitive.

For the sake of our environment and the survival of our planet, I urge you to pass SB2720 SD2!!

Mahalo!

Cheryl O. Ho, Nu‘uanu

SB 2720 SD 2 TESTIMONY

To: House Committee on Energy and Environmental Protection
Hearing on March 17, 2022 at 9:00 a.m.

From: John Kawamoto

Position: Support

Transportation represents a large sector of the economy. Gas powered personal vehicles have become so popular because, among other reasons, 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. We are trying to avoid a global climate disaster that threatens to undermine civilization as we know it. To accelerate the transition to electric vehicles, easy access must be provided to electric vehicle charging stations.

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.

SB-2720-SD-2

Submitted on: 3/16/2022 1:53:04 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Dear Legislators,

I strongly support bill SB2720 SD2 and urge you to also support efforts for our climate. By allowing single-port chargers to be qualified for the Electric Vehicle Charging Rebate, charging station hosts will have more flexibility in deploying their chargers. The lower rebate amount will be helpful in situations where a host would like to have charging ports in separate parts of a parking structure or where only one parking slot is possible. Further, removing the annual rebate cap will allow more site owners to deploy chargers.

Mahalo,

Diane Ware, 99-7815 Kapoha Pl, Volcano Hi 96785

SB-2720-SD-2

Submitted on: 3/16/2022 4:42:46 PM

Testimony for EEP on 3/17/2022 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
GORAN RAD	Individual	Support	Written Testimony Only

Comments:

I support his BILL. PLEASE SUPPORT THIS BILL. Please help EV Chargers get installed more readily around the state. This will allow more people to feel confident to buy EVs and less dependence on FOREIGN oil. THIS IS A VERY IMPORTANT BILL for our EBV infrastructure. PLEASE SUPPORT. Thank you !