

# **National Electric Vehicle Infrastructure (NEVI) Hawai'i State Plan Addendum**

**September 2022**

## Overview

The Hawai‘i Department of Transportation (HDOT) provides the enclosed additional information to the NEVI Hawai‘i State Plan that it submitted to the U.S. Joint Office of Energy and Transportation on July 29, 2022. This addendum reflects discussions and exchanges of information that occurred since this date.

### HDOT NEVI State Plan Webpage

On August 11, 2022, HDOT launched a page on its website and posted its draft NEVI Hawai‘i State Plan there. The page may be accessed at this link:

<https://hidot.hawaii.gov/highways/hawaii-nevi-state-plan/>

### Inquiries/Outreach

Since submitting the NEVI Hawai‘i State Plan, HDOT received a number of requests to access and review the plan. These inquiries and, subsequent discussions in some cases, have included the Hawai‘i Tourism Authority, Hawai‘i Green Growth, representatives of rental car firms, and manufacturers and distributors of electric vehicle supply equipment.

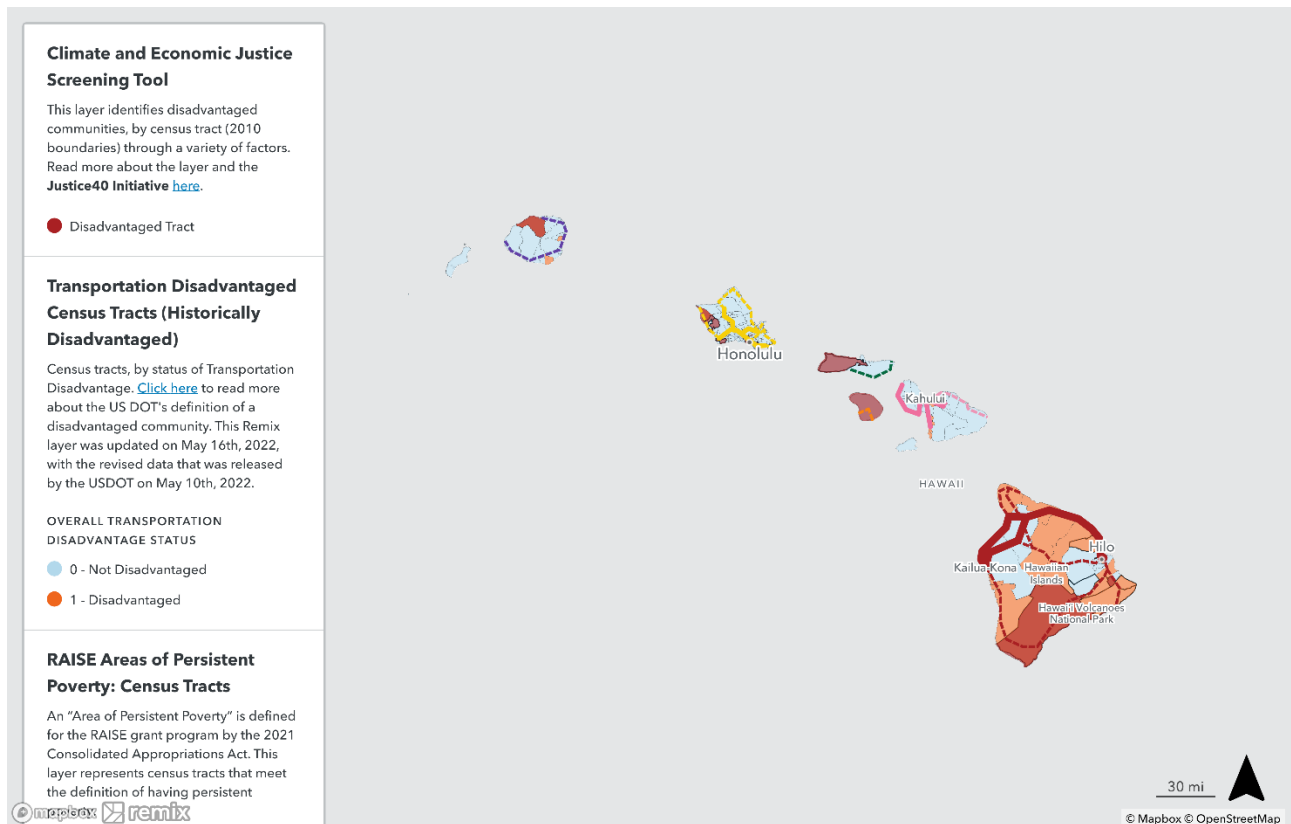
In addition, HDOT has continued discussions with NEVI stakeholders to prepare for the installation of the first chargers upon approval of the State Plan. These meetings and discussions have involved members of the Hawai‘i congressional delegation, County of Hawai‘i, City and County of Honolulu, County of Kaua‘i, O‘ahu Metropolitan Planning Organization, Hawaiian Electric Company, and Kaua‘i Island Utility Cooperative.

### Equity Considerations and Clarifications

In development of the State Plan, HDOT identified all disadvantaged communities along the interstates and AFCs using census data (areas of persistent poverty and transportation disadvantaged census tracts) and the Climate and Economic Justice Screening Tool (CEJST). See the map below. The AFCs are identified on each island in proximity to communities identified by the CEJST, as well as Transportation Disadvantaged Census Tracts and RAISE Areas of Persistent Poverty.

HDOT built on previous engagements with disadvantaged communities on other state transportation projects and engagements conducted by the Hawai‘i State Energy Office, county governments, elected officials, and power utilities, but did not hold public meetings in these communities in the course of developing this state plan. Existing tools, such as the Hawaiian Electric Company Charge Up Hawai‘i webtool collected requests for charging facilities from disadvantaged communities; in response to this data, HDOT purposefully targeted these areas when determining the preferred sites for the charging facilities.

Upon approval of the State Plan, HDOT will engage with Disadvantaged Communities both along and away from the interstates and AFC to educate on the NEVI program and to determine appropriate community charging opportunities to serve and benefit these communities. HDOT acknowledges some communities may not be interested in hosting NEVI charging stations.



## Hāna Power Availability and Clarifications

In preparing the State Plan, HDOT confirmed with Hawaiian Electric Company (for Maui Electric Company) that there was insufficient power availability in Hāna at the end of the Route 360 AFC. HDOT also considered that there is no suitable location along the route for a charging station; there are very narrow shoulder areas along the highway that are not safe for vehicles to pull into to charge. See the photos below showing shoulders found along this route. HDOT has since confirmed that the area nearest Route 360 with sufficient power availability is in Ha‘ikū, about 15 miles from our proposed/planned charging site in Central Maui and 39 miles from Hāna.







