



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**SENATE COMMITTEE ON TRANSPORTATION**

Thursday, February 4, 2021  
3:00 P.M.  
Senate conference room 224

COMMENTS on  
**SB 761**  
**RELATING TO MOPEDS.**

Chair Lee, Vice Chair Inouye, and Members of the Committee, the Hawaii State Energy Office (HSEO) offers comments for SB 761, which requires a transition to silent, clean electric mopeds by prohibiting a retailer from selling or offering for sale combustion engine-powered mopeds after 12/31/2022.

We support the intent of SB 761 that aligns with the State's efforts to expand strategies and mechanisms to reduce greenhouse gas emissions through the reduction of energy use, adoption of renewable energy, and control of air pollution among all agencies, departments, industries, and sectors, including transportation.

Emissions from ground transportation account for the largest share of energy sector emissions in the state. As noted in the 2016 Greenhouse Gas Inventory, transportation emissions in Hawaii were at 8.69 million metric tons of carbon dioxide equivalents, accounting for 51 percent of total energy sector emissions. Ground transportation accounted for 47 percent of the transportation emissions. For Hawaii to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045", programs that support the adoption of cleaner transportation options are necessary and tremendously important.

There are a number of issues that need to be addressed for a successful transition to electric powered mopeds including cost and availability of charging, especially for the moped market segment. Electric Vehicle (EV) charging infrastructure is one of the significant barriers to the adoption of EVs and could be especially challenging for moped riders. It is also unclear as to whether the current market offerings for electric mopeds meet the needs for the customers that currently utilize mopeds as a means of transportation. HSEO believes these and other issues need more time to be addressed before a regulation can be successfully implemented.

Finally, HSEO recommends consultation with the Attorney General's Office to ensure the requirements of the bill comply with the Clean Air Act.

Thank you for the opportunity to testify.

**SB-761**

Submitted on: 2/1/2021 6:57:44 PM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joe Shimkonis	Testifying for Mopeds Direct	Oppose	No

Comments:

To Whom It May Concern,

I do not understand the purpose of this bill as it appears to be prejudice towards mopeds only,. If it is pollution you are concerned about then there are 20 times more automobiles in Hawaii than a mopeds. Therefore automobiles should be included as well as motorcycles, trucks, boats, jetskis , airplanes, and buses. If it is noise then the saftey check program has definitely put a dent in modified mopeds so therefore the sale of combustion driven automobiles and motorcycles shoud be banned also since they make much more noise than any moped. If it is accidents then you can research the Department of Health website and find that there are more bicycle accidents than anything else so therefore bicycle sales should be banned also. What is good for the goose is good for the gander so if this law is to pass then it should be across the board. Additionally , how is everyone supposed to charge their electric scooter? Will the state mandate that private property, i.e. condos and apartment buildings, be required to provide charging stations as well as all public and private buildings.

This bill is shortsighted and the necessary planning to implement such a law is premature in nature. There are far more issues in this state to be concerned with than banning the retail sales of combustionable mopeds. Do you folks realize that Hawaii is in the top 10 states with regards to property crime , number 2 in homelessness, , number 4 with the worst roads? There are much more other things to worry about than a ridiculous bill like this.

Sincerely,

Joe Shimkonis  
Mopeds Direct



**SENATE COMMITTEE ON TRANSPORTATION**

February 4, 2021, 3:00 P.M.

Video Conference

**TESTIMONY IN SUPPORT OF SB 761**

Aloha Chair Lee, Vice Chair Inouye, and members of the Committee:

Blue Planet Foundation **supports SB 761**, which prohibits the sale of combustion engine-powered mopeds after 2022.

Blue Planet Foundation is a Hawai'i-based nonprofit organization. We work to clear the path for local, clean, renewable power. 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.

Hawai'i is in the midst of a transition to a 100% clean energy future, and the state's ground transportation sector—including mopeds—should follow suit. The transition away from imported fossil fuel to power our lives should be economy-wide. What's more, replacing loud, fossil fuel-powered mopeds with clean, electric options will create quieter, more pleasant and livable communities.

Blue Planet envisions a clean transportation future that incorporates a diversity of clean mobility options. Electric mopeds reduce noise and environmental pollution; lower fuel, maintenance, and operation costs for drivers compared to their combustion engine counterparts; and offer a zero-emission alternative to car ownership for Hawai'i residents.

Thank you for the opportunity to provide testimony.

**SB-761**

Submitted on: 2/3/2021 10:18:23 AM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Manabo Sato	Testifying for Moped Doctors Inc.	Oppose	No

Comments:

Aloha.

My name is Manabo Sato.

I am the manager of a local moped shop, Moped Doctors for over a decade and am also the main Moped Safety Inspector for Moped Safety Inspection station number 1926. I worked with Hawaii DOT Highway Safety Manager, Mr. John Lovstedt, in 2016 in order to finalize sound measuring procedures to the Moped safety inspection program. As a moped industry professional, and expert on 2 and 4 stroke gas powered and electric mopeds and representative of a local moped business, we oppose SB 761.

Electric mopeds are in theory a nice replacement for gas mopeds but in reality, at least for Hawaii, they are still not there yet. We at Moped Doctors have bought and tested electric mopeds over the last few years and they are still too heavy, too short ranged, can't handle varied terrain like hills, require much longer to charge/refuel (two hours minimum) cost much more (minimum double) and have no statewide refuel infrastructure unlike gas powered mopeds. As an expert who sales both types of electric and gas powered mopeds I can attest to this.

Today's modern gas powered mopeds are mostly what are called 4 stroke engines. They are not the loud, smokey two stroke mopeds that people modify for power and noise. Almost all new gas mopeds sold in Hawaii are of this newer technology, quieter, lower pollution type. 4 stroke mopeds have a negligible carbon footprint and are very ecologically friendly getting on average 100 miles a gallon on fuel. The majority of Hawaii's 16000 registered mopeds are of this type. They pollute much less than the over 500,000 gas powered cars that Hawaii has. Removing them won't improve Hawaii's already decent to good overall air quality. And

older ones anyway. Even the few modern 2 stroke mopeds that are still approved by the EPA have to comply with their new standards and are much less polluting than older types like what the "outlaw" moped riders use. In inspection testing, the average 4 stroke moped is only a few decibels more than the average electric moped. Which in practical terms is very quiet.

As a moped safety inspector, no loud moped passes upon inspection without complying with the current moped noise standards which are stringent enough to reduce noise pollution.

. Frankly, almost all of the noise pollution is caused by The LAST modifiable 2 stroke moped, the SYM DD50 (which is to blame for over 90% of the loud modified moped incidents) which was discontinued internationally in 2015 and is no longer available new anywhere including Hawaii ( 2 stroke mopeds have louder, smokier and less efficient engine characteristics than 4 stroke mopeds do but are more inherently powerful which is why they are modified so often )

All loud modified 2 stroke mopeds are older , no longer sold or available as new models. Blocking the sale of new gas powered 4 stroke mopeds will not have any impact on the noise pollution caused by current "outlaw" Sym DD 50 (and similar older 2 stroke mopeds) out there as the new 4 stroke mopeds cannot be modified like the DD50 (or it's related kin like the old Honda Elite 2 stroke mopeds )can.. The moped safety inspection program was implemented to deal with moped noise pollution control as well as mechanical safety issues. Passing another law targetting legitimate businesses and consumers of gas powered mopeds will not reduce that noise further.

What is needed and will work though is simply a consistent, concerted, prolonged campaign targetting loud mopeds that already exist with laws that are currently already on the books. (As all gas mopeds sold at retailers that are unmodified are quiet.) If HPD/Law enforcement took to having such a campaign , almost certainly the noise pollution caused by such modified mopeds would be greatly reduced way more than stopping the sell of new stock gas mopeds.

At the same time, many of these 'outlaw' loud modified riders often do not frequent moped shops, do not have mopeds that comply with safety and may often not even be registered. We do not benefit much from this crowd. We in the moped business community view with great concern and disdain this small but impactful group and the negative effects and image that may spillover from their antics onto our industry. This very bill appears to be a possible indication of that.

unfortunate reality.

The end of being able to sale quiet, affordable , gas powered moped sales will also have a severe economic impact on the scores of businesses and hundreds of employees who rely on them for their livelihood.

Affordable gas powered 4 stroke mopeds are the life's blood of these businesses including moped repair shops, rental agencies, retail stores and related businesses would all suffer a major impact in their ability to do business in Hawaii up to and even possibly going out of business..

It will deny customers who are used to and rely on their characteristics of affordability, range, lightness, fast and convenient refueling to seek a worse alternative if their gas powered moped is stolen, damaged , or otherwise needs to be replaced.

In conclusion we oppose this bill and advise it be deferred because as sellers of both four stroke gas mopeds and electric mopeds we see that in our experience :

1)Electric mopeds are not there yet and are far from a good substitute for Hawaii's gas powered moped riding community as they cost more, are range limited, take much longer to recharge , there is no recharge infrastructure and the improvements coming are slow.

2)Quiet , economical , low carbon footprint gas powered four stroke mopeds are the ideal compromise with minimal noise, and ecological impact, greater practical usability and is cheaper for the average user. then any current electric moped is

3)The solution to moped noise pollution is not blocking the sale of the newer generaton, quieter, more eco friendly factory stock four stroke gas powered mopeds but to have police/law enforcement implement a coordinated, consistent , long term suppression campaign targetting loud, modified "outlaw" 2 stroke mopeds and their riders/owners with tickets, arrests, repossession, and other measures using existing laws to reduce and possibly even eliminate this source of noise pollution and community concern

4) The negative economic and practical impact this bill will have on scores of businesses and hundreds of jobs that bring millions of dollars a year into Hawaii's local economy that could result in not only severely reduced businesses but some even closing their doors possibly.

Thank you for your time .

Sincerely,

Manabo Sato; Manager of Moped Doctors and Moped Safety Inspector.



Testimony in opposition of:

Senate Bill 761: Related to Mopeds. Combustion Engine-Powered Mopeds; Sale; Prohibition. Requires a transition to silent, clean electric mopeds by prohibiting a retailer from selling or offering for sale combustion engine-powered mopeds after 12/31/2022.

Submitted by:  
Danny Shin  
1930 South Beretania Street  
Honolulu, HI 96826

Dear Sen. Lee and Sen. Inouye,

My name is Danny Shin and I have lived in Hawaii my entire life. My early life started with juggling multiple jobs to make ends meet. From this I learned the importance of having a reliable and affordable source of transportation – mopeds. In 2008, I went through the journey of becoming an entrepreneur and created my own business – Apex Motorsports.

My family didn't have much money and grew up in government assisted housing. I built my business off savings at my full-time job while concurrently running my small business. Within a few years, I had enough savings to leave my full-time job to focus on my business. I primarily sold four-stroke engine mopeds and larger motorcycles. Overtime, I wasn't able to compete with the bigger retailers on the larger motorcycles thus I was left with the only option to sell two-stroke engine mopeds. As I scaled back on product offerings, I mastered the mechanics of two-stroke mopeds and expanded to offering a full service one-stop shop for my customers.

I was beginning to see the fruits of my labor pay off until in 2015, the State announced moped retailers were no longer allowed to sell two-stroke engines after 2016 due to pollution and noise factors. I understood the importance of protecting our environment, air quality, and climate change. To comply, I had to break my contracts with my distributors to renegotiate a contract with four-stroke engines and parts. Business wasn't always rosy, but I was able to overcome the hurdles.

Effective January 1, 2017, all mopeds were required to obtain a safety check. I made a commitment to continue providing a full-service shop to the public by registering to become a safety check station. Though the cost to operate a safety check station outweighed its benefits, being able to provide quality service and convenience to the public was my priority and this can be seen through my google, yelp reviews and social media accounts.

The last few years leading up to 2021 has been the most difficult of years. I was faced with an increase in cost from my distributor, increase in shipping costs, import tariffs and new market entrants, thus forcing my business to go into a constant price war with competitors while maintaining payments on increased rent & keeping my employees employed. Despite the struggles, the rewards of providing affordable and reliable transportation to my customers has allowed me to continue being resilient no matter the challenges.

Bill 761 blindsided me. Had it not been for the Administrator of the Hawaii Foreign Trade Zone notifying me of this scheduled hearing yesterday (February 2, 2021), I would not have been given the fair opportunity to testify for my business and the users of the moped community. The moped community isn't limited to what you may assume. It spans beyond college students, hospital workers, and residents of urban Honolulu. People that come through my doors have sought out mopeds due to increase in cost to take the bus, gasoline prices, insurance, parking, registration and cost of living in general. Some can no longer afford to finance their cars yet still need the convenience of being able to get around town without relying on the public transportation system.

Four-stroke engines should not be compared against two-stroke engines. They are much quieter and provide at least 100 miles per gallon. Though the prohibition isn't effective until the end of 2022, given the current economic condition of the State and the cost to import electric mopeds while phasing out combustion engine mopeds, small businesses aren't given enough time to plan and implement these changes. While China's success story mentioned in page 2 of SB 761 is great, the greatest difference is cost. We cannot compare the infrastructure China has set-up to Hawaii's. China manufactures electric mopeds with backing of their government on financial support while we rely on imports that come with a heavy cost. These costs will be carried through to the consumer and the small businesses, thus creating what was once affordable to being unaffordable. Small businesses will also take on the burden to continue maintaining inventory of parts to service old mopeds and while maintaining new electric products and parts.

I urge to reconsider your prohibition of sales on combustion engine-powered mopeds to allow businesses to more time to transition. I am in opposition of Senate Bill 761. Thank you for your time and consideration.

Sincerely,

Danny Shin  
Owner of Apex Motorsports LLC



**LATE**

TESTIMONY OF TINA YAMAKI, PRESIDENT  
RETAIL MERCHANTS OF HAWAII  
February 4, 2021

Re: SB 761 Relating to Mopeds

Good afternoon Chair Lee and members of the Senate Committee on Transportation. I am Tina Yamaki, President of the Retail Merchants of Hawaii and I appreciate this opportunity to testify.

The Retail Merchants of Hawaii was founded in 1901, RMH is a statewide, not for profit trade organization committed to the growth and development of the retail industry in Hawaii. Our membership includes small mom & pop stores, large box stores, resellers, luxury retail, department stores, shopping malls, local, national, and international retailers, chains and everyone in between.

We are **STRONGLY OPPOSED** to SB 761 Relating Mopeds. This measure requires a transition to silent, clean electric mopeds by prohibiting a retailer from selling or offering for sale combustion engine-powered mopeds after 12/31/2022

Now is not the time to be restriction retailers from selling combustion engine-powered mopeds. Many of these retailers are struggling to remain open caused by government mandates surrounding this pandemic. The retail industry has been one of the hardest hit during the pandemic. Since the pandemic, those retailers who were deemed non-essential were forced to close their businesses for months due to government orders. Those on Oahu were forced to close their businesses a second time with no income from online sales unless they were fulfilling the orders from home. Retailers have also had to endure an almost 50% rate increase in interisland shipping. Many stores have also reduced their staff, taken pay-cuts and more to survive. The 3<sup>rd</sup> Commercial Lease Rent survey from data collected between December 1 and 31, 2020 revealed:

- One in 10 Hawaii businesses permanently closed over the course of the pandemic, and 67 percent were impacted significantly by government restrictions.
- From April through December 2020, 50 percent of businesses did not pay their rent in full.
- Three in 10 businesses expected to miss three full rent payments between October and December 2020, and more than half expected to miss at least one full rent payment between January and June 2021.
- Tourism accounts for at least one-quarter of the overall revenue of 37 percent of Hawaii businesses.
- 86 percent of businesses saw their annual revenue decrease in 2020, and 82 percent expect a decrease in 2021 as well.

Retailers like many businesses are struggling to survive. Measures like this would shut down our local businesses and causing more of our friends, family and neighbors to be unemployed.

We ask that you hold this measure.

Mahalo again for this opportunity to testify.

Four stroke engines have the same technology that cars use these days.

The latest city efforts to regulate the mopeds via safety inspections has been very effective and the enforcement is very noticeable, the mopeds are safer and the noise reduction is noticeable, of course there are some riders that do not properly safety check their mopeds and or modify two stroke mopeds making it much louder than factory specifications, a few business fines had been issued and safety inspection station permits had been revoked from a few businesses.

Most of the safety inspection stations constantly refuse to provide services to customers with none compliant mopeds that are not willing to repair their vehicles in order to pass the inspection which includes a sound measurement in Decibels in order to make sure the exhaust noise of the moped is not above the sound threshold required by the city.

Two stroke motors do pollute and brand new units had not been sold for a few years. I believe they can be slowly phased out from the market and replaced with four stroke mopeds, eventually with electric mopeds as well.

The market is constantly trying to find quality electric vehicles at a reasonable price but we are not there yet, it will need more time than a year.

The main issue we have with this mandate is:

1. Four stroke gas mopeds unlike electric mopeds are easily refueled and do not require waiting time to recharge, this simplifies the trip planning for many riders, workers, students and tourists.
2. The most economical EPA approved gas mopeds cost is \$795, the cheapest electric moped (not stand up scooter) is now around \$2500 and as you all know a lot of moped drivers cannot afford to buy and electric moped at this price.
3. The infrastructure to handle the charging for all these electric mopeds is not available at this time, may be in the future we will be able to have low priced electric mopeds with recharging stations that will allow regular drivers to swap or fast charge their batteries.

I do agree electric vehicles is the future and change will come when technology, quality, price and infrastructure are in place, until then we should continue enforcing the laws and slowly get rid of the two stroke vehicles, including the two stroke weedwackers 😊 .

Thanks for your time

Mike Rosenman

**SB-761**

Submitted on: 2/1/2021 5:31:38 PM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Wendy Duffin	Individual	Oppose	No

Comments:

I am ***strongly*** opposed to SB 761 on the grounds of public safety. Electric mopeds pose a danger to both the rider and other drivers. Due to their silent operation, drivers of automobiles do not notice electric moped riders or do not realize that the moped is, in fact, in operation and moving. Mopeds are very small and difficult to see in comparison to automobiles, and drivers of automobiles need the audio clue of the combustion engine of the moped to signal that there is a moped rider in close proximity, even if they cannot see them like when a moped is in the blind spot of an automobile. Without the audio sound of a moped combustion engine, there will be many more accidents and fatalities resulting from moped-automobile collisions. My roommate owned an electric moped, and she was either hit or run off the road no less than four (4) times in less than a year due to the silent nature of the electric moped. In order to stay alive while commuting via moped, she got rid of the electric moped and purchased a gas-powered moped and was never involved in an accident or near-accident again. This is an issue of public safety and I urge the committee to not pass this bill. The lives of our ohana are at stake.

**SB-761**

Submitted on: 2/2/2021 3:04:20 PM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Glenn Koishigawa	Individual	Oppose	No

Comments:

Regarding SB761, relating to mopeds, I totally agree with the first sentence stated in Section 1.

Noise pollution is definitely affecting quality of life, particularly in urban areas. But, beyond that statement, everything else stated is based on personal opinions and unsubstantiated and unresearched information. To even suggest that most motorcycles on the road are quieter than mopeds is totally ludicrous. Admittedly, there are loud mopeds on the road, but they comprise a very minute percentage of the total moped population. If the legislators were truly concerned about noise pollution, they should be going after the real culprits affecting quality of life. Why are you not addressing the problem of all the loud Harley Davidsons, two- and four-cylinder motorcycles with race exhausts, cars with race exhausts (that backfire badly upon deceleration), cars with booming sound systems (that wake people up at all hours of the night)? I have yet to witness a loud moped set off a car alarm, but loud Harleys, motorcycles, and cars do it all the time. How about police cars and ambulances racing through our neighborhood in the wee hours of the mornings with their sirens blaring? Now that's what I consider noise pollution. There are actually cities with more progressive thinkers who have issued mandates requiring emergency vehicles to only use flashing lights in neighborhoods after a certain hour. And, they must proceed with caution in dense neighborhoods. Mopeds! They are nothing compared to all the rest of the noise we are surrounded by in our daily lives. SB761 sounds like just another attempt to shut down an industry that has already been over-regulated.

As far as air pollution caused by mopeds, how can that be seen as a problem? We're talking about a vehicle that gets an average of 50-60 miles per gallon. And, it is absolutely ridiculous to even suggest that Beijing's air quality has improved because of their mandate of electric mopeds only! When was the last time any of the introducers of this bill visited Beijing? It's probably the most polluted city in the world, next to New Delhi, India. You want to make a real difference in Honolulu's air quality? Do the opposite of what you are now attempting. Get rid of all the huge gas-guzzling cars on the road that get even less than 20 miles a gallon. The State and the City and County of Honolulu should do their best to promote moped use and safety, not trying to eliminate their use! If the number of mopeds on the road increase 3-, 4-, or even 5-fold, then you might actually achieve cleaner air in our city. It seems to me to be the more

common-sense approach. But it seems that the old adage holds true, "common sense is so uncommon."

**SB-761**

Submitted on: 2/3/2021 12:49:11 AM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nathan Bingham	Testifying for Hawaiian Style Rentals, LLC	Oppose	No

Comments:

My name is Nathan Bingham and I've owned and operated Hawaiian Style Rentals & Sales in Waikiki for the past 16 years. We specialize in two-wheeled and three-wheeled moped rentals, are the island-wide distributor of the Genuine Line of scooters where we sell new and used mopeds in Honolulu, and supply neighbor island dealers with mopeds on Maui, Hawai'i Island, and Kaua'i.

I'm reaching out to give you some professional insight and explain my opposition to proposed Senate Bill 761. Most people that buy a moped are looking for a convenient, cost effective and efficient mode of transportation. These people might include a college student on a strict budget, a married couple who only have one car and parking space, or even an Uber Eats driver who relies on it to deliver food as their main source of income. The electric mopeds proposed as an alternative won't fill the void created with this bill. An e-moped only has a battery life of 30 miles, requires hours to charge and is at least double the cost of a normal moped. The price, range, and charging limitations will cut our target audience significantly and there will still be people modifying their old mopeds.

With regard to my rental business, it will be impossible for me to keep the same business model. Current rental mopeds get almost 80 miles to the gallon and can simply be filled up with gasoline and ready for the next customer in no time. Renters don't have the resources to simply charge the battery when they are making a stop at a beach, shopping, or going for a hike. They will be limited to the range of the battery which means they will have fewer options for places to visit. This will ultimately result in fewer rentals for us, higher costs of doing business, and less income for our industry and the State of Hawai'i. There are also no electric alternatives for our Scoot Coupes. They are Hawaii's only three-wheeled two passenger moped, and a great option for people who don't feel comfortable riding a moped and would like to ride together instead.

In its second paragraph, Bill SB761 suggests that two-stroke mopeds produce "pollution at 1000 times higher than other vehicle classes." This statement is simply untrue, as modern manufacturers have adapted to meet US regulations and emissions standards on two-stroke engines. The EPA's emission restrictions were tightened significantly during the Obama administration and it has been practically impossible to introduce any



new two-stroke mopeds into the market. As a result, more than ninety percent of new mopeds sold today are four-stroke mopeds, which produce even fewer carbon emissions.

In 2017, HB 1753/ Act 200 came into law requiring all mopeds to receive an annual safety check and registration. Before this law, mopeds were classified as bicycles and had a one time permanent registration. Part of the new safety check rules in Act 200 require the exhaust to be no louder than 100 decibels at half throttle. A normal moped's decibel reading will never read that high and should hover around 80 dbs at half throttle. The mopeds that are creating this noise pollution are an extremely small group of individuals who are knowingly breaking the law and making our industry look bad. The current legislation is working. Since Act 200, there have been no new shops opened that specialize in building performance mopeds and there have been countless shops that have shut down. There are still a small percentage of those who modify their mopeds at home, but they are often modifying mopeds that were built back in the nineties and early 2000s. The mopeds that this bill is trying to get off the road are an extremely small percentage of owners who find pleasure in modifying older mopeds. The issue really lies in the enforcement by the safety inspectors, the police, and the communities affected. If this bill does become law it will put many small local businesses out of business, make owning a moped more expensive/ less desirable, and the unwanted noise pollution will still persist.

Respectfully yours,

Nathan Bingham

Owner

Hawaiian Style Rentals & Sales

**SB-761**

Submitted on: 2/3/2021 8:24:56 AM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
solomon abdul	Individual	Oppose	No

Comments:

this is just another way to take away choices from the people.. electric vehicles have no infrastructure to support them, and are NOT "clean" because every part made from plastic or rubber- body panels, hoses, wiring, tires, seat foam, etc.. is made with petroleum aka oil. and when they recharge, where does the electricity come from? most power plants burn either oil or coal to generate electricity. and have you ever tried to get rid of a car battery? lead, acid, etc are NOT 'clean' either. please stop forcing the 'green' issue as it is all smoke and mirrors. thank you and aloha.

**SB-761**

Submitted on: 2/3/2021 9:00:18 AM

Testimony for TRS on 2/4/2021 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kirk Powles	Individual	Oppose	No

Comments:

Do not pass bill SB761!!

The main focus of this bill is noise pollution based off of a minority of persons who operate 2 stroke mopeds in the Honolulu area. Those mopeds are obsolete artifacts of a bygone area that will eventually phase themselves out due to age, lack of parts, damage, etc., just as old Hot Rods are not prevalent. One can not even purchase a new 2 stroke moped if they wanted as all mopeds sold in Hawaii are now 4 stroke mopeds.

A moped is a viable alternative to personal transportation in our islands as it suits a wide variety of needs for individuals.

1. 4 stroke mopeds are the most inexpensive mode of new vehicle motorized transportation to be bought in Hawaii. One can be purchased as low as \$800 brand new-out the door. An equivalent road going electric moped, starts at \$1100.
2. 4 stroke mopeds have a minimal environmental impact. A typical 4 stroke moped gets 100 MPG, uses 1 quart of oil for engine lubrication, produces no smoke from its exhaust, is small enough to fit multiple mopeds in one parking stall, and due to its light weight, impacts no wear and tear on our city streets.
3. A moped is an "On Demand" power source. The moped only burns fuel when it is running, and its noise and exhaust emissions must meet the strict EPA standards in order to be sold in Hawaii. An electric moped needs to be recharged from an electric power plant that is continuously running 24 hours a day everyday of the year. There by wasting electricity that is not being used and constantly producing green house emissions. Our electricity in Hawaii is produced by Oil fired gas turbine generators.
4. Gas powered mopeds, since they use gasoline, contribute to the gasoline tax through the use of their fuel. Generating much needed revenue for our State. Electric mopeds are not subject to this tax.

Hawaii law now mandates that mopeds pay to have an annual Safety Inspection (another source of income for Hawaii), much like a car or motorcycle, where the moped is evaluated for its functionality along with its exhaust system to ensure that it is not loud and annoying to our fellow kama`aina, kanaka, and especially our kapuna.

The idea that the Legislature would want to ban the sale of new mopeds, because of a few loud old mopeds from a bygone area, is equivalent to a parent taking the soccer ball away from a group of kids playing outside because Johnny keeps kicking it against the garage door and you don't like that.

Don't punish the people of Hawaii for the actions of a few. Don't kill another viable source of income and much needed business for our friends and neighbors. The moped shops are selling electric mopeds today. Let the market chose which one is best for the buying customer.

Kirk Powles