



**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 1, 2022  
3:00 P.M.  
State Capitol, Teleconference

**S.B. 2720**  
**RELATING TO ENERGY.**

Senate Committee on Transportation

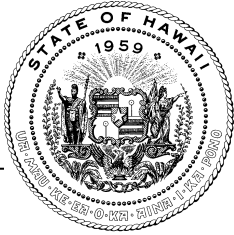
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The Department of Transportation (DOT) **supports** this measure that supports expansion of electric vehicle charging stations to in turn support proliferation of electric vehicles in our state.

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.



# 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  
**SENATE COMMITTEE ON TRANSPORTATION**

Tuesday, February 1, 2022  
Time 3:00 PM  
State Capitol, Via Videoconference

**COMMENTS  
SB 2720  
RELATING TO ENERGY.**

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments on SB 2720, which allows for new electric vehicle 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.

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. HSEO is currently reviewing the bill and engaging with State agencies and stakeholders to better understand the implications. HSEO stands ready to work with legislators on this legislation to advance the State decarbonization policy objectives.

Thank you for the opportunity to testify.

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

TO THE  
SENATE COMMITTEE ON  
TRANSPORTATION

February 1, 2022  
3:00 p.m.

Chair Lee and Members of the Committee:

**MEASURE:** S.B. No. 2720

**TITLE:** RELATING TO ENERGY.

**DESCRIPTION:** Allows for new electric vehicle 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. Allows for marketing and outreach expense to be included within allowable administration costs of the electric vehicle charging station rebate program.

**POSITION:**

The Public Utilities Commission (“Commission”) offers the following comments for consideration.

**COMMENTS:**

The Commission appreciates the intent of this measure to expand the scope 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.

Thank you for the opportunity to testify on this measure.



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE SENATE COMMITTEE ON  
TRANSPORTATION**

**SB 2720**

**Relating to Energy**

February 1, 2022

3:00 PM, Agenda Item #6

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric Company

Aloha Chair Lee, Vice Chair Inouye, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company in **support of SB2720**, 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 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 is in support of SB2720. Thank you for this opportunity to testify.



Before the Senate Committee on Transportation  
Tuesday, Feb. 1, 2022 at 3:00p.m.

Testimony on SB2720: Relating to Energy

Chair Lee, Vice Chair Inouye, and Members of the Committees:

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

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.<sup>1</sup>

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 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.

Sincerely,  
Brian Kealoha  
Executive Director  
Hawai'i Energy

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



## SENATE COMMITTEE ON TRANSPORTATION

February 1, 2022, 3:00 P.M.

Video Conference

### TESTIMONY IN SUPPORT OF SB 2720

Aloha Chair Lee, Vice Chair Inouye, and Committee members:

Blue Planet Foundation **supports SB 2720**, 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 17,000 EVs registered in the state,<sup>1</sup> 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."<sup>2</sup> Unlike gasoline car owners, 80% of EV drivers charge their cars at home or at work.<sup>3</sup> 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.

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<sup>1</sup> DBEDT Monthly Energy Trends, December 2021 (<http://dbedt.hawaii.gov/economic/energy-trends-2/>).

<sup>2</sup> *Global EV Outlook 2017*, International Energy Agency, June 2017, <https://www.iea.org/reports/global-ev-outlook-2017>.

<sup>3</sup> *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.



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: January 30, 2022

TO: Senator Chris Lee  
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **S.B. 2720 – Relating to Energy**  
**Hearing Date: Tuesday, February 1, 2022 at 3:00 p.m.**  
**Conference Room: Video Conference**

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Dear Chair Lee, Vice Chair Inouye, and Members of Committee on Transportation:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of S.B. 2720.

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.

S.B. 2720 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 would 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.



## TESTIMONY REGARDING SENATE BILL 2720

Senate Committee on Transportation

Tuesday, February 1, 2022 at 3:00 PM

Aloha Chair Lee and Members of the Committee:

Thank you for the opportunity to provide testimony regarding SB 2720, which would amend requirements for the electric vehicle charging system rebate program related to eligibility and administrative flexibility.

SB 2720 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 \$550<sup>1</sup> compared to dual port Level 2 charging stations which can exceed \$1,349,<sup>2</sup> 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. Additionally, 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.<sup>3</sup> We support SB 2720's expansion to include Level 2 chargers with one port as it provides applicants with expanded equipment options and could allow state rebate funding to go further. Similarly, we also recommend expanded program eligibility for Level 2 chargers with one port for upgraded or replaced electric vehicle charging stations.

SB 2720 also proposes to require direct current fast charging ("DCFC") systems rebated to provide connectors that support at least two charging standards. This change would result in additional costs for a Tesla DCFC station, or Supercharger station, and reduce the value of the \$35,000 rebate per DCFC station, which is already restricted to two rebates per customer. Notably, the State of Hawaii currently has 41 DCFC station locations to date, all of which are small in terms of the number of ports per site compared to other states, with an average of only 2 DCFC chargers per site.<sup>4</sup> Tesla's first Supercharging station in Hawaii, located in the Pearlridge Center in Aiea, is the largest single DCFC site in Hawaii with 6 chargers.<sup>5</sup> Tesla Supercharger stations in North America average at 10 chargers per site and typically

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

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

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

<sup>4</sup> [https://afdc.energy.gov/fuels/electricity\\_locations.html#/analyze?fuel=ELEC](https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?fuel=ELEC)

<sup>5</sup> <https://www.tesla.com/findus>



range from 8 to more than 24 chargers. Tesla aims to build Supercharger stations with as many chargers as feasible in order to serve the greatest number of electric vehicles per site. The more chargers per site, the more electric vehicles the \$35,000 per DCFC station rebate can support. Tesla hopes to open additional supercharging stations in Hawaii with more chargers per site. Importantly, Tesla Supercharger stations will serve a majority of the electric vehicle drivers in Hawaii, given that Tesla vehicles make up over 70% of the electric vehicles in Hawaii today capable of fast charging.<sup>6</sup> We urge eligibility for the DCFC rebate to be agnostic to connector type in order to encourage and fund charging stations with more chargers in order to best serve a majority of the electric vehicles in Hawaii.

Thank you for the opportunity to submit this testimony.

Noelani Derrickson

Tesla

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<sup>6</sup> [https://afdc.energy.gov/fuels/electricity\\_locations.html#/analyze?fuel=ELEC](https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?fuel=ELEC)



## ATTACHMENT 1

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### **[§269-72] Electric vehicle charging system; rebate**

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

...

(4) Electric vehicle charging system rebates should support accessibility of charging to as many electric vehicle drivers as feasible ~~by requiring total direct current fast charging systems installed and rebated a single site to provide connectors that support at least two charging standards;~~  
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.

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Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEE ON TRANSPORTATION  
Tuesday, February 1, 2022 — 3:00 p.m.

**Ulupono Initiative supports SB 2720, Relating to Energy.**

Dear Chair Lee 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**, 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 stations<sup>1</sup>. While great 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.

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

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<sup>1</sup> 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/>



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 Senate Committee on Transportation  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, February 1, 2022, 3pm

**In support of SB2720**

Aloha Chair Lee, Vice Chair Inouye, and Transportation 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** 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



**SB-2720**

Submitted on: 1/31/2022 1:42:03 PM

Testimony for TRS on 2/1/2022 3:00:00 PM

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

Comments:

Aloha Chair Lee, Vice Chair Inouye, and Transportation Committee members,

On behalf of Our Revolution Hawaii's 5,000 members and supporters we **Strongly Support passage of SB2720.**

Our Revolution Hawaii is in full support of SB2720 as it will help expand EV 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 you kind attention,

Dave Mulinix, Organizer

Our Revolution Hawaii

**LATE**



*Hawaii Automobile Dealers Association*

Written Testimony by

**David H. Rolf, Executive Director, Hawaii Automobile Dealers Association**

for the

**SENATE COMMITTEE ON TRANSPORTATION**

Tuesday, February 1, 2022

Time 3:00 PM

State Capitol, via Videoconference

**in SUPPORT SB 2720  
RELATING TO ENERGY**

Chair Lee, Vice Chair Inouye, and members of the committee:

HADA strongly supports Hawaii's transition to electric vehicles.

Hawaii new car dealers are in support of the SB 2720, 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 SB 2720 and request that it be passed on to its next committee for further consideration.

