

COUNCIL MEETING

AUGUST 14, 2024

The Council Meeting of the Council of the County of Kaua'i was called to order by Council Chair Mel Rapozo at the Council Chambers, 4396 Rice Street, Suite 201, Lihu'e, Kaua'i, on Wednesday, August 14, 2024, at 8:52 a.m., after which the following Members answered the call of the roll:

Honorable Addison Bulosan
Honorable Bernard P. Carvalho, Jr.
Honorable Felicia Cowden (*present at 8:58 a.m.*)
Honorable Bill DeCosta
Honorable Ross Kagawa
Honorable KipuKai Kualii
Honorable Mel Rapozo

(Note: No one from the public provided oral testimony via the Zoom remote technology platform on any agenda item.)

APPROVAL OF AGENDA.

Councilmember Kualii moved for approval of the agenda, as circulated, seconded by Councilmember DeCosta.

Council Chair Rapozo: Is there any discussion or public testimony?
Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion for approval of the agenda, as circulated, was then put, and carried by a vote of 6:0:1 (*Councilmember Cowden was excused*).

Council Chair Rapozo: The motion carries. Next item, please.

SPECIAL ORDER OF THE DAY:

Bill No. 2914, Draft 3 – A BILL FOR AN ORDINANCE AMENDING CHAPTER 7A, ARTICLE 9, KAUA'I COUNTY CODE 1987, AS AMENDED, RELATING TO GOVERNMENT ASSISTANCE FOR WORKFORCE HOUSING

Council Chair Rapozo: Before we take the motion, I will allow Councilmember Kualii a few minutes to share your comments.

Councilmember Kualii: Chair, I was going to ask for a motion to receive for the record today. At our last meeting, I asked for a deferral and the Council was kind enough to grant that. My request for the deferral was to get an ethics

opinion. I have been unable to get that as of yet. The Board of Ethics is not meeting in August, they will meet in September. It could potentially take two (2) months for that to happen, so I do not think it is a good thing for me to ask for another deferral today and for two (2) months, which is such a long time. My motion will be to receive for the record and potentially, in the new term, the Bill could be reworked and come back again. It depends on working with the Administration.

Council Chair Rapozo: Is that your motion?

Councilmember Kualii moved to receive Bill No. 2914, Draft 3 for the record, seconded by Councilmember Bulosan.

Council Chair Rapozo: Is there any discussion before we open up the floor? Are there any registered speakers?

JADE K. FOUNTAIN-TANIGAWA, County Clerk: Chair, we have one (1) registered speaker: Kanani Kagawa.

There being no objections, the rules were suspended to take public testimony.

Council Chair Rapozo: Ms. Kagawa.

KANANI KAGAWA: Hello, good morning. Just for clarification, with the motion to receive, where does it go next?

Council Chair Rapozo: It dies. In order for it to be revived, it would need to be reintroduced, go to first reading, a public hearing, and all of that again.

Ms. Kagawa: Okay. Thank you. Kanani Kagawa, for the record. As drafted, I am in opposition of Bill No. 2914, Draft 3 for various reasons. Primarily and particularly, it had to do with the unresolved questions about housing credits—what they are worth, how many the County has, the inventory of credit. Before we pass bills that will issue out millions of dollars to developers, we should know what our inventory is. That was my primary reason. I had many more, but since it looks like the Bill is going in a favorable direction for me, I have nothing further. Thank you.

Council Chair Rapozo: Thank you. Are there any other registered speakers? Is there anyone else in the audience wishing to speak? Ms. Hammerquist.

BRIDGET HAMMERQUIST: Good morning. Thank you, Councilmembers. My name is Bridget Hammerquist. I am from Kōloa, and I am glad the Bill is being received and will need to go back to the drawing board. One of the thoughts I would like to share is that as the Bill is written, it potentially creates a “red line” type violation of community development. Its set up seems to encourage builders to find areas of the island less desirable, put up housing for the people who fit into the eighty percent (80%) to one hundred twenty percent (120%) median income bracket and then obtain credits allowing them to build luxury homes in the more attractive areas of the island while obviating the need to build workforce housing because of their credits. This is serving the economically deprived and the very wealthy, but once

again, the workforce is left out. I really feel strongly that while politicians talk about workforce housing, it is not being built on this island, and it could be and it should be, just as the Department of Hawaiian Home Lands' (DHHL) homes should be a priority. Hawaiians should get off the list and their homes should be built first. They should not be used, either, to give developers credits. Thank you for listening and I appreciate your time. I really do. I know what you are doing is hard, but the long-term consequence really needs to be studied. Thank you.

Council Chair Rapozo: Thank you. Is there anyone else?

There being no further testimony, the meeting was called back to order, and proceeded as follows:

Council Chair Rapozo: Is there any further discussion? I passed out the June...this is really for the Housing Agency. The Bill was sent across from the Administration, so really it is a Bill that was requested. This article came out on July 29, 2024, so it is very recent, and it was from the Big Island's newspaper.

(Councilmember Cowden was noted as present.)

Council Chair Rapozo: I know one of the thoughts and discussions that we had was this was an attempt to try to do something that could help affordable housing on Kaua'i. One of the nice things about living in Hawai'i is we have four (4) counties here that pretty much struggle with the same issues and others have tried this method. I just want to read some quotes out of the article that I really want the Housing Agency to look at and explore to see if it applies to Kaua'i. I believe it does. This report was done by David Doezema, who is with the advisory firm Keyser Marston Associates. He presented this report to the Hawai'i Island County Council. It says, "In particular, Doezema focused on the county's affordable housing credit system, which was introduced in 2005," so they have had a long run with this. "Under the credit system, developers who build more than the minimum number of affordable housing units in a development can earn affordable housing credits that can be sold to other developers, who can use those purchased credits to satisfy their own affordable housing requirements," which is basically what our Bill was trying to do. He had several recommendations, but, "Among [Doezema's] recommendations for improving the county's affordable housing policy was a simple one: end the credit system entirely. 'We do not see the credits as being an effective tool for encouraging affordable housing right now,' [Doezema] said, 'noting that while the system could work on paper, in reality the abundance of credits in circulation reduces the incentive for developers to build affordable housing, and that they function as a de facto effective at generating housing,' Doezema said. In a feasibility analysis of different housing types in different Big Island districts, the report found that it simply is not financially viable to build housing in some districts with the incentive being offered." I would ask the Housing Agency as well as other Members of the Council to look at the Big Island and make sure we understand what this will do or will not do if, in fact, this Bill comes back to the Council. Is there any further discussion? Councilmember Cowden.

Councilmember Cowden: This was a difficult issue for me, because I deeply appreciate some of the providers that the County has, like Permanent

Affordable Living and Habitat for Humanity. They do amazing things and I want to do everything I can to support them. I have looked at some of the stuff with the Big Island, and we have heard how this would be a little different. For me, when we pass something like this ahead of changing that in-lieu fee, it is incredibly uncomfortable, because the in-lieu fee is just so profoundly low, I do not know why any developer would not do an in-lieu fee, because even in fairness to the developers, it is unmanageably unaffordable to build affordable housing. They cannot even seemingly find the properties to put them on. I think that this would be choice "A"...is to buy these things out for the in-lieu fee, so it is not easy for me to vote against an opportunity to help Habitat for Humanity, which does amazing things, but I feel one of the most critical things we have going on right now is the need for housing, so the cost of doing business is providing for employees. We need to have the employees here, so I am very uncomfortable with this. Thank you for letting me go greet our silver medalist. Yay. It is a big deal across the street. I hope that this is something we can defer for a while and fix other elements.

Councilmember Kualif'i: The motion is to receive for the record.

Councilmember Cowden: Is the motion to receive for the record? Okay. Thank you. I am sorry.

Councilmember Kualif'i: Chair, I have one last comment.

Council Chair Rapozo: Go ahead.

Councilmember Kualif'i: I just wanted to say that I think this is an important Bill, we will work further with the Housing Agency, and as we have heard through several meetings now, we will also work on the in-lieu fees. The report from the Big Island has just come out. We will see a full analysis of that. The differences between our set up of what we are proposing and what they had and the problems they came up with that we would not necessarily come up with...all of that. That is for the future. I will just say that I appreciate all the work that has been done and hopefully, we can do further work to make this a good Bill that people can support in the future. One thing I did want to correct is one of the testifiers talked about the "red lining" concern about how a builder might build affordable housing in a poor neighborhood, get the credits, and apply them in another neighborhood, so the disparity between the neighborhoods...the credits...there is language in there that has a geographic requirement, so where the credit is earned is where the credit will have to be used. That is all, Chair. Thank you.

Council Chair Rapozo: Councilmember DeCosta.

Councilmember DeCosta: I will be quick. I am not going to ponder anymore on this. I was not a supporter of this. I supported what Ms. Bridget Hammerquist stated, which is that middle-class housing is where we should be focusing most of our attention. I will tell you folks why. There are middle-class people in a lot of those habitat housing that has been built. They quit their job, they do not get married, or they take a leave of absence to qualify for a lower income, so they can get into those houses. It does not take a rocket scientist. It is simple, folks. We have a new tax bracket, we will earn revenue through the County, we will purchase land,

the County is going to be in charge of the development, and we need to have water in the areas of our development. Right now, no matter what project the County has moving forward, from 'Ele'ele and Waimea to Kīlauea, we do not have water to build out any more homes, except for the ones that are slated on the County's plan, so let us get water going and let us build the homes for those hotel workers, teachers, police officers, the County workers, the State workers, and the person bartending at the restaurant. Thank you.

Council Chair Rapozo: Is there anyone else? I will close by saying there are multiple ways to get to the same objective and I think the credit system, as the intent of this Bill was, can be accomplished simply by adjusting the in-lieu fee, getting a more realistic in-lieu fee, and then the County would direct those funds that they receive from the in-lieu fees to the nonprofit organizations that are providing the services, then the County maintains one hundred percent (100%) control of where those funds go. I think that is a better alternative, as opposed to just...right now, on the Big Island, the value of their credits is upwards of sixty million dollars (\$60,000,000) of unused credits, and the County is actually contemplating purchasing those credits to basically start all over, so they can get developers to build affordable housing. That is my fear. If we just put a more realistic in-lieu fee in there, collect the revenues from the developers, and then the County directs the housing where it needs to go is, I think, a much better way to get to where we need to be.

The motion to receive Bill No. 2914, Draft 3 for the record was then put, and carried by the following vote:

| | | |
|-----------------------|---|------------|
| FOR RECEIPT: | Bulosan, Carvalho, Cowden, DeCosta, Kagawa, Kualii, Rapozo | TOTAL – 7, |
| AGAINST RECEIPT: | None | TOTAL – 0, |
| EXCUSED & NOT VOTING: | None | TOTAL – 0, |
| RECUSED & NOT VOTING: | None | TOTAL – 0. |

Council Chair Rapozo: The motion carries. Next item, please.

CONSENT CALENDAR:

C 2024-158 Communication (07/18/2024) from the Director of Finance, transmitting for Council information, the following reports:

- a. County of Kaua'i Bond Summary of General Long-Term Debt: Rollforward for Fiscal Year 2024;
- b. County of Kaua'i Bond Supplemental Summary of General Long-Term Debt Amount Outstanding as of June 30, 2024; and
- c. Excluded County of Kaua'i Bond Supplemental Summary of Long-Term Debt Amount Outstanding as of June 30, 2024: CFD No. 2008-1 (Kukui'ula Development Project) Special Tax Bonds, Series 2019, and Series 2022.

Ms. Fountain-Tanigawa: An updated schedule was circulated (See Attachment). There was a payment made to the CFD bonds.

Councilmember Kualii moved to receive the updated schedule for C 2024-158 for the record, which is attached hereto and incorporated herein as Attachment, seconded by Councilmember DeCosta.

Council Chair Rapozo: Is there any discussion or public testimony?
Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion to receive the updated schedule for C 2024-158 for the record, which is attached hereto and incorporated herein as Attachment, was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Clerk, could you read the next item?

COMMUNICATIONS:

C 2024-159 Communication (07/22/2024) from the County Attorney, requesting Council approval to dispose of various records, pursuant to Hawai'i Revised Statutes (HRS) Section 46-43 and Resolution No. 2021-48 (2021), which have been kept for over seven (7) years and are no longer of use or value, and have been kept for over two (2) years and the original verified to be on file with the Judiciary of the State of Hawai'i and the Courts of the United States.

Councilmember Kualii moved to approve C 2024-159, seconded by Councilmember Carvalho.

Council Chair Rapozo: Is there any discussion or public testimony?

There being no one present to provide testimony, the meeting proceeded as follows:

The motion to approve C 2024-159 was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

C 2024-160 Communication (08/01/2024) from the Director of Economic Development, requesting Council approval to apply for, receive, and expend United States Department of Transportation Federal Highway Administration Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) funds, in the amount of \$400,000.00, and to accept matching funds from the Hawai'i State Energy Office and the Ulupono Initiative, to be used for the installation of up to eleven (11) Level 2 public charging stations at the Lihu'e Civic Center.

Councilmember Kualii moved to approve C 2024-160, seconded by Councilmember DeCosta.

Council Chair Rapozo: I was just looking. There is no one here from the Administration. I did have some questions as well.

Councilmember Cowden: She is just right outside.

Council Chair Rapozo: Is she?

Councilmember Cowden: Would it be Ms. Michelle Lizama or would it be the Office of Economic Development (OED)?

Council Chair Rapozo: OED. The Communication came over from Ms. Nalani Kaaui Brun.

Councilmember Cowden: Alright. I think everyone is over at the event. It is a big event across the street. I have a comment.

Council Chair Rapozo: Okay. Is anyone here? I would ask that we send this over to the Committee, because I have some questions. I want to know what the status is of the current contracts, how these things are being maintained...I have a lot...I know it is four hundred thousand dollars (\$400,000) of grant money, but I want to know what the County's plan is, unless someone knows and can help me with this.

Councilmember Kualii: Can we hold this until the end of the meeting?

Council Chair Rapozo: Go ahead, Councilmember Cowden.

Councilmember Cowden: I have looked at it somewhat.

Council Chair Rapozo: Let us move this. Go ahead.

Councilmember Cowden: Can I state my concerns, but we will move it?

Council Chair Rapozo: Yes.

Councilmember Cowden: This is five hundred fifty thousand dollars (\$550,000), so I tried to look at that. It is half (½) of one million dollars (\$1,000,000), granted that it is grant funds, but it is still money that comes from other things for eleven (11) charging stations, so it is a little short distance, so any time I see these things, I get really nervous because of...for example, the cost per charging station, I feel if we could just buy cars or something...do you know what I mean, with how much it costs? What I am really concerned about is how long these charging stations last. While I appreciate electric vehicles (EVs), I do not appreciate their environmental impact, and I did also ask if there is any sort of way for collecting when people charge on it. Obviously, the County is going to charge its own cars, but I do not...I watch charging stations. People go in and charge it, and they leave, so the County basically gives people free transportation and the County invests tremendously in this. My instinct is we are going to have to move to hydrogen cars or some other thing in some other way. I appreciate all the money coming forward from the Ulupono Initiative (Ulupono). Great. Hello. She is here from OED.

Council Chair Rapozo: Okay, perfect.

There being no objections, the rules were suspended.

CHRISTINA KASER, Economic Development Specialist IV: Hello.

Council Chair Rapozo: Would you like some time to catch your breath?

Ms. Kaser: It is okay. It is good for my half marathon training. Christina Kaser, Energy Coordinator, for the record.

Council Chair Rapozo: Could you give us an overview, then I will open it up for some questions?

Ms. Kaser: Sure. An overview of the grant?

Council Chair Rapozo: Yes. The grant is for four hundred thousand dollars (\$400,000), but there is also a County match, but the grant on the agenda is for four hundred thousand dollars (\$400,000), and it is for up to eleven (11) charging stations.

Ms. Kaser: Yes. Eleven (11) Level 2 charging stations.

Council Chair Rapozo: I just want to understand. Are you replacing existing ones, or adding more?

Ms. Kaser: Yes.

Council Chair Rapozo: Okay.

Ms. Kaser: It will be eleven (11) new Level 2 chargers. They will be adjacent to the Kaua'i Museum, and this will allow us to transition some of the current public chargers next to the fleet chargers to be fleet chargers, and then we can still have a lot of public Level 2 chargers.

Council Chair Rapozo: Okay. Councilmember Cowden.

Councilmember Cowden: The County does not charge the public to charge their batteries. Is that correct?

Ms. Kaser: Yes, not currently.

Councilmember Cowden: Does the County have any intention to do that?

Ms. Kaser: We do. We have a draft charging revenue ordinance. It is with the Administration right now, it will be reviewed by the attorneys, then come over to your team.

Councilmember Cowden: I just ran over, too, so I get it. Is the majority of the five hundred fifty thousand dollars (\$550,000)...acknowledging Ulupono and the County match...is the majority of that trenching to put the electric wires in, or is it for the purchase of the chargers?

Ms. Kaser: The majority would go to construction costs.

Councilmember Cowden: How often do they fail and what do they cost?

Ms. Kaser: The cost of the unit varies from the ability of the charger and how many plugs it has, but they can go from about seven hundred dollars (\$700) per unit to five thousand dollars (\$5,000) per unit. It just depends on what charger is chosen for the project.

Councilmember Cowden: It is rather cheap. It used to be thirty thousand dollars (\$30,000) for a charger.

Ms. Kaser: The Level 2 chargers are affordable. It is when you get to the faster chargers that they start to be a minimum of thirty-five thousand dollars (\$35,000) or forty thousand dollars (\$40,000).

Councilmember Cowden: If they burn out, the County just spends another five thousand dollars (\$5,000) to put a new charger in. It is not like the County is putting forty thousand dollars (\$40,000) into...

Ms. Kaser: Internally, we have been talking about how we want to maintain these things moving forward. You can either maintain them in-house, go with an outside maintenance contract, or you can just replace them. At least for this level, we have found it is probably cheaper to just swap out some of these units. When we start to get to the more expensive units, we would want to pay for a yearly maintenance plan, because those will be a lot more expensive to just swap out.

Councilmember Cowden: I have one last question. This bay that the County has across the street that is mostly for County vehicles, I think...it is right in the middle of the parking lot near the skating area. How many of those have failed? Do you have a failure rate of that?

Ms. Kaser: Councilmember Cowden is talking about the line of chargers that is half (½) fleet and half (½) public. Currently, it is an unusual situation, because of the temporary staging happening from the old Big Save renovation, but basically, what was once half (½) fleet and half (½) public, the fleet has needed to take a lot of the public chargers, or else they are not going to be able to have a charge for County staff using them in the morning. I know there is one (1) fleet charger that is broken, and on the public side, there are a few that have failed, and the Department of Parks & Recreation put in their budget this year to actually replace some of those units as well. They have been going. They did the Tesla ones this past round. Those are eight hundred dollars (\$800) per unit, so that would be rather affordable to get those swapped out.

Councilmember Cowden: Thank you.

Council Chair Rapozo: Councilmember DeCosta is next, but I have a quick question. I want clarification. How many units do we currently have in the County?

Ms. Kaser: There are eight (8) fleet units and fifteen (15) public units.

Council Chair Rapozo: That is twenty-three (23) units in total across the street?

Ms. Kaser: Yes.

Council Chair Rapozo: How many are down?

Ms. Kaser: I know at least one (1) fleet unit is down and one (1) or two (2) public units are down.

Council Chair Rapozo: Three (3) are down?

Ms. Kaser: Yes.

Council Chair Rapozo: Does the County monitor the use rate?

Ms. Kaser: Yes.

Council Chair Rapozo: What is the percentage of use on these?

Ms. Kaser: I believe the chargers that were installed as a result of the Rice Street Grant were not metered separately, so I cannot see the electricity usage from the Kaua'i Island Utility Cooperative (KIUC) bill that I look at every month, but I can see it for the Rice Street side, so we monitor those. For this project, we would meter it separately so we could monitor the electricity usage. For the Transportation Investment Generating Economic Recovery (TIGER) grant row of chargers, the fleet side are considered "dumb chargers," so they do not have software where we are checking the data of usage on the backend. Basically, they will just charge at one (1) rate and then you use a key to turn it on to charge, whereas with the public chargers, you are able to access their usage on the backend—see when a car is plugged in, see when it is idle, see when it is fully charged, and get the data from there. However, in the past year, we have had some difficulties with the customer service from them and this is what sort of started our want to transition and to swap out those units, because we have had much better success with the Tesla support team, and then obviously going forward with this new project, we would not go with the same charging unit that we have had trouble with. Long story short, you can check the usage granularly.

Council Chair Rapozo: I am just trying to figure out if the County's meters are being used.

Ms. Kaser: Yes.

Council Chair Rapozo: That is intent of the question I am asking.
Will these meters be used?

Ms. Kaser: I see. Once we started having trouble looking at usage data, we were sort of relying on people going out and count usage. For example, two (2) weeks before the staging happened for the old Big Save renovation, we were trying to count how many fleet cars were plugged in and how many public cars were plugged in to see if we were going to start designating a certain number just for fleet or just for the public, but we decided to not move forward and leave them.

Council Chair Rapozo: Councilmember DeCosta.

Councilmember DeCosta: Thank you. I am not a big fan of EVs and moving in that direction, but I will save that for my closing argument. What I am concerned about is that you mentioned a lack of monitoring electricity. I noticed that these chargers are public and County, right? You said some of it is public. Does "public" mean a tourist can come, drop their car off, plug it in, and do the museum tour, have lunch in Līhu'e, and come back and grab their car? Is that a possibility, or does "public" mean...I want to finish my question...or does "public" mean the County worker who parks their car there and needs to go to work, or the restaurant worker across the street at the coffee shop needs to plug their car in? What does "public" mean to the County?

Ms. Kaser: "Public" is any member of the public, such as a visitor or a resident. It is someone charging their personal vehicle.

Councilmember DeCosta: Right now, KIUC holds the brunt of that electricity, because the County does not pay per stall to charge the car. In the Mainland United States (U.S.), there is a smartphone application (app) where you touch the app from the barcode on your phone, and it automatically turns on the charger, your car only has two (2) hours, and it turns it off. They have that system where that person is charged, but the County is giving away free electricity over here, with which KIUC is owned by us, as a cooperative (co-op), so we are paying for the tourists and the public to charge their car for free. Am I correct?

Ms. Kaser: Yes. Currently, the County is subsidizing the electric costs of all the chargers.

Councilmember DeCosta: I got it. Thank you. Can you use these chargers at night? Is it a 24-hour charging system?

Ms. Kaser: Previously, we limited the public chargers from 5:00 a.m. to 7:00 p.m. However, once we started having issues with the customer service, I lost control of the ability to adjust the limits of the charging and the time limit, which did allow them to go overnight, but now, I have control back and can limit the time to daytime, if needed. However, since I know a lot of the fleet cars are using public chargers overnight, I would not do that, because I know they need to charge.

Councilmember DeCosta: My concern is, is it a possibility that when you did not have control, the Turo industry can bring their cars here at 8:00 p.m. or 9:00 p.m., drop off a couple of cars, get them charged up, then pick them up with the tourist and Turo person coming and picking up the car from our lot where the County has the chargers, because sometimes they have the address of where to pick up the Turo car, so they go there. Was that going on? Is it a possibility of what is going on?

Ms. Kaser: It is a possibility, but I was not monitoring if Turo cars were using the public chargers.

Councilmember DeCosta: Thank you.

Council Chair Rapozo: Councilmember Kagawa.

Councilmember Kagawa: What is the County's portion of match?

Ms. Kaser: We are matching with thirty thousand dollars (\$30,000).

Councilmember Kagawa: Will it just cost the County thirty thousand dollars (\$30,000) for the eleven (11) units?

Ms. Kaser: Yes. The Hawai'i State Energy Office (HSEO) and Ulupono have made it possible for us to participate, because HSEO is giving a fifty-thousand-dollar match and Ulupono is giving twenty thousand dollars (\$20,000).

Councilmember Kagawa: How many public and fleet stalls does the County have right now?

Ms. Kaser: I think it is sixteen (16) stalls across, so thirty-two (32) in total.

Councilmember Kagawa: The County has thirty-two (32)?

Ms. Kaser: That is on the Eiwa Street side. The Rice Street side has five (5) stalls.

Councilmember Kagawa: Thirty-two (32) stalls plus five (5) stalls?

Ms. Kaser: Yes.

Councilmember Kagawa: Thirty-seven (37) stalls?

Council Chair Rapozo: Hold on, Councilmember Kagawa. I just asked, and you said there were twenty-three (23).

Ms. Kaser: He said "stalls." There are twenty-three (23) chargers.

Council Chair Rapozo: Are you asking for stalls or chargers?

Councilmember Kagawa: Chargers. Charging stalls for the public and the fleet. Is that thirty-seven (37)?

Ms. Kaser: Yes, there are thirty-seven (37). The charger is in the middle and it can be accessed by both sides, at least for that row.

Councilmember Cowden: Only one (1) car can access it or can two (2) the same charger at the same time?

Ms. Kaser: All of them only have one (1) plug, so only one (1) car can access it at any time.

Councilmember Cowden: It is only one (1) car, so it is the smaller number.

Councilmember Kagawa: How many cars can be charged at any given time?

Council Chair Rapozo: Twenty-three (23).

Ms. Kaser: Twenty-three (23).

Councilmember Kagawa: Twenty-three (23). How many are broken right now?

Ms. Kaser: Three (3).

Councilmember Kagawa: Three (3) are broken out of the twenty-three (23)?

Ms. Kaser: Yes, when I last checked.

Councilmember Kagawa: How many are designated for public-use?

Ms. Kaser: There are fifteen (15).

Councilmember Kagawa: There are fifteen (15), but do you divide that by two (2)? How does it work? How many of those charging stations are designated for public-use? Is it fifteen (15)?

Ms. Kaser: Fifteen (15).

Councilmember Kagawa: Fifteen (15) out of twenty-three (23), so only eight (8) are for the County?

Ms. Kaser: Yes.

Councilmember Kagawa: If the County needs more, why does it not take down some on the public's side?

Ms. Kaser: That is exactly our intent with these grants. We can build out more public stalls, and therefore, transition some of the public stalls that are next to the fleet stalls to be designated for the fleet, because we expanded our fleets of EVs faster than we expanded our fleet charging stations. We did not have enough chargers to meet the fleet needs, so we had a temporary policy allowing fleet chargers to use public chargers while we are trying to catch up.

Councilmember Kagawa: It would totally make sense, because we would need our inspectors and what have you who use these cars every day to ensure they can do their job. In this case, the public would be secondary, right?

Ms. Kaser: Yes. We know that we are providing a public service, but ultimately, we need to keep our employees driving.

Councilmember Kagawa: It is a balance, right? There may be County employees who use EVs, but the County needs to make sure that those are designated so the County employees have priority, so the individuals who are park rangers or whatever, if they are going to have the excuse, "My car does not work, so I will not do my job,"...we cannot have that right?

Ms. Kaser: We had already talked about expanding fleet charging stations, and this funding opportunity came up. It was a very quick timeline. This is a creative way to solve both problems with the fleet charging stations and to also continue to provide this public service, knowing that we eventually want to charge for usage.

Councilmember Kagawa: If the County fixes the three (3) and they are going to add eleven more?

Ms. Kaser: Yes.

Councilmember Kagawa: If the County fixes the three (3) and the eleven (11) are put in, how many will the public have after that point?

Ms. Kaser: I think we will work that out with the Department of Public Works and the Department of Parks & Recreation to see the needs.

Councilmember Kagawa: Will it stay the same or will it increase?

Ms. Kaser: The fleet charging stations would increase.

Councilmember Kagawa: For the public. The ones for the public will go up a little bit, right, with the eleven (11)?

Ms. Kaser: It would likely, yes.

Councilmember Kagawa: It is not funny, but the thing I heard was that someone from Mililani was grumbling to the government that he bought this car, and all of these charging stations that were supposed to be and are not used, so he is

asking, "Why did I buy the car," but I would be thinking, "Why would you buy the car before the charging stations are there," because now he has trouble getting his car charged to go back home. I am hoping that the County will be transparent to the public, so they know approximately when they will have...because the public is also the County workers, right?

Ms. Kaser: Yes.

Councilmember Kagawa: If this thing starts going, let them know the dates and whatnot, because I do not know if there are people who...are there people who call you and say they are having trouble getting their car charged to go back home?

Ms. Kaser: I have only had one (1) call with someone who needed a plug-in at her friend's place in Kalāheo, but everyone is usually okay.

Councilmember Kagawa: Alright. So far, Kaua'i is not too bad. I think Honolulu is quite bad.

Ms. Kaser: Honolulu has definitely stated that they have way too many electric vehicles per charging station.

Councilmember Kagawa: We are not at that point, yet?

Ms. Kaser: I do not think so.

Councilmember Kagawa: Okay.

Ms. Kaser: We just want to say, "Let us grab the Federal money while it is available. We do not know what will happen in the future, so let us try to put our foot in and get some funds while we can."

Councilmember Kagawa: Those stalls by the museum are the County's stalls?

Ms. Kaser: Yes, they are the publicly available stalls.

Councilmember Kagawa: If the County expands to having a daycare or whatever, giving those stalls to EVs would not affect the overall parking plan? Is the County confident that the eleven (11) stalls they are giving up is going to be okay to not hamper the future needs of the County, its employees, and the customers?

Ms. Kaser: I know that several departments are looking at parking management strategies and whatnot. We know this is the way the industry is moving, so we want to help the transition as much as possible, since we know that by 2035, California will stop selling gas-powered cars and it sort of sets the market.

Councilmember Kagawa: Thank you.

Council Chair Rapozo: Councilmember Kualifi.

Councilmember Kualifi: I might be missing the obvious, but in going after this grant, the grant itself requires the County to make so many stations available to the public?

Ms. Kaser: Yes, I think at least four (4) per site is what the grant requirement is.

Councilmember Kualifi: The County is looking at one (1) site, or multiple sites?

Ms. Kaser: One (1) site.

Councilmember Kualifi: You spoke earlier about charging the public and that there is a bill being reviewed by the County Attorney. What is the timeframe? Six (6) months? Nine (9) months? It is coming relatively soon?

Ms. Kaser: I would say, "Sooner rather than later." We want to have it ready to go by the time we deploy the fast chargers, which is coming next year.

Councilmember Kualifi: If it seems like the County is doing more stations than needed, is it not because the County is trying to invest in the future, and incentivize and encourage the use, so you sort of have to put it in place, right?

Ms. Kaser: Yes. We know that there are not enough fleet chargers for the fleet, and we know we are going to need to expand fleet charging anyway, so we can use these funds to serve the public and help ease that transition.

Councilmember Kualifi: As far as competition goes, are the other counties in Hawai'i trying to do the same? Are we in competition with them for this?

Ms. Kaser: No. This whole application is through a statewide network called Drive Electric Hawai'i. Basically, how it came about is Hawaiian Electric (HECO) partnered with the Hawai'i State libraries and the Hawai'i Department of Transportation to install Hawaiian Electric-owned and operated chargers at all the libraries in the Hawaiian Electric territory. Kaua'i is not part of that territory. They applied for that last year, were denied, and are reapplying. We are trying to figure out a way to include Kaua'i this time. No one stepped forward to apply on behalf of libraries here, so we put in our name to give us a chance. That is why this has been a quick timeline and we came up with this site rather quickly.

Councilmember Kualifi: You mentioned HECO, but in your letter, you also say that you are working with KIUC, and they have committed support with technical assistance and operations.

Ms. Kaser: We looked at the utility pole, and you just see a pole that is holding the conduit, so we got some rough estimates, we will be working

with them throughout the project on the electrical side of things, and they also committed to supporting outreach.

Councilmember Kualii: Thank you. Thank you for leading the way and taking advantage of this opportunity.

Council Chair Rapozo: Councilmember DeCosta.

Councilmember DeCosta: My question is rather simple. Why did you mention California not selling gas cars? How will that affect Hawai'i? Why would you even bring that up?

Ms. Kaser: California has the largest market for cars in the country, so a lot of manufacturers cater what they produce to fit with California's standards.

Councilmember DeCosta: California does not manufacture cars.

Ms. Kaser: But they have banned the sale of gas-powered cars by 2035.

Councilmember DeCosta: Hawai'i used car and new car dealerships can pick up vehicles from Washington, Oregon, and other areas with ports. Why is Kaua'i getting excited about another state discontinuing gas vehicles when we have not committed to that? Is there something going on with our County, our governor, and our State that the public does not know...that we are going to be committed like California to run only EVs?

Ms. Kaser: Not that I know of.

Councilmember DeCosta: Okay.

Ms. Kaser: Of course, we know that in 2035, it will not only be EVs on the road. Of course, there will still be the used car market and many people will not be able to buy a new car. It is just that knowing new cars will be electric.

Councilmember DeCosta: Lihu'e is our biggest city and Kapa'a might be the second biggest. Is the County moving towards having all EV charger stalls throughout the shopping area and that if you do not have an EV, you do not have a place to park, you do not have a restaurant area to eat at, you cannot shop for groceries at the store? Is that where we are headed as a County, or is the County still going to make sure that people who have gas and diesel vehicles have parking stalls in areas where they can access restaurants, shopping, and the city?

Council Chair Rapozo: She just answered that. She said that regardless of what happens, there will still be gas cars on the road.

Councilmember DeCosta: But she did not answer if there will be parking stalls for gas cars. That is what I am asking.

Ms. Kaser: The State of Hawai'i passed a law requiring for that for every one hundred (100) stalls in a parking lot, there needs to be one (1) EV charger. That is a State law, and a few years ago, the Council of the County of Kaua'i passed a law requiring that the same rule and the number increases per every one hundred (100) stalls. That is a County Council initiative.

Councilmember DeCosta: The County is not going to take away the public stalls for gas and diesel cars, right? The County is going to add the EV stalls. The County is not going to convert over the current stalls that are for gas and diesel vehicles into EVs, right? The County is adding on new stalls.

Ms. Kaser: Yes, we are adding stalls to the Civic Center parking lot. We are adding EV chargers to the Civic Center.

Councilmember DeCosta: Thank you.

Council Chair Rapozo: Is there anyone else? Councilmember Carvalho.

Councilmember Carvalho: I have follow-up. The amount of the grant is four hundred thousand dollars (\$400,000), right?

Ms. Kaser: Yes.

Councilmember Carvalho: How much is the match?

Ms. Kaser: The match is one hundred thousand dollars (\$100,000).

Councilmember Carvalho: Thirty thousand dollars (\$30,000) would come from the County?

Ms. Kaser: Yes.

Councilmember Carvalho: I know there is a statewide effort to look at all the islands, right? Like you said, the County is sort of at the end result, so the County is trying to move forward with EVs. I just wanted to clarify that so I understand that we have the funding and the opportunity to get it, right?

Ms. Kaser: Yes.

Councilmember Carvalho: Okay.

Ms. Kaser: It came together quicky, but we have all the funding committed should we be awarded.

Council Chair Rapozo: Are there any other questions? I have a couple more. With these charging stations that the County is purchasing, will the County be able to use that to collect fees from the public?

Ms. Kaser: Yes, for usage.

Council Chair Rapozo: Is this going to be a one-for-one swap? In other words, I get more complaints about non-EV public parking at the County building, than...I have never received a complaint about EV parking at the County building. Are we losing stalls for the public non-EV vehicles with this addition or are we swapping out eleven (11) of the old ones?

Ms. Kaser: Yes, we would. It would be designated as EV-only stalls.

Council Chair Rapozo: How many stalls is the County giving up with this, because you said the County is replacing some?

Ms. Kaser: No. It will be eleven (11) stalls.

Council Chair Rapozo: The County is going to lose eleven (11)? Is it eleven (11) or twenty-two (22), because you were saying two (2) stalls per charger?

Ms. Kaser: That was only with the chargers right by the old Big Save. These would only be one (1) stall per charger, so eleven (11) stalls, eleven (11) chargers.

Council Chair Rapozo: The County is going to be losing eleven (11) stalls more?

Ms. Kaser: Yes, down the line.

Council Chair Rapozo: It sounds like you are having some customer service issues or issues in general with the existing chargers the County has. Are those not going to be replaced? Are you going to keep the old ones?

Ms. Kaser: The Department of Parks & Recreation plans to swap out those units.

Council Chair Rapozo: Why is the Department of Parks & Recreation maintaining parking chargers? Is it because they are in charge of facilities?

Ms. Kaser: Yes.

Council Chair Rapozo: Are those chargers adaptable to be able to accept fees from the public?

Ms. Kaser: They are, but we do not want to go there with that company.

Council Chair Rapozo: This is my concern, unless you use all of those stalls for County vehicles only and you lock it so no one...I did not even think about the Turo scenario that Councilmember DeCosta brought up...because once this law is passed, and now you need to pay to charge, they are going to find the old ones and

use...because if the County is unable to connect them to the system of charging, then it will be a problem.

Ms. Kaser: In this fiscal year, the Department of Parks & Recreation budgeted to swap out those units.

Council Chair Rapozo: That will be able to charge?

Ms. Kaser: Yes, that will be able to charge the public for usage.

Council Chair Rapozo: Does anyone know what the County's electrical bill is for the charging stations? I am hoping that the system you are talking about with the monitoring will be able to tell us how much. Obviously, the County will need to pay for the County's fleet. How much subsidy does the public sector get for charging their EVs?

Ms. Kaser: The chargers by Rice Street are metered separately, so we can track that electric usage. I have not seen an electricity bill just for the ones that are part of the TIGER street row, so I think it is just part of the Pi'ikoi bill. I do not know why they were not metered separately in design, but I have never seen a bill for them, but on the backend, I could track usage and calculate a bill from there.

Council Chair Rapozo: I am interested in knowing how much it costs the County for a 2-hour charge on a public vehicle.

Ms. Kaser: We can definitely get the most accurate numbers from the Rice Street side and go down from there.

Council Chair Rapozo: Okay. I see Ms. Kaaui Brun writing on her notebook, so if you could just shoot me that information later.

Ms. Kaser: I think these are on schedule "G," so it is something like thirty-six cents (\$0.36) or thirty-seven cents (\$0.37) per kilowatt. I think it is thirty-six cents (\$0.36). Then you would see how many kilowatts the car gets and go from there.

Council Chair Rapozo: I have no clue how many kilowatts it takes to charge an EV. Typically, does it take two (2) hours to charge a car?

Ms. Kaser: It depends. To get a full charge for a Level 2, it would be closer to four (4) hours, but people are not necessarily fully charging them. They are getting just a little bit. Honestly, with the TIGER grant side, we had limits on the charging, so they were not going as fast as they could and they were only charging a certain amount of kilowatts, because we knew it was a free service, we did not want them all going at one hundred percent (100%).

Council Chair Rapozo: It should not be a free service. I do not think the County should be subsidizing the electric charging. They can at least help to pay for it.

Ms. Kaser: I think we are all on the same page with that. We want to start charging for usage.

Council Chair Rapozo: Are there any other questions? If not, thank you.

Ms. Kaser: I am sorry for being late.

Council Chair Rapozo: Do not worry.

Ms. Kaser: I was listening and thinking, "Oh my God, they are going." Thank you.

Council Chair Rapozo: Thank you for running across. Is there anyone in the audience wishing to testify? Mr. Hart.

Councilmember Kagawa: Ms. Parker had her hand up. She would like to go after.

Council Chair Rapozo: Okay.

BRUCE HART: For the record, Bruce Hart. I am not a fan of EVs. You are talking about the cost. You are talking about the cost of actually charging a vehicle. I mean nothing disparaging to this employee of the County and the Administration, but we need to pay her for this, we need to pay to maintain it, and we need to pay to design it. We need to pay all these different costs. As a member of public, I would like to know the total cost, not just the cost of the kilowatt hours. I want to know the total cost to the people. We say this is money from a grant. How many subsidies from the Federal government are we going to take and become dependent upon, because someone is paying for it? The money is coming from somewhere, and it has got to come from the people. I think that if the EVs are going to make or break, it ought to be a private enterprise, a private business. I know that you have spoken in regard to the County and the County needs priority. Why? It is still costing the people, wherever this money is coming from than to subsidize the County vehicles, so it is still like a tax. It is like a tax now. We are going to subsidize all the County vehicles. The cost becomes enormous. Thank you.

Council Chair Rapozo: Ms. Parker.

ALICE PARKER: Alice Parker, for the record. I think we should put up toll meter or have it where you pay to park in public places or other places for a gas car. This is for EVs, too, but make it more expensive to park an EV at the charger, because that is more costly to the County or more costly to run it. We have got to get our funds back. Thank you.

Council Chair Rapozo: Thank you. Is there anyone else? Mr. Richardson? I thought you were coming to testify. Councilmember Kagawa.

There being no further testimony, the meeting was called back to order, and proceeded as follows:

Councilmember Kagawa: I want to thank Ms. Kaser for her good work, Ms. Kaaui Brun, and Ms. Kaaui Brun's leadership. It is a five-hundred-thousand-dollar-project and the County is paying thirty thousand dollars (\$30,000) to support EVs, whose mandates seems to be coming in the future. Things can change. I just want to give some personal history on my stance. My nephew bought a nice, beautiful looking secondhand EV and it hardly had miles, because it was owned by an elderly lady, so he got a good deal on it. I test drove it and thought it was rather cool. The power was not bad. It was a small car. A couple months later, the battery died. He needed to order a new one. It was about six thousand dollars (\$6,000). Luckily, his good friend is a mechanic who just graduated from Kaua'i Community College (KCC) and has some experience with working in a private shop—Kaua'i Vehicle Service Center. He installed it for my nephew, and they worked really hard putting it in. They said it was very heavy. The battery lasted about six (6) months before breaking again, so he put in another battery and sold it. I do not know how long that battery is lasting with the new owner. We have not followed up. This is just showing that what may seem great may end up being a lot more costly. Having the government give support through these grants to put these stations for something that has not been proven over the long haul, because the lithium batteries are dangerous to get rid of. There is no true environmentally safe way to dispose of these lithium batteries when they are done, so it is a scary thought that if we push too fast and the technology is not really proven, whether they are going to have the numbers that they want, or if you will have people like Councilmember DeCosta and myself, who continue to fix our older gas vehicles, because we do not trust putting our money into this new movement, but perhaps that will change and technology will improve, but I say, "Seeing is believing." I read another article where an individual was filling up her gas and one of the people at the station said, "Why are you putting in gas when your car is an EV?" She said, "No, I need to fill up the generator, so I can charge up the battery." These stories that you hear where the stations are not there and car dealerships are encouraging buying it, but you as a vehicle purchaser need to know these things beforehand. When you are going to buy this, whether you are going to have available charging stations where you work so you can get home, and those types of things. You cannot buy the car, then ask the government where the stations are. No. Make sure they are in place first, because it will take time for the County to put these in. It is going to take balancing to where we know what our County's needs are and what will be available to the public. Like I said, I know the County went in this direction awhile back, and they need to make sure the employees can get to their jobs, so I think the County employees who are working with County vehicles to do their duties, like home inspections or whatnot, always need to get their cars charged and to make sure there are no people from the public taking those stalls leaving County workers without transportation to do their jobs. Those are my thoughts on that, but thank you, folks. You are doing exactly what you need to do as an Energy Coordinator, which is to find great deals for the County to move in this direction and to meet the needs of the future and climate change issues as well. Thank you, Chair.

Council Chair Rapozo:

Councilmember DeCosta.

Councilmember DeCosta: Well said, Councilmember Kagawa. I ditto everything you said, especially the thank you to Ms. Kaser and Ms. Kaauwai Brun. My passion is definitely not trying to deter you from doing an excellent job with going green. I am just not a person who believes that “going green” is a real thing, and I will tell you why. Do you know that with those vehicles that charge from 7:00 p.m. until the next morning when the County has those stations available, there is no sun. There is no solar power. That power comes from KIUC and that it is from turbines which are run by diesel fuel that provide power throughout the night. If it is the battery backup system, those batteries are lithium batteries which are very toxic to the environment when lithium is harvested. What scares me a little is we tend to be politically aligned with California. California is not a strong Democratic state. It is actually a strong Republican state. I want to send this as a message to you folks, because I am worried that our stalls will be eliminated for gas and diesel vehicles to come and enjoy Līhu‘e or different towns and it will all be for EVs. I wanted to express to your folks that if you replace a stall, do not replace a parking stall that has room for a gas or diesel vehicle. You can add a new stall for the EV charger, but please do not take away stalls from our people who want to come to Līhu‘e if they need to go to the Department of Motor Vehicles (DMV), if they need to go to lunch with their wife, or go shopping. When we move towards these types of things, it makes me a little worried that we do not have control over charging. With the new app situation, you can charge someone right on their phone for the usage. I want to encourage you folks to get those EV chargers that have the app built in, in case you want to charge tourists who have a Turo car or a rental car from our rental agencies. Do you know that people need to return the car with a full tank of gas. What if they make the recommendation where you return the car with a full charge? Then you will have every tourist with a car trying to find a parking stall with a County EV charger to charge it for free. I am appalled that when I bought my new truck, I did not receive a gas card with an unlimited amount of gas or diesel. It seems as though when you buy an EV, they are saying, “You have free power to charge your car anywhere on Kaua‘i. Just go plug it in wherever there is a public EV charger.” Our taxpayers pay for that. You, Ms. Kaser, you, Ms. Kaauwai Brun, me, Councilmember Kagawa, Council Chair Rapozo, KIUC. We own KIUC. Did you know we did not get our rebate check this year? It is because the profits were not high enough, because they are putting the profits back into the chargers so people can get free electricity for the vehicles, because it is a “Go Green” initiative. It scares me. Thank you.

Council Chair Rapozo:

Councilmember Cowden.

Councilmember Cowden: I want to start by saying that obviously, I am going to support this grant request. I consider it an additional pilot project, and I want to thank you, Ms. Kasen and Ms. Kaauwai Brun, for resolving the County’s larger challenge of having more EVs than they have charging stations, and the County needs to do this. This is all the fits and starts of trying to adjust to new ways of doing things. Everyone has said a lot of what I feel. I do want to recognize Bruce Hart for raising the larger context of the EV transition. It is really quite expensive. I believe that the longer direction of EVs is going to shift to hydrogen, because EVs sounded like a great idea, but we have problems with the batteries that we never knew, like how explosive there are, how hard they are to put out...as I have heard

before, ships sinking in the ocean from all the cars catching on fire and then they could not put it out. It is damaging to the environment. Their overall environmental damage is higher than gas cars with creating and disposing of the batteries. These vehicles tend to be expensive. I have known for a long time that you never buy a used EV, because you sell the vehicle when the batteries are going bad. Even if she did not use it very long, there is also time spent sitting and not being used. Largely supports the economically comfortable, but I routinely get complaints as a Councilmember from people who do not have the capacity to have their own charging station when there is a broken charger in the shopping center. The people do not come to the shopping center near my house to shop, they just park their car and leave for five (5) hours. I have watched them get picked up by someone, then the next person who wants to use the charger cannot. It can become an entitlement mindset, and sometimes it is galling to me when people think they are being environmentally friendly when I know they are basically charging on diesel, right? It is diesel that they are charging on. It is going on at Kapaia or 'Ele'ele. On the island, we do not have the energy capacity for the 2035 initiative to have everything go electric. I went to the KIUC annual meeting, which was great. KIUC does a wonderful job. I do not know why, but we are seeing our electric consumption is up, so we are not as green, but when we dedicate so much Agricultural (Ag) land to solar farms, having had a solar business, I know what could happen if we have a big, huge, strong wind...God forbid, a hurricane...we will have ripped everything down. "Yay" for what you have done. Good job, especially because the County has invested in all these vehicles, the County needs to charge the vehicles that they have invested in. I heard Council Chair make a comment. I am sort of on his page. I seriously doubt that the County will have...that this 2035 deadline will actually manifest, because there are too many challenges between here and now, and I recognize that if California is a major consumer of cars, it is going to drive how cars are built and what they are done, just like textbooks. Texas drives how textbooks are determined. Big markets drive what the choice is, but I do share Councilmember DeCosta's concern that we are not California and we are a long way from anywhere, and to even have someone fix our cars is very difficult. To the best of my knowledge, Teslas are shipped to O'ahu to get fixed or you need to fly someone here, but I think they need to go into their garages there. It is for the haves, not the have nots. Thank you. "Yay" for doing a good job getting the County more chargers for its own cars. Other than that, I think we need to look at hydrogen. I have certainly pushed different possibilities, and where there is poop, there is power. We have that here. I think that is the direction we need to look at rather than lithium batteries. I support the idea that we need to move away from so many big gas and diesel vehicles, but these big trucks need that torque, they need that engine power, so I do not think we are ever going to not need big trucks. Thank you.

Council Chair Rapozo:

Councilmember Kualii.

Councilmember Kualii: I will try to be more positive. First and foremost, I want to say, "*Mahalo nui loa*," to Ms. Kaser, Ms. Kaauwai Brun, everyone in the Administration, and to our Mayor for being future thinking and seeing the opportunity and investing in the future, which is actually now, right? Our future is now. What is happening with EVs is a transformational shift for our nation. EVs could make up half of global car sales by 2035. That is just ten (10) years away. It is moving in that direction. There is an article by an individual from Goldman Sachs

titled, The Future Of Four Wheels. In it he says, "The car is being completely rethought and re-engineered, to incorporate cutting-edge battery chemistry, microchips, and software." We see it, it is happening. It is important that we have infrastructure in place to support that. Surely, we are not California, but we are a part of this great nation that is moving forward and that where this last Federal administration had put together things, like the Infrastructure Bill and the Jumpstart Our Business Startups (JOBS) Act, and where there are billions of dollars available for investing in our future. That is what we need to do, this is just a small part of it, it is the beginning, and it is very exciting. Thank you for all your work.

Council Chair Rapozo: Councilmember Carvalho.

Councilmember Carvalho: Ms. Kaauwai Brun and Ms. Kaser, I appreciate the work that you folks are doing. We had numerous discussions and it is all about balance and offering opportunities, in general...I mean, EVs, in general. My problem is that I cannot fit in those vehicles, but that is okay. At the same time, I think it is an opportunity...it is the truth.

Councilmember Kualii: A Ford truck.

Councilmember Carvalho: Even that is something I cannot fit in...but the bottom line is just having that balance. We have had numerous discussions on this in the past. I think we are not alone. We are the whole State of Hawai'i, and we have opportunities to share and think, but at the same time, we are Kaua'i. We have to look at opportunities and options that offer people the chance, but the County needs to be able to monitor it and assure that the funding and the resources are available. Like I said, there are numerous grant opportunities to play some role...that whole transition thinking. Again, I think that it is important that the County offers options and opportunities, learns, and brings the resources, as much as possible, and offers that. I am on that page right now.

Council Chair Rapozo: Councilmember Bulosan.

Councilmember Bulosan: Thank you so much for applying for this grant and making this possible. It is one of those things where if you folks did not do the work, the County would be left out again, and that is never appropriate for our community, especially with the needs that are being asked for. For this topic, I did not realize I would be so opposite from the majority of my Councilmembers, but I will just say that mostly everything that was mentioned on the other side, I am on the opposite side, mainly because I am an EV owner. I drive an EV, I have had an EV for the last four (4) years, and when I think about the impact it has had on my family, it is part of the reason why I still cannot afford to live here. If you think about the cost of living here, transportation is in the top four (4). If you look at the gas prices right now and you are hoping it is going to go down, you are trying to solve your budget...the reality is that most people my age do not consider buying a gas car. They only consider public transportation, maybe an EV, or an old gas beater car, because that is what is available. The reason why they are thinking that way is because, collectively, when we look at systems of transportation, when we can couple the challenges together, it makes it more affordable for the regular person to live here. If we keep encouraging a society that does not participate in a collective system...and

it is hard for us to afford. Yes, if your car is hooked up at home and you do not have solar and battery, you will be using a diesel, but a diesel is much more affordable and efficient than a diesel car that you are driving. It is one of those things where you think, "One hundred twenty (120) years ago, we started driving cars." It was a new invention, and you just think about the efficiency there. Only recently, in the last twenty (20) or thirty (30) years, EVs have become what they are. Yes, going into future, we do not know what it will be. It could be hydrogen, it could be all EVs, it could be water-based, or whatever. I think the most important thing for us to know in this situation, and especially with this grant, is that we are not left behind. Again, thank you, folks, for making this possible.

Council Chair Rapozo: Is there anyone else? I am not going to buy an EV. When I travel, I use Uber or Lyft, and there are a lot of Uber drivers and Lyft drivers now that are going electric. It is rather cool, actually. I ask them how the car is. Some of the cars are really nice. Some of them are really big, Councilmember Carvalho, so you can fit. Former Councilmember Mason Chock has a Ford F-154 Lightning...oh my Lord. They are fast. It is crazy. Obviously, there are a lot more charging stations in the Mainland U.S., so they can actually do that. You had a hybrid whose battery went out. How much was your battery?

Councilmember Carvalho: It was thirty dollars (\$30).

Council Chair Rapozo: How much was it?

Councilmember Carvalho: It was thirty dollars (\$30).

Council Chair Rapozo: No, I mean your car battery.

Councilmember Carvalho: I am just joking. It was a lot

Council Chair Rapozo: It was twelve thousand dollars (\$12,000) or something.

Councilmember Carvalho: It was about twelve thousand dollars (\$12,000), because it is a whole hybrid...I had a hybrid.

Council Chair Rapozo: Like Councilmember Kagawa said, it is anywhere from six thousand dollars (\$6,000). That was on the low end, but it goes up to twenty thousand dollars (\$20,000). A lot of what I have written was already said. The production and disposal of lithium is quite concerning. It is very concerning. I do not understand why the environmentalists and the activists are quiet about that. It is like when people said, "Ship your trash to Honolulu, so they can burn it," but it is the same environment. Whether we burn it here or there, it is the same environment. The impact the production of lithium batteries have on the environment, whether it is made in a foreign country or in the U.S., it is the same environment. It is the same place. That is very scary. The other thing that was interesting, and I will need to follow up on later, is how did the County get to the point where it has more EVs than chargers? Why would the County buy more cars than chargers? That makes no sense. It just does not. Staff, could we send something over? I am curious in knowing what the ratio is. How many cars does the County have that do not have chargers, or do we

not have enough chargers? One of the bigger problems with EVs is not using them, when you let them sit. That was the issue I had when we talked about purchasing EVs year ago. The Administration came back and said some of the drivers do not want to drive EVs. Have them go work somewhere else. That is their car. You use what the County provides, but if the cars are not being used, the chances are that the maintenance costs are going to increase. The cars must be used. I am curious to see what the usage is of the vehicles, how many chargers the County has, and how many more vehicles the County has than chargers. EVs do not pay fuel tax, so the fuel tax revenue—the gas tax—is decreasing the more EVs there are, so that is another subsidy that the taxpayers are paying for EV users. We really need to look at that. Another thing, which Councilmember Kuali'i talked about, is the increase in car sales and what they expect by 2035. Right now, the Federal government gives you seven thousand five hundred dollars (\$7,500) if you buy an EV. Do you know what would happen if the Federal government gave seven thousand five hundred dollars (\$7,500) for any vehicle? I would argue that the numbers of EV sales would significantly drop over gas vehicles. People are making a financial decision to buy an EV when they show up at the dealership and the salesperson sways the customer over to an EV saying, "Seven thousand five hundred dollars (\$7,500)..." I sold cars. It is typically on a monthly payment, twenty dollars (\$20) per one thousand dollars (\$1,000) of loan, so you are looking at a one-hundred-fifty-dollar-difference in your monthly payment for a car. That is enough to change my mind to go with an EV. I think it was Councilmember Kagawa who said that a lot of people buy these cars not understanding the reality of where these chargers are on the island. It sucks to run out of electricity. What do you do? Having said all of that, I really appreciate the attempt. I think this is where we are headed. This is the trend. This is where we are going. A lot has been said about California. I did not hear you say that we should be like California. I did not hear that at all. What I heard you say is California is the trend that we will all see going forward.

(Councilmember DeCosta was noted as not present.)

Council Chair Rapozo: It is not that we are following California. I would agree that it is not the state that we would want to follow, but they are a good state to watch to see how things will develop, because a lot of the things they do will occur in other places. I appreciate the work. That is good work. All the people who chase grants, like the Office of the Prosecuting Attorney, Kaua'i Police Department, and all the other departments that get grants, should get a bonus. You should receive a percentage of what you get for the County, because every dollar you save or you get from the Federal government...Mr. Hart is correct. It is still tax money. It is still our money, but it is an initiative that this County accepted and adopted, so let us get it. Finally, the other thing is...and it may upset some of the EV owners, but with the fact that they do not need to pay for gas tax, that is a subsidy that they should expect and willingly accept the fact that they be paying for the charge, because it is not free.

(Councilmember DeCosta was noted as present.)

Council Chair Rapozo: When I plug my vehicle in...as Councilmember DeCosta said, his truck did not come with a free gas card from a gas station and was told, "By the way, when you need gas, go to this gas station. Sometimes it works, sometimes it does not work, but if it is open and it is working,

you can use this gas card to get free gas.” That is actually an analogy that makes sense. With that, thank you.

The motion to approve C 2024-160 was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

C 2024-161 Communication (08/07/2024) from the County Clerk, transmitting for Council consideration, A Bill For An Ordinance Amending Ordinance No. B-2024-896, As Amended, Relating To The Operating Budget Of The County Of Kaua’i, State Of Hawai’i, For The Fiscal Year July 1, 2024 Through June 30, 2025, By Revising The Amounts Estimated In The General Fund.

Councilmember Kualii moved to receive C 2024-161 for the record, seconded by Councilmember DeCosta.

Council Chair Rapozo: This is the Communication, the Bill will come up later. Is there any public testimony? Seeing none. Is there any discussion? Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion to receive C 2024-161 for the record was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

CLAIM:

C 2024-162 Communication (07/29/2024) from the County Clerk, transmitting a claim filed against the County of Kaua’i by Dallas McCurley, for property damage, pursuant to Section 23.06, Charter of the County of Kaua’i.

Councilmember Kualii moved to refer C 2024-162 to the Office of the County Attorney for disposition and/or report back to the Council, seconded by Councilmember Cowden.

Council Chair Rapozo: Is there any discussion or public testimony. Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion to refer C 2024-162 to the Office of the County Attorney for disposition and/or report back to the Council was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

COMMITTEE REPORTS:

PUBLIC WORKS & VETERANS SERVICES COMMITTEE:

A report (No. CR-PWVS 2024-07) submitted by the Public Works & Veterans Services Committee, recommending that the following be Received for the Record:

“PWVS 2024-06 – Communication (07/12/2024) from Council Chair Rapozo, requesting the presence of the County Engineer and the Environmental Services Manager, to provide a briefing regarding the landfill and Request for Proposals (RFPs) for waste-to-energy,”

Councilmember Kualii moved for approval of the report, seconded by Councilmember Carvalho.

Council Chair Rapozo: Is there any discussion or public testimony?
Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion for approval of the report was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

FINANCE & ECONOMIC DEVELOPMENT COMMITTEE:

A report (No. CR-FED 2024-02) submitted by the Finance & Economic Development Committee, recommending that the following be Received for the Record:

“FED 2024-02 – Communication (06/06/2024) from Councilmember Bulosan, requesting the presence of the Director of Economic Development and Steven Bond-Smith, Assistant Professor with the Economic Research Organization at the University of Hawai‘i (UHERO), to provide a briefing regarding the annual Kaua‘i Economic Outlook Summary for 2024,”

Councilmember Kualii moved for approval of the report, seconded by Councilmember DeCosta.

Council Chair Rapozo: Is there any discussion or public testimony?
Seeing none.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion for approval of the report was then put, and unanimously carried.

Council Chair Rapozo: The motion carries. Next item, please.

BILL FOR FIRST READING:

Proposed Draft Bill (No. 2930) – A BILL FOR AN ORDINANCE AMENDING ORDINANCE NO. B-2024-896, AS AMENDED, RELATING TO THE OPERATING BUDGET OF THE COUNTY OF KAUAI, STATE OF HAWAI'I, FOR THE FISCAL YEAR JULY 1, 2024 THROUGH JUNE 30, 2025, BY REVISING THE AMOUNTS ESTIMATED IN THE GENERAL FUND (*Additional Costs For Fiscal Year 2023 ACFR – \$70,000.00*)

Councilmember Kualii moved for passage of Proposed Draft Bill (No. 2930) on first reading, that is be ordered to print, that a public hearing thereon be scheduled for September 11, 2024, and that it thereafter be referred to the Committee of the Whole, seconded by Carvalho.

There being no one present to provide testimony, the meeting proceeded as follows:

Council Chair Rapozo: Councilmember Cowden.

Councilmember Cowden: I have a question. Our audited County financial reports...so do we just need a little more to finish...the bill came up higher than was anticipated? I am curious. Usually, we get that before the budget.

Council Chair Rapozo: Yes.

Councilmember Cowden: That is when I like to get it. It is one of the most important documents that I read. Have we gotten an explanation of why we are months after, and is it already done, so when we pay the seventy thousand dollars (\$70,000), are we going to get it, or is it not finished yet?

Council Chair Rapozo: Let me share what I know. It is finished. It is not reliant on the seventy thousand dollars (\$70,000). It is what we owe. It is under review and we should be getting it shortly. You are correct. We should be getting this before we go into the budget session, so I am not happy about it. There was transition at the Department of Finance. They lost some employees.

Councilmember Kagawa: They lost many employees who left at one time.

Council Chair Rapozo: It is unfortunate. The Annual Comprehensive Financial Report (ACFR) is basically the County's financial audit. It is our annual financial audit with the entire...it is a good opportunity to share with the community that the seventy thousand dollars (\$70,000) is simply transferring the money from our Council Services office to the Office of the County Auditor's Consultant Services line so we can pay for the completion of this audit or the cost. Yes, and I am not happy about it.

Councilmember Cowden: If the Department of Finance was in here, I would ask what we can do to have it on time, because I actually read those big books

from start to finish, and they make a big difference for me. I really like executive summary that is at the front, and it shapes how I approach the budget.

Council Chair Rapozo: Councilmember Kagawa.

Councilmember Kagawa: It is no secret that a bunch of Accounting employees abruptly left for...mostly at the Department of Water.

Councilmember Cowden: I think it was six (6).

Councilmember Kagawa: The Department of Water benefitted with a lot of experience in filling some of their gaps, but I believe that they are still making their legal deadlines, and it should be before the Council, but I do not think it is something that frequently happens where we lose six (6) people in one (1) division at once. As you said, hopefully we will get back to being timely after this year. As the Finance & Economic Development Committee Chair, I have been abreasted by Managing Director Matsuyama from the transition time that this could be one of the things that could happen, and it did happen, but you would rather have them go through the audit having all the information and having everything accurate, rather than trying to push something forward and having the audit reveal that things were not in place as the audit was being completed. You could get an unsatisfactory opinion, but you would rather have a clean audit opinion on the County's financials, right?

Councilmember Cowden: That is correct, so I want to say thank you to the County's new accounting team. I did not mean to slam it. I just meant to say it was an important document and wanted to encourage the new accounting team to look at the previous few years of executive summary and that we get something like that, because I have found it to be a really important tool, and I definitely used it for my personal staff. I had them read it, so that they could understand how the County works, because if you go in one place, that audit and that executive summary is important. I want to acknowledge that the County has won a few national recognition...the County did a great job with what it has had, so I want to make sure the County continues with that and are able to be responsible in doing our budget by having it early. Thank you to the new team. I know they started after the fact.

Council Chair Rapozo: The transition really was a difficult one, so I have been assured that the policies, the practices, the spreadsheets, and everything that has been created since the transition will be the template going forward for future employees who come in. Yes, it is sort of like today's Council meeting with the car accident. It is not something that happens every year. Otherwise, I can honestly tell you that the Department of Finance would have been up here at this Council meeting explaining themselves back in March, April, May, and so forth. It is what it is. We cannot control things where that many employees leave at one time. I know Councilmember Kagawa will probably be upset by my saying this, but Councilmember Kagawa's daughter got hired as one of the specialists in the Department of Finance, and she came from a firm that does audits.

(Councilmember Carvalho was noted as not present.)

Council Chair Rapozo: The expertise that she brought really helped move this thing along more quickly, so *mahalo* to your daughter. Yes, it is late. The only thing that I am concerned about is when we do get the final audit and the numbers are finalized, we relied on estimates when we did the budget. We relied on best guess estimates as we plugged numbers into the budget. Those numbers could be different once we get the actuals back. When we get actuals and replug in the numbers, I anticipate this body having to do some money bills to move funds to balance the budget properly. I think that is the down side and it is not a good way to do budgeting when you do not have the budget in front of you, but as Councilmember Kagawa said, and I agree, it is probably a one-time deal.

Councilmember Cowden: I have a final comment.

Council Chair Rapozo: Go ahead.

(Councilmember Carvalho was noted as present.)

Councilmember Cowden: I want to say that as someone who attends the Board of Water Supply meetings, they have made a big difference over there, so our Department of Water was absolutely in economic disarray and it has been difficult for them, so when the weight was shifted, a different department needed improvements.

Councilmember Kagawa: Let us not put it all on the Department of Finance. Taking in all the financial things from the entire County and, again, just the experience factor and knowing what to prepare and how to delegate staff. When you lose six (6) out of nine (9) employees to help gather this information from all the departments, that is the task. It is not about one (1) person. Thank you, Chair.

Council Chair Rapozo: With that, roll call.

The motion for passage of Proposed Draft Bill (No. 2930) on first reading, that it be ordered to print, that a public hearing thereon be scheduled for September 11, 2024, and that it thereafter be referred to the Committee of the Whole was then put, and carried by the following vote:

| | | |
|-----------------------|--|------------|
| FOR PASSAGE: | Bulosan, Carvalho, Cowden, DeCosta, Kagawa, Kuali'i, Rapozo | TOTAL – 7, |
| AGAINST PASSAGE: | None | TOTAL – 0, |
| EXCUSED & NOT VOTING: | None | TOTAL – 0, |
| RECUSED & NOT VOTING: | None | TOTAL – 0. |

Ms. Fountain-Tanigawa: Seven (7) ayes.

Council Chair Rapozo: With that, can we have the Executive Session (ES) item read, please?

EXECUTIVE SESSION:

ES-1133 Pursuant to Hawai'i Revised Statutes (HRS) Sections 92-4 and 92-5(a)(4), and Kaua'i County Charter Section 3.07(E), the Office of the County Attorney requests an Executive Session with the Council, to provide Council with a briefing and request authority for a possible settlement proposal in a claim filed by Allstate Insurance Company a/s/o Jeffrey Aguinaldo and related matters. The briefing and consultation involves consideration of the powers, duties, privileges, immunities, and/or liabilities of the Council and the County as they relate to this agenda item.

Councilmember Kualii moved to convene in Executive Session for ES-1133, seconded by Councilmember Bulosan.

Council Chair Rapozo: Is there any discussion? Councilmember Kagawa.

Councilmember Kagawa: I just wanted a moment of personal privilege.

Council Chair Rapozo: Is it regarding this?

Councilmember Kagawa: After this.

Council Chair Rapozo: Okay. Is there any discussion or public testimony on the ES item? Seeing none. Roll call.

There being no one present to provide testimony, the meeting proceeded as follows:

The motion to convene in Executive Session for ES-1133 was then put, and carried by the following vote:

| | | |
|----------------------------|---|------------|
| FOR EXECUTIVE SESSION: | Bulosan, Carvalho, Cowden, DeCosta, Kagawa, Kualii, Rapozo | TOTAL – 7, |
| AGAINST EXECUTIVE SESSION: | None | TOTAL – 0, |
| EXCUSED & NOT VOTING: | None | TOTAL – 0, |
| RECUSED & NOT VOTING: | None | TOTAL – 0. |

Ms. Fountain-Tanigawa: Seven (7) ayes.

Council Chair Rapozo: With that, Councilmember Kagawa.

Councilmember Kagawa: Unfortunately, the Mayor has his schedule and scheduled the celebration for Tatiana Weston-Webb, silver medalist of the Olympics for surfing. It puts an exclamation point on our women on Kaua'i in surfing. There is Brianna Cope and Maluhia Kinimaka putting us on the map. Having taught at Kapa'a High School back then, these girls were legends from before that. Everyone

knew that these women were unbelievable, like Ms. Weston-Webb, and she proved that by being a silver medalist in the Olympics. Congratulations and I am sorry we could not be there, but we had our Council meeting. Thank you, Chair.

Council Chair Rapozo: Thank you.

Councilmember Cowden: Could I add to that? Thank you for bringing her up. I am so proud of Ms. Weston-Webb for doing well. I have known her since she was in diapers. I am honored to have her be on our surf team, Hanalei School. She is extraordinary and is such a kind and humble person, so it is really an honor to have our silver medalist be from our hometown on the North Shore. Yay. Good job. She brought us home proud.

Council Chair Rapozo: Thank you for that. Is there any other discussion? With that, we will go into Executive Session, then we will come out in perhaps ten (10) minutes to fifteen (15) minutes to wrap up the day.

There being no objections, the Council recessed at 10:20 a.m., to convene in Executive Session.

The meeting reconvened at 10:33 a.m., and proceeded as follows:

Council Chair Rapozo: Mr. Bracken.

There being no objections, the rules were suspended.

MATTHEW M. BRACKEN, County Attorney: Executive Session, ES-1133 was held regarding a pending claim. The discussion needs to remain confidential at this time, so there is nothing to disclose.

There being no one present to provide testimony, the meeting was called back to order, and proceeded as follows:

Council Chair Rapozo: Thank you so much. With that, this meeting is adjourned.

ADJOURNMENT.

There being no further business, the Council Meeting adjourned at 10:33 a.m.

Respectfully submitted,



JADE K. FOUNTAIN-TANIGAWA
County Clerk

COUNTY OF KAUAI
SUPPLEMENTAL SUMMARY OF LONG-TERM DEBT
June 30, 2024

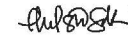
| COUNTY BONDS | Original issue | Outstanding July 1, 2023 | Bonds Issued July 1, 2023 to June 30, 2024 | Bonds Maturéd July 1, 2023 to June 30, 2024 | Bonds Refunded July 1, 2023 to June 30, 2024 | Outstanding June 30, 2024 |
|--|-----------------------|-------------------------------------|---|--|---|--------------------------------------|
| General Obligation Bonds Series 2010A BABs | 47,835,000 | 30,460,000 | - | 2,180,000 | - | 28,280,000 |
| General Obligation Bonds Series 2010A RZEDBs | 12,165,000 | 12,165,000 | - | - | - | 12,165,000 |
| General Obligation Bonds Series 2017 | 24,015,000 | 20,965,000 | - | 690,000 | - | 20,275,000 |
| General Obligation Bonds Series 2021A | 6,040,000 | 4,640,000 | - | 1,472,000 | - | 3,168,000 |
| General Obligation Bonds Series 2021B | 19,329,200 | 19,329,200 | - | 2,686,400 | - | 16,642,800 |
| General Obligation Bonds Series 2010A BABs (Water Portion) | 60,000,000 | 38,185,000 | - | 2,730,000 | - | 35,455,000 |
| General Obligation Bonds Series 2021A (Water Portion) | 1,510,000 | 1,160,000 | - | 368,000 | - | 792,000 |
| General Obligation Bonds Series 2021B (Water Portion) | 1,680,800 | 1,680,800 | - | 233,600 | - | 1,447,200 |
| TOTAL COUNTY BONDS | \$ 172,575,000 | \$ 128,585,000 | \$ - | \$ 10,360,000 | \$ - | \$ 118,225,000 |
| EXCLUDED COUNTY BONDS | | | | | | |
| Special Tax Revenue Bonds Series 2019 (CFD No. 2008-1) | 20,320,000 | 20,320,000 | - | - | - | 20,320,000 |
| Special Tax Revenue Bonds Series 2022 (CFD No. 2008-1) | 30,810,000 | 30,590,000 | - | 280,000 | - | 30,310,000 |

The above Summary of General Long-Term Debt was prepared from the records of the Department of Finance in accordance with Sections 47-C-2 and 47-C-3, Hawaii Revised Statutes.

Concurred By:



Matthew Bracken
 County Attorney



Chelsie Sakai
 Deputy Director of Finance

Mel Rapozo
 Chair County Council

TOTAL INDEBTEDNESS OF THE COUNTY OF KAUAI
June 30, 2024

| COUNTY BONDS | Coupon | Due Date | Principal |
|---|---------------|-----------------|----------------------|
| General Obligation Bonds Series 2010A BABs: | 5.056% | August 1, 2024 | 2,290,000 |
| | 5.293% | August 1, 2025 | 2,410,000 |
| | 5.393% | August 1, 2026 | 2,545,000 |
| | 5.513% | August 1, 2027 | 2,685,000 |
| | 5.613% | August 1, 2028 | 2,840,000 |
| | 5.663% | August 1, 2029 | 3,005,000 |
| | 5.693% | August 1, 2030 | 3,180,000 |
| | 5.723% | August 1, 2031 | 3,370,000 |
| | 5.743% | August 1, 2032 | 3,570,000 |
| | 5.763% | August 1, 2033 | 2,385,000 |
| | | | \$ 28,280,000 |
| General Obligation Bonds Series 2010A RZEDBs: | 5.863% | August 1, 2033 | \$ 3,140,000 |
| | 5.913% | August 1, 2034 | 9,025,000 |
| | | | \$ 12,165,000 |
| General Obligation Bonds Series 2017: | 3.000% | August 1, 2024 | 715,000 |
| | 5.000% | August 1, 2025 | 745,000 |
| | 5.000% | August 1, 2026 | 785,000 |
| | 5.000% | August 1, 2027 | 825,000 |
| | 5.000% | August 1, 2028 | 865,000 |
| | 2.500% | August 1, 2029 | 900,000 |
| | 5.000% | August 1, 2030 | 935,000 |
| | 5.000% | August 1, 2031 | 980,000 |
| | 4.000% | August 1, 2032 | 1,025,000 |
| | 4.000% | August 1, 2033 | 1,070,000 |
| | 3.000% | August 1, 2034 | 1,105,000 |
| | 3.000% | August 1, 2035 | 1,140,000 |
| | 3.000% | August 1, 2036 | 1,175,000 |
| | 5.000% | August 1, 2037 | 1,225,000 |
| | 3.000% | August 1, 2038 | 1,275,000 |
| | 3.000% | August 1, 2039 | 1,310,000 |
| | 3.125% | August 1, 2040 | 1,350,000 |
| | 3.125% | August 1, 2041 | 1,395,000 |
| | 5.000% | August 1, 2042 | 1,455,000 |
| | | | \$ 20,275,000 |
| General Obligation Bonds Series 2021A: | 5.000% | August 1, 2024 | 1,544,000 |
| | 5.000% | August 1, 2025 | 1,624,000 |
| | | | \$ 3,168,000 |
| General Obligation Bonds Series 2021B: | 0.520% | August 1, 2024 | 2,695,600 |

| | | | |
|---|--------|----------------|---------------------------|
| | 0.875% | August 1, 2025 | 2,718,600 |
| | 1.180% | August 1, 2026 | 2,746,200 |
| | 1.500% | August 1, 2027 | 2,783,000 |
| | 1.600% | August 1, 2028 | 2,824,400 |
| | 1.875% | August 1, 2029 | 2,875,000 |
| | | | <u>\$ 16,642,800</u> |
| General Obligation Bonds Series 2010A BABs (Water Portion): | | | |
| | 5.056% | August 1, 2024 | 2,870,000 |
| | 5.293% | August 1, 2025 | 3,025,000 |
| | 5.393% | August 1, 2026 | 3,190,000 |
| | 5.513% | August 1, 2027 | 3,370,000 |
| | 5.613% | August 1, 2028 | 3,560,000 |
| | 5.663% | August 1, 2029 | 3,770,000 |
| | 5.693% | August 1, 2030 | 3,990,000 |
| | 5.723% | August 1, 2031 | 4,220,000 |
| | 5.743% | August 1, 2032 | 4,470,000 |
| | 5.763% | August 1, 2033 | 2,990,000 |
| | | | <u>\$ 35,455,000</u> |
| General Obligation Bonds Series 2021A (Water Portion): | | | |
| | 5.000% | August 1, 2024 | 386,000 |
| | 5.000% | August 1, 2025 | 406,000 |
| | | | <u>\$ 792,000</u> |
| General Obligation Bonds Series 2021B (Water Portion): | | | |
| | 0.520% | August 1, 2024 | 234,400 |
| | 0.875% | August 1, 2025 | 236,400 |
| | 1.180% | August 1, 2026 | 238,800 |
| | 1.500% | August 1, 2027 | 242,000 |
| | 1.600% | August 1, 2028 | 245,600 |
| | 1.875% | August 1, 2029 | 250,000 |
| | | | <u>\$ 1,447,200</u> |
| Total General Obligation Indebtedness Outstanding as of June 30, 2024: | | | <u><u>118,225,000</u></u> |

EXCLUDED COUNTY BONDS**Special Tax Revenue Bonds Series 2019 (CFD No. 2008-1):**

| | | |
|--------|--------------|----------------------|
| 4.000% | May 15, 2025 | \$ 15,000 |
| 4.000% | May 15, 2026 | 30,000 |
| 4.000% | May 15, 2027 | 50,000 |
| 4.000% | May 15, 2028 | 70,000 |
| 5.000% | May 15, 2029 | 95,000 |
| 5.000% | May 15, 2030 | 125,000 |
| 5.000% | May 15, 2031 | 150,000 |
| 5.000% | May 15, 2032 | 180,000 |
| 3.000% | May 15, 2033 | 210,000 |
| 3.000% | May 15, 2034 | 240,000 |
| 3.000% | May 15, 2035 | 275,000 |
| 3.250% | May 15, 2036 | 300,000 |
| 3.250% | May 15, 2037 | 335,000 |
| 3.250% | May 15, 2038 | 375,000 |
| 3.250% | May 15, 2039 | 410,000 |
| 5.000% | May 15, 2040 | 450,000 |
| 5.000% | May 15, 2041 | 500,000 |
| 5.000% | May 15, 2042 | 550,000 |
| 5.000% | May 15, 2043 | 1,810,000 |
| 5.000% | May 15, 2044 | 1,950,000 |
| 5.000% | May 15, 2045 | 2,105,000 |
| 5.000% | May 15, 2046 | 2,260,000 |
| 5.000% | May 15, 2047 | 2,430,000 |
| 5.000% | May 15, 2048 | 2,610,000 |
| 5.000% | May 15, 2049 | 2,795,000 |
| | | \$ 20,320,000 |

Special Tax Revenue Bonds Series 2022 (CFD No. 2008-1):

| | | |
|--------|-------------|-----------|
| 4.000% | May 1, 2025 | 325,000 |
| 4.000% | May 1, 2026 | 380,000 |
| 4.000% | May 1, 2027 | 430,000 |
| 4.000% | May 1, 2028 | 485,000 |
| 4.000% | May 1, 2029 | 540,000 |
| 4.000% | May 1, 2030 | 595,000 |
| 5.000% | May 1, 2031 | 660,000 |
| 5.000% | May 1, 2032 | 730,000 |
| 4.000% | May 1, 2033 | 805,000 |
| 4.000% | May 1, 2034 | 875,000 |
| 4.375% | May 1, 2035 | 950,000 |
| 4.375% | May 1, 2036 | 1,035,000 |
| 4.375% | May 1, 2037 | 1,125,000 |
| 4.375% | May 1, 2038 | 1,210,000 |
| 4.375% | May 1, 2039 | 1,310,000 |
| 4.375% | May 1, 2040 | 1,415,000 |
| 4.375% | May 1, 2041 | 1,520,000 |

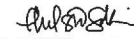
| | | |
|--------|-------------|----------------------|
| 4.375% | May 1, 2042 | 1,635,000 |
| 5.000% | May 1, 2043 | 630,000 |
| 5.000% | May 1, 2044 | 690,000 |
| 5.000% | May 1, 2045 | 750,000 |
| 5.000% | May 1, 2046 | 820,000 |
| 5.000% | May 1, 2047 | 885,000 |
| 5.000% | May 1, 2048 | 955,000 |
| 5.000% | May 1, 2049 | 1,035,000 |
| 5.000% | May 1, 2050 | 4,110,000 |
| 5.000% | May 1, 2051 | 4,410,000 |
| | | <u>\$ 30,310,000</u> |

The above Summary of General Long-Term Debt was prepared from the records of the Department of Finance in accordance with Sections 47-C-2 and 47-C-3, Hawaii Revised Statutes.

Concurred By:



Matthew Bracken
County Attorney



Chelsie Sakai
Deputy Director of Finance

Mel Rapozo
Chair County Council