



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

April 2, 2024
4:00 P.M.

State Capitol, Room 308 and Videoconference

S.B. 3021, S.D. 2, H.D. 1
RELATING TO TRANSPORTATION

House Committee on Finance

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.

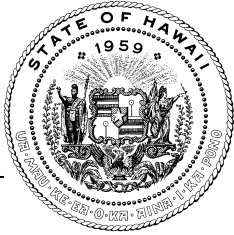
The HDOT recommends the following amendments:

- To revise Section 3 (c) "The department of transportation shall not issue more than [\$700,000] \$_____ in total rebates under this section each fiscal year..."
 - The HDOT recommends the total rebates issued to be no more than \$2,000,000 each fiscal year.
- 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 omit the specific language in Section 3 [(i)] (k) - "...The third-party administrator shall not expend more than ten per cent of the amounts appropriated for the rebate program, or any other reasonable percentage determined by the department of transportation..."
 - The HDOT recommends omitting the 10% expenditure cap of appropriated funds for a third-party administrator. The language limits the HDOT's ability to attract and solicit viable vendors to provide the administration, promotion, and reporting of the electric mobility rebate program.

- To appropriate state highway special funds for fiscal years 2023-2024 in the amount of \$500,000, and 2024-2025 in the amount of \$500,000, to be deposited into the Highway Development Special Fund Electric Mobility Subaccount.
- To appropriate Highway Development Special Fund Electric Mobility Subaccount special funds for fiscal years 2023-2024 in the amount of \$500,000, and 2024-2025 in the amount of \$500,000, for the purposes of the electric mobility rebate program. 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 HD2 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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SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

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Testimony of
MARK B. GLICK, CHIEF ENERGY OFFICER

before the
HOUSE COMMITTEE ON FINANCE

Tuesday, April 2, 2024
4:00 PM
State Capitol, Conference Room 308 and Videoconference

In Support of
SB 3021, SD2, HD1

RELATING TO TRANSPORTATION.

Chair Yamashita, Vice Chair Kitagawa, and members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3021, SD2, HD1, 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 emissions 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. A major finding of HSEO's Hawai'i Pathways to Decarbonization report, presented to the Legislature in December of 2023, is taking action to reduce the amount of energy needed for ground transportation as one of the two major facets to reducing emissions in ground transportation¹. SB 3021, SD2, HD1, will reduce the amount of energy needed for ground transportation to the extent that vehicle miles traveled from passenger vehicles are reduced via replacement with alternative forms of transportation under the definition of "electric mobility device," such as electric bicycles and other eligible modes of transportation.

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

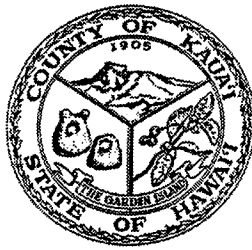
Updating the definition of eligible "electric micro-mobility device," i.e., standing scooter, skateboard, board riding on a single or double wheels, or similar device..." is an important aspect of the measure to ensure the program reflects the changing micro-mobility market. Supporting alternatives to meet the needs of residents and reduce emissions in ground transportation supports equity in Hawai'i's transition of the ground transportation sector.

HSEO Supports SB 3021, SD2, HD1, 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



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

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Email: cokcouncil@kauai.gov

Council Services Division
4396 Rice Street, Suite 209
Lihu'e, Kaua'i, Hawai'i 96766

April 1, 2024

**TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
SB 3021, SD 2, HD 1, RELATING TO TRANSPORTATION
House Committee on Finance
Tuesday, April 2, 2024
4:00 p.m.
Conference Room 308
Via Videoconference**

Dear Chair Yamashita and Members of the Committees:

Thank you for this opportunity to provide testimony in SUPPORT of SB 3021, SD 2, HD 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 2, HD 1, which would greatly affect the Kaua'i community.

Thank you again for this opportunity to provide testimony in support of SB 3021, SD 2, HD 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,

A handwritten signature in black ink, appearing to read 'AB', with a long horizontal flourish extending to the right.

ADDISON BULOSAN
Councilmember, Kaua'i County Council

AAO:mn



Testimony of the Oahu Metropolitan Planning Organization

House Committee on Finance

April 2, 2024 at 4:00PM

Conference Room 308 and Videoconference

SB 3021 SD2 HD1

Relating to Transportation

Dear Chair Yamashita, Vice Chair Kitagawa, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 3021 SD2 HD1 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.

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. 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.

OahuMPO would like to make the following recommendations to further improve the bill:

1. Revise to match the rebate amounts in the original bill. The OahuMPO recommends the following changes to section 3 (b), by adding the following in red:

“(b) Each eligible purchase of a new electric bicycle, electric moped, adaptive electric bicycle, electric cargo bike, or electric micro-mobility device shall receive a rebate of ~~\$~~ **\$750**; provided that no individual shall receive more than ~~\$~~ **\$750** in total rebates each fiscal year unless also qualifying for the additional assistance rebate pursuant to subsection (j), in which case no individual shall receive more than ~~\$~~ **\$1,500** in total rebates each fiscal year. No non-profit organization shall receive more than ~~\$~~ **\$10,000** in total rebates each fiscal year.”

Section 3 (j):

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

Residents identified "cost of e-bikes" as one of their top three barriers to owning an electric bicycle during community engagement conducted by the Hawaii State Energy Office. The cheapest standard size electric commuting bike that can be purchased locally is just under \$1,500.¹ Increasing the rebate amount will help to cover more of the cost of an electric bike. It's important that the State provides greater financial incentives for residents to choose to get around using modes of transportation that will help them save money and meet the State's climate, energy, and health goals.

2. Add the option for residents to qualify for additional assistance rebate monies if they purchase an electric cargo bicycle or adaptive electric bicycle, without the requirement that they do not own a registered motor vehicle. The OahuMPO recommends the following changes to section 3 (j)(b), by adding the following in red:

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

(4) Purchase an adaptive electric bicycle

(5) Purchase an electric cargo bicycle"

In Denver, Colorado if you are a person with a disability and you are unable to use a standard electric bicycle, you may be eligible to save up to \$1,400 on the sale of an adaptive electric bicycle. Low-income residents qualify for a \$1,200 rebate for a standard electric bicycle and \$1,400 for a cargo electric bicycle. Revising this bill to match the recommendations is important as electric bikes, electric cargo bikes, and adaptive electric bikes tend to be more expensive than standard electric bicycles.

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.

¹ [Commuter Bikes — Ebikes Hawaii](#)

Carbon Cashback Hawai'i
carboncashbackhawaii@gmail.com
carboncashbackhawaii.org



March 31, 2024

SUPPORT FOR SB3021 SD2 HD1 – Relating to Transportation

Aloha Chair Yamashita, Vice Chair Kitigawa, and Members of the Committee:

Carbon Cashback Hawaii supports SB3021 SD2 HD1, which “Renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. Expands eligibility and amends the maximum rebate amounts.”

Carbon Cashback Hawai'i (CCH) supports policies that will reduce Hawai'i's emissions in a socially equitable manner. Ground transportation accounts for about 25% of Hawai'i's greenhouse gas emissions – most of which comes from personal vehicle transportation. To reduce emissions from this sector, people need to transition away from internal engine vehicles (ICEVs) for their transportation needs. Simply moving from an ICEV to an electric vehicle (EV) is unrealistic for most low- and middle-income households given vehicle costs and lack of charging infrastructure. Transitioning to less costly electric mobility such as bicycles, scooters, etc., is financially much more in reach, especially if substantial subsidies are provided.

To ensure that the bill has a meaningful impact, we recommend that the rebate given to qualifying households be at least \$1,500. As costs of goods and the cost of living are higher in Hawai'i, such a rebate would be consistent with Denver's “electric bike rebate program, which provided families with up to a \$1,200 rebate, led to considerable cost savings for Denver families, helped reduce vehicular traffic on crowded roads, and ultimately replaced many trips by car with trips by bike.” (Source: SB3021 Preamble) The cost of living in Honolulu is estimated to be 39% higher than in Denver. (Source: <https://www.forbes.com/advisor/mortgages/real-estate/cost-of-living-calculator/honolulu-hi/?city=denver-co&income=100000>)

Therefore, CCH supports **SB3021 SD2 HD1** as an equitable way to reduce emissions from personal transportation and reduce the overall cost of mobility.

Thank you for this opportunity to testify. Please **support SB3021 SD2 HD1**.

Respectfully,
Carbon Cashback Hawaii (by Paul Bernstein)



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Tuesday, April 2, 2024 — 4:00 p.m.

Ulupono Initiative supports SB 3021 SD2 HD1, Relating to Transportation.

Dear Chair Yamashita 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 SD2 HD1 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).

We also strongly prefer required implementation of a point-of-sale rebate as it helps guarantee that upfront costs do not create a barrier for other interested friends and family members, ensuring equitable access to the program.³

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)

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



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



HOUSE COMMITTEE ON FINANCE

April 2, 2024, 4:00 PM

Room 308

TESTIMONY IN SUPPORT OF SB 3021 SD2 HD1

Aloha Chair Yamashita, Vice Chair Kitagawa, and members of the Committee:

Blue Planet Foundation **supports SB 3201 SD2 HD1**, 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. **We support SB 3021 and urge the committee to reinstate language to require a point-of-sale rebate, as it would reduce barriers to participation in the program, particularly for low and moderate income residents.**

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. By promoting and incentivizing alternative transportation options, we alleviate traffic congestion, improve air quality, enhance public health, and create more livable and vibrant communities. In addition, by expanding the eligibility of this program, lawmakers broaden the program's impact to help even more residents save money and reduce their climate impacts, all while simultaneously advancing our statewide targets to be carbon-negative by 2045.

Thank you for the opportunity to provide testimony in support of this SB 3021.

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 31, 2024

SUPPORT FOR SB 3021 SD2 HD1- RELATING TO TRANSPORTATION

Dear Chair Yamashita, Vice-Chair Kitagawa, and Committee members,

Hawaii Electric Vehicle Association SUPPORTS SB 3021 SD2 HD1, which “*Renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. Expands eligibility and amends the maximum rebate amounts.*”

Micro mobility options, which provide efficient alternatives to personal cars, play an important role in our clean energy transition.

- They can replace cars for short commutes.
- They provide transportation solutions when car ownership is not feasible due to financial limitations or parking constraints.
- They address first and last-mile commute challenges for those who can otherwise take advantage of mass transit – covering the ride to the bus and from the bus to a destination.

The net impact of increasing this form of transportation is a reduction in passenger vehicle miles, an essential strategy in reducing emissions, decreasing local air pollution, and mitigating traffic congestion.

SB 3021 SD2 HD1 will increase the equitable adoption of electric bikes and other forms of micro-mobility. It proposes a point-of-sale rebate that will reduce the process friction for potential buyers, particularly our low-moderate income households. Please maintain this requirement.

Thank you for this opportunity to testify.

Sincerely,

Noel Morin
President
Hawaii EV Association

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

Hawaii EV Board

Jennifer Lieu – Director
Nanette Vinton, Secretary, and Treasurer
Noel Morin, President
Rob Weltman – Director
Sonja Kass – Director
Tam Hunt - Director

Hawaii EV Clubs

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

Citizens' Climate Lobby Hawaii
hi.ccl.lobby@gmail.com
cclhawaii.org



March 31, 2024

SUPPORT FOR SB 3021, SD2, HD1

Dear Chair Yamashita, Vice Chair Kitagawa, and Members of the Finance Committee,

Citizens' Climate Lobby (CCL) - Hawaii, supports the expansion and strengthening of Hawaii's Electric Mobility Rebate Program.

We recognize the affordability of e-bikes compared to the high cost of car ownership (EV or gas) and see the Electric Mobility Rebate Program as a proven way to encourage e-mobility for more people, as we transition to the full electrification of ground transportation.

Space saving of e-bikes both when in use, and when parked, is significant and will help reduce the need for expanded road construction.

Secure e-bike parking with weather proof bike lockers should be included as a desirable feature of e-bike parking infrastructure.

Thank you for this opportunity to testify.

Please support SB 3021, SD2, HD1

Respectfully submitted,
Ron Reilly for CCL- Hawai'i

Citizens' Climate Lobby (CCL) is a nonprofit, nonpartisan, grassroots advocacy organization focused on national policies to address climate change solutions. CCL Hawaii's 1,000+ members are part of a 180,000+ global organization. For more information, visit citizensclimatelobby.org.

**ADDRESS**

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bicycle@hbl.org

HOUSE COMMITTEE ON FINANCE
Tuesday, April 2, 2024 – 4:00pm

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

Aloha Chair Yamashita, Vice Chair Kitagawa, 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. 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 would help work to reduce that barrier.

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



To: The House Committee on Finance (FIN)
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, April 2, 2024, 4pm

In support of SB3021 SD2 HD1

Aloha Chair Yamashita, Vice Chair Kitagawa, and members of the FIN Committee,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports SB3021 SD2 HD1** that renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program, expands eligibility, and amends the maximum rebate amounts.

The transportation sector contributes more to the climate crisis than any other sector in Hawaii. Providing incentives that expand access to diverse modes of clean transportation that can reduce greenhouse gas emissions, and provide new mobility options in car-centric communities that currently lack access to such mobility choices, are effective strategies for reducing emissions and meeting our emission reduction goals. Moreover, this bill would reduce the cost of living and cost of 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.

The 'Decade of Action' calls for accelerating sustainable solutions to confront the climate crisis. Ensuring equitable access to electric mobility will accelerate Hawaii towards our clean transportation future. Allowing rebates for Electric Bicycles and Electric Mopeds and other electric mobility options is a very effective strategy to accomplish that.

Mahalo for the opportunity to submit testimony in support of SB3021 SD2 HD1.

Sherry Pollack
Co-Founder, 350Hawaii.org



HAWAI'I APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB3021 SD2 HD1 - Relating to Transportation
House Committee on Finance
April 2nd, 2024 at 4:00PM

Dear Chair Yamashita, Vice Chair Kitagawa, 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.

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. **Revise to match the rebate amounts by adding the following in red to section 3 (b):**

"(b) Each eligible purchase of a new electric bicycle, electric moped, adaptive electric bicycle, electric cargo bike, or electric micro-mobility device shall receive a rebate of ~~">\$750~~; provided that no individual shall receive more than ~~">\$750~~ in total rebates each fiscal year unless also qualifying for the additional assistance rebate pursuant to subsection (j), in which case no individual shall receive more than ~~"\$1,500~~ in total rebates each fiscal year. No non-profit organization shall receive more than ~~"\$10,000~~ in total rebates each fiscal year."

"Section 3 (j):

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

2. **Add the option for residents to qualify for additional assistance rebate monies if they purchase an electric cargo bicycle or adaptive electric bicycle, without the requirement that they do not own a registered motor vehicle.** As such, we recommend the following changes to section 3 (j)(2), by adding the following in red:

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

(4) Purchase an adaptive electric bicycle

(5) Purchase an electric cargo bicycle"

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>.

We are advocating for these amendments as residents identified “cost of e-bikes” as one of their top three barriers to owning an electric bicycle during community engagement conducted by the Hawai‘i State Energy Office. The cheapest standard size electric commuting bike that can be purchased locally is just under \$1,500. Increasing the rebate amount will help to cover more of the cost of an electric bike.

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

Chair Yamashita, Vice Chair Kitagawa and members of the committee

SB3021 SD2 “E-Mobility Rebate”

April 1st, 2024

(IN SUPPORT)

I am in strong support of SB3021 SD2 because of the positive impacts it would bring to the communities and businesses of Hawai'i by increasing the potential rebate amount and better defining the devices that are available for rebates. Appropriating funds for the program and expanding the scope of the existing program to include electric micro-mobility devices.

- The current city design and infrastructure is heavily dependent on everyone who wants to participate in our society, must own a vehicle. Homes are faraway from potential jobs or the bus is unreliable or unreachable by foot where they are. Our current public transportation infrastructure is just not there yet to be suitable for everyone. It could be that a home may have one car and split schedules to use it. The cost of owning a personally owned vehicle in Hawai'i eats away a great amount of a resident's bring home income with car payments, insurance, any maintenance, gas prices, and doubles if there are multiple people in a home needing to get to places. This puts many people at a disadvantage who may not be able to get to work, job interviews, or patronize businesses. This E-Mobility bill will provide a viable solution to those who cannot afford or operate a car; to either get them where they want and need to go or close the gaps in our current public transit infrastructure. Allowing people who may not have had the opportunity to commute to job interviews in the city before or had to conserve gas in their cars to only work commutes to travel more freely for recreational outlets.
- E-Mobility devices such as e-bikes, e-mopeds or e-skateboards are better for businesses because they are smaller and slower than a car. Operating a car in the city is taxing and takes a lot of focus from our eyes to have a clear understanding of our environment and drive safely. (Eyes begin tunnel visioning at speeds higher than 30mph.) This unfortunately makes reading business signs difficult; you can't have your eyes dedicated to one thing too long, especially in a dense urban setting with business stacked on top of one another. As well as finding parking for a car in business hotspots, there is more room for people to go to the shops and restaurants but there's no space for the same number of parked cars. There's the option of adding more parking but that has proven to take that space away from businesses and pushes them out. Smaller slower modes of transportation such as a moped or bicycle gives a more open and manageable field of vision to look at shop names and are small and maneuverable enough to make spontaneous decisions like stopping to look without dealing with circling around the block looking for parking. The money and time people would save by choosing E-mobility devices would encourage more recreational spending.

- This bill will also improve air quality, road safety, and traffic congestion and other environmentally beneficial impacts. Going alongside our Islands' efforts to Vision Zero, zero preventable death by cars, and our efforts to shift our transportation system away from using fossil fuels. This bill will make E-devices more accessible and viable to not just focused demographic from the predecessor E-Bike Rebate. As well as control the level of noise in the city that is caused by gas powered vehicles. Loud city noise not only makes it unpleasant to live in but also unpleasant to visit street front shops and restaurants causing people to leave the shop earlier than intended or second guess dining in at no fault to the business owners.

I reiterate that passing this bill would make the local economy stronger, give people more freedom of mobility and make traversing the island easier for residents.

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

Joe Cisneros

[REDACTED]

[REDACTED]

HOUSE COMMITTEE ON FINANCE
Hearing on April 2, 2024 at 4:00 pm

SUPPORTING SB 3021 SD2 HD 1

My name is John Kawamoto, and I support SB 3021 SD 2 HD 1.

This bill will help to achieve Hawaii's goal -- established by the Legislature -- of net negative greenhouse gas emissions by 2045. This bill will reduce greenhouse gas emissions by encouraging a form of green transportation. Furthermore, it will do it in a manner that is socially equitable because low-income individuals and families typically can't afford to buy electric cars, and electric bicycles and other electric mobility devices are more within their reach. This bill also reduces the cost of transportation for Hawaii's families and reduces traffic on Hawaii's roads.

Electric bicycles and other electric mobility devices are becoming more popular. The sale of electric bicycles, for example, is projected to surge by more than 10% a year for the next 10 years. This bill takes advantage of that trend to transition Hawaii toward its net negative emissions goal.

To ensure that the rebates are effective, rebates of up to \$1,500 should be provided for each electric mobility device.

In addition, rebates should be provided at the point of sale.

With those amendments, I support the bill.