



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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MARK B. GLICK
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Testimony of
MARK B. GLICK, CHIEF ENERGY OFFICER

before the
HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE

Wednesday, March 20, 2024
2:00 PM
State Capitol, Conference Room 329 and Videoconference

In Support of
SB 3021, SD2, HD1

RELATING TO TRANSPORTATION.

Chair Nakashima, Vice Chair Sayama, 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.



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

Before the House Committee on
CONSUMER PROTECTION & COMMERCE

Wednesday March 20, 2024
2:00 PM
State Capitol, Via Videoconference, Conference Room 329

In support of
Senate Bill 3021 Senate Draft 2 House Draft 1
RELATING TO TRANSPORTATION

Senate Bill 3021 SD2 HD1 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 bill provided that its passage does not replace or adversely impact priorities indicated in the FY 2025 Executive Supplemental Budget Request.**

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.

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

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

LATE

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

March 20, 2024
2:00 p.m.

State Capitol, Room 329 and Videoconference

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

House Committee on Consumer Protection & Commerce

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.



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HOUSE COMMITTEE ON CONSUMER PROTECTION AND COMMERCE
Wednesday, March 20, 2024 – 2:00pm

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

Aloha Chair Nakashima, Vice Chair Sayama, 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.

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.

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.

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,

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



Email: communications@ulupono.com

HOUSE COMMITTEE ON CONSUMER PROTECTION & COMMERCE
Wednesday, March 20, 2024 — 2:00 p.m.

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

Dear Chair Nakashima 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

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 19, 2024

SUPPORT FOR SB 3021 SD2 HD1- RELATING TO TRANSPORTATION

Dear Chair Nakashima, Vice-Chair Sayama, 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 in situations where 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 important 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 to enable 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





HAWAI' 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 Consumer Protection & Commerce
Tuesday, March 20th, 2024 at 2:00PM

Dear Chair Nakashima, Vice Chair Sayama, 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



To: The House Committee on Consumer Protection & Commerce (CPC)
From: Sherry Pollack, 350Hawaii.org
Date: Wednesday, March 20, 2024, 2pm

In support of SB3021 SD2 HD1

Aloha Chair Nakashima, Vice Chair Sayama, and Consumer Protection & Commerce Committee members,

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

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



March 18, 2024

SUPPORT FOR SB3021 SD2 HD1 – Relating to Transportation

Aloha Chair Nakashima, Vice Chair Sayama, 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)



HOUSE COMMITTEE ON CONSUMER PROTECTION AND COMMERCE

March 20, 2024, 2:00 PM

Room 329

TESTIMONY IN SUPPORT OF SB 3021 SD2 HD1

Aloha Chair Nakashima, Vice Chair Sayama, 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.

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 measure.

SB-3021-HD-1

Submitted on: 3/19/2024 1:52:44 PM

Testimony for CPC on 3/20/2024 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Kauai Climate ACTION Coalition, Small Biz Owner	Support	Written Testimony Only

Comments:

Greetings TRUSTED Lawmakers,

KCAC supports this bill and any other bills that accelerate us off fossil fuels. We LOVE clean air! Do you? By accelerating EM (electrification of micro mobility) this helps to reduce fossil fuel pollution that currently is very much harming our people(FF pollution Kills over 9 mil people a year) and ecosystems that give us live. EMs create Good local green jobs and keeps more money in Hawaii VS. all the money for fuel going off island some of which ends up in the hands of bad players that want to do us harm. This bill attacks Hawaii's 2nd highest cost of living behind housing. PLease act Boldly on this bill and vote YES!

Mahalo for all you do to fight climate Change!

Steve Parsons, Hanappe, Kauai-Kauai Climate Action Coalition, Surfrider member, Hawaii EV member



Testimony of the Oahu Metropolitan Planning Organization

Committee on Consumer Protection and Commerce

March 20, 2024 at 2:00PM

Conference Room 329

SB 3021 SD2 HD1

Relating to Transportation

Dear Chair Nakashima, Vice Chair Sayama, 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.

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

¹ [Commuter Bikes — Ebikes Hawaii](#)

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.

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.

COUNTY COUNCIL

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March 19, 2024

TESTIMONY OF ADDISON BULOSAN
COUNCILMEMBER, KAUAI COUNTY COUNCIL
ON
SB 3021, SD 2, HD 1, RELATING TO TRANSPORTATION
House Committee on Consumer Protection & Commerce
Wednesday, March 20, 2024
2:00 p.m.
Conference Room 329
Via Videoconference

Dear Chair Nakashima 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 Kauai County Council.

I wholeheartedly support the intent of SB 3021, SD 2, HD 1, which would greatly affect the Kauai 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,

ADDISON BULOSAN
Councilmember, Kauai County Council

AAO:slr

Testimony of Kiana Otsuka in Support with Recommendations

Committee on Consumer Protection and Commerce

March 20, 2024 at 2:00PM

Conference Room 329

SB 3021 SD2 HD1

Relating to Transportation

Dear Chair Nakashima, Vice Chair Sayama, 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 HD 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 would like to offer the following recommendations:

1. Revise to match the rebate amounts in the original bill. In Section 3 (b), I would recommend the following revisions 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. In Section 3 (j) (b), I would recommend the following revisions 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.

[\[1\] Commuter Bikes — Ebikes Hawaii](#)

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.

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

Mahalo,

Kiana Otsuka

LATE

SB-3021-HD-1

Submitted on: 3/19/2024 2:41:46 PM

Testimony for CPC on 3/20/2024 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Caroline Azelski	Individual	Support	Written Testimony Only

Comments:

In support of SB3021 SD2 HD1. Thank you.

LATE

SB-3021-HD-1

Submitted on: 3/20/2024 6:01:58 AM

Testimony for CPC on 3/20/2024 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Travis Idol	Individual	Support	Written Testimony Only

Comments:

I support this bill and urge you to do so, as well. I am a commuter cyclist who lives in Honolulu. For 10 years I transported my son to preschool and elementary school using my bicycle. During the final two years, we traveled using a tandem bicycle with an electric assist motor on the rear wheel. It was expensive, but it was worth it to not have to drive a polluting automobile, pay for parking, and deal with rush hour traffic. I have been pleased to see the diversification of personal electric transportation options that has increased along with the bicycle lanes being installed on major city streets in Honolulu. The folks using these vehicles are local residents, of course, so they are contributing to our reduction in greenhouse gas emissions, reducing wear and tear on our roads, easing vehicle traffic, and are better able to access and patronize local businesses with limited vehicle parking.

We should do whatever we can to support these alternative forms of transportation. Expanding the existing rebate program for electric bicycles is one way to do that, and it would especially help lower income residents, who often have only the bus system as an alternative to driving a personal automobile. Even for those using mass transit (bus and Skyline), a small electric vehicle like a scooter, stakeboard, or bicycle is a great way to go that last mile to and from bus stops and/or transit centers. Supporting the purchase of these small electric vehicles, thus, increases the ability of folks to access and mass transit options.

This will also make it easier for these members of our community to live in affordable housing developments that have more limited parking than single-family homes and many existing housing developments. These developments are being planned and built closer to major employment areas than single-family home developments, so this makes it feasible for those on bicycles, scooters, stakeboards, and other vehicles that now have electric options available.

In short, this bill is good for the people, place, and planet in Hawai'i. I urge you to support it and related measures that help move us away from being a society dependent upon the personal automobile.

Sincerely,

Travis Idol