



Testimony of the Oahu Metropolitan Planning Organization

Committee on Energy and Environmental Protection

Committee on Transportation

March 12, 2024 at 10:00AM
Conference Room 325

SB 3021 SD2
Relating to Transportation

Dear Chairs Lowen and Todd, Vice Chairs Cochran and Kila, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 3021 SD2 and offers a recommendation** 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 recommendation to further improve the bill, by adding the option for residents to qualify for additional assistance rebate monies if they purchase an electric cargo bike. The OahuMPO recommends 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 additional 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:

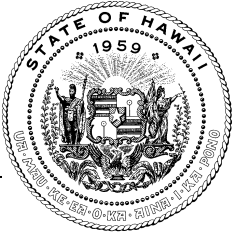
(2) Do not own a registered motor vehicle with four or more wheels, as demonstrated by an affidavit signed by the applicant at the time of sale of the new adaptive electric bicycle, **electric cargo bike**, electric bicycle electric moped, or electric micro-mobility device, which may be audited by the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

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.

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.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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JOSH GREEN, M.D.
GOVERNOR

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 COMMITTEES ON ENERGY & ENVIRONMENTAL PROTECTION
AND
TRANSPORTATION**

Tuesday, March 12, 2024
10:00 AM
State Capitol, Conference Room 325 and Videoconference

In Support of
SB 3021, SD2

RELATING TO TRANSPORTATION.

Chairs Lowen and Todd, Vice Chairs Cochran and Kila, and members of the Committees, the Hawai'i State Energy Office (HSEO) supports SB 3021, SD2, 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, 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

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

“electric mobility device,” such as electric bicycles and other eligible modes of 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, as long as its passage does not replace or adversely impact priorities indicated in the Executive Budget.

Thank you for the opportunity to testify.



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

**Testimony of
Leah Laramee
Coordinator, Hawai'i Climate Change Mitigation and Adaptation Commission**

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawai'i DP
Director, Kaua'i DP
The Adjutant General
Manager, CZM

**Before the House Committee on
ENERGY & ENVIRONMENTAL PROTECTION
AND
TRANSPORTATION**

**Tuesday March 12, 2024
10:00 AM
State Capitol, Via Videoconference, Conference Room 325**

**In support of
Senate Bill 3021 Senate Draft 2
RELATING TO TRANSPORTATION**

Senate Bill 3021 SD2 renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. Expands eligibility and the potential rebate amount. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission is a multi-jurisdictional effort between 20 different State and county departments, and Legislative committees. The Commission believes that supporting multimodal transportation is a key component of reaching our mandated 2045 carbon emission goals. The transportation sector is the largest source of climate pollution in the state, and alternative modes of transportation will help us reduce transportation emissions.

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 critical to an equitable and clean transportation future.

Mahalo for the opportunity to testify in support of this measure.



TESTIMONY BY:
EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO

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

March 12, 2024
10:00 AM
State Capitol, Room 325 and Videoconference

**S.B. 3021, S.D.2
RELATING TO TRANSPORTATION**

House Committee on Energy & Environmental Protection and
House Committee on Transportation

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

The DOT 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 DOT 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 DOT recommends the requirement be deferred in the bill.
 - The DOT can consider and implement a point-of-sale rebate in the future without this requirement to be in statute.

The DOT is willing to work with the committee in drafting a HD1 version of the bill that will incorporate the above-mentioned recommendations.

Thank you for the opportunity to provide testimony.

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

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

March 8, 2024

**TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
SB 3021, SD 2, RELATING TO TRANSPORTATION
House Committee on Energy & Environmental Protection
House Committee on Transportation
Tuesday, March 12, 2024
10:00 a.m.
Conference Room 325
Via Videoconference**

Dear Chair Lowen, Chair Todd, and Members of the Committees:

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

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



Email: communications@ulupono.com

HOUSE COMMITTEES ON ENERGY & ENVIRONMENTAL PROTECTION AND
TRANSPORTATION

Tuesday, March 12, 2024 — 10:00 a.m.

Ulupono Initiative supports SB 3021 SD2, Relating to Transportation.

Dear Chair Lowen, Chair Todd, and Members of the Committees:

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 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 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

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)



**HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
HOUSE COMMITTEE ON TRANSPORTATION**

March 12, 2024, 10:00 AM
Room 325

TESTIMONY IN SUPPORT OF SB 3021 SD2

Aloha Chair Lowen, Chair Todd, and members of the Committees:

Blue Planet Foundation **supports SB 3201 SD2**, 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 SD2 - Relating to Transportation
House Committee on Transportation and
House Committee on Energy & Environmental Protection
Tuesday, March 12th, 2024 at 10:00AM**

Dear Chair Todd and Lowen, Vice Chairs Kila and Cochran , and members of the committees, 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

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*.

- **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 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

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>.



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HOUSE COMMITTEE ON TRANSPORTATION AND
HOUSE COMMITTEE ON ENVIROMENT & ENVIRONMENTAL PROTECTION
Tuesday, March 12, 2024 – 10:00am

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

Aloha Chair Lee, Vice Chair Inouye 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.

Additionally, HBL encourages the committee to **reinsert language authorizing or instructing the Dept. of Transportation to prepare a retailer application or portal**, as this will allow participants to receive the rebate directly at the time of purchase, reducing the delay and financial burden of a post-purchase reimbursement process as currently described. This will allow additional low-income or financially constrained individuals to utilize the rebate.

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 cost, 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,

A handwritten signature in black ink that reads "Travis Counsell". The signature is written in a cursive style with a long horizontal stroke at the beginning.

Travis L. Counsell
Executive Director
Hawai'i Bicycling League

SB-3021-SD-2

Submitted on: 3/8/2024 10:24:32 PM

Testimony for EEP on 3/12/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Mia Nishiguchi	Individual	Support	Written Testimony Only

Comments:

More access to electric bikes and transportation will highly benefit the community and environment.

SB-3021-SD-2

Submitted on: 3/10/2024 8:57:17 AM

Testimony for EEP on 3/12/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Sarah Kimura	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.

Hawai'i is majorly dependent on fossil fuels and even then, imported fossil fuels. The toll this has on our earth is devastating but by increasig the amount of electric trnsportation in our islands we will reduce the amount of fuels that need to be imported.

As a highschooler thinking about college, to own an electric bike is much more accecible than owning an EV and I am sure it is for others in both similar and different situations. By doing this we reduce the amount of green house gasses consumed therefore perserving Hawaii for my generation and future generations.

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.

Mahalo,

Sarah Kimura, Aiea Oahu

SB-3021-SD-2

Submitted on: 3/10/2024 10:36:03 AM

Testimony for EEP on 3/12/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Will Caron	Individual	Support	Written Testimony Only

Comments:

I support SB3021 SD2 as a means of encouraging electric bike usage and reduction of dependence on automobile transportation. This is good for the environment, while also improving social equity by addressing cost of transportation concerns. Mahalo!

SB-3021-SD-2

Submitted on: 3/10/2024 6:18:41 PM

Testimony for EEP on 3/12/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Mark Hixon	Individual	Support	Written Testimony Only

Comments:

Aloha: Please support SB3021 as Hawaii needs as many approaches as possible for reaching energy independence before mid-century. Mahalo.

Testimony of Kiana Otsuka in Support with Recommendations

Committee on Ways and Means

March 1, 2024 at 10:00AM

Conference Room 211

SB 3021 SD2

Relating to Transportation

Aloha Chairs Lowen and Todd, Vice Chair Cochran and Kila, 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 2** 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.

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

Mahalo,

Kiana Otsuka

Members of the
Transportation/Energy & Environmental Committees

Mar 11, 2024

IN SUPPORT

I strongly support SB3021 SD 2 which renames and the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program, expands eligibility and the potential rebate amount.

I support this bill for the following:

- This bill also increases the potential rebate amount and better defines the devices that are available for rebates.
- 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.
- Supporting the accessibility of electric mobility will alleviate the cost of living for Hawai'i residents by creating transportation alternatives.
- More people opting out of cars for short trips or commutes will reduce the demand for parking, alleviate traffic congestion and air pollution caused by cars.
- Annually the typical cost of owning a car in Hawai'i is over \$9,000 per.
- This bill would benefit Hawai'i's Pathway to Decarbonization by reducing emissions.

Thank you for your time,

Joe Cisneros

(559) 718-6736

joecisneros937@gmail.com

SB-3021-SD-2

Submitted on: 3/12/2024 9:20:51 AM

Testimony for EEP on 3/12/2024 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Nate Graham	Individual	Support	Written Testimony Only

Comments:

State of Hawaii

In favor of

S.B. NO. 3021 S.D. 2

A Bill for an Act

Relating to Transportation

As a resident and local small business owner of Lahaina affected by the recent fires, I can testify to the urgent need for the Electric Mobility Rebate Program. These rebates would not only incentivize eco-friendly transportation but also provide a practical solution for navigating our community amidst the aftermath of the devastation. With many roads still inaccessible and public transportation limited, electric bikes, mopeds, and other electric vehicle solutions, offer a sustainable and accessible means of mobility for residents striving to rebuild their lives. This initiative would also pair admirably with the West Maui Greenway project as commuting across the West Side becomes far more accessible in the future. Additionally, promoting electric mobility aligns with our commitment to environmental stewardship, reducing carbon emissions and mitigating the risk of future disasters.

In addition to aiding residents, implementing electric mobility rebates would also bolster local businesses affected by the fires. By promoting eco-friendly transportation options like electric bikes, we encourage residents and tourists alike to patronize local shops, restaurants, and services, contributing to the revitalization of our economy. Furthermore, offering rebates specifically for electric bikes, mopeds, and other micro-mobility transportation options, would incentivize consumers to purchase from local bike shops, moped shops, and other electric mobility based businesses, thereby stimulating economic activity within our community. This dual approach not only addresses mobility challenges post-fires, but also fosters a sustainable recovery that uplifts our local businesses.

Therefore, I strongly advocate for the implementation of The Electric Mobility Program to support our community's recovery efforts post-fires.

Sincerely,

Nathaniel Graham
2530 Kekaa Dr,
Lahaina, HI 96761