



Hawaii State Energy Office EV Ready Fact Sheet

Hawaii is the most oil-dependent state in the United States with more than 95% of its energy supplied by imported fossil fuels. Ground transportation accounts for 30% of liquid fuel use in Hawaii. High dependence on imported fuels makes Hawaii's economy highly vulnerable to fluctuations in the price of oil.

Hawaii is committed to reducing petroleum dependency through a comprehensive transportation strategy that includes the integration of electric vehicles (EV) and charging networks with renewable energy. Today, Hawaii is navigating a clean transportation future and taking great strides toward accelerating the deployment of EVs and related charging infrastructure.

EVs fit comfortably into Hawaii's energy-saving goals because they can use energy produced locally from the state's abundant wind energy, wave energy, geothermal energy, ocean-thermal energy, and bio-fuel energy. EVs will strengthen Hawaii's economy and increase energy security.

Abundant renewable resources; favorable climate and geography; and government, utility, and industry commitment to a clean energy future; combined with a collective can-do spirit, make Hawaii a leader in transportation transformation, and a leader in EV implementation. A world-class tourist destination and a central hub for international business travel; Hawaii is uniquely positioned to be an international showcase for EV technologies.

State of Hawaii Primed for EVs

The state of Hawaii has been working toward implementing EVs and charging stations for almost two decades. All that work means Hawaii is primed and ready for EV use to help meet the state's goal of reducing ground transportation fuel use 70% by 2030. Ways the state is meeting this goal include:

- The Hawaii Center for Advanced Transportation Technologies (HCATT) has focused on energizing the transportation technologies industry in Hawaii to support military and commercial applications that contribute to improving economic competitiveness and to decrease our nation's dependence on imported petroleum since 1993. Under U.S. Department of Defense and U.S. Department of Transportation programs, HCATT develops and demonstrates advanced energy storage systems; electric and hydrogen fuel cell vehicles; vehicle charging infrastructure; and advanced vehicle conversions and maintenance.
- The Hawaii Clean Energy Initiative (HCEI) is a public-private partnership between Hawaii, the U.S. Department of Energy (DOE), and many other government and private groups that provides a framework for reducing Hawaii's dependence on imported fossil fuels by at least 70% by 2030. Specifically 40% of Hawaii's electricity must be generated by renewable resources including solar, wind, geothermal, hydropower, and biofuels, and 30% of demand must be reduced through energy efficiency measures. HCEI has set a transportation goal of 70% petroleum reduction by 2030, or an approximate 385 million gallons per year for ground transportation. The HCEI Transportation Working Group is dedicated to transforming Hawaii's ground transportation sector to be less dependent on petroleum while accelerating the adoption of alternative-fuel vehicles in Hawaii. Transportation strategies include: improving standard vehicle efficiency of the fleet, reducing vehicle miles traveled, incorporating renewable fuels into the transportation section, and accelerating the deployment of EV and supporting infrastructure.

- A 2008 energy agreement between the state of Hawaii and the Hawaiian Electric Company (HECO) to accelerate energy efficiency and renewable energy. The agreement calls for the deployment of EVs and for the state and HECO to create an environment that will enable broad adoption of EVs. In addition, HECO has joined with major mainland utilities to work to bring EVs to widespread use in our country.

Programs

Numerous programs help the state of Hawaii strive toward reducing petroleum use and increasing EV use and infrastructure, including:

- \$4.5 million of DOE's State Energy Program American Recovery and Reinvestment Act stimulus funding allocated in 2009 to the Transportation Energy Diversification EV Ready Program (EV Ready) to accelerate EV adoption and charging equipment in Hawaii. EV Ready funding in the form of rebates and grants is available to Hawaii residents and businesses for the purchase of EVs and installation of charging equipment.
- HECO's EV Time of Use Pilot Rates, enacted by the Hawaii Public Utility Commission in October 2010 are open to 1,000 customers on Oahu, 300 in Maui County, and 300 in Hawaii County. Commercial and residential customers can participate in the pilot program, which incentivizes the charging of EVs during off-peak hours by charging less per kilowatt-hour during these times.
- \$1.4 million in Recovery Act funding for the EV Ready program to accelerate the deployment of EVs and charging stations. Qualified residents, businesses, government agencies, and non-profits can receive rebates for the purchase of new electric vehicles (20% of the EV price with a maximum of \$4,500), and for the purchase and rebates for the installation of electric vehicle chargers (30% of the charging system cost, up to \$500). Rebates are available until January 31, 2012, or until rebate program funds are exhausted. From early January to mid-November, 405 rebates have been approved for 237 electric vehicles and 168 chargers, with approximately \$497,551 remaining in funding.
- \$475,500 in EV Ready funding allocated to the state of Hawaii Department of Accounting and General Services Automotive Management Division to lead-by-example through the purchase of EVs for the state motor pool, and for the installation of charging stations at public lots and state motor pool. There are 5 charging stations at State-owned buildings downtown Honolulu including one public charger in the State Capitol basement and one public charger at the First Circuit Court building. There are also 8 EVs in the State motor pool.
- \$2.6 million in Recovery Act-funded grants awarded to six organizations in 2011 to promote, install, and deploy charging stations and EVs across the state of Hawaii. Backed by matching funds, program grants ranged from \$50,000 to \$854,000 to attract first-market-release of EVs, build local knowledge, and showcase Hawaii's opportunities for clean energy through the deployment of EVs.

EV Ready awardees include

- Better Place. For installation of charging stations across the state and the introduction of EVs to a rental car fleet
- AeroVironment. For installation of charging stations across the state, conducting grid integration analysis, and accelerating EV introduction to dealerships and vehicle fleets
- GreenCar Hawaii. To introduce EVs to car-sharing services within the hospitality industry
- County of Kauai. For installation of charging stations across Kauai and the purchase EVs for the County fleet
- City & County of Honolulu. For installation of charging stations on Oahu, purchase of EVs for City and County fleet, and streamlining City and County of Honolulu's residential EV permitting process
- Plug In America. To develop the Hawaii EV Ready Guidebook and conduct public education and outreach.

These six contracts developed under the EV Ready program will lead to approximately 220 charging stations installed, at roughly 120 sites across all counties. Additionally 18 EVs (minimum) are to be introduced to several public and private fleets.

Partnerships

Numerous partnerships between local Hawaiian entities, the state, and the private sector are making EVs a success in Hawaii, including:

- The Hawaii Automotive Dealers' Association (HADA)'s committee "to guide in the deployment of the new automotive technologies that use renewable fuels, or conserve fossil fuels and use them more efficiently " As a direct result, HADA has worked with Hawaii EV dealers to implement EV readiness training and education, install charging infrastructure at EV dealerships across Hawaii, and featured EVs at the annual First Hawaiian International Auto Show. HADA continues to play an

active role in HCEI and is currently coordinating the award of an EV to the winner of Hawaii's 2012 State Teacher of the Year.

- The state of Hawaii's Definitive Agreement with Nissan North America to promote the use of EVs and charging infrastructure in Hawaii. Nissan North America, Inc. announced Hawaii to be one of its initial launch markets for the all-electric Nissan LEAF in the United States beginning in early 2011. Nissan reports 1,400 Leaf "hand-raisers" and over 400 reservations.
- CT&T, a Korean-based EV manufacturer and the state of Hawaii's memorandum of understanding (MOU) to support CT&T's plan for Hawaiian EV regional assembly and sales facility.
- In December 2011, Mitsubishi Motors North America, Inc. will make the first customer retail delivery of the electric-powered 2012 Mitsubishi i in Honolulu, Hawaii. Hawaii is the first state to receive the North American version of the company's EV, Mitsubishi i. In June 2011, Mitsubishi Motors North America, Inc., and the state of Hawaii entered into an MOU aimed to improve awareness and adoption of EVs in Hawaii and to assist in rapid deployment of EV charger infrastructure.
- Nearly \$300,000 from DOE awarded to the University of Hawaii Maui College in partnership with the Hawaii State Energy Office within the Department of Business, Economic Development, and Tourism; Honolulu Clean Cities Coalition; and the University of California San Diego to accelerate the adoption of EVs. Grant partners will collectively develop a plan to implement an EV charging permitting process, incentives, policies, and a renewable energy grid system analysis for the deployment of EVs and charging infrastructure. The plan will help provide a model that can be adapted for broader application across the state.

Project Deployment

Thanks to the success of EV programs and partnerships, EV projects are being deployed around the state. Some project highlights include:

- The Hawaii Renewable Energy Development Venture's selection of Better Place to deploy 10 charge spots to support seven EVs throughout Oahu. The company, a project of the Hawaii-based non-profit Pacific International Center for High Technology Research, will use its network management software along with the charge spots to demonstrate the integration of EV charging infrastructure with the local utility grid, track driver behavior and vehicle performance, and show how to optimize EV network infrastructure. Project partners include Kyo-ya, owner of the Sheraton-branded properties in Hawaii, Hawaii Natural Energy Institute, and HECO. The cost of the pilot project is co-funded through DOE and the Hawaii Renewable Energy Development Venture.
- The City and County of Honolulu added an additional 20 new hybrid-electric buses destined for Honolulu roads to TheBus program, expanding the city's hybrid fleet to 80 buses.
- Governor Neil Abercrombie unveiled the first EV charger at the Hawaii State Capitol in July 2011, located in the building's underground parking garage.
- Chrysler Group, LLC announced collaboration with the Hawaii Natural Energy Institute to supply a test fleet of 14 plug-in hybrid electric pickup trucks (Dodge Ram 1500) with vehicle-to-grid capabilities for demonstration purposes.
- The Ford Motor Company selected Honolulu as one of 25 cities that are EV-ready and will have an increasing number of green-car sales.
- Under the EV Ready program, the City and County of Honolulu streamlined the residential EV charger permitting processes, making permits available online for the installation of home charging stations.
- Enterprise Rent-A-Car became the first rental company in Hawaii to offer EVs and install charging stations. Enterprise Rent-A-Car on Oahu plans to have 30 EVs by the end of 2011 and has chosen Hawaii as one of only five states to introduce EVs for rental. Charging stations are part of an EV network funded through the Hawaii EV Ready program.
- Maui was selected as the site for a smart grid renewable energy demonstration project, with an investment of approximately \$37 million from the Japan-based New Energy and Industrial Technology Development Organization. The project will use renewable energy resources, such as solar and wind power, and prepare the island's power system for the widespread use of EVs. Installation of the smart-grid technology is expected to begin in late 2012, with the project becoming operational in 2013. The project is scheduled to run from 2013 to 2015.

- DOE's Advanced Vehicle Testing Activity program, under the direction of the Idaho National Laboratory, currently sponsors the Plug-in Hybrid EVs (PHEV) program in Hawaii, consisting of six PHEVs on the islands of Oahu and Maui. Participants testing the converted PHEVs include the University of Hawaii, Maui Electric Company, the County of Maui, HECO, and the U.S. Air Force.
- Wheeler Army Airfield began demonstrating the Army's first smart-charging microgrid, one step in a bid to make the installation energy independent. The prototype consists of 25 kilowatts of solar power array, 200 kilowatt-hours of battery storage, and four EVs and Level 2 EV chargers. The system has the ability to provide instant backup power to support three buildings for 72 hours, including the Garrison Headquarters. The microgrid system was developed by the Army Tank Automotive Research, Development, and Engineering Center along with private industry partners.

Policies

Various Acts have been enacted in Hawaii since the mid-90s to help with the deployment of EVs and EV infrastructure, including:

- Act 290, 1997. This bill instated EV license plates, permitting EVs to park for free at state and county facilities, including parking meters, and allows EVs access to Hawaii high-occupancy-vehicle lanes with a single occupant.
- Act 155, 2009. This bill amended Hawaii's renewable energy law to require Hawaii's electric utility companies to provide at least 25% renewable energy by 2020 and 40% renewable energy by 2030.
- Act 156, 2009. This law requires any parking lot with at least 100 or more parking stalls available to the public to set aside 1% of parking spaces for EVs by December 31, 2011. At least one parking spot designated for EVs is required to be equipped with an EV charging capability. This law also establishes the development of non-fossil fuel transportation as a state policy goal and requires state and county agencies to lead-by-example in purchasing EVs and other alternative-fuel vehicles.
- Act 186, 2010. This law prohibits covenants, deed restrictions, and similar agreements in multi-family or townhouse associations from barring the installation of EV charging stations. This law allows private entities to adopt rules reasonably restricting the placement and use of charging systems provided that those restrictions do not prohibit the placement or use of the charging systems altogether.

Targets & Status

HCEI transportation "targets" are goals toward meeting the HCEI 70% clean energy objective for transportation. These targets are very aggressive and reflect the transformational change needed to meet Hawaii's transportation clean energy goals. They are not market projections. Actual EV penetration levels will be a function of market forces such as, vehicle price and availability, fuel price, availability of government incentives, and consumer behavior and preferences.

HCEI EV Targets	Year				Total Fuel Reduction (2030)
	2015	2020	2025	2030	
Annual Sales	4,000	10,000	20,000	30,000	75 Million Gallons a Year by 2030 reduced via EV Adoption in Hawaii
Total Market Penetration	10,000	50,000	100,000	2100,000	

Registered EVs in Hawaii

- As of November 2011, there were 970,401 registered taxable gasoline passenger vehicles in the state, 7.0% increase from the same period last year (November 2010).
- There were 10,604 registered passenger hybrid vehicles, accounted for 1.1% of the total 990,325 registered passenger vehicles in November 2011, and represented an increase of 204 vehicles or 2.0% from October 2011.

- There were 563 registered taxable electric passenger vehicles or an increase of 256.3% from November 2010. The number of registered taxable electric passenger vehicles increased by 14 or 2.6% from October 2011.

EV Chargers in Hawaii

- By April 2012, approximately 220 charging stations, at roughly 120 sites across all counties will be installed across the state of Hawaii, as part of the EV Ready grant program. Some chargers will have the capacity to charge more than one vehicle at time. Additionally, EV Ready rebate funding is available for approximately 280 EVs and 280 chargers. These will be a mixture of both residential and publically available chargers.
- Many public and private businesses are in the process of installing publically available EV chargers. The state expects many EV chargers to become available in late 2011 or early 2012. Chargers are being installed at local auto dealers, rental car locations, and private businesses for fleet and corporate use. Some charge station owners have invited EV owners to charge if needed until more public chargers are available.
- For a complete and continuously updated list/map of EV chargers in Hawaii visit the Hawaii EV Charging Station Location Database at electricvehicle.hawaii.gov or The Alternative Fuels and Advanced Vehicles Data Center's Alternative Fuels Station Locator. <http://www.afdc.energy.gov/stations/>

How far can I drive per hour of charging?

- Estimates are based off of data provided by www.fueleconomy.gov

<p>Leaf example: Level II charger 3.3 kW (on-board charger) x 1 hour $\div 0.34$ kWh / mile (EPA) = 9.7 miles <i>About 9 3/4 miles per hour of Level II charging</i></p>	<p>Volt example: Level II charger 3.3 kW (on-board charger) x 1 hour $\div 0.36$ kWh / mile (EPA) = 9.2 miles <i>About 9 1/4 miles per hour of Level II charging</i></p>	<p>Mitsubishi i example: Level II charger 3.3 kW (on-board charger) x 1 hour $\div 0.30$ kWh / mile (EPA) = 11 miles <i>About 11 miles per hour of Level II charging</i></p>
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How much does it cost to drive an EV in Hawaii?

- Estimates are based off of data provided by www.fueleconomy.gov

<p>Leaf example 34 kWh/100 mile $\times \\$0.30 / kWh$ = 11 cents / mile</p>	<p>Volt example 36 kWh/100 mile $\times \\$0.30 / kWh$ = 11 cents / mile</p>	<p>Mitsubishi i example 30 kWh/100 mile $\times \\$0.30 / kWh$ = 9 cents / mile</p>	<p>Average Hawaii car (gasoline) \$4.00 / gal $\div 20$ miles / gal = 20 cents / mile</p>	<p>Nissan Versa (gasoline) \$4.00 / gal $\div 27$ miles / gal = 15 cents / mile</p>
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Contact

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