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HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
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ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY
TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
ON
HOUSE BILL NO. 1415

February 16, 2023
9:15 a.m.
Room 325 and Videoconference

RELATING TO ENERGY

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill (H.B.) No. 1415 amends Chapter 269, HRS, by adding two new sections to Part III to: 1) require the Public Utilities Commission (PUC) to administer an Electric Vehicle Charging System Loan Program (EVCSLP) in consultation with EV stakeholders and the Hawai'i State Energy Office; 2) allow the PUC to contract with a third-party administrator to operate and manage the EVCSLP; 3) establish eligibility requirements for applicants; 4) require the PUC to apply for any federal funding available, prepare forms, adopt administrative rules, and require each applicant to furnish applicable documentation for loan eligibility; 5) establish a EVCSL Revolving Fund (RF), to be administered by the PUC, consisting of federal funds, monies appropriated by the Legislature, private contributions, principal and interest on loans issued, and interest on funds deposited into the EVCSLRF. This bill also amends Section 269-72, HRS, to prevent a person from being eligible under the EVCSLP if they claim a rebate under the existing EVCS Rebate Program and appropriates an

unspecified amount of general funds for FY 24 to be deposited into the EVCSLRF and a corresponding unspecified amount of revolving funds for FY 24 for the EVCSLRF.

As a matter of general policy, B&F does not support the creation of any revolving fund, which does not meet the requirements of Section 37-52.4, HRS. Revolving funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Regarding H.B. No. 1415, it is difficult to determine whether the proposed revolving fund would be self-sustaining.

Additionally, B&F does not support the inclusion of language to allow the deposit of federal funds into the EVCSLRF. Federal funds should be kept separate from other types of funds for compliance and reporting purposes. Further, the purpose of a federal grant may not be totally aligned with the statutory uses of the revolving fund.

Thank you for your consideration of our comments.

TESTIMONY OF
LEODOLOFF R. ASUNCION, JR.
CHAIR, PUBLIC UTILITIES COMMISSION
STATE OF HAWAII

TO THE
HOUSE COMMITTEE ON
ENERGY & ENVIRONMENTAL PROTECTION

February 16, 2023
9:15 a.m.

Chair Lowen, Vice Chair Cochran, and Members of the Committee:

MEASURE: H.B. No. 1415

TITLE: RELATING TO ENERGY.

DESCRIPTION: Requires the public utilities commission to administer an electric vehicle charging system loan program to provide loans to applicants who install eligible electric vehicle charging systems. Appropriates funds.

POSITION:

The Public Utilities Commission (“Commission”) supports this measure and offers the following comments for consideration.

COMMENTS:

The Commission agrees with the intent of this measure to support low-income customers by providing low-interest loans for installation of electric vehicle (“EV”) charging infrastructure.

The Commission currently manages the Electric Vehicle Charging System (“EVCS”) Rebate Program in consultation with electric vehicle stakeholders and in cooperation with the program’s administrator, Hawaii Energy. The program directly supports the state’s decarbonization goals and continues to provide benefits to Hawaii’s residents. This measure would be a meaningful addition to the program. In service of long-term administrative efficiency of this beneficial EV Infrastructure program, within its budget request for the fiscal biennium 2023-2025, the Commission has requested establishment of a permanent spending authority to expend the funds that are automatically collected in the sub-account for this program. However, the Commission observes that the ceiling for spending authority in SB354/HB300 is currently requested at a \$750,000 level and

requests that should this measure pass, that level be increased to include the amount appropriated for this loan program to ensure that the Commission can expend the full amount of funds.

The Commission observes that such a loan program must be carefully designed to ensure longevity and success, and offers the following comments, which are intended to allow the Commission and a contracted third-party administrator greater flexibility in designing and administering such a program. First, the Commission offers suggested edits to the measure's introductory framing:

(a) The public utilities commission, in consultation with electric vehicle stakeholders and the Hawaii state energy office, shall design and administer a loan program that incentivizes the installation of an eligible electric vehicle charging system, as provided in this section, and may contract with a third-party administrator or administrators pursuant to section 269-73 to operate and manage the loan program.

The Commission observes that there are many design options for such a program that could support the intent of this measure, such as allowing on-bill financing or other loan repayment risk mitigators depending on the source of funding for the program. Allowing design flexibility will preserve the ability to make modifications to the program as needed to support a rapidly changing industry. The Commission notes that while Hawaii Energy currently administers the EVCS program, it would like to consider whether another entity may have more relevant expertise and authority uniquely required to administer loan programs. The Commission notes that if this suggestion is adopted, references to "the program administrator" throughout the measure should be modified to read "the program administrator(s)".

Second, the Commission recommends modifying the language regarding low-income households to read:

(b) An applicant may be eligible for a loan under this section if the applicant installs an eligible electric vehicle charging system and is: (1) ~~[A homeowner whose household income is no more than one hundred per cent of the area median income;]~~ A low- to moderate-income homeowner, as defined and identified by the Program Administrator; or (2) An existing or new affordable housing development, as defined and identified by the Program Administrator. ~~[located in and serving households that make no more than one hundred per cent of the area median income.]~~

The Commission offers this suggestion noting that income verification can be a barrier to program participation for many customers and can place a significant administrative burden on the administrator, should they not already have access to income information. Preserving the flexibility to define income thresholds will allow the Administrator to pursue streamlined income verification practices, such as via proxies like enrollment in the Supplemental Nutrition Assistance Program or participation in the Low-Income Home Energy Assistance Program. Additionally, such flexibility will ensure that income thresholds can readily be aligned with existing or proposed definitions of low- and moderate-income, such as in S.B. 1460 and H.B. 1252 H.D.1, which define affordable housing as housing that is affordable to a household with an income at or below 140% of the area median income and is often considered a “moderate” income.

Third, the Commission observes that reducing the cost for electric vehicle charging for low- and moderate-income customers is a high priority and offers that it may be prudent to remove the provision that disqualifies a loan recipient from also receiving a charging system rebate on Page 3, lines 4-6. The Commission recognizes that receipt of certain types of Federal funding may prohibit customers from also receiving such a rebate. However, this is the type of program design element that the Commission and the Administrator could consider when standing up the program to ensure that all funds are being expended harmoniously to best meet the objectives of the measure.

Equity is a high priority for the Commission, and we support the provisions of this measure to increase EV charging access for low- and moderate-income communities. The Commission has worked with electric vehicle stakeholders to begin identifying communities that are underserved by electric vehicle charging infrastructure and will further explore equity measures related to transportation electrification in Docket No. 2022-0250, which is investigating equity holistically across Commission functions.

Thank you for the opportunity to testify on this measure.

Big Island Electric Vehicle Association

hawaiidriveelectric@gmail.com

bigislandev.org



February 11, 2023

SUPPORT for HB1415 - RELATING TO ENERGY

Dear Chair Lowen, Vice-Chair Cochran, and EEP Committee members,

Big Island EV Association supports HB1415, which “Requires the public utilities commission to administer an electric vehicle charging system loan program to provide loans to applicants who install eligible electric vehicle charging systems.

Hawaii is making progress in the decarbonization of its ground transportation. There are now over 22,000 electric vehicles (EVs) in the State, and YoY growth is impressive. More must be done to accelerate this progress. EVs still represent 2% of passenger vehicles, and we consume over 30 million gallons of gasoline each month. This translates into a massive carbon footprint and highlights our dependence on energy imports and the security risks that this presents.

The transition to clean transportation must be equitable for us to achieve our decarbonization goals. Measures to reduce the cost burden of installing home charging equipment will help make the transition to a clean energy future possible for everyone.

HB1415 is such a measure. It will help low-income households install residential charging stations by offering low-cost financing.

Please support HB1415.

Thank you for this opportunity to testify.

Sincerely,

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

Noel Morin – President
Big Island EV Association

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

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



February 13, 2023

Dear Chair Lowen, Vice Chair Cochran, and members of the Committee,

The Hawaii Electric Vehicle Association (Hawaii EV) supports HB1415, which would provide low-interest loans to low- and moderate-income households to install EV chargers at their homes. We urge you and your colleagues to support this bill.

We strongly support the stated purpose of HB1418 as follows: "the purpose of this Act is to require the public utilities commission to administer an electric vehicle charging system loan program to provide loans to applicants who install eligible electric vehicle charging systems."

However, **we also urge the bill to be amended to direct the PUC to ensure that the application process is as simple as possible.** We fear that a burdensome loan application process may deter most eligible households from applying for this loan for L2 chargers (the large majority of loan applications will almost certainly be for L2 chargers rather than fast chargers).

However, if the loan application process is relatively easy we foresee potentially significant customer demand for these loans.

Thank you for this opportunity to testify.

Sincerely,

A handwritten signature in black ink, appearing to read "TH", is written over a thin horizontal line.

Tam Hunt
Board Member and Policy Manager
Hawaii EV Association



Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

Hawaii EV Board

Noel Morin, President
Nanette Vinton, Secretary, and Treasurer
Bill Bugbee - Director
Tam Hunt - Director
Sonja Kass - Director
Rob Weltman - Director

Hawaii EV Clubs

Big Island EV Association
Kauai EV
Maui Nui EV
Tesla Hawaii Club



To: The Honorable Chair Nicole Lowen, the Honorable Vice Chair Elle Cochran, and Members of the Committee and Energy and Environmental Protection

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: **Hearing HB1415 RELATING TO ENERGY.**

Hearing: Thursday February 16, 2023, 9:15 a.m., room 325

Aloha Chair Lowen, Vice Chair Cochran, and Members of the Committee on Energy and Environmental Protection:

The Climate Protectors Hawai'i STRONGLY SUPPORTS HB1415!

The Hawaii Legislature has declared that we are in a climate emergency! One way to address that emergency and help the State achieve its carbon negative clean economy target as soon as practicable but not later than 2045 is to reduce greenhouse gas emissions by transitioning to electric vehicles from fossil fuel-consuming internal combustion engines.

The lack of charging infrastructure is a major barrier in the transition to electric vehicles. This bill would help overcome that barrier by requiring the Public

Utilities Commission to administer an electric vehicle charging system loan program for applicants who install eligible electric vehicle charging systems.

Please pass this bill to facilitate the transition to electric vehicles.

Mahalo!

Climate Protectors Hawaii (by Ted Bohlen)



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION
Thursday, February 16, 2023 — 9:15 a.m.

Ulupono Initiative supports HB 1415, Relating to Energy.

Dear Chair Lowen 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 1415, which requires the Public Utilities Commission to administer an electric vehicle charging system loan program to provide loans to applicants who install eligible electric vehicle charging systems (EVCS).

Ulupono supports clean, alternative fuel transportation, as ground transportation makes up a significant portion of Hawai'i's reliance on imported oil and is the largest contributor to our state's greenhouse gas emissions. To streamline meeting State climate change goals and sustainability efforts, the EVCS loan program can provide the necessary infrastructure capital to support electric vehicle (EV) adoption.

While significant impact has been made from the current EVCS Rebate Program, continued support is still needed. A recent survey by Cox Automotive indicates that a lack of EV charging remains the top barrier to EV adoption, with 57% of consumers noting the issue (per Cox Automotive Path to EV Adoption survey conducted in July 2021). We are hopeful that building off the momentum of the 2021 and 2022 State Legislatures, this program, with dedicated resources, can look to expand its overall impact in our community. We are supportive of the new emphasis to serve low- and moderate-income communities, which helps to ensure that all community members stand to benefit from access to EVs.

As Hawai'i's energy issues become increasingly complex and challenging, we appreciate this committee's efforts to look at policies that support the continued adoption of clean transportation throughout the islands.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

Investing in a Sustainable Hawai'i



To: The House Committee on Energy and Environmental Protection (EEP)
From: Sherry Pollack, 350Hawaii.org
Date: Thursday, February 16, 2023, 9:15am

In strong support of HB1415

Aloha Chair Lowen, Vice Chair Cochran, and Energy and Environmental Protection Committee members,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org is in **strong support of HB1415** that requires the public utilities commission to administer an electric vehicle charging system loan program to provide loans to applicants who install eligible electric vehicle charging systems.

The transportation sector contributes more to the climate crisis than any other sector in Hawaii. The widespread adoption of electric vehicles is vital in our strategy for reducing emissions and meeting our emission reduction goals. Hawaii will not be able to reach its carbon reduction goals, however, if we do not enact policies that support these outcomes. HB1415 is one such policy, as it will help low-income households install residential charging stations by offering low-cost financing.

350Hawaii fully supports efforts by the legislature to establish social equity as a foundational principle in the State's efforts to strengthen climate resilience. A Just Transition means leaving no one behind. That includes efforts such as HB1415 which reduce the cost burden of installing home charging equipment, and as a result, will help make the transition to a clean energy future possible for everyone.

Thank you for the opportunity to testify on this important measure.

Sherry Pollack
Co-Founder, 350Hawaii.org

HB-1415

Submitted on: 2/9/2023 12:28:24 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

Support. Thank you.

HB-1415

Submitted on: 2/11/2023 7:47:02 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Lorn DOuglas	Individual	Support	Written Testimony Only

Comments:

Driving EV's should be for all, not just the wealthy. Please support this bill

Lorn DOuglas
Lower Puna

HB-1415

Submitted on: 2/12/2023 12:35:21 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

HB1415 will help low-income residents participate in the clean energy renaissance.

HB-1415

Submitted on: 2/12/2023 1:16:44 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Aloha legislators,

This bill could help me a low income Kupuna on SS. My driving is limited because I'm trying to be pono for the earth and humankind and I own an EV which I thought could get me around and up and down the big island but I'm learning not so. I would need a 240 v charger in order to get charged on HELCO's cheaper daytime rate. Between 9 -5 I can only get at most 40 miles and each time I come up to Volcano I use over 110 miles.

Do the right thing and pass all these bills for climate and EV readiness to lower our high CO2 emissions.

mahalo

HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
Hearing on Feb. 16, 2023 at 9:15 am

SUPPORTING HB 1415

My name is John Kawamoto, and I support HB 1415.

All of Hawaii's economy must decarbonize if Hawaii is to reach its goal of net-zero emissions by 2045. We are making progress in the decarbonization ground transportation. There are now over 22,000 electric vehicles (EVs) in the State, and the growth rate is impressive. But more must be done to further accelerate this progress because we still consume over 30 million gallons of gasoline each month. This translates into a massive carbon footprint and highlights our dependence on energy imports and the security risks that this presents.

The transition to clean transportation must be equitable as we achieve our decarbonization goals. Measures to reduce the cost burden of installing home charging equipment will help make the transition to a clean energy future possible for everyone.

By offering low-cost financing, this bill will help low-income households install residential charging stations.

HB-1415

Submitted on: 2/13/2023 12:35:52 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Katherine Fryer	Individual	Support	Written Testimony Only

Comments:

I strongly support HB1415, which creates a low-interest loan program for low-income households to install home EV charging stations. Low-income families are the ones who would benefit most from the low cost of fueling EVs, but their access to charging facilities is prohibitively limited. We need to make this resource available and ensure that no one is left behind in our transition to clean transportation.

HB-1415

Submitted on: 2/13/2023 7:33:01 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Individual	Support	Written Testimony Only

Comments:

Aloha TRUSTED Hawaii Lawmakers!

Kauai Climate Action Coalition Strongly supports this bill to help provide loans to businesses to install much needed CHARGERS! Public EV chargers are NOT for rich, it is for the low income and visitors. My EV has lots of range, so I charge almost exclusively at home. But, renters and Garage orphans NEED this. EV attack the @nd highest cost of living...Transportation! Kauai Climate Action Coalition asks you to be BOLD and support this and any other bills that can help us get off fossil Fuels and STOP all the climate pollution that is literally KILLING us and the species we share this planet with and dependent on for food and pressure! PLEASE ACT and pass this one!

Mahalo,

Steve Parsons, Kauai Climate Action Coalition, Kauai EV, Surfrider Foundation Member, Tesla Owners Club Kauai Director

Hanapepe Kauai

808-651-3232c

Sm. Biz. Owner KW Big Island Keller Williams Realty

Hawaii Broker Lic. #RB-22077

HB-1415

Submitted on: 2/13/2023 9:14:24 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Keith Neal	Individual	Support	Written Testimony Only

Comments:

HB1415

Support

I support the is bill as it addresses access and equity.

Keith Neal

Waimea

HB-1415

Submitted on: 2/13/2023 10:18:24 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Members,

I respectfully ask that you support HB1415 which would create a low interest loan program for low-income households to install home charging stations.

Thank you for your attention and courtesy.

Melissa Barker

Kapaa, HI

HB-1415

Submitted on: 2/13/2023 11:09:45 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

Chair Lowen, Vice Chair Cochran and Committee on Energy & Environmental Protection,

I am in strong support of HB1415 to create a low-interest loan program for the installation of home charging stations for low-income households.

Mahalo for supporting a just transition to clean energy.

It's important to me to support all efforts to benefit our climate and I am a strong supporter of HB1415.

Mahalo for this opportunity to testify,

Virginia Tincher

Aina Haina, Oahu

HB-1415

Submitted on: 2/13/2023 11:31:50 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Helen Cox	Individual	Support	Written Testimony Only

Comments:

Please pass HB 1415, a bill that will provide low-interest loans for installing home EV chargers for low income individuals. The electrification of transportation is essential as one important part of addressing the climate crisis. However, currently one of the barriers for EV ownership is the lack of access to charging stations. While homeowners who can afford it, have installed home chargers, those in lower income brackets often cannot. In order to make an equitable transition, we need it make it possible, cost effective, and convenient for those in lower income brackets to own EVs. This bill is an important step in that direction Please vote for HB 1415. Mahalo.

Helen A Cox

Kalaheo, Kauai

HB-1415

Submitted on: 2/13/2023 11:40:43 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Stephanie Hall Morin	Individual	Support	Written Testimony Only

Comments:

Aloha,

I support making EV charging systems more affordable for lower income households. This loan program sounds like a viable solution to increase EV adoption.

Mahalo,

Stephanie Hall Morin

HB-1415

Submitted on: 2/13/2023 4:33:17 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Gerard Silva	Individual	Oppose	Written Testimony Only

Comments:

Electric Cars are Dangerous and the Batterys Cost more than the Car NOT FISABLE!!!!

HB-1415

Submitted on: 2/14/2023 7:03:24 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael Koster	Individual	Support	Written Testimony Only

Comments:

My family supports this bill, but we don't think it goes far enough. We would like to see grant programs, rather than loans, for low-income residents installing EV infrastructure.

HB-1415

Submitted on: 2/14/2023 8:45:32 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Patrick Lum	Individual	Support	Written Testimony Only

Comments:

I support this measure.

Thanks.

HB-1415

Submitted on: 2/14/2023 8:47:52 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Brenden	Individual	Support	Written Testimony Only

Comments:

I support this measure

HB-1415

Submitted on: 2/14/2023 10:06:25 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Keaton S Woods	Individual	Support	Written Testimony Only

Comments:

Less affluent residents are more likely to have older ICE cars that pollute more than newer ICE cars. This makes it a priority to encourage less affluent residents to switch to EVs.

HB-1415

Submitted on: 2/14/2023 10:06:37 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
David Durazzo	Individual	Support	Written Testimony Only

Comments:

I support this measure

HB-1415

Submitted on: 2/14/2023 8:39:01 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Matthew Geyer	Individual	Support	In Person

Comments:

Thank you for hearing HB 1415 .

Please support HB 1415 as it will help increase the number of charging stations available for Electric Vehicles (EV)

Owning an EV will improve the quality of life of Hawaii's residents in many ways, but we need more charging stations available to meet the quickly increasing demand.

Some of the benefits of EV ownership include:

Significantly less maintenance, no oil changes, belts, fluid changes, etc.

Less noise pollution.

Less air pollution near our homes and schools, gasoline powered cars emit lots of toxic pollutants like carbon monoxide, formaldehyde, benzene, and more!

Less greenhouse gasses emitted overall, even if the source of electricity is fossil fuel based.

And of course enjoying paying less per mile to commute and not paying for polluting fossil fuels to be imported here.

For all these reasons and more, please support HB 1415

Mahalo.

Matthew Geyer

HB-1415

Submitted on: 2/14/2023 9:14:37 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Matthew Geyer	Individual	Support	In Person

Comments:

Thank you for hearing HB346 which requires new State buildings to be electric vehicle charger-ready.

This bill could help various departments within the state switch their fleets to electric, which will save them money, along with a host of other benefits.

There have been recent reports of police departments around the continent switching to electric vehicles, and even though they are more expensive in the beginning, withing a few years end up saving more money than if they had purchased gas vehicles.

This could also support state workers who commute to their jobs in electric vehicles.

Please support HB346 HD1

Mahalo

Matthew Geyer

HB-1415

Submitted on: 2/14/2023 9:26:43 PM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Ruth Love	Individual	Oppose	Written Testimony Only

Comments:

If people are opting for more expensive electric vehicles then they should have the responsibility of funding their own charging station.

If we initiate a loan program for home or business charging stations, do we receive a lien against their car or vehicle? Who administers the loans? How do we recoup if they default?

Rather than the state of Hawaii getting into a sticky mess of loans, allow the charging stations for homes or businesses to be a portion of their car loans. They are picking the option of an electric vehicle. With that option comes the cost and installation of a charging station fir their vehicle. As does a replacement battery cost of upwards of 12 thousand. If you can not afford these then don't opt for it. And certainly don't dump a bunch of loans onto the backs of Hawaii's taxpayers.

Thank you,

Mrs Ruth Love

HB-1415

Submitted on: 2/15/2023 8:53:43 AM

Testimony for EEP on 2/16/2023 9:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Barbara Best	Individual	Support	Written Testimony Only

Comments:

It only makes sense that on our way to convert from fossil fuel powered vehicles to electric vehicles, we'll need charging stations, as not all residents will have the ability to charge at home.