



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Friday, March 1, 2024
9:55 a.m.
State Capitol, Room 211 and Videoconference

S.B. 3021, S.D.1
RELATING TO TRANSPORTATION

Senate Committee on Ways and Means

The Hawaii Department of Transportation (HDOT) **supports** this measure with recommendations.

The HDOT is committed to administering this rebate program as it aligns with the state's clean energy goals and supports the wide-spread adoption of small electric vehicles. This program will offer lower cost and zero-emission travel and commuting alternatives to Hawai'i's residents.

The HDOT recommends the following amendments:

- To omit Section 3 (e) – “The department may prepare a retailer application and portal to provide rebates directly at the point-of-sale to expedite the rebate process.”
 - The HDOT recommends the requirement be deferred in the bill.
 - The HDOT can consider and implement a point-of-sale rebate in the future without this requirement to be in statute.
- To appropriate general funds for fiscal years 2023-2024, and 2024-2025 to be deposited into the Highway Development Special Fund Electric Mobility Subaccount. The amounts to be deposited into the Highway Development Special Fund Electric Mobility Subaccount is to be determined.
 - For the Highway Development Special Fund Electric Mobility Subaccount to be sustainable, the HDOT recommends appropriating general funds as a source of funding.
- To appropriate Highway Development Special Fund Electric Mobility Subaccount special funds for fiscal years 2023-2024, and 2024-2025 for the purposes of the electric mobility rebate program. The amounts appropriated is to be determined. Funds appropriated shall not lapse at the end of the fiscal year for which it was appropriated, but any unencumbered funds remaining shall lapse at the end of the following fiscal year.

- Inserting language in Section 1 for the purpose of an emergency appropriation in fiscal year 2024: “This Act is recommended by the governor for immediate passage in accordance with section 9 of article VII of the Constitution of the State of Hawaii.”
- Language to clarify the HDOT can expend appropriated funds: “The sum appropriated shall be expended by the department of transportation for the purposes of this Act.”

The HDOT is willing to work with the committee in drafting a S.D. 2 version of the bill that will incorporate the above-mentioned recommendations.

Thank you for the opportunity to provide testimony.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:
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JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

(808) 451-6648
energy.hawaii.gov

Testimony of
MARK B. GLICK, CHIEF ENERGY OFFICER
before the
SENATE COMMITTEE ON WAYS AND MEANS

Friday, March 1, 2024
9:55 AM
State Capitol, Conference Room 211 and Videoconference

In Support of
SB 3021, SD1

RELATING TO TRANSPORTATION.

Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3021, SD1 which renames and expands the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program and increases the potential rebate amount.

To decarbonize our economy and meet Hawai'i's goal of reducing carbon emission to 50% by 2030, Hawai'i will need significant reductions in emissions from ground transportation by 2030 and a net negative carbon economy by 2045. HSEO's Hawai'i Pathways To Decarbonization, Act 238, Session Laws of Hawai'i 2022 highlights reducing the amount of energy needed for ground transportation as one of the two major facets to reducing emissions in ground transportation¹. SB 3021, SD1 reduces the amount of energy needed for ground transportation through electric bicycles and other modes of transportation captured under "electric mobility device" that reduce vehicle miles traveled from passenger vehicles.

Updating the definitions and eligibility of the program such that "'electric micro-mobility device" is defined as ground transportation device such as a standing scooter, skateboard, board riding on a single or double wheels, or similar device..." keeps up with

¹ Page 104, 1. Reducing the amount of energy needed for ground transportation.

the changing micro-mobility market by providing for eligibility for new technologies. Supporting alternatives to meet the needs of residents and reduce emissions in ground transportation supports equity in Hawai'i's transition of the ground transportation sector. HSEO also supports the adoption of Hawai'i Department of Transportation ("HDOT") proposed amendments to increase the cap on total rebates HDOT may issue from \$700,000 to \$2,000,000 and clarifies that HDOT may contract with third-party administrators for the program, who are authorized to pay the rebates;

HSEO Supports SB 3021, SD1 as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.

COUNTY COUNCIL

Mel Rapozo, Chair
KipuKai Kualii, Vice Chair
Addison Bulosan
Bernard P. Carvalho, Jr.
Felicia Cowden
Bill DeCosta
Ross Kagawa



OFFICE OF THE COUNTY CLERK

Jade K. Fountain-Tanigawa, County Clerk
Lyndon M. Yoshioka, Deputy County Clerk

Telephone: (808) 241-4188
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Council Services Division
4396 Rice Street, Suite 209
Lihu'e, Kaua'i, Hawai'i 96766

February 28, 2024

TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUA'I COUNTY COUNCIL
ON
SB 3021, SD1, RELATING TO TRANSPORTATION
Senate Committee on Ways and Means
Friday, March 1, 2024
9:55 a.m.
Conference Room 211
Via Videoconference

Dear Chair Dela Cruz and Members of the Committee:

Thank you for this opportunity to provide testimony in SUPPORT of SB 3021, SD 1, Relating to Transportation. My testimony is submitted in my individual capacity as a member of the Kaua'i County Council.

I wholeheartedly support the intent of SB 3021, SD 1, which would greatly affect the Kaua'i community.

Thank you again for this opportunity to provide testimony in support of SB 3021, SD 1. Should you have any questions, please feel free to contact me or Council Services Staff at (808) 241-4188 or via email to cokcouncil@kauai.gov.

Sincerely,

ADDISON BULOSAN
Councilmember, Kaua'i County Council

AAO:ss



SENATE COMMITTEE ON WAYS AND MEANS

March 1, 2024, 9:55 AM

Room 211

Decision Making Only

TESTIMONY IN SUPPORT OF SB 3021 SD1

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committees:

Blue Planet Foundation **supports SB 3201 SD1**, which expands the scope of the existing electric bicycle and electric moped rebate program created by Act 306 (2022). This bill offers important funding to expand access to diverse modes of clean transportation that can reduce greenhouse gas emissions, lower transportation costs for residents, increase safety, and provide new mobility options in car-centric communities that currently lack access to such mobility choices.

Blue Planet Foundation is a Hawai'i-based nonprofit organization committed to help Hawai'i cut its carbon emissions and avoid the worst impacts of climate change. Through our advocacy for renewable energy, energy efficiency, and clean transportation, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust.

Blue Planet Foundation also manages the Sustainable Transportation Coalition of Hawai'i (STCH), which is a group of organizations, businesses, and individuals aimed at driving local efforts to reduce fossil fuel use in Hawai'i's transportation sector. STCH is part of a national network of nearly 100 coalitions that make up the U.S. Department of Energy's Clean Cities program, tasked with accelerating solutions like alternative fuels, alternative modes of transportation, and vehicle efficiency.

Ground transportation accounts for roughly 25% of the greenhouse gas emissions in Hawai'i and roughly 1/3 of our imported oil use. A transportation transformation is not only better for the environment, but the state in general. As we reduce dependence on imported oil, it can bolster our 100% renewable energy target and reduce Hawai'i's high cost of living, since transportation on average is the single largest expense behind housing.

We support SB 3021 to highlight the Department of Transportation's role in reducing vehicle miles traveled and shifting our transportation system away from fossil-fuel powered personal vehicles to more sustainable modes of transportation like electric bicycles, electric mopeds, and

other electric mobility options. In passing this bill, we can help residents save money and reduce their climate impacts, while also meeting statewide targets to be carbon-negative by 2045.

Thank you for the opportunity to provide testimony in support of this measure.



HAWAI'I APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB3021 SD1 - Relating to Transportation
Senate Committee on Ways and Means
Friday, March 1st, 2024 at 9:55AM

Dear Chair Dela Cruz, Vice Chair Moriwaki, and members of the committee,
Mahalo for the opportunity to express **STRONG SUPPORT for SB3021**. We are also providing recommendations to improve the bill. As currently proposed, the bill would rename and expand the scope of the existing Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. The bill also proposes increasing the rebate amount from \$500 to \$750.

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Hawai'i Appleseed is advocating for SB3021 as electric bicycles and other mobility devices have been found to:

- **Reduce household transportation costs.** In Hawai'i, owning a personal vehicle costs about \$8,100 per year.¹ Notably, Hawai'i households own an average of two cars per household, which means vehicle ownership costs families \$16,200 per year, representing about 20 percent of pre-tax median household income.² Electric mobility devices have significantly lower operating costs compared to gas-powered vehicles, requiring minimal maintenance and no fuel expenses. Additionally, the electric assist feature allows riders to cover longer distances with less physical effort, reducing reliance on other transportation modes and associated costs like parking fees and public transit fares. As an example, in the spring of 2022, the City and County of Denver launched an ebike rebate program. In just nine months, 4,734 Denver residents became new ebike owners who cumulatively saved an estimated \$1 million from avoided fuel and electricity costs.³
- **Reduce traffic and vehicle emissions.** For the State to meet its climate and energy goals, emissions from the ground transportation sector must be reduced. Electric mobility devices are

¹ Yerton, Steward. (2020). *Why It Costs So Much To Own A Car In Hawaii*. Honolulu Civil Beat. Available at: <https://www.civilbeat.org/2022/03/why-it-costs-so-much-to-own-a-car-in-hawaii/>.

² Steward (2020)

³ City and County of Denver. (2022) *Denver's 2022 Ebike Incentive Program: Results and Recommendations*.

currently one of the most effective tools to decrease car dependency. In Denver, officials found that participants of their city's ebike rebate program on average used their bike to replace 3.4 car trips and traveled 21.6 miles weekly. They also found that income-qualified residents were using their ebikes more than standard voucher recipients and replaced more than 40% of their car trips using their ebike. For these reasons, a recent article from the Bloomberg City Lab went so far to state that "No mobility innovation in recent memory offers a comparable opportunity to simultaneously boost health, protect the environment and improve urban quality of life."⁴

Additionally, Hawai'i Appleseed is providing the following recommendations to improve the bill and further its impact:

1. **Increase the rebate to \$1,000 for all eligible residents, and \$2,000 for income qualified residents and those requiring an adaptive electric mobility device.** Residents identified "cost of e-bikes" as one of their top three barriers to owning an e-bike during community engagement conducted by the Hawai'i State Energy Office. Increasing the rebate to \$1,000 will help to cover the full cost of the cheapest full-sized electric bike available locally. In addition, an increased rebate will also help to cover more of the cost of electric cargo bikes, which would help residents make even more of their trips via non-vehicular modes. Providing greater financial incentives will encourage more residents to purchase electric mobility devices and use them in place of their cars.

We commend the State for implementing the rebate program in 2023 and look forward to its expansion. Increasing the scope of this program will undoubtedly increase residents' access and usage of electric bikes and other mobility devices and will support the state in achieving its ambitious climate and energy goals.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz
Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity

⁴ Zipper, David. (2023). *The Untapped Power of E-Bike Rebates*. Bloomberg City Lab. Available at: <https://www.bloomberg.com/news/articles/2023-07-07/release-the-e-bike-rebates>.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Ways and Means

March 1, 2024 at 9:55AM

Conference Room 211

SB 3021 SD1

Relating to Transportation

Dear Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 3021 SD1 and offers recommendations** to further improve the bill, which would rename and expand the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program, expands eligibility, and increases the potential rebate amount.

OahuMPO would like to make the following recommendations to further improve the bill, by adding the option for residents to qualify for additional assistance rebate monies if they purchase an adaptive electric bike or electric cargo bike. The OahuMPO recommends the following changes to section (j) starting on page 19, by adding (4) and (5):

The OahuMPO is thrilled with the improvements to this bill, particularly the addition of adaptive electric bicycles and their qualification for the full rebate and the provision of rebates at point of sale. OahuMPO would like to make the following recommendations to further improve the bill:

“In administering the electric mobility rebate program, the department of transportation shall provide an additional assistance rebate in addition to the rebate in subsection (i). The additional assistance rebate shall be \$750 or the full retail amount, whichever amount is lower, to persons fifteen years or older who:

(1) Are eligible for:

- (A) The Supplemental Nutrition Assistance Program;
- (B) The free and reduced-price lunch program;
- (C) Section 8 of the United States Housing Act of 1937, as amended; or
- (D) Similar low-income assistance programs identified by the department of transportation;

(2) Do not own a registered motor vehicle with four or more wheels, as demonstrated by an affidavit signed by the applicant at the time of sale of the new adaptive electric bicycle, electric bicycle electric moped, or electric micro-mobility device, which may be audited by the department of transportation;

(3) Are enrolled in school, community college, or university;

(4) Are Purchasing an adaptive electric bike; or

(5) Are Purchasing an electric cargo bike.”

In Denver, Colorado if you are a person with a disability and you are unable to use a standard e-bike, you may be eligible to save up to \$1,400 on the sale of an adaptive e-bike. Adaptive e-bikes are designed to meet individual and specialized needs of their specific riders. This is important as adaptive e-bikes are more expensive than more commonly sold e-bikes.

Denver, Colorado’s electric bike rebate program also offers additional rebate monies, if a resident purchases an electric cargo bike. They offer a rebate of up to \$1,400 on the sale of an e-cargo bike.¹ This is because electric cargo bikes are significantly more expensive than a standard electric bike, with one local retailer offering their cheapest electric cargo bike for \$2,349.00, and their most expensive electric cargo bike at \$8,349.00.² Electric cargo bikes help residents with carrying parcels, shopping, and transporting children, things a standard electric cannot do. According to a recent study, 51% of motorized trips in a city related to goods transport could be potentially shifted to bicycle transport based on the average weight of goods and distance covered in this type of trip.³ Another study found a 41 % reduction in private car trips with the introduction of cargo bikes, rising to a total of 69 % of respondents having this new mode of transportation as their primary modal choice.⁴ The reduction in private car trips is represented as 1–2 trips per week.⁵

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support active and public transportation, promote an equitable transportation system, and improve air quality and protect environmental and cultural assets.⁶ Providing a more robust rebate for electric mobility devices, such as e-bikes and e-mopeds will help more residents purchase cleaner and more efficient modes of transportation. More residents acquiring electric mobility devices is particularly important to help the State address cost of living and equity concerns as well meet its carbon net-negative goal by 2045.

¹ [Electric Bikes \(E-Bikes\) - City and County of Denver \(denvergov.org\)](https://denvergov.org)

² [Cargo Bikes — Ebikes Hawaii](#)

³ [Electric cargo bikes in urban areas: A new mobility option for private transportation - ScienceDirect](#)

⁴ [Cargo bikes as a growth area for bicycle vs. auto trips: Exploring the potential for mode substitution behavior - ScienceDirect](#)

⁵ IBID.

⁶ https://oahumpo.org/?wpfb_dl=2215

Denver, Colorado, which implemented a similar rebate to the one proposed in this bill saw substantial cost savings for residents and reduced greenhouse gas emissions as a result. Through a survey to rebate recipients, they found that residents are riding their e-bikes an average of 26 miles each week, replacing 3.4 car round trips.⁷ They estimated that new e-bikes replaced 100,000 vehicle miles traveled each week.⁸ The survey also indicated that income-qualified residents used their e-bikes nearly 50% more than the standard voucher recipient.⁹ As Denver residents were able to swap some of their vehicular trips with those made via electric bikes, they were able to save money, as well as reduce their greenhouse gas emissions.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP) that encourages and promotes a safe and efficient transportation system to serve the mobility needs of people and freight (including walkways, bicycles, and transit), fosters economic growth and development, and takes into consideration resiliency needs, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Thank you for the opportunity to provide testimony on this measure.

⁷ <https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Climate-Action-Sustainability-Resiliency/Cutting-Denvers-Carbon-Pollution/Sustainable-Transportation/Electric-Bikes-E-Bikes-Rebates>

⁸ IBID.

⁹ IBID.



Email: communications@ulupono.com

SENATE COMMITTEE ON WAYS & MEANS
Friday, March 1, 2024 — 9:55 a.m.

Ulupono Initiative supports SB 3021 SD1, Relating to Transportation.

Dear Chair Dela Cruz and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

Ulupono supports SB 3021 SD1 and offers amendments. This bill renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program and expands eligibility as well as the potential rebate amount.

We enthusiastically support the proposed program improvements that clarify the current electric mobility devices definitions, provide universal eligibility for all Hawai'i residents, and increase the per-person funding for those who may need additional financial support to access electric mobility devices. Although the current program has helped almost 300 people, it still has approximately \$600,000 remaining and hasn't achieved its full potential impact. The bill's proposed enhancements will help the program achieve this potential, replicating the success of a similar City of Denver e-bike subsidy program¹ and providing the following beneficial impacts:

- Deliver greater mode shift and reduced emissions, helping to replace on average more than 100,000 vehicle miles weekly;
- Improve access to opportunities and destinations for those who need it by providing more meaningful subsidies since cost remains one of the largest barriers for lower-income residents, based on the Hawai'i State Energy Office's 2023 outreach results²;
- Ensure the program's voucher influences buying decisions, as intended (Denver residents overwhelmingly said the voucher made the difference when deciding to buy an e-bike).

¹ <https://www.denverpost.com/2023/01/05/ebike-rebate-program-denver-2023/>

² Presentation available upon request from the Hawai'i State Energy Office (December 2023 virtual briefing)



We also strongly prefer implementation of a point-of-sale rebate as it does help guarantee that upfront costs do not create a barrier for other interested customers.³ Finally, we recommend that the supplemental subsidy include those with disabilities who have a permanent disabled placard to help ensure greater inclusivity of different traveling needs.

Electric mobility devices can transform our community's transportation habits and help provide real transportation choices. We look forward to the continued success of the program.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Director of Government Affairs

³ Presentation available upon request from the Hawai'i State Energy Office (December 2023 virtual briefing)



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bicycle@hbl.org

LATE

SENATE COMMITTEE ON WAYS AND MEANS
Friday, March 1, 2024 – 9:55AM

Hawai'i Bicycling League Supports SB 3021, relating to Transportation

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

My name is Travis Counsell, and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Hawai'i Bicycling League supports SB 3021, which renames and expands the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. This bill also increases the potential rebate amount and better defines the devices that are available for rebates. Additionally, it notes the need to develop a point-of-sale rebate process for customers to receive the rebate at the moment of sale, rather than wait for a rebate check. It appropriates funds for the program and expands the scope of the existing program to include electric micro-mobility devices.

Electric bicycles, electric mopeds, and other electric mobility devices serve as a way to reduce the costs of living for Hawai'i residents, while also working towards the State's climate goals. These devices can reduce the need to own a vehicle, often allowing households to eliminate a vehicle and save upwards of \$10,000 per year. They can also reduce the number of vehicles being used for short trips, therefore reducing parking demand and vehicle traffic.

This bill also creates multiple rebate levels, expanding the availability of the rebate and increasing the amount additionally qualified individuals would receive. This is popular in other electric bicycle rebate programs across the country and has shown to have a positive impact on lower income families. Cost of an electric bicycle is often cited as a major barrier to ownership and this rebate would help work to reduce that barrier.

HBL encourages the committee to **explore additional increases to the rebate**, with a focus on cargo and adaptive electric bicycles, as these bicycles are more expensive and pose greater potential as a vehicle replacement.

We applaud the expansion of this program to make affordable and reliable transportation options available for a broader audience. With the cost of living rising substantially in recent years and transportation being a significant portion of those costs, this program seeks to provide lower cost transportation alternatives. Electric bicycles, mopeds, and other micro-mobility devices are the future of personal transportation. These devices not only reduce the cost of living but are a critical tool for achieving the State's climate goals.

Mahalo for the opportunity to provide testimony. Please support **SB 3021** and help create more affordable transportation alternatives.

Ride Aloha,

Travis L. Counsell
Executive Director
Hawai'i Bicycling League

LATE

SB-3021-SD-1

Submitted on: 2/29/2024 1:28:27 PM

Testimony for WAM on 3/1/2024 9:55:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------------------------|---------------------------|------------------------|
| Keala Dickhens | Testifying for Blue Planet Foundation | Support | Written Testimony Only |

Comments:

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee,

I am testifying in support of SB 3021 SD1, which increases rebates and expands the scope of the electric bike and electric moped rebate program.

Rapid decarbonization of our transportation sector will require more than just switching from fossil fuel cars to electric vehicles. This bill would expand eligibility and provide additional rebates for the purchase of electric mobility options, which would encourage the use of clean transportation options that are cheaper and more widely accessible than electric vehicles.

By incentivizing electric mobility choices, our lawmakers can help reduce the cost of living and cost of transportation for local residents, cut statewide greenhouse gas emissions, and reduce traffic congestion by encouraging more people to get out of their cars.

Thank you for the opportunity to submit testimony in support of SB 3021 SD1.

Keala Dickhens

Honolulu, HI 96813

SB-3021-SD-1

Submitted on: 2/28/2024 5:10:42 PM

Testimony for WAM on 3/1/2024 9:55:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Jesse G Kline | Individual | Support | Written Testimony Only |

Comments:

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee,

I am testifying in support of SB 3021 SD1, which increases rebates and expands the scope of the electric bike and electric moped rebate program.

I believe more electric modes of transport are good for the environment, and for all of us.

Much of the world is embroiled in wars over oil right now. We need to change the paradigm.

Thank you for the opportunity to submit testimony in support of SB 3021 SD1.

Jesse G. Kline

1547 Bertram Street,

Honolulu, HI 96816

To: The Senate Committee on Ways and Means
From: Brodie Lockard
Date: Friday, March 1, 2024, 10:00 am

In support of SB3021

Dear Chair Dela Cruz and Committee Members—

The transportation sector is the largest emitter of carbon emissions in Hawaii.

About half of all household trips are three miles or less, where an electric bike or electric moped would be a great transportation option.

SB3021 would create a more robust and expanded electric mobility rebate program under the Hawai'i Department of Transportation. It would reduce the cost of living and transportation for local residents by providing rebates for the purchase of electric bicycles, electric mopeds, and other modes of electric mobility options that are cheaper and more widely accessible than electric cars.

Rapid decarbonization of our transportation sector will require more than just switching to electric cars. Expanded access to electric mobility options like e-bikes and electric mopeds is an important part of addressing the climate crisis that everyone seems to have forgotten about.

I urge you to pass this bill.

Brodie Lockard
Founder, 350Hawaii

Testimony of Kiana Otsuka in Support with Recommendations

Committee on Ways and Means

March 1, 2024 at 9:55AM

Conference Room 211

SB 3021 SD1

Relating to Transportation

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and Committee Members,

My name is Kiana Otsuka, and I am a Transportation Planner whose expertise is in walk, roll, bike, and transit. I am writing in **strong support of SB 3021 SD 1** and offer recommendations to improve the bill, which would rename and expand the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program, expand eligibility, and increase the potential rebate amount.

I am excited to see the Committee consider expansion of the rebate to everyone and an increase in the rebate amount including additional funding for those whose income qualifies them for more assistance. I am grateful to have had the opportunity in my last job to hear directly from the City of Denver's Office of Climate Action, Sustainability, and Resiliency, who administers their successful electric bike rebate. The rebate being proposed is very similar to the one implemented in Denver. In Denver, they were able to see an increase in the number of people purchasing electric bikes and the number of trips made via electric bike that would have otherwise been made via car. This provided their residents the opportunity to save money, incorporate exercise in their day/week, and choose a mode of transportation that is more climate friendly than their cars. In addition, after surveying residents, they found those residents who received additional financial support to purchase an electric bike, biked farther and more often than those who receive the standard rebate. This rebate could substantially help improve transportation equity and improve mobility for our residents whose transportation costs are a significant burden.

On a personal note, I think the increase in the rebate amount will make a substantial difference in the number of people who take advantage of it. Because electric bikes are so costly, I have opted to not to buy one. With the increased rebate amount I would be much more inclined to buy an e-bike and use it in place of my car.

I am also excited to see that the new rebate program being proposed would have the opportunity for residents to receive the rebate at point of sale. Denver administers the rebate

via point of sale and has seen and continues to see a high demand for the rebate. This will remove an additional barrier to help our residents save money, be more active, and reduce our ground transportation emissions.

Finally, I offer the following recommendations to improve the bill:

1. Increase the rebate amount to \$1,000 for all applicants and \$2,000 for income qualified residents

\$750 won't cover the full cost of the cheapest standard sized e-bike. Providing a greater financial incentive for residents to purchase electric mobility devices will help encourage more residents to take up cleaner and more efficient forms of transportation over their personal vehicles more often.

2. Add an electric cargo bike rebate option and increase the rebate amount to \$2,000

In Denver, Colorado, residents could get \$500 on the sale of an e-cargo bike, \$200 more than the rebate on standard e-bikes.

3. Increase the rebate amount to \$2,000 for the adaptive electric bike

In Denver, Colorado if you are a person with a disability and you are unable to use a standard e-bike, you may be eligible to save up to \$1,400 on the sale of an adaptive e-bike. Adaptive e-bikes are designed to meet individual and specialized needs of their specific riders. This is important as adaptive e-bikes tend to be more expensive than more commonly sold e-bikes.

Thank you for the opportunity to provide testimony and offer suggestions to improve the bill.

Mahalo,

Kiana Otsuka

SB-3021-SD-1

Submitted on: 2/29/2024 2:17:56 AM

Testimony for WAM on 3/1/2024 9:55:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| B.A. McClintock | Individual | Support | Written Testimony Only |

Comments:

I am testifying in support of SB 3021 SD1, which increases rebates and expands the scope of the electric bike and electric moped rebate program.

Rapid decarbonization of our transportation sector will require more than just switching from fossil fuel cars to electric vehicles. This bill would expand eligibility and provide additional rebates for the purchase of electric mobility options, which would encourage the use of clean transportation options that are cheaper and more widely accessible than electric vehicles.

By incentivizing electric mobility choices, our lawmakers can help reduce the cost of living and cost of transportation for local residents, cut statewide greenhouse gas emissions, and reduce traffic congestion by encouraging more people to get out of their cars.

Thank you for the opportunity to submit testimony in support of SB 3021 SD1.

SB-3021-SD-1

Submitted on: 2/29/2024 7:09:44 AM

Testimony for WAM on 3/1/2024 9:55:00 AM

| Submitted By | Organization | Testifier Position | Testify |
|---------------------|---------------------|---------------------------|---------------------------|
| Debbie Millikan | Individual | Support | Written Testimony Only |

Comments:

Please support alternative transportation incentives like this one.

As an avid e-bike commuter, I feel the positive benefits daily from being outside, being closer to the on-the-ground community and feel active and healthy.

Thank you for the opportunity to provide testimony.

Aloha Chair Dela Cruz, Vice Chair Moriwaki, and members of the Committee,
I am testifying in support of SB 3021 SD1, which increases rebates and expands the scope of the electric bike and electric moped rebate program.

Rapid decarbonization of our transportation sector will require more than just switching from fossil fuel cars to electric vehicles. This bill would expand eligibility and provide additional rebates for the purchase of electric mobility options, which would encourage the use of clean transportation options that are cheaper and more widely accessible than electric vehicles.

I'm a 16-year-old who can't obtain my license until I'm 18 due to state limitations. As a result, I've been looking into affordable and clean options for transportation for short distances. I've stumbled upon electric bikes but they are scarce in my area, and the few that are in my area, have higher costs. These factors deter me from purchasing or using electric bikes, which in turn, forces me to rely on my parents to drive me to my destinations. Although my family carpools, using our car for short distances creates unnecessary carbon emissions which can easily be avoided with this bill.

By incentivizing electric mobility choices, our lawmakers can help reduce the cost of living and cost of transportation for local residents, cut statewide greenhouse gas emissions, and reduce traffic congestion by encouraging more people to get out of their cars.

Thank you for the opportunity to submit testimony in support of SB 3021 SD1.

Much Aloha,
Arianna Romualdo
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