

Senate Transportation & Energy

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HB23-1233 Electric Vehicle Charging & Parking Requirements

Typed Text of Testimony Submitted

Name, Position, Representing	Typed Text of Testimony
<p>Julia Moravcsik</p> <p>For themselves</p>	<p>Easy access to home charging is essential for the adoption of electric vehicles.</p> <p>Please also consider making sure that all EVs can use these chargers. Level 2 charging works for all vehicles, but if there are Level 1 chargers installed, they should cover the 66% of EVs that are Teslas and use the National Charging Standard as well as the 33% remainder of EVs that use CCS.</p> <p>Please also add something that ensures that chargers are repaired (uptime). If the chargers are broken and not fixed then the residents will be stranded or have to charge publicly. It will also reduce the adoption of EVs because people will hear bad stories of broken chargers.</p>
<p>Erik Johnson</p> <p>For themselves</p>	<p>I work with with one of the public housing authorities in Boulder County – but I am testifying on my own behalf. We provide workforce housing for folks earning typically 60% of Area Median Income. We are well underway with a program to install EV charging for our residents.</p> <p>Recently we toured 8 different affordable housing sites – typically apartments and townhouses – with representatives from Xcel Energy. Xcel has 3 different incentive programs for EV charging. They support installation of necessary infrastructure like conductors and transformers, and also the chargers themselves. Another program incentivizes EV charging for Colorado Carshare who are rapidly electrifying their fleet.</p> <p>If Colorado is going to be successful with electrification and carbon reduction goals, then everybody needs to be on board. If you live in an apartment complex and want an EV – you have a problem. You can't just install a charger at your designated parking spot. We have heard from one of the residents in our neighborhoods that he must drive a mile away to the shopping center to charge his vehicle. The benefits of EV's – lower operating costs, better air quality, participation in climate solutions – need to be available to all, not just the affluent EV owners charging in their single-family garages.</p>

	<p>Please support the bill and help knock down some of the regulatory obstacles to EV charging. Let's all pull together in the same direction to provide EV charging options for all housing types and all income levels.</p>
<p>Ron Bennett For themselves</p>	<p>Please support HB23-1233.</p> <ul style="list-style-type: none"> <li>- EV charging infrastructure is essential to promote the widespread adoption of electric vehicles necessary to achieve CO2 reductions required by Colorado's greenhouse gas pollution reduction roadmap.</li> <li>- Exemption from property tax is another incentive to accelerate EV adoption.</li> <li>- Multi-family buildings have a 'chicken and egg' problem... Building owners claim there's little demand for EV charging, but apartment dwellers are reluctant to purchase EV's for lack of charging infrastructure. It's only fair that renters have the same opportunity to charge at home that single-family homeowners do.</li> <li>- Builders and developers claim that EV chargers will strain building services and the grid, but EV's are not always charging or drawing maximum power. Companies like ChargePoint and EvoCharge offer EV Charging Load Management systems to dynamically adjust charging levels to limit EV charging peak loads on building systems and the grid. This technology is available today.</li> </ul> <p>I urge you to please vote yes for HB23-1233. Thank you.</p> <p>Ron Bennett, architect</p>