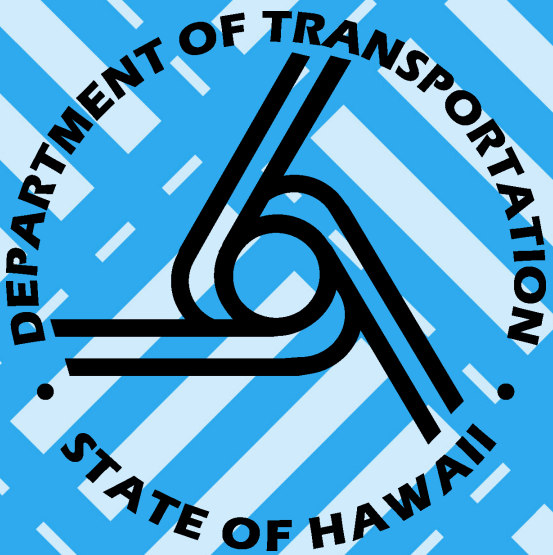


National Electric Vehicle Infrastructure (NEVI) Hawai'i State Plan

UPDATE | August 2024



State Plan/State Plan Update for Electric Vehicle (EV) Infrastructure Deployment

Introduction

Updates from Prior Plan

The following is the Updated National Electric Vehicle Infrastructure (NEVI) Hawaii State Plan that maps out the overall vision and goals for the Hawaii Department of Transportation (HDOT) to deploy charging infrastructure under the NEVI program. This updated plan is intended to guide HDOT activities over the next two years but heavily focuses on activities in the upcoming year.

The following sections of the Plan have been updated for fiscal year 2025:

- State Agency Coordination – HDOT is coordinating with other State agencies to install and design future NEVI stations. HDOT hosted a Peer Exchange with the Puerto Rico Highway and Transportation Authority. HDOT partnered with other State agencies to submit two discretionary grant applications for charging and fueling infrastructure.
- Public Engagement – HDOT participated in various conferences, webinars and interviews to discuss NEVI. HDOT continues to coordinate with Hawaii’s electrical utility providers on energy needs and charging rates. News releases were posed about first two NEVI stations.
- Plan Vision and Goals – HDOT received 32 Tritium chargers.
- Contracting – HDOT is utilizing an existing service contract with Sustainability Partners to design and construct NEVI Stations.
- Existing and Future Conditions Analysis- Hawaii’s first NEVI station became operational in February 2024. Three NEVI sites were relocated to Kapalua Airport, Princeville Library, and Port Allen Harbor.
- Equity Considerations – Six (6) NEVI stations will be installed within designated disadvantaged communities (DACs). Two (2) NEVI stations will be installed in close proximity to DACs.
- Labor and Workforce Considerations – HDOT is using local contractors with appropriate licenses, certifications, and training to install the NEVI stations.
- Discretionary Exceptions - HDOT seeks exceptions for two (2) NEVI sites.

State Agency Coordination

HDOT continues to be the State's lead on the development and implementation of this State Plan. HDOT also continues to maintain its partnership with the Hawaii State Energy Office (HSEO) to implement the State's NEVI Plan.

HDOT's contractor procured the first 32 NEVI compliant chargers from Tritium DCFC Limited. Tritium DCFC Limited had a grand opening in August 2022 for its first US-based factory, located in Lebanon, Tennessee. Tritium's PKM150 fast charger meets Federal Highway Administration (FHWA) Buy America Act standards in Q1 2023, making that fast charger an ideal candidate for NEVI program funding.

In October 2023, HDOT chose the parking lot of the Princeville Library as one of Kauai's NEVI stations. Princeville Library will soon undergo renovations to install a new air conditioning and dehumidifier system as well as improvements to the parking lot. As much as possible, HDOT would like to coordinate the installation of our NEVI chargers with the library's renovations, and has started communicating with the State Librarian on the location and appearance of the NEVI chargers and battery storage. Once these items are confirmed, HDOT will draft a Memorandum of Agreement (MOA) detailing roles and responsibilities of each agency.

In November 2023, HDOT selected the Mililani Mauka Park and Ride lot as Oahu's second NEVI station. The lot is owned and operated by the City and County of Honolulu. In 2022, the City received congressionally directed funding (Earmarks) to install Level 2 chargers across Oahu, and has also selected the Mililani Mauka Park and Ride lot as a charger site. HDOT and the City are currently coordinating the installation of both HDOT's NEVI chargers and the City's Level 2 chargers at this location. An MOA describing each agency's roles and responsibilities is currently going through reviews by each agency's legal team.

In June 2024, HDOT hosted a Peer Exchange with the Puerto Rico Highway and Transportation Authority (PRHTA) to provide insightful information, key recommendations, best practices, and lessons learned that the jurisdictions have experienced during the implementation and deployment of the NEVI Program. This was the *first* NEVI Peer Exchange conducted in the United States. Participants included representatives from HDOT, PRHTA, Federal Highway Administration, Hawaiian Electric Company (HECO), LUMA Energy Power Company, the Joint Office of Energy and Transportation, the City and County of Honolulu Department of Transportation Services, HSEO, and AtkinsRealis consulting firm.

In September 2024, HDOT, HSEO, HECO, Kauai Island Utility Cooperative (KIUC), the County of Kauai, the Hawaii State Public Libraries Systems (HSPLS) and Ulupono Initiative will be submitting an application for a United States Department of Transportation and Federal Highway Administration competitive grant program – the Charging and Fueling Infrastructure Grants Program (Community Charging). If awarded, this grant will provide funding to install public electric vehicle charging infrastructure at seven (7) public library sites located in or serve disadvantaged communities (DACs) on the islands of Oahu, Maui, and Hawaii Island; and one community center site on the island of Kauai. The project will include 26 direct-current fast chargers (DCFC) and 13 Level II chargers. HDOT will enter into a memorandum of

understanding (MOU) with all grant partners to implement charging stations should we be successful in being awarded the grant.

HDOT also continues to participate in discussions with interagency working groups such as HECO's Electrification of Transportation (EoT) Strategic Roadmap and Drive Electric Hawaii.

Public Engagement

Community Engagement

On September 13, 2023, HDOT attended a meeting with the United States Climate Alliance coalition of governors to share HDOT's plans to integrate the federal Minimum Charging Standards into their NEVI procurements to track, verify, and certify contractor compliance with uptime requirements, power output, and other standards. HDOT shared its current fleet electrification contract and how it will be used to implement Hawaii's NEVI stations.

In February 2024, HDOT was part of an American Association of State Highway and Transportation Officials (AASHTO) case study. HDOT shared its unique approach to implementing NEVI which is substantially different from the other states. HDOT provided insights to the other states on issues such as forgoing the competitive bid process, securing supplemental funding after NEVI funds are expended, and how to deal with limited electric grid capacity.

On May 20, 2024, HDOT's Deputy Director for Highways and HSEO's Managing Director appeared on a local television program at the Aloha Tower NEVI site to inform Hawaii residents how to "Navigate Hawaii's Zero Emission Vehicles in the Islands". They discussed HSEO's goal to decarbonize Hawaii's economy by 2045 and HDOT's NEVI program and upcoming charging stations. (Use this link to see the full interview - <https://www.khon2.com/living-808/how-the-hawaii-state-energy-office-is-helping-to-navigate-hawaiis-emission-vehicles-in-the-islands/>)

On July 31, 2024, HDOT participated in the NASEO-AASHTO NEVI Case Study Webinar. HDOT shared information on its electric vehicle fleet conversion, charging infrastructure service contract, and current implementation and progress of the NEVI program.

Utility Engagement

HDOT continues to engage with both electrical utility providers (HECO and KIUC) as we move forward with implementation of our NEVI plan. Utility service requests were successfully completed for the recently installed Kahului NEVI Station and the Aloha Tower NEVI Station currently in construction. HDOT will soon submit service requests for the next six sites, now that we have made initial contact with the site owners and design is underway. HDOT and KIUC have discussed power loads and existing transformer capacity for the Princeville Library NEVI site. We will contact KIUC again once the location of the Port Allen NEVI site is finalized. For long lead items such as transformers, HDOT continues to coordinate with HECO to ensure our schedule can be met and to consider alternative options to mitigate long lead times.

HECO offers rate schedules that are specifically designed to reduce the operating costs for EV charging installations, such as the NEVI charging stations that have a high demand for power output. Installations enrolled on these rate schedules are eligible to save up to 58% on their monthly utility bills via reduced demand charges and reduced day-time energy charges. HDOT enrolled the Kahului Park and Ride NEVI site into this rate schedule and plan to do the same for all sites serviced by HECO. Charging rates for the Kahului Park and Ride were based on the effective rate of electricity (\$/kWh), taxes and transaction fees. HDOT's intent for setting the charging rate is to be revenue neutral and offset the cost of charging only. HDOT will set a similar charging rate at the Aloha Tower Site and also include a fee for idle time based on when a charging session is completed.

KIUC currently does not have a special rate schedule for DCFC charging stations. In order to avoid the high demand charges, battery storage will be installed at the two NEVI sites on Kauai. The batteries will be sized to avoid a power requirement of 300 kW during any charging session and also provide resiliency should the grid power be out of service. The battery storage system will be designed to install additional storage as needed.

Site-Specific Public Engagement

Hawaii installed its first NEVI station on February 28, 2024 at the Kahului Park and Ride on the island of Maui. News releases were posted by HDOT and published by local news affiliates including Maui Now, Spectrum News, Hawaii News Now, and the Star Advertiser. News informing electric vehicle drivers of the new NEVI installation was also posted on HDOT social media platforms Facebook and X. Copies of the articles are provided in **Appendix A – Public Engagement**.

Hawaii is currently constructing its second NEVI station on the island of Oahu at the Aloha Tower Marketplace. Construction is expected to be completed by November 2024. News releases were posted by HDOT and published by local news affiliates including Spectrum News, Hawaii News Now, and the Star Advertiser. News of Oahu's first NEVI installation was also posted on HDOT social media platforms Facebook and X. Copies of the articles are provided in **Appendix A – Public Engagement**.

Plan Vision and Goals

In the first year of the NEVI plan, HDOT ordered 32 NEVI compliant and Buy America compliant chargers. HDOT has been incrementally receiving the chargers over the last year and accepted the last delivery of chargers in April 2024. HDOT currently has 150kW chargers on the following islands:

Oahu – 8 Tritium Chargers and 4 Rectifiers
Maui - 4 Tritium Chargers and 2 Rectifiers
Hawaii – 16 Tritium Chargers and 8 Rectifiers
Kauai – 4 Tritium Chargers and 2 Rectifiers

Contracting

Status of Contracting Process

Round of Contracting (example: 1 st Round of Three)	Number of Proposals or Applications received	Contract Type (design-build-operate-maintain, design-build, or others)	Date Solicitation Released	Date Solicitation Closed	Date of Award
*1st	2	DBOM	12/10/2019	2/13/2020	2/24/2020

*HDOT utilized an existing EV and Charging Infrastructure Service Contract.

Awarded Contracts

Round of Contracting (example: 1 st Round of Three)	Award Recipient	Contract Type (design-build-operate-maintain, design-build, or others)	Location of Charging Station	Award Amount	Estimated Date of Operation
**1st	Sustainability Partners, LLC	Other	All	\$4,390,373	2/28/2024
1st	Sustainability Partners, LLC	DBOM	Kahului Park and Ride	\$1,245,480	2/28/2024
1st	Sustainability Partners, LLC	DBOM	Aloha Tower	\$2,034,600	11/1/2024

**Service Addenda are issued under the master contract for different services needed. The first service addendum issued was to purchase 32 NEVI compliant chargers. Additional service addenda will be issued for each NEVI site.

Scoring Methodologies Utilized

HDOT utilized an existing contract for its NEVI program. The solicitation was released on December 10, 2019 with a statement of objectives to provide electric vehicles and charging infrastructure. Four proposals were received and Sustainability Partners, LLC was awarded the contract based on scoring criteria included in the Request for Proposals. The scoring criteria evaluated each proposal based on their management plan, technical proposal, past performance and innovation.

Plan for Compliance with Federal Requirements

The existing contract met the requirements under 2 CFR 200 when it was procured. Requirements to comply with 23 U.S.C., 23 CFR 680 are included in the service addenda issued under the existing contract. The Contractor is required to provide Certificates of Compliance, certified payroll, training certificates and all other documentation to ensure compliance.

Civil Rights

No Change

Existing and Future Conditions Analysis

Alternative Fuel Corridor (AFC) Designations

No Change

Existing Charging Stations

As of August 21, 2024, there are 41 DCFC charging locations along Hawaii's designated AFCs. A complete listing of the locations is provided in **Appendix B – Existing DCFC Infrastructure**.

EV Charging Infrastructure Deployment

HDOT has moved the location of three (3) planned NEVI stations.

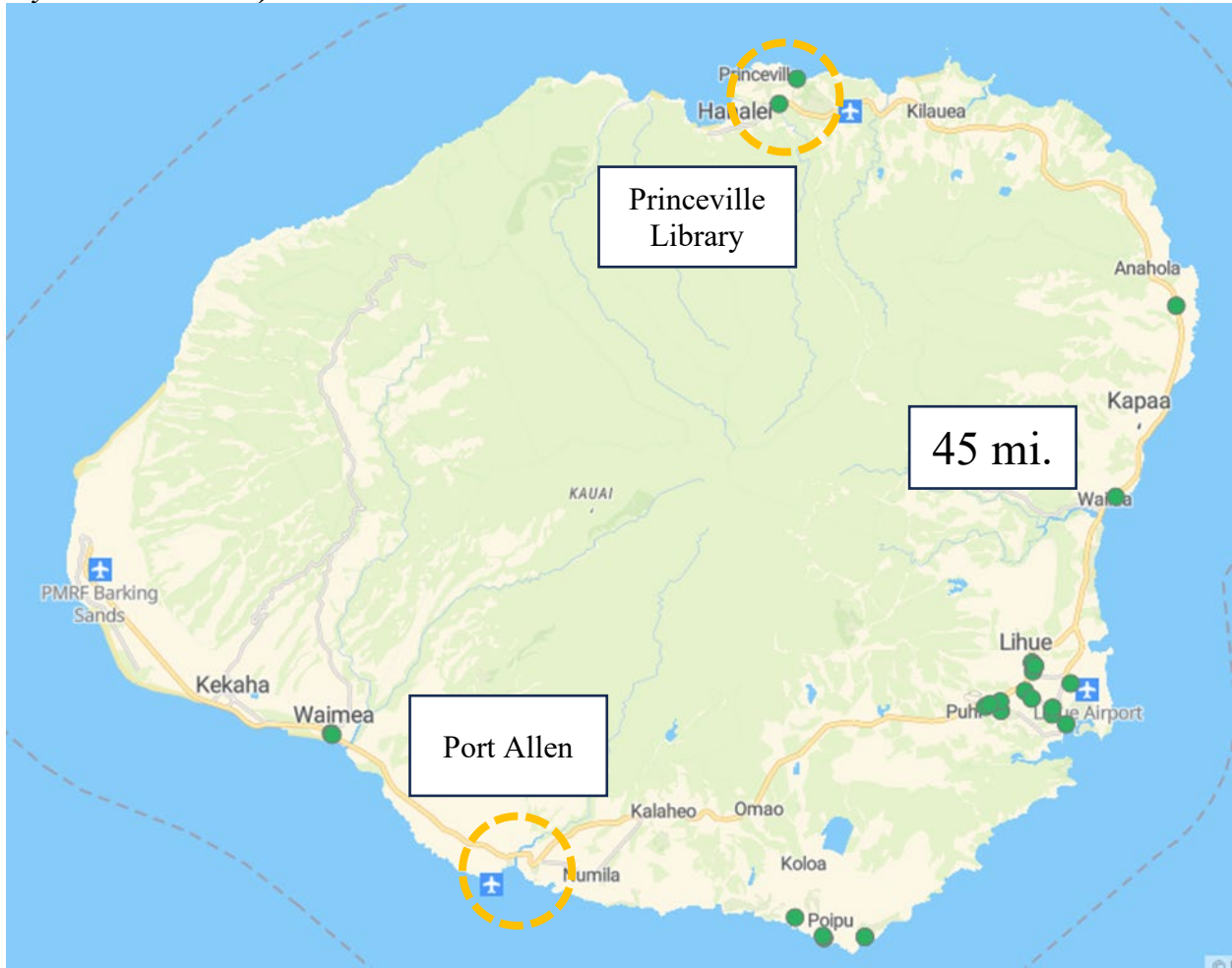
On August 8, 2023, wildfires destroyed the historic town of Lahaina on the island of Maui. Although the proposed site at the Lahaina Civic Center survived the fires, HDOT has decided to move the West Maui station to the Kapalua Airport. The Lahaina Civic Center is being used as a hub and location for town meetings for the foreseeable future therefore HDOT did not want to have any conflicts with the rebuilding of Lahaina Town.

HDOT realized that the distance from the planned Lihue station to the end of Route 560 on the northern shore of Kauai was just over 38-miles. That equals a roundtrip of approximately 76-miles back to Lihue. To satisfy NEVI requirements, HDOT relocated the proposed Lihue station to the Princeville Public Library.

HDOT has learned that the proposed NEVI station at the Kalaheo Neighborhood Center on the island of Kauai is heavily used and the parking lot is often at capacity, with no extra stalls to dedicate to charging electric vehicles. HDOT has decided to relocate the NEVI station to Port Allen Harbor which is owned by HDOT.

All relocated charging facilities are located at 50-mile intervals along and within one-mile of all interstates and designated AFCs and will also be installed within 25-miles of an endpoint of an AFC.

Figure 1: FY 2024 NEVI Planned Deployment – Kauai (Approximate location of planned charging sites shown in yellow dashed circles)



Planned Charging Stations

Stations Under Construction

State EV Charging Location Unique ID	Route (note if AFC)	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost	Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
NEVI7	H-1	Honolulu, Oahu	4	Q4 2024	\$3.2M	FY24	New

Planned Stations

State EV Charging Location Unique ID	Route (note if AFC)	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
NEVI1	HI-19	Hilo, Hawaii	4	Q2 2025	\$3.5M	FY25	New
NEVI2	HI-19	Waimea, Hawaii	4	Q2 2025	\$3.5M	FY25	New
NEVI3	HI-19	Kona, Hawaii	4	Q2 2025	\$3.5M	FY25	New
NEVI4	HI-11	Oceanview, Hawaii	4	Q3 2025	\$3.5M	FY25	New
NEVI5	HI-11	Volcano, Hawaii	4	Q4 2025	\$3.5M	FY25	New
NEVI8	HI-56	Princeville, Kauai	4	Q1 2025	\$3.5M	FY25	New
NEVI9	HI-2	Mililani, Oahu	4	Q1 2025	\$3.5M	FY25	New
NEVI10	HI-30	Kapalua, Maui	4	Q1 2025	\$3.5M	FY25	New
NEVI11	HI-50	Port Allen, Kauai	4	Q2 2025	\$3.5M	FY25	New
NEVI12	HI-360	Hana, Maui	4	Q1 2027	\$3.5M	FY27+	New
NEVI13	HI-440	Lanai City, Lanai	4	Q1 2027	\$3.5M	FY27+	New
NEVI14	HI-450	Kaunakakai, Molokai	4	Q1 2027	\$3.5M	FY27+	New

Planning Towards a Fully Built Out Determination

How many stations are still needed to achieve Fully Built Out status (based on the State’s EV AFCs as of the date of this update’s submission)?	Thirteen (13)
Provide the estimated month/year to achieve Fully Built Out status:	December 2026

EV Charging Infrastructure Deployment After Build Out

At an estimated cost of \$3M per site, NEVI formula program funds of \$17.7M is insufficient for HDOT to reach “fully built out” certification. HDOT plans to supplement installation costs by applying for NEVI grant funds, partnering with public and private entities or using other federal aid program funds.

Implementation

No Change

Equity Considerations

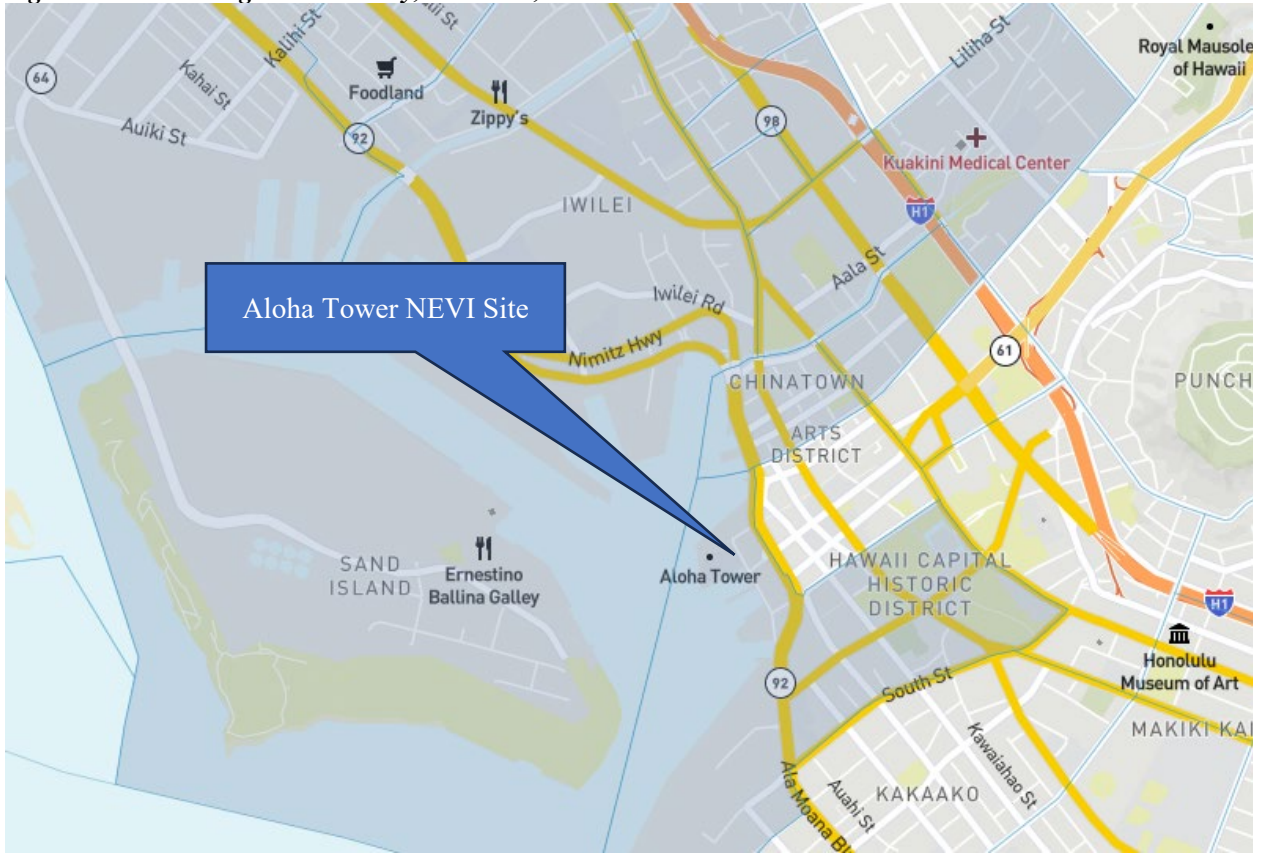
Identification and Outreach to Disadvantaged Communities (DACs) in the State

Equity and delivery of benefits to disadvantaged communities (DACs) continues to be a driving factor in the development of this State Plan. The Aloha Tower station, currently in construction, is located within a designated DAC. The planned NEVI Stations in Hilo, Oceanview, Volcano, Lanai City and Kaunakakai are also within designated DACs.

Although not within a DAC, the Kahului and Princeville stations are adjacent to designated DACs. The Kahului NEVI station is located along Kuihelani Highway, a major thoroughfare and centrally located roadway that drivers use to commute to West Maui, South Maui and East Maui. The Princeville NEVI station is located off of Kuhio Highway, Kauai island’s belt road and the only route to Kauai’s designated DAC.

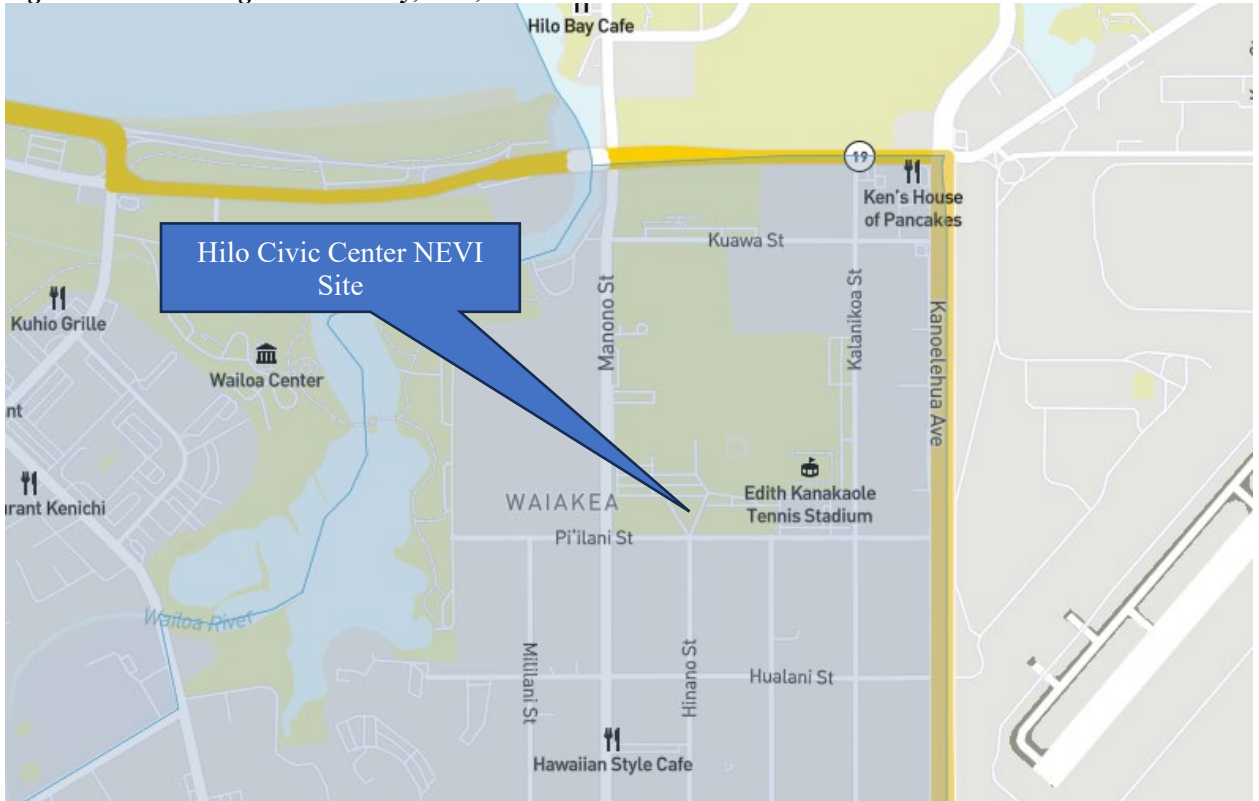
DACs are identified in Figures 2 thru 8 below and are shaded in grey.

Figure 2: Disadvantaged Community, Honolulu, Oahu



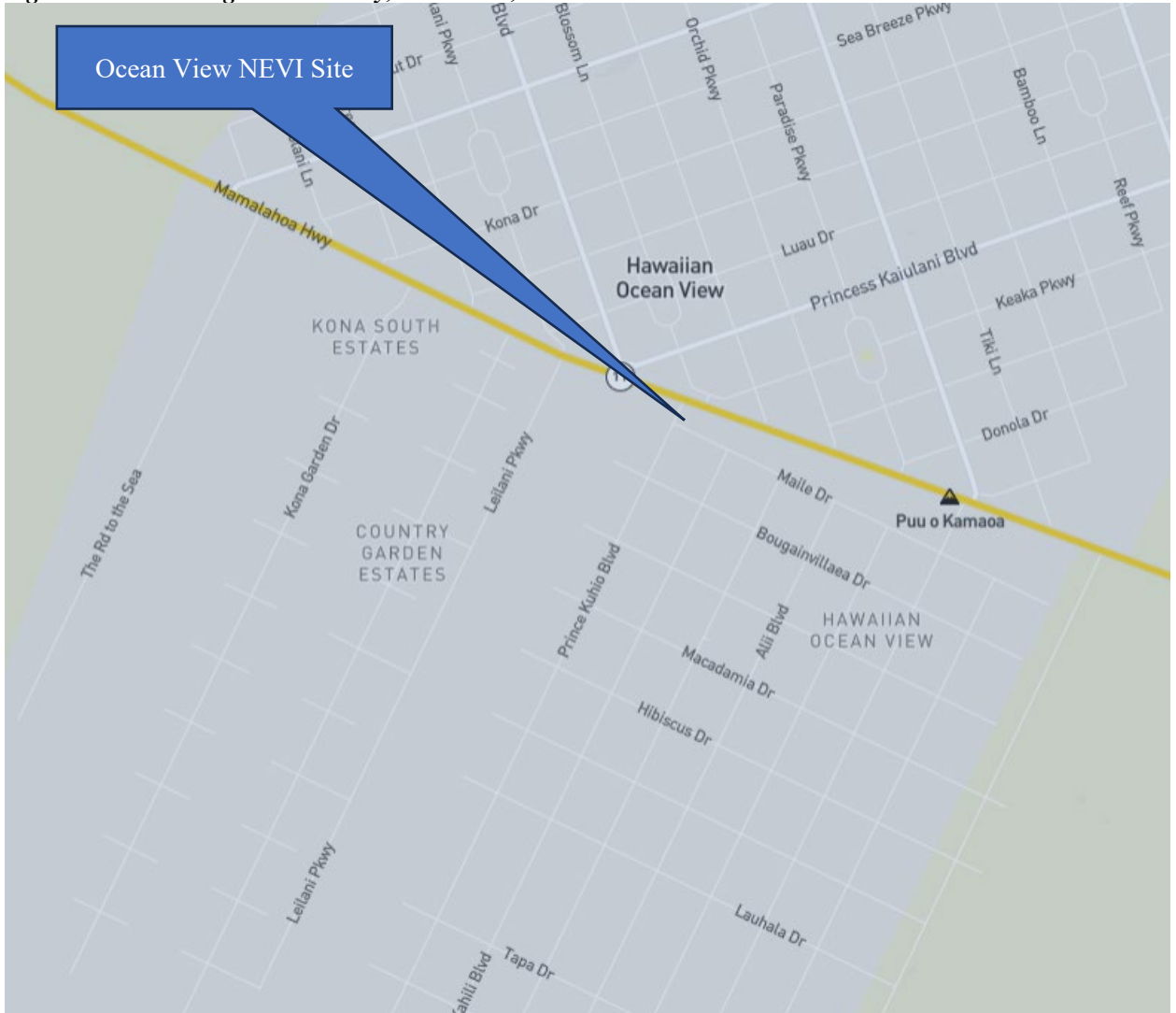
Source: Climate & Economic Justice Screening Tool

Figure 3: Disadvantaged Community, Hilo, Hawaii



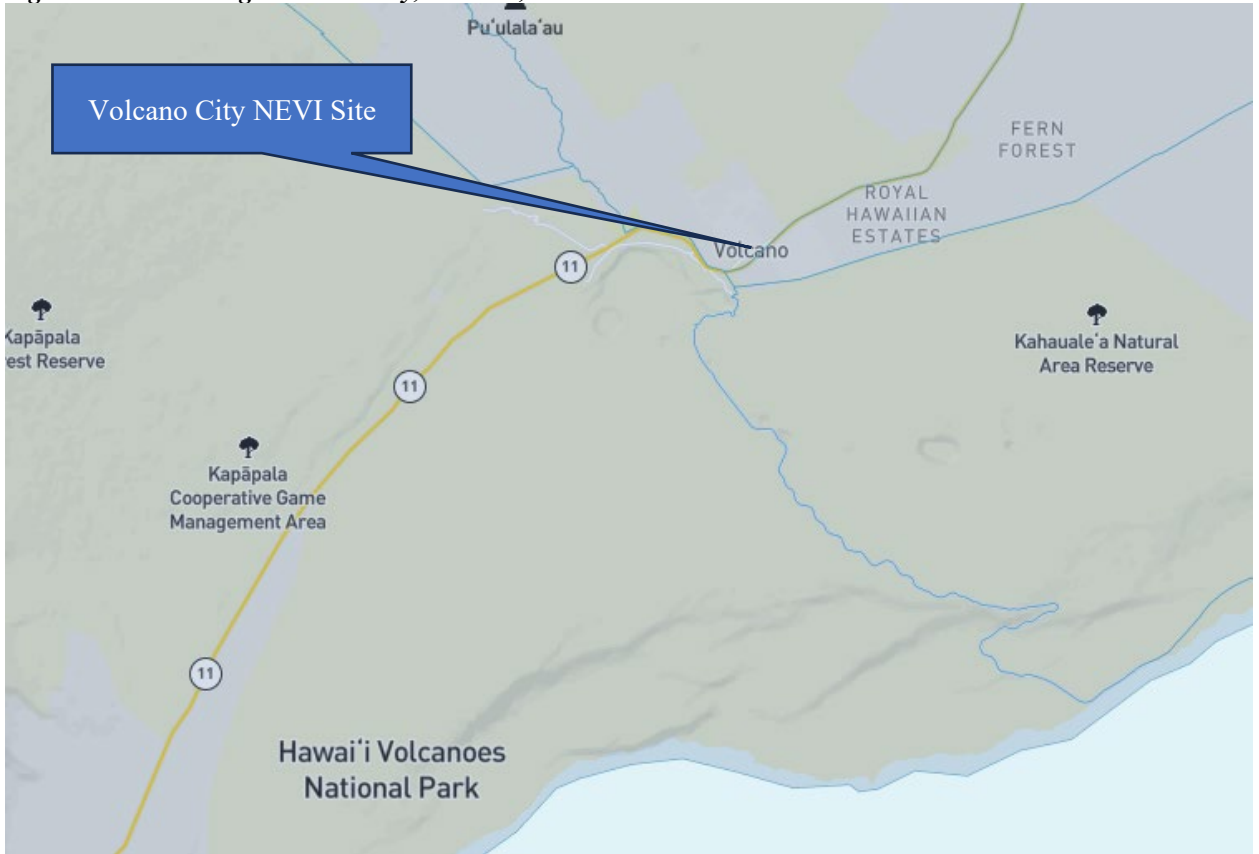
Source: Climate & Economic Justice Screening Tool

Figure 4: Disadvantaged Community, Oceanview, Hawaii



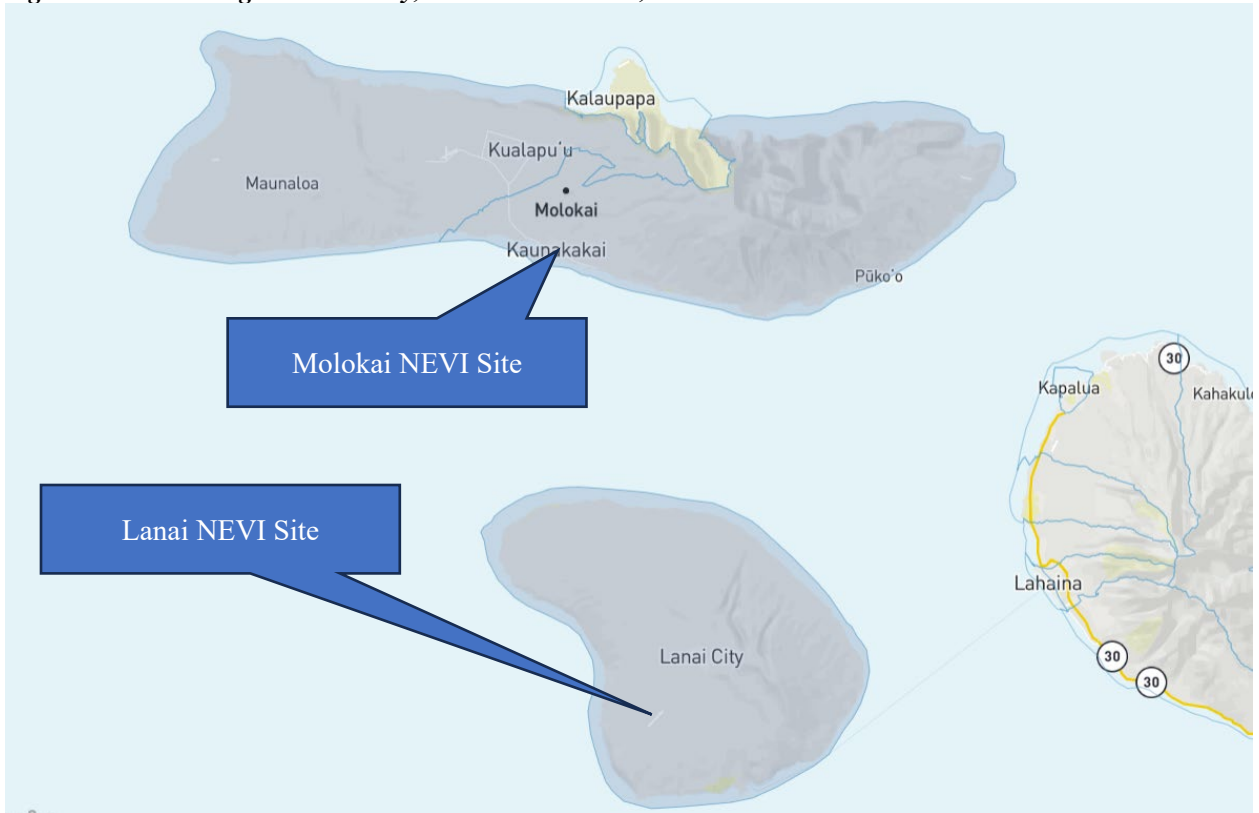
Source: Climate & Economic Justice Screening Tool

Figure 5: Disadvantaged Community, Volcano, Hawaii



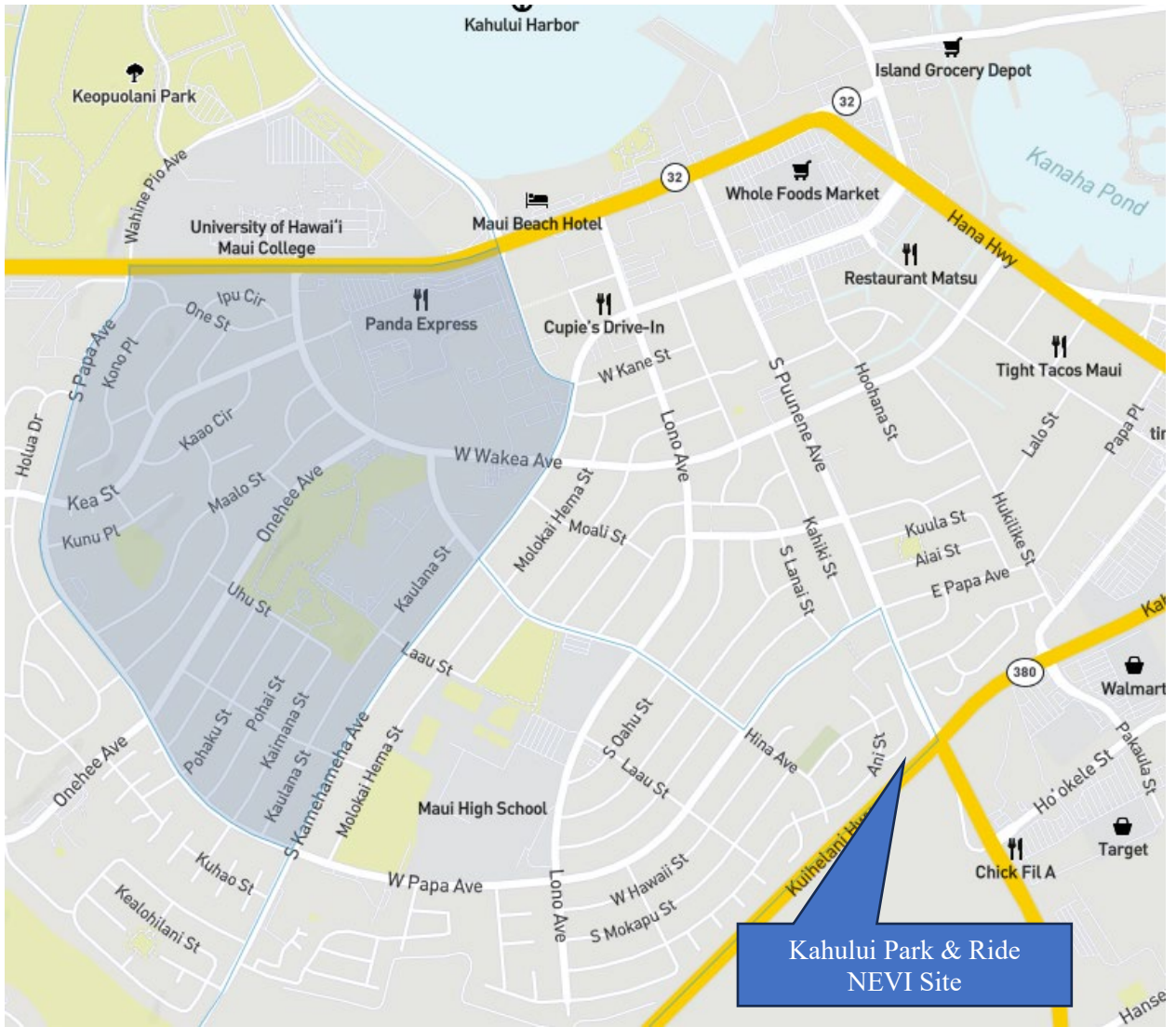
Source: Climate & Economic Justice Screening Tool

Figure 6: Disadvantaged Community, Molokai and Lanai, Hawaii



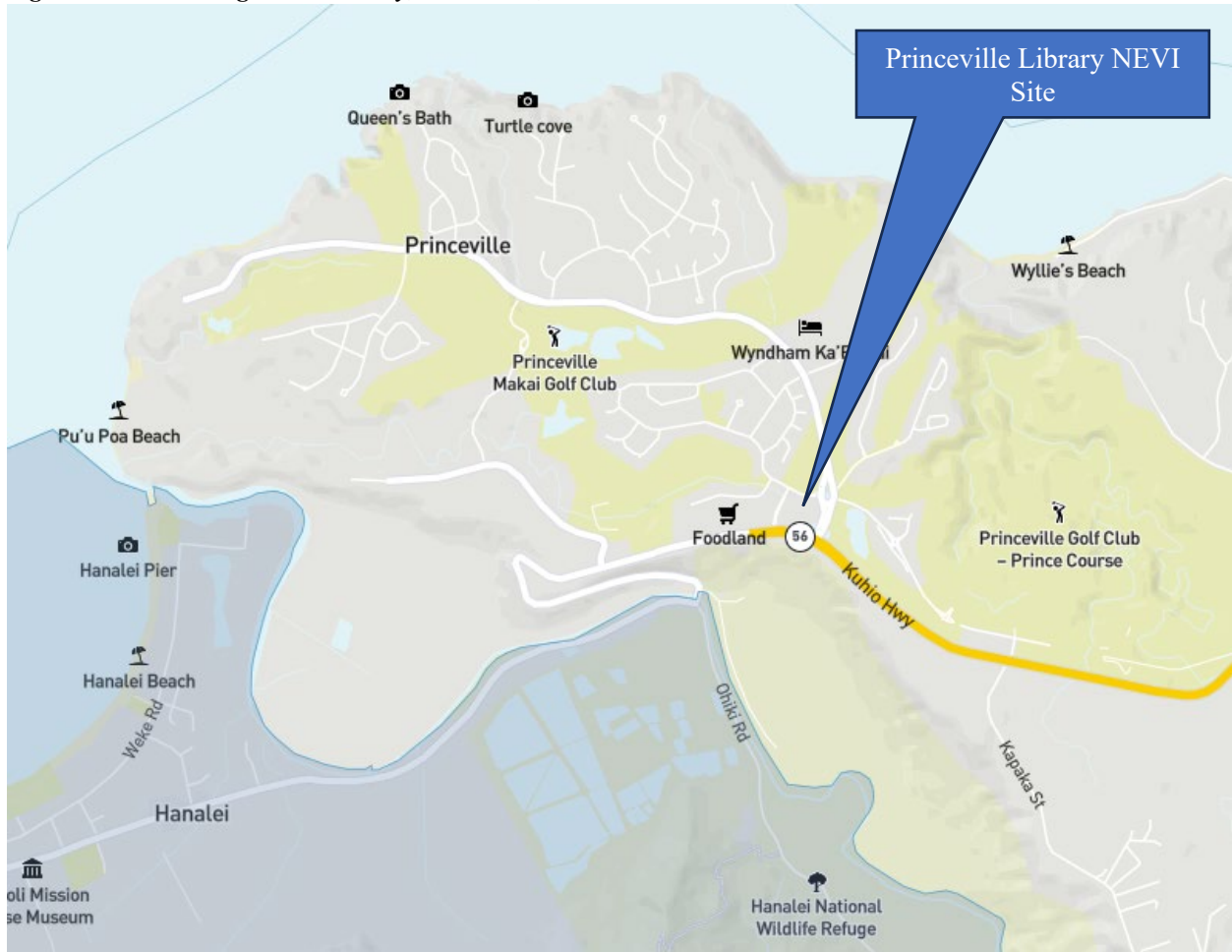
Source: Climate & Economic Justice Screening Tool

Figure 7: Disadvantaged Community, Kahului, Hawaii



Source: Climate & Economic Justice Screening Tool

Figure 8: Disadvantaged Community, Princeville, Hawaii



Source: Climate & Economic Justice Screening Tool

Process to Identify, Quantify, and Measure Benefits to DACs

Benefits Category (examples)	Metrics	Data Source
Improve clean transportation access through the location of chargers;	Surveys to collect information and community feedback on NEVI charger locations and usage.	HDOT survey and charger dashboard.
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	Public will only be charged for electricity costs including taxes and transaction fees. A time of use pricing will be implemented to provide the public with the option take advantage of HECOs lower electricity rates. Charging fees will be compared with other publicly available	HECO rate plan & charger platforms.

	chargers.	
Reduce environmental exposures to transportation emissions;	EV charger dashboard has metrics to estimate the amount of GHG reduction based on eMiles driven.	Charger dashboard.
Increase parity in clean energy technology access and adoption;	Provide affordable charging rates and install chargers in DACs or in close proximity to DACs.	Climate and Economic Justice Screening Tool and HECO rate plan.
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers;	Partner with utility providers and/or private industry to apply for federal grants.	CFI Grants.
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities; Increase energy resilience;	Battery storage will be provided at the two NEVI sites on Kauai and at the Kona, Hawaii site.	Charger dashboard.
Increase equitable access to the electric grid; and	HDOT is working closely with the two electricity providers in Hawaii to take advantage of solar power. This can be achieved by providing a lower charging rate during the daylight hours. The EV Charger dashboard can track when charging sessions occur.	HDOT.
Minimize gentrification-induced displacement result from new EV charging infrastructure.	HDOT sets the charging rates and will ensure it is affordable. HDOT's NEVI program is intended to be revenue neutral.	Department of Business, Economic Development & Tourism.

Labor and Workforce Considerations

The State's contractor, Sustainability Partners, works on multiple projects on multiple islands. They require their contractors and vendors to locally source trade partners by island, as much as possible, depending on their availability. For every project, Sustainability Partners' contractors and vendors are required to certify that their workforce designing, installing, constructing and maintaining have all the required federal, state and local training, experience and certifications to install electric vehicle charging infrastructure.

Installing contractors are sourced locally whenever possible, to ensure equitable representation of local diversity in the project workforce. Hawaii electrical contractor, Wasa Electrical Services worked on the NEVI stations at Kahului Park and Ride and Aloha Tower. Wasa Electrical Services is a licensed contractor to perform the following classifications of work within the State of Hawaii: General Engineering Contractor, General Building Contractor, Electrical Contractor,

Pole and Line Contractor, and High Voltage Electrical Contractor.

In addition, Wasa Electrical Services is a certified contractor from the Electric Vehicle Infrastructure Training Program (EVITP). All electricians and apprentices go through EVITP certification through an approved training course through the LOCAL IBEW 1186 Electrical Union program. All electricians at Wasa Electrical Services are required to maintain their journeyman licenses, which includes a mandatory refresh course in National Fire Protection Association (NFPA) 72E training every two years.

Wasa Electrical Services follows the State of Hawaii Certified Payroll requirements, which includes the proper electricians to worker ratios. All electricians meet the requirements listed in 23 CFR 680.106(j) and are enrolled in an electrical registered apprenticeship program. All field employees are registered through an approved apprenticeship program and/or have appropriate licenses, certifications, and training as required by the State of Hawaii. Wasa Electrical Services' field employees are through the LOCAL 1186 Electrical UNION which complies with all State of Hawaii requirements.

In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining electric vehicle supply equipment (EVSE) must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.

Physical Security & Cybersecurity

No Change

Program Evaluation

No Change

Discretionary Exceptions

HDOT seeks exceptions for two (2) of fifteen stations due to limited power availability and grid capacity. See **Appendix C – State EV Deployment Plan Exception Requests**.

Summary of Planned NEVI Charging Stations (as of August 2024)

Island	Required Stations	Requested Exceptions	Exception Location	Charging Station Locations
Hawaii	6	2	Saddle Road	Hilo, Waimea, Kona, Oceanview, Volcano
Maui	3	0	N/A	Kahului, Lahaina, Hana
Lanai	1	0	N/A	Lanai City
Molokai	1	0	N/A	Kaunakakai
Oahu	2	0	N/A	Honolulu, Mililani
Kauai	2	0	N/A	Lihue, Kalaheo
TOTAL	15	2		

Waimea is the natural mid-point in North Hawaii Island between Hilo and Kona, and is a suitable location for a charging site when considering convenience, safety, geography, and power availability. However, ideal locations for the charging station are approximately 55 miles along Route 19 from Hilo. HDOT seeks an exception for the five-mile variance for this station.

The Daniel K. Inouye Highway on Hawaii Island, also known as Saddle Road or Route 200, runs through the center of the island and also connects Hilo and Kona. The AFC along this route measures 77.4 miles. HDOT evaluated locations along this corridor for a charging site, but identified limited grid capacity. Photovoltaic panels to supply power are also infeasible. HDOT seeks an exception for this corridor and will plan to install a Level 2 charging station here.

Appendix A: Public Engagement

Over the last year, HDOT has continued public engagement activities through transportation electrification stakeholders, earned media, the state NEVI plan website, social media, and direct communications to interested individuals. More information on these activities follows below:

Website

The approved state plan, amendments and general information on Hawaii's NEVI implementation has been live at <https://hidot.hawaii.gov/highways/hawaii-nevi-state-plan/> since August 2022. Individuals with questions on the plan can contact HDOT through the public affairs office. Between 2023 and August 2024, 16 non-media inquiries have been received and responded to.

News Releases

HDOT maintains a statewide distribution list of over 54,200 emails and sends regular notices on department activities and initiatives that may impact the people living in the State of Hawaii. HDOT sent out three news releases about the Kahului NEVI station, and one so far for the Aloha Tower.

- July 27, 2023 - <https://hidot.hawaii.gov/blog/2023/07/27/first-nevi-charging-sites-announced/>
- February 1, 2024 - <https://hidot.hawaii.gov/highways/construction-begins-feb-1-on-the-first-nevi-funded-electric-vehicle-charging-station-on-maui/>
- February 28, 2024 - <https://hidot.hawaii.gov/highways/kahului-ev-charging-station-opens-feb-28/>
- March 8, 2024 - <https://hidot.hawaii.gov/highways/rates-set-for-ev-charging-station-at-kahului-park-ride/>
- August 26, 2024 - <https://hidot.hawaii.gov/blog/2024/08/26/second-nevi-funded-electric-vehicle-charging-station-to-be-built-at-aloha-tower/>

News Conferences

To amplify the information available on HDOT's NEVI activities, HDOT held two news conferences. The first news conference on October 3, 2022, highlighted the plan approval from the Joint Office and served as a question-and-answer opportunity for local media. The second news conference was held in conjunction with officials from the White House, the Joint Office of Energy and Transportation and partners from Tritium, Sustainability Partners and National Car Charging. This news conference detailed the selection and order of the first 32 NEVI charging ports for Hawaii. Select news stories from these news conferences are linked:

- October 3, 2022 - <https://www.khon2.com/local-news/dot-plan-to-install-electric-vehicle-charging-stations/>
- July 11, 2023 - <https://www.staradvertiser.com/2023/07/11/breaking-news/hawaii-to-deploy-federally-funded-ev-charging-stations/>

Media was also invited to the dedication of the first NEVI-funded site on Maui and the groundbreaking for the second site at Aloha Tower. A selection of local news stories on the Maui site can be found at:

- February 29, 2024
 - <https://www.mauinews.com/news/local-news/2024/02/free-charges-offered-at-hawaii-dots-first-station/>
 - <https://www.staradvertiser.com/2024/02/29/breaking-news/state-unveils-first-federally-funded-ev-station-on-maui/>

Survey

On August 26, 2024, HDOT opened a second survey to socialize the selected locations of NEVI charging infrastructure and gather information on the thoughts of EV drivers and potential EV drivers on idle fees. The survey is open at <https://arcg.is/1eufDW1>

Public Meeting

HDOT plans to hold a virtual public meeting to present the results of the second survey and an update on the NEVI sites at the end of 2024. Additional public feedback will be sought on appropriate way finding signage for NEVI chargers.

Stakeholder Engagement

HDOT continues to exchange information with the island utilities, the Hawaii State Energy Office, Counties and advocacy groups such as Drive Electric Hawaii. As Hawaii deploys its statewide charging network, HDOT has coordinated charging locations with:

- City and County of Honolulu – Level II chargers at Mililani Park and Ride
- Hawaii County – Level II chargers at Kahele Park along the Daniel K. Inouye Highway
- Kauai County – Level II chargers at various county owned facilities

Public Engagement Conclusion

HDOT's goal with its public engagement strategy is to ensure the expedient deployment of NEVI compliant chargers while empowering the drivers that would potentially use the sites.

Appendix B – Existing DCFC Infrastructure

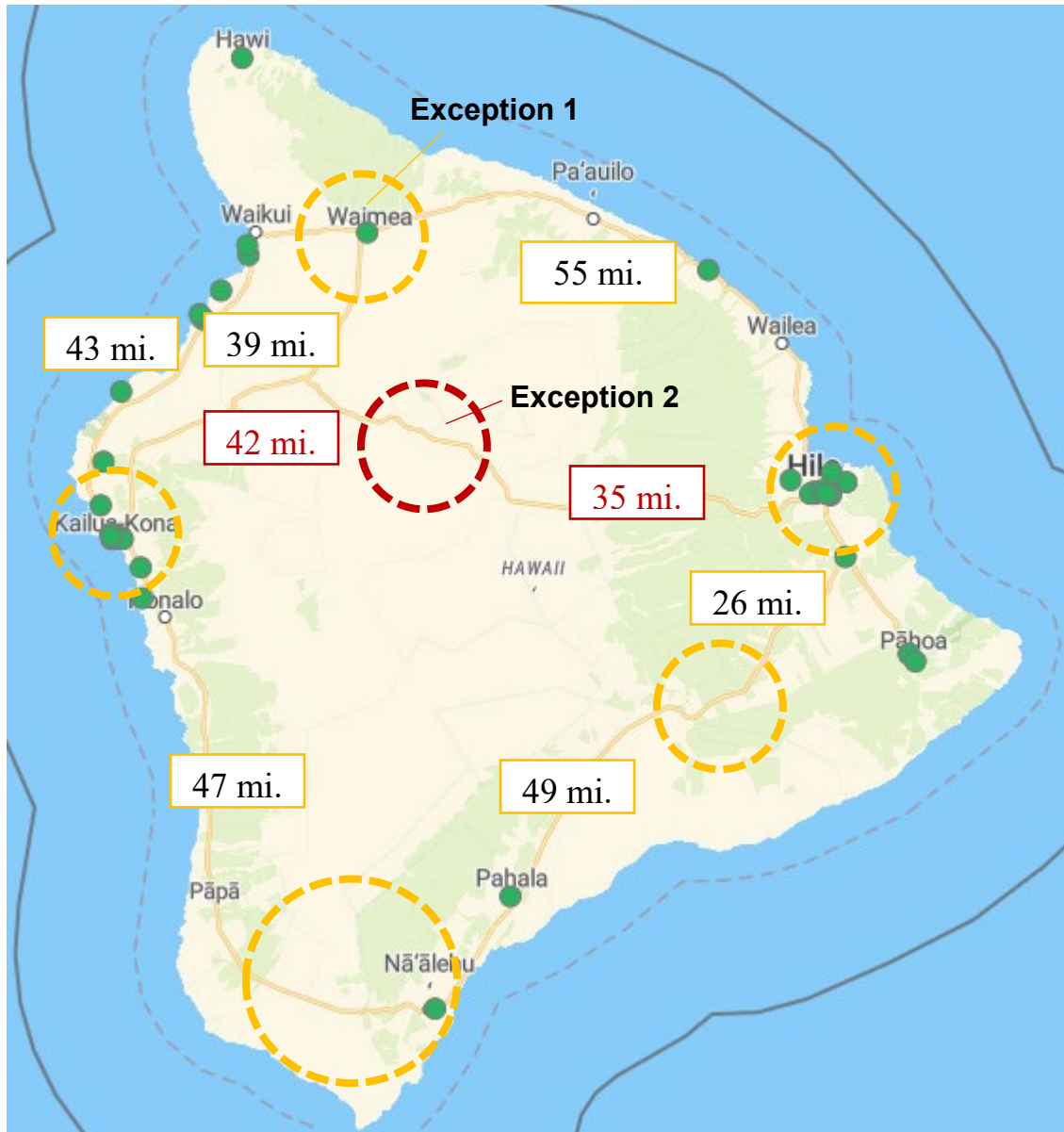
ID	Route	Station Name	Street Address	City	EV DC Fast Count	EV Network	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
39997		King Windward Nissan	45-568 Kamehameha Hwy	Kaneohe	1	Non-Networked	No	No
49021		Maui County Building	200 S High St	Wailuku	2	Non-Networked	No	No
61228		Maui Tropical Plantation	1670 Honoapiilani Hwy	Wailuku	4	Non-Networked	No	No
61240		Waianae Shopping Center by Hawaiian Electric Co	86-120 Farrington Hwy	Waianae	2	OpConnect	No	No
68747		Kulamalu Center	55 Kiopaa St	Pukalani	4	Non-Networked	No	No
71488		Dole Plantation Wahiawa Provided by Hawaiian Electric	64-1550 Kamehameha Highway	Wahiawa	2	OpConnect	No	No
81335		J. Walter Cameron Center	2295 N King St	Wailuku	2	Non-Networked	No	No
92105		801 Dillingham Honolulu by Hawaiian Electric	801 Dillingham Blvd.	Honolulu	2	OpConnect	No	No
154420		Ha'ikū Park and Community Center	Piliialoha St	Haiku	2	Non-Networked	No	No
203257		Pearlridge Center - Tesla Supercharger	98-1005 Moanalua Road	Aiea	6	Tesla	No	No
212280		Ala Moana Center 17 DCFC	1450 Ala Moana Blvd	Honolulu	1	Volta	No	No
213061		TONY AUTOPLEX HYL3 CUSTOMER	94-1299 Ka Uka Blvd	Waipahu	1	ChargePoint Network	No	No
217269		TONY AUTOPLEX HYL3 INVENTORY	94-1299 Ka Uka Blvd	Waipahu	1	ChargePoint Network	No	No
220364		Keaau Shopping Center DCFC	16-586 Old Volcano Rd	Kea'au	1	SHELL_RECHARGE	No	No
255331		Walmart 5274 (Pearl City, HI)	1131 Kuaala St	Pearl City	4	Electrify America	No	No
300595		BIGISLANDMOTORS DC FAST-1	75-5793 Kuakini Hwy	Kailua-Kona	1	ChargePoint Network	No	No
306303		Haleiwa Town Center	66-165 Kamehameha Highway	Haleiwa	2	OpConnect	No	No
311052		BIGISLANDMOTORS DC FAST-2	75-5793 Kuakini Hwy	Kailua-Kona	1	ChargePoint Network	No	No
317087		Hawaii Kai 7-Eleven	515 Pepeekeo St	Honolulu	1	SHELL_RECHARGE	No	No
322475		Pukalani Terrace Center	55 Pukalani St.	Makawao	2	OpConnect	No	No
326082		Kapolei Shopping Center provided by Hawaiian Electric	91-590 Farrington Hwy	Kapolei	2	OpConnect	No	No
326083		Times Square Shopping Center provided by Hawaiian Electric	98-1268 Kaahumanu St	Pearl City	2	OpConnect	No	No
327250		Salt Lake Shopping Center	848 Ala Lilikoī St.	Honolulu	2	OpConnect	No	No
327251		Waipio Shopping Center	94-800 Ukee St.	Waipahu	2	OpConnect	No	No
327394		Queen Kaahumanu Center	275 West Kaahumanu Avenue	Kahului	2	OpConnect	No	No
327396		Kailua Foodland Marketplace	108 Hekili Street	Kailua	4	OpConnect	No	No
328502		Town Center of Mililani provided by Hawaiian Electric	95-1249 Meheula Pkwy	Mililani	4	OpConnect	No	No
329364		Kaunakakai	64 Ala Malama Street	Kaunakakai	2	OpConnect	No	No
329769		Kahala Hotel & Resort - Tesla Supercharger	5000 Kahala Avenue	Honolulu	12	Tesla	No	No
329935	HI-36	Kahului Park & Ride (1017-009)	Kahului Park & Ride	Kahului	4	EV Connect	Yes	Yes
331192		Waikiki-Kapahulu Public Library	400 Kapahulu Ave	Honolulu	2	OpConnect	No	No
331193		Puna Kai Shopping Center	15-2714 Pahoa Village Rd	Pahoa	2	OpConnect	No	No
331194		Punaluu Bake Shop	95-5642 Mamalahoa Hwy	Naalehu	2	OpConnect	No	No
331195		Hawaiian Electric Kahului Baseyard	210 W Kamehameha Ave	Kahului	2	OpConnect	No	No
331196		Piilani Village Center	207 Piikea Avenue	Kihei	2	OpConnect	No	No
331533		Kapolei Commons provided by Hawaiian Electric Company	4470 Kapolei Parkway	Kapolei	2	OpConnect	No	No
346523		Hawaiian Electric Kona Office	74-5519 Kaiwi St	Kailua- Kona	2	OpConnect	No	No
349903		Bishop Museum provided by Hawaiian Electric	1525 Bernice St.	Honolulu	4	OpConnect	No	No
350718		Hawaiian Electric Hilo Office	1200 Kilauea Ave	Hilo	2	OpConnect	No	No
351930		Hawaiian Electric Ward Office	820 Ward Ave	Honolulu	6	OpConnect	No	No
352075		Waimea KTA	65-1158 Mamalahoa Highway	Waimea	2	OpConnect	No	No

Appendix C - State EV Deployment Plan Exception Requests

HDOT submits the following requests for discretionary exceptions from the requirement that charging infrastructure is installed every 50 miles along and within one travel mile from each designated Alternative Fuel Corridor highway. These exceptions are based on grid capacity as there is insufficient power availability in areas where charging stations must be installed to satisfy the fully built out certification and delivering sufficient power requires significant upgrades to existing infrastructure. In evaluating the grid capacity, HDOT considered renewable energy sources, like photovoltaic panels, and has determined that this approach is also infeasible in supporting these charging facilities.

Exception #	Type	Distance of Deviation	Included in Round 8 AFC Nomination	Reason for Exception Request
1 Hawaii Island Waimea	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	5 miles N/A miles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Grid Capacity <input type="checkbox"/> Geography <input type="checkbox"/> Equity <input type="checkbox"/> Extraordinary Cost
2 Hawaii Island Saddle Road	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	27 miles N/A miles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Grid Capacity <input type="checkbox"/> Geography <input type="checkbox"/> Equity <input type="checkbox"/> Extraordinary Cost
3 Maui Hana	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	3 miles N/A miles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Grid Capacity <input type="checkbox"/> Geography <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Extraordinary Cost
4 Lanai	<input checked="" type="checkbox"/> 50 miles apart <input checked="" type="checkbox"/> 1 mile from exit	N/A miles N/A miles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Grid Capacity <input type="checkbox"/> Geography <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Extraordinary Cost
5 Molokai	<input checked="" type="checkbox"/> 50 miles apart <input checked="" type="checkbox"/> 1 mile from exit	N/A miles N/A miles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Grid Capacity <input type="checkbox"/> Geography <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Extraordinary Cost

Exceptions 1 and 2 – Hawaii Island

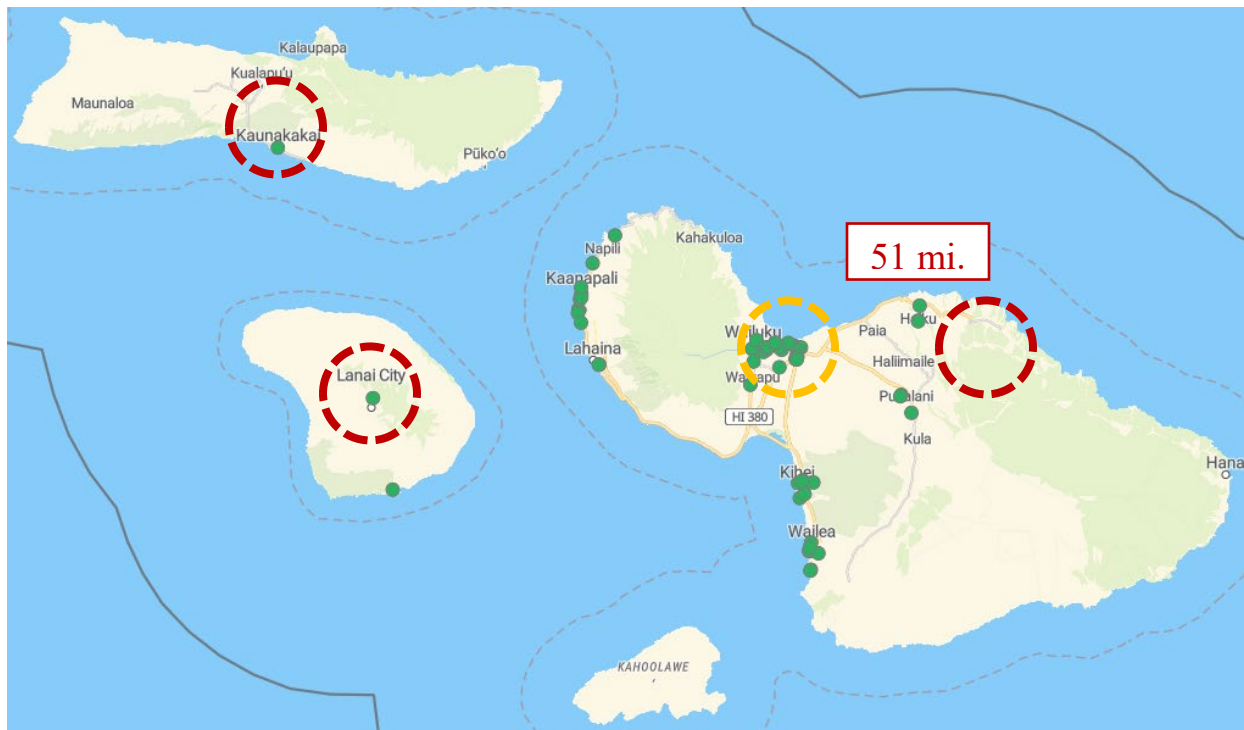


Exception 1. Waimea is natural mid-point in North Hawaii between Hilo and Kona and is a suitable location for a charging site when considering convenience, safety, geography, and power availability. However, ideal locations for the charging station are approximately 55 miles along Route 19 from Hilo. HDOT seeks a reasonable exception for the five-mile variance for this station. Between Hilo and Waimea, there are coastal towns and expanses of ranch lands. Many households in these communities are off-grid and not connected to water or sewage utilities. The town of Waimea has the necessary area and amenities to support charging stations and will be considered a more convenient location for the traveling public.

Exception 2. The Daniel K. Inouye Highway, also known as Saddle Road or Route 200, runs through the center of the island, and also connects Hilo and Kona. The AFC along this route

measures 77.4 miles. HDOT evaluated multiple locations along this corridor for a charging site but identified limited grid capacity. Photovoltaic panels to supply power are also cost prohibitive within the NEVI program formula funds. HDOT seeks an exception for this corridor but is coordinating with Hawaii County for CFI grant funding.

Exceptions 3, 4, and 5 – County of Maui



Exception 3. HDOT installed a charging station on the island of Maui at the Kahului Park and Ride lot and plans to install a charging station at the Kapalua Airport in West Maui, both sites owned and controlled by HDOT. These locations are within 50 miles of all AFCs on the island and 25 miles from an end point of an AFC route, with the exception of the terminus of the HI-360 Pending Corridor. The end of this corridor is 51 miles from the Kahului Park and Ride and HDOT seeks an exception for a twenty-eight mile variance due to limited power availability along this route and cost of construction.

HDOT also acknowledges 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. Construction of a parking lot for charging will be costly. Based on HECO’s EV Charger siting tool, Keanae, which is approximately 33 miles from our charging site in Kahului and 18 miles from the end of HI- 360 in Hana has an estimated grid capacity of less than 500 kW. While Hana has an estimated grid capacity of over 1 MW the ideal location for a charging station is in Keanae since it has a population of 11,500 and Hana has a population of 700. Most residents that live in Keanae and Hana travel outside of Keanae and Hana to work and shop. In place of a 600 kW charging station, HDOT will install Level 2 charging stations to meet the community’s charging needs or utilize funding from CFI grants.









Exceptions 4 and 5. HDOT has determined it is infeasible and impractical to install 600 kW charging stations on the islands of Molokai and Lanai. The limited grid capacity on Molokai serves a population of 7,345 and may not be able to support a 600 kW charging station. Molokai has approximately 54 miles of state roadway and commutes are relatively short. This is also the case for the island of Lanai, with a population of 3,135 and approximately 13 miles of state roadway. In addition, Lanai is 98% privately owned and has its own fleet of electric vehicles and charging stations. Both of these islands have limited construction capacity and materials which drive up construction costs. In place of a 600 kW charging station, HDOT will install Level 2 charging stations to meet the community's charging needs on both islands or utilize funding from CFI grants.