



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.  
GOVERNOR

MARK B. GLICK  
CHIEF ENERGY OFFICER

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Testimony of  
**MARK B. GLICK, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE**

Wednesday, February 15, 2023  
2:00 PM  
State Capitol, Conference Room 329 and Videoconference

Providing COMMENTS on  
**HB 1110, HD1**

## **RELATING TO THE ROAD USAGE CHARGE PROGRAM.**

Chair Nakashima, Vice Chair Sayama and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers comments on HB 1110, HD1, which establishes a mileage-based road user fee with a cap for electric vehicles, requires motor vehicle registration application to specify whether the type of fuel for which the vehicle is adapted is electricity, requires certificates of inspection to state the odometer reading of electric vehicles, and defines "alternative fuel vehicle".

HSEO's comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy. Sustainable funding for Hawaii's roadway maintenance costs needs to be addressed to ensure a smooth transition as Hawaii decarbonizes ground transportation. HSEO is currently engaging with State agencies and stakeholders to discuss the issues raised from this measure. HSEO stands ready to collaborate with the Department of Transportation to achieve the State's decarbonization policy objectives and transition to a sustainable funding framework for an evolving transportation system.

Thank you for the opportunity to testify.



TESTIMONY BY:  
EDWIN H. SNIFFEN  
DIRECTOR

Deputy Directors  
DREANALEE K. KALILI  
TAMMY L. LEE  
ROBIN K. SHISHIDO  
JAMES KUNANE TOKIOKA

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 15, 2023  
2:00 PM  
State Capitol, Room 329, Videoconference

**H.B. 1110 H.D.1  
RELATING TO ROAD USAGE CHARGE PROGRAM**

**HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE**

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The Department of Transportation (DOT) **supports this bill with comments** that eliminates the current \$50 annual state vehicle registration surcharge on Electric Vehicles (EVs) and in its place, EV owners can be in a state mileage-based Road Usage Charge (RUC), or choose to pay an annual flat fee.

DOT is funded from user fees like the gas tax that pay for maintenance and improvements to roadways and that serve as a state match for federal funding. However, as we work to achieve our zero emission goals, gas tax revenue has trended downward and is expected to continue to do so in the coming years. In order to maintain funding for our roads and bridges, HDOT embarked on a multi-year research and public outreach project, the Hawaii Road Usage Charge Demonstration Project (HiRUC), to identify how to implement a mileage-based Road Usage Charge in Hawaii. Based on the research and outreach, HDOT recommends beginning this transition with a minimally disruptive program allowing EV owners to choose between paying by the mile instead of the current flat annual registration fee.

A mileage-based user fee improves equity among motorists by ensuring everyone contributes based on how much they use our roads and bridges, whereas gas taxes increase the cost of transportation for those who can least afford it – those who drive older, less fuel-efficient cars and are already paying the most in fuel costs. Mileage-based fees ensure everyone pays the same per mile driven.

Making certain that highway funding policy keeps up with changing technologies such as adoption of more fuel efficient and alternative fueled vehicles is one of the goals of the Hawaii Road Usage Charge Demonstration project (HiRUC). The DOT recently completed the first phase of HiRUC, a 3-1/2 year research, public outreach and demonstration effort to examine a per-mile RUC as a future replacement of the gas tax.

A RUC is a policy whereby all vehicles contribute to the cost of roadway maintenance and improvements based on how much they drive. RUC preserves the user equity that

the gas tax intended: drivers who benefit from the usage of the road system pay for it, regardless of engine or fuel type. It enhances social equity because you pay based on what you use rather than time spent burning gas in traffic.

As the largest RUC demonstration conducted in the United States, HiRUC reached hundreds of thousands of Hawaii residents. By leveraging DOT's existing vehicle inspection (safety check) process for the collection of odometer mileage from vehicle owners. Nearly 360,000 customized Driving Reports were direct mailed to vehicle owners showing them the total miles they drove between their two most recent safety checks. Mailers included an estimate of gas taxes they paid and an indication of what they would owe under a RUC of 0.8 cents per mile. Over 40,000 residents completed surveys, and they expressed high levels of understanding and support for a RUC. Support increased further when told the funds would be dedicated to repair and upkeep roads and bridges and replace the state gas tax. Large majorities of drivers preferred to report miles at the annual safety check as they do today.

This demonstration, along with dozens of community and stakeholder meetings across the state, allowed for widespread outreach to a large percentage of the approximate 465,000 households in Hawaii. Through this outreach efforts, along with another hands-on demonstration with over 2,000 participants statewide that offered other automated mileage reporting options, support grew as did the level of comfort Hawaii residents had with a potential RUC. With RUC offering a viable path forward towards the goals of both eliminating fossil fuel emissions and providing a fair and sustainable funding for Hawaii's roadways, the DOT developed a series of recommendations in the Final Report that was published in August 2022.

H.B. 1110 H.D.1 begins a gradual transition to a mileage-based user fee allowing time for the development and refinement of systems. The bill eliminates the existing \$50 annual state vehicle registration surcharge on EVs. In its place, beginning July 1, 2025, this bill provides a choice for EV owners to either be in the RUC program where they pay a fee based on the number of miles driven at a rate of 0.8 cents per mile, or to opt out of the RUC program and pay an annual \$50 flat fee. This choice is offered to EV drivers until June 30, 2028.

The DOT recommends that for EV owners who choose to be in the per-mile RUC program, the maximum annual amount they would pay is \$50. Therefore, we recommend that paragraph (a) of the new section 249-A to read as follows:

**"§249-A State mileage-based road usage charge.** (a) Beginning July 1, 2025, in addition to all other fees and taxes levied by this chapter, electric vehicles defined in subsection (g) shall be subject to a state mileage-based road usage charge. The state mileage-based road usage charge shall be calculated by the county director of finance at the rate of 0.8 cents per mile traveled, multiplied by the number of miles traveled, less the estimated amount of paid state motor fuel taxes that

correspond with the number of miles traveled. This estimate shall be determined by departmental rulemaking process. The number of miles traveled shall be calculated as the difference between the vehicle's two most recent odometer readings, as noted on the vehicle's certificate of inspection pursuant to 286-26(e). The state mileage-based road usage charge shall not be less than zero dollars, and the state mileage-based road usage charge shall not be greater than \$50 per year. For the first registration renewal of new motor vehicles for which no certificate of inspection is required, the state mileage-based road usage charge assessed shall be \$50, and such amount once paid, shall be subtracted from the calculation of the state-based road usage charge upon that vehicle's second registration renewal."

The bill makes clear that should a RUC extend in the future to cover gasoline-powered vehicles, the RUC is also to act as a replacement for the gas tax, not in addition to it. The bill leverages the existing annual safety check process for mileage data collection, continuing a familiar experience for vehicle owners and minimizing costs.

In addition, the bill requires DOT to develop and submit to the legislature a long-term implementation plan to eliminate the gas tax and replace it with a RUC program that encompasses all passenger vehicles and light duty trucks by December 31, 2033.

The DOT recommends that funding be provided for this undertaking in this Act, and recommends SECTION 6 to read as follows:

"SECTION 6. There is appropriated out of the state highway fund, the sum of \$1,300,000 or so much thereof, as may be necessary for the fiscal year 2023-2024 to be used with available federal funds, for the initial implementation of the state mileage-based road user charge established pursuant to section 2 of this Act.

The sum appropriated shall be expended by the department of transportation for the purposes of this Act."

The DOT recommends SECTION 9 to read as follows: "SECTIONS 1 - 5 of this Act shall take effect on July 1, 2025, and SECTION 6 of this act shall take effect on July 1, 2023."

There are different options for funding critical infrastructure like our state's roads and bridges. Historically, Hawaii has relied on user-based fees, with fuel taxation as one of the largest and most important revenue sources. With fuel taxes declining, H.B. 1110 H.D.1 offers a way to preserve the user-pay approach in a fair and equitable manner. The DOT is committed to our mission of providing safe, efficient, and accessible transportation system for the residents of Hawaii while also helping the state achieve its clean energy objectives. H.B. 1110 H.D.1 offers a path forward for achieving both.

Thank you for the opportunity to provide testimony.



DATE: February 15, 2023  
TIME: 2:00 PM  
PLACE: VIA VIDEOCONFERENCE and Conference Room 329  
BILL: HB 1110, HD1, Relating to Road Usage Charge Program

Aloha Chair Nakashima, Vice Chair Sayama and members of the committee!

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing to respectfully **comment** on HB 1110, HD1, relating to the road usage charge program. This bill creates a mileage-based road usage charge to replace state motor fuel taxes beginning on July 1, 2025, for electric vehicles and eliminates the \$50 annual state vehicle registration surcharge for electric vehicles. Among other provisions, it allows electric vehicles a choice of paying a registration surcharge or a per-mile road usage charge until 2033.

HADA supports working collaboratively with policy leaders to ensure that the state's clean energy goals are met. HADA is presently proactively discussing with stakeholders, including state agency leaders, many of the issues addressed in this bill. For example, we have sought to explore the experience of other states and question whether any of them have adopted a road usage charge system? We would look to the Department of Transportation and others to explore whether there are any other options to generate revenue to address the need for road repairs. We ask whether the proposed road usage charge could have a potential negative affect on the rate of EV adoption. We look forward to working with policy leaders to seek the answers to these and many implementation and logistical questions.

HADA seeks to engage with legislators on issues of importance relevant to motor vehicles, our state's clean energy future, and safety. We thank you for the opportunity to testify.

The Hawai'i Automobile Dealers Association is the voice of more than 60 new car dealerships across the islands, accounting for over 4,000 direct jobs, \$6 billion total sales and more than \$250 million in general excise taxes paid.

**HB-1110-HD-1**

Submitted on: 2/14/2023 1:20:34 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Ted Bohlen	Climate Protectors Hawaii	Support	Written Testimony Only

Comments:

**SUPPORT!**

This bill would provide a choice for the next ten years for electric vehicle owners to choose between a mileage-based usage charge or the \$50 annual registration fee. The mileage-based charge is more equitable and should be available as an option.

Please pass this bill!

Climate Protectors Hawaii (by Ted Bohlen)



AAA Hawaii

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February 15, 2023

TO: Chair Mark Nakashima  
Members of the Committee on Consumer Protection & Commerce

FR: Liane Sumida  
Regional Manager

RE: **HB1110 HD1 Relating to the Road Usage Charge Program. – SUPPORT**

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AAA Hawaii supports HB1110 HD1 as amended, proposing to establish a mileage-based road user charges (RUC) for electric vehicles (EV). HB1110 HD1 provides a progressive, equitable, simple-to-understand and easy-to-comply payment system for EV owners. It is the most measured approach Hawaii can take at this time in introducing RUCs to its motorists. Moreover, providing a flat \$50 the annual road user fee option ensures the most high-mileage drivers will not pay more than their current expenses.

AAA strongly supports greater consumer choice in the vehicle marketplace while also recognizing EVs are becoming a bigger part of our mobility future. The current petroleum-based funding structure is growing increasingly obsolete and inefficient. For instance, the Federal Highway Trust Fund is widely projected to reach insolvency by 2027 and most state transportation funding mechanisms are similarly facing long term shortfalls. Meanwhile, EV sales increased almost 65 percent in 2022 over 2021 despite a downward trend in the gasoline-fueled market. This is entirely consistent with a AAA annual survey from 2022 that found one-quarter of Americans would likely buy an EV the next time they're shopping for a vehicle, with millennials leading the pack at 30 percent.

AAA has long supported the continued study and testing of road usage charge systems as a long-term alternative to state and federal gas taxes. We continue to represent motorized interests on several statewide road usage committees and advocate for transparency, efficient use of revenues, and equity in statewide programs. AAA Hawaii was fortunate to be part of the Hawaii Road User Charge (HiRUC) Advisory Committee and we remain in support of their final recommendations as fair and practical.

AAA is a motorist-based organization with 61 million members nationwide. We are committed to research in the consumer clean vehicle space and provide motorists with a variety of tools/resources when buying new vehicles, including EVs. For all the reasons stated above, AAA Hawaii supports HB1110 HD1. If you any questions about our policy about our position, please contact Marianne Kim at [kim.marianne@ace.aaa.com](mailto:kim.marianne@ace.aaa.com) or (213) 741-4488.

# TAX FOUNDATION OF HAWAII

126 Queen Street, Suite 305

Honolulu, Hawaii 96813 Tel. 536-4587

SUBJECT: FUEL, MISCELLANEOUS, MOTOR VEHICLE, New Road Usage Charge for Electric Vehicles

BILL NUMBER: HB 1110 HD 1

INTRODUCED BY: House Committee on Transportation

EXECUTIVE SUMMARY: Creates a mileage-based road usage charge to replace state motor fuel taxes beginning on July 1, 2025, for electric vehicles. Eliminates \$50 annual state vehicle registration surcharge for electric vehicles. Allows electric vehicles a choice of paying a registration surcharge or a per-mile road usage charge until 2033. Requires motor vehicle registration application to specify whether the type of fuel for which the vehicle is adapted is electricity. Requires certificates of inspection to state the odometer reading of vehicles. Requires the Department of Transportation to plan for the deployment of a state mileage based road user charge program by 2033 and submit a report to the Legislature no later than twenty days prior to the convening of the Regular Session of 2026. Defines electric vehicle. Defines alternative fuel vehicle. Makes an appropriation.

SYNOPSIS: Adds a new section to chapter 249, HRS, to impose a road usage charge (RUC) in the amount of 0.8 cents per mile traveled less the estimated amount of paid state motor fuel taxes. Applies to electric vehicles, defined as a vehicle, with four or more wheels, a gross vehicle weight rating less than or equal to ten thousand pounds, and the capability to operate legally at a speed of more than thirty-five miles per hour, that draws propulsion energy exclusively from a battery that can be recharged from an external source of electricity. The number of miles traveled will be determined by comparing the odometer readings in the vehicle's two most recent annual vehicle inspection (safety check) reports.

RUC realizations are deposited into the state highway fund.

Provides that vehicle owners may elect to pay a \$50 registration surcharge in lieu of the RUC until June 30, 2028.

Amends section 249-31, HRS, to delete the annual registration surcharge of \$50 that now applies to electric vehicles. The surcharge, after amendment, will apply only to alternative fuel vehicles.

EFFECTIVE DATE: June 30, 3000.

STAFF COMMENTS: This is an Administration bill sponsored by the Department of Transportation and designated TRN-11 (23). It authorizes a program called HiRUC that has been in the works for a few years now.

We observe that the State's policy toward electric and other zero-emission vehicles has not been consistent. In the early 2010's, State policy was to incentivize such vehicles for being environmentally friendlier. Several benefits came with the special plate that accompanied an

electric vehicle, including the ability to park at government parking lots (including at the airport!) and street spaces for free, and the ability to jump into carpool lanes even though there is just one person in the car. Sadly, good things don't last forever. The free parking benefit and the carpool lane benefit expired on June 30, 2020, according to the terms of the 2012 law that spawned them (Act 168, SLH 2012).

The pendulum started swinging the other way this decade. From January 1, 2020, thanks to Act 280, SLH 2019, electric vehicle owners were slapped with a \$50 surcharge on their annual vehicle registration fees.

The reason for the reversal appears to be economic: the Department of Transportation needs money to repair and construct roads, bridges, highways, and byways. Its primary source of money to do that has been the State Highway Fund, which is fed primarily by the fuel tax. As electric vehicles and other alternative fuel vehicles gain acceptance, however, fewer people buy fuel, and the fuel tax has been slowly drying up.

As the Department of Transportation stated in its justification sheet accompanying this bill:

The Department of Transportation recently completed the Hawaii Road Usage Charge Demonstration Project. One recommendation from the Final Report is to adopt a per-mile road usage charge system to provide a fair and sustainable funding mechanism for the State's road infrastructure. With the increasing fuel efficiency of vehicles and the increasing popularity of alternative fuel vehicles, there is a need to establish a means to pay for road maintenance and improvement that would be fair to all users, is sustainable, and supports the State of Hawaii's energy independence goals.

Are electric vehicles and alternative fuel vehicles to be incentivized for their environmental benefits or surcharged because they aren't generating enough fuel tax revenue to pay for their fair share of transportation maintenance? The State and the public could benefit by having leadership and consistent policy relating to electric vehicles and other zero emission vehicles.

Digested: 2/13/2023



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

HOUSE COMMITTEE CONSUMER PROTECTION & COMMERCE  
Wednesday, February 15, 2023 — 2:00 p.m.

**Ulupono Initiative supports HB 1110 HD1, Relating to Road Usage Charge Program.**

Dear Chair Nakashima 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 choices, and better management of freshwater resources.

**Ulupono supports HB 1110 HD1 and offers comments.** This bill creates a mileage-based road usage charge to replace state motor fuel taxes beginning on July 1, 2025, for electric vehicles; eliminates the \$50 annual state vehicle registration surcharge for electric vehicles; allows electric vehicles a choice of paying a registration surcharge or a per-mile road usage charge until 2033; requires motor vehicle registration application to specify whether the type of fuel for which the vehicle is adapted is electricity; requires certificates of inspection to state the odometer reading of vehicles; and requires the Department of Transportation to plan for the deployment of a state mileage-based road user charge program by 2033 and submit a report to the Legislature no later than twenty days prior to the convening of the Regular Session of 2026.

Ulupono Initiative recognizes the impact of more fuel-efficient vehicles on future fuel tax revenues and the need to maintain funding for road maintenance and improvements. As the Hawai'i Department of Transportation (HDOT) notes in its road user charge (HiRUC) final report, the average light-duty vehicle in the state currently achieves roughly 22 miles per gallon (MPG). As vehicles increasingly become more efficient, drivers will by default consume less gasoline and hence pay less gas tax. In addition, the State does continue to have a significant backlog of deferred maintenance—more than \$560 million/year.<sup>1</sup> Together, these issues certainly suggest that we must explore new funding mechanisms, and a usage charge seems appropriate.

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<sup>1</sup> <https://ulupono.com/media/ingpfb23/final-report-costs-of-vehicle-economy-in-hawaii-03-9-21.pdf>

Therefore, Ulupono Initiative is very supportive of a road user charge (RUC) approach, and supports that further planning is needed for a full implementation across all vehicles.

However, we offer the following comments for consideration:

- 1) We strongly recommend adding in language such that any broad implementation plan continues to account for and incentivize fuel efficient vehicles.

Simply put, a flat RUC does not account for the energy and climate benefits associated with more efficient vehicles. We remain very concerned about the disincentives built into a flat RUC. While this is revenue neutral for the State (which is very important), the structure provides no incentive to drive more fuel-efficient vehicles (including EVs) and reduce our greenhouse gas emissions, like the current incentive that is inherently embedded with the gas tax.

Counter to the spirit of Hawai'i's climate goals, this structure will increase the cost to drive for those who currently have more efficient fuel vehicles. Assuming the proposed annual road user charge of \$70 and the vehicle owner drives approximately 9,000 miles per year<sup>2</sup>, vehicles with a fuel economy of 21 MPG will pay an equivalent \$70 in fuel taxes per year. As a result, an owner of a Toyota 4Runner with a fuel economy of 19 MPG will pay 8% less, whereas an owner of a Toyota Corolla with a fuel economy of 38 MPG will pay 84% more. Although both vehicles have the same road usage, there is a disproportionate financial impact on drivers of more fuel-efficient, lower-emission vehicles. As seen in the appendices of the HiRUC final report, these increased costs will impact all demographics, including rural drivers and low-income drivers who currently have more fuel-efficient vehicles.

Overall, we fully recognize the potential funding issues that HDOT may be facing in the next decade and are very supportive of transitioning to a RUC, if appropriately structured. We believe that any transition should continue to promote more fuel-efficient vehicles, so that we can accelerate the reduction of our GHG emissions while we progress to a carbon-neutral state.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs

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<sup>2</sup> Represents the 2021 state average annual vehicle miles traveled per the Department of Business, Economic Development and Tourism (<https://files.hawaii.gov/dbedt/economic/databook/2021-individual/18/181921.pdf>)

## Big Island Electric Vehicle Association

hawaiidriveelectric@gmail.com

bigislandev.org



February 14, 2023

### COMMENT REGARDING HB1110 HD1 - RELATING TO THE ROAD USAGE CHARGE PROGRAM

Dear Chair Nakashima, Vice Chair Sayama, and Consumer Protection and Commerce Committee members,

**Big Island EV Association offers comments on HB1110 HD1, which “Creates a mileage-based road usage charge to replace state motor fuel taxes beginning on July 1, 2025, for electric vehicles. Eliminates \$50 annual state vehicle registration surcharge for electric vehicles. Allows electric vehicles a choice of paying a registration surcharge or a per-mile road usage charge until 2033.”**

A road use fee is inevitable. As our vehicle fleet transitions away from fossil fuel, it will be necessary to ensure funding for transportation infrastructure maintenance and upkeep. A road usage fee accomplishes this. EVs have been subject to an annual \$50 registration surcharge for a few years. HB1110 HD1 maintains this amount as an alternative to the per-mile fee (0.8 cents/mile) until 2028.

We recommend schedule for the deployment of the road use fee for all passenger vehicles and light duty trucks be pulled in, e.g., to December 31, 2030. This acceleration will help to simplify the process for the state and standardize the experience for our residents.

Thank you for this opportunity to offer comments on HB1110 HD1.

Sincerely,

A handwritten signature in black ink, appearing to read 'Noel Morin', written over a horizontal line.

Noel Morin - President

**Big Island Electric Vehicle Association** ([bigislandev.org](http://bigislandev.org)), established in 2011, is a grassroots non-profit group dedicated to accelerating the EV adoption Hawaii Island. Our members are EV owners and supporters.

**HB-1110-HD-1**

Submitted on: 2/13/2023 4:14:04 PM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lisa Toriki	Individual	Oppose	Written Testimony Only

Comments:

I oppose. "Road usage charge" is just another tax to burden the residents of this State. After years of paying for our "road repair" with the fuel tax, I can attest that our roads are still a mess! This money grab will NOT result in better roads for our residents. I am absolutely sure of this. Someone will benefit from this money, but it will NOT be the fine citizens of Hawaii who already are taxed to death only to live in a third world country with our failing infrastructure, rail to nowhere, poor public education and abysmal public service! It is my experience as a lifelong resident, that increasing taxes has NOT made anything better in our way of life which is why so many of our good citizens are moving away!!!

**HB-1110-HD-1**

Submitted on: 2/13/2023 10:44:54 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Andrew Crossland	Individual	Oppose	Written Testimony Only

Comments:

I **strongly** oppose this Bill.

**HB-1110-HD-1**

Submitted on: 2/13/2023 11:55:49 PM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Cara Soto	Individual	Oppose	Written Testimony Only

Comments:

Let's all say "government overreach" together. What on earth is all this about? Stop with the electric car bullying It's too much. We see through all your fancy speech and are not interested. I strongly oppose this bill. Please legislate on issues that desperately need your attention instead of creating new issues. Mahalos.

**HB-1110-HD-1**

Submitted on: 2/14/2023 7:28:43 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lorn Douglas	Individual	Support	Written Testimony Only

Comments:

Aloha,

this bill will lead to more equitable taxation esp for seniors who do not drive much. Please support this bill. Mahalo

**HB-1110-HD-1**

Submitted on: 2/14/2023 8:44:09 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Patrick Lum	Individual	Support	Written Testimony Only

Comments:

I support this measure.

Thanks.

**HB-1110-HD-1**

Submitted on: 2/14/2023 8:48:15 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Brenden	Individual	Support	Written Testimony Only

Comments:

*I support this measure*

**HB-1110-HD-1**

Submitted on: 2/14/2023 9:57:56 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keith Neal	Individual	Support	Written Testimony Only

Comments:

I support replacing the \$50 annual state EV registration surcharge with a per-mile usage charge option.

Keith Neal

Waimea

**HB-1110-HD-1**

Submitted on: 2/14/2023 10:05:08 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keaton S Woods	Individual	Support	Written Testimony Only

Comments:

All vehicles should contribute to the cost of building and maintaining roads, bridges, traffic control systems and related infrastructure. The contribution should be proportional to the wear and tear caused by each vehicle. A tax of a fixed percentage of the cost of tires would best reflect the weight of vehicles and therefore the wear and tear they produce over the life of the tires. Absent a tire tax, a tax based on the miles driven is the fairest way to contribute based on the wear and tear each vehicle causes.

**HB-1110-HD-1**

Submitted on: 2/14/2023 10:56:26 AM

Testimony for CPC on 2/15/2023 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Mary Smart	Individual	Oppose	Written Testimony Only

Comments:

I am OPPOSED to HB1110.

I agree that users of electric vehicle should share the cost of road usage, however, I am completely against the invasive method proposed by this bill, a mileage-based road usage charge.

I am well aware that the “agenda” is to impose this process on ally type of vehicle users in the future. One of the goals of the UN agenda on Sustainable Development is to limit our mobility and limit our transit to walking, biking and mass transit systems, thus the push to funnel us into urban transit oriented development (TOD) housing so we can “live, work, and play” in our neighborhood and constant surveillance. The pay by mile scheme is just one of the methods being implemented to achieve that goal. Do not let it happen in Hawaii.

In America mobility is an essential freedom. The government has no need to know where and when we travel in our vehicles. Gasoline tax is an acceptable method of paying for road upkeep as long as we aren’t overtaxes and the surplus used for other purposes. This “pay for mile driven” bill is government overreach.

There is a push to have everyone purchase electric vehicles but it has been reported that there isn’t enough electricity to charge them should people switch to that mode of transportation. And, with the push to unreliable renewable energy sources, brownouts will be commonplace. Recently in [California](#) asked residents to forego charging their vehicles during a heat wave that added demand to their electric grid. Gas fueled vehicles are less costly to operate, better for the environment (electric cars require a large carbon footprint to [build](#)) and disposal costs for gas cars are likely to be much less than electric vehicles due to the materials used in the electric vehicle batteries.

The solution for electric vehicles is either (or both) they pay a higher vehicle registration and they start paying a tax for their service at vehicle recharging stations. There is no need to create a new method of taxes, especially one that invades our personal privacy.

Do not pass SB1002. Vote NO.

**HB-1110-HD-1**

Submitted on: 2/14/2023 1:38:04 PM

Testimony for CPC on 2/15/2023 2:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

As an EV owner and supporter of reducing motor vehicle travel I am testifying in support of HB1110 HD1 to Replace the \$50 annual state EV registration surcharge with a per-mile usage charge option.

It's a fairer way to charge and encourages less use of motor vehicles in general.

Virginia Tincher

Aina Haina