



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

January 30, 2024  
3:00 P.M.  
State Capitol, Room 224 and Videoconference

**S.B. 3021**  
**RELATING TO TRANSPORTATION**

Senate Committee on Transportation and Culture and the Arts

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The Hawaii Department of Transportation (HDOT) **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 HDOT recommends the following amendments:

- Repeal of Act 306, Session Laws of Hawaii 2022.
  - Act 306 is no longer viable, and the HDOT recommends establishing the Electric Mobility Rebate Program.
  - Section 196-7.8, Hawaii Revised Statutes (HRS), Electric bicycle, and electric moped rebate program; third-party; repeal of this subaccount special fund.
  - Section 264-122 (d), HRS, Highway development special fund electric bicycle and electric moped repeal of this subaccount.
- Chapter 196, HRS, revise by adding a new section that establishes the Electric Mobility Rebate Program; third party administrator; special fund.
  - The new section would establish the Electric Mobility Rebate Program.
  - Expands the scope of the program to include the electric micro-mobility devices and an additional rebate type.
  - Will allow eligible individuals to own a motor vehicle with four or more wheels.
  - Would allow the HDOT to contract with a third-party administrator.
  - Subsection d (2)

- To omit the requirement that at the time of sale, the signature of the buyer and individual responsible for the sale on behalf of a retail store. The signature is not necessary at this juncture. When applying for a rebate, a copy of the valid government issued photo identification of the buyer may be used as verification of eligibility to demonstrate the legitimate purchase of a new bicycle or new electric moped.
    - Revision to allow legitimate purchase to include an electric micro-mobility device.
  - Subsection d (3)
    - To omit the requirement the department shall 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.
- Amend Chapter 264, Hawaii Revised Statutes by adding a new section that establishes the electric mobility special fund in the state treasury to be administered by the HDOT for the purposes of the electric mobility rebate program.
  - Although the highway development special fund electric bicycle and electric moped subaccount was created in Section 264-122, HRS, with the intent to be used for the electric bicycle and electric moped rebate program, the highway development special fund was intended for deposits to and expenditures from support of the Highways Capital Improvement (CIP) program. The rebate program is an operating function and does not implicate any CIP program functionality. The HDOT recommends abolishing the highways development special fund bicycle and electric moped subaccount and establish a new special fund to address the before mentioned concerns.
- To increase the total rebates from \$700,000.00 to \$2,000,000 .00 each fiscal year.
- To appropriate general funds for fiscal years 2023-2024, and 2024-2025 to be deposited into the electric mobility special fund. The amounts to be deposited into electric mobility special fund is to be determined.
  - For the electric mobility special fund to be sustainable, the HDOT recommends appropriating general funds as source of funding.
- To appropriate electric mobility special funds for fiscal years 2023-2024, and 2024-2025 for the purposes of the electric mobility rebate program. The amounts appropriated is to be determined. Funds appropriated shall not lapse at the end

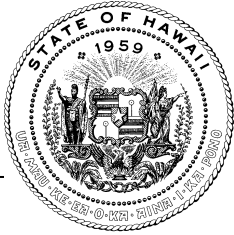
of the fiscal year for which it was appropriated, but any unencumbered funds remaining shall lapse at the end of the following fiscal year.

The HDOT also recommends amending the bill by inserting the following:

- Language 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 may contract a third-party vendor:
  - Add a new subsection “Should the department of transportation contract with a third-party administrator to administer the electric mobility rebate program, the third-party administrator shall be authorized to pay rebates to each rebate applicant from moneys transferred pursuant to subsection (i) from the electric mobility special fund.”
- 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.”
- Language to provide the retroactive effective date to July 1, 2022.

The HDOT is willing to work with the committee in drafting a SD1 version of the bill that will incorporate the above-mentioned recommendations.

Thank you for the opportunity to provide testimony.



# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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

before the  
**SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS**

Tuesday, January 30, 2024  
3:00 PM  
State Capitol, Conference Room 224 and Videoconference

In Support of  
**SB 3021**

## **RELATING TO TRANSPORTATION.**

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

To decarbonize our economy and meet Hawai'i's goal of reducing carbon emission to 50% by 2030, Hawai'i will need significant reductions in emissions from ground transportation by 2030 and a net negative carbon economy by 2045. HSEO's Hawai'i Pathways To Decarbonization, Act 238, Session Laws of Hawai'i 2022 highlights reducing the amount of energy needed for ground transportation as one of the two major facets to reducing emissions in ground transportation<sup>1</sup>. SB 3021 reduces the amount of energy needed for ground transportation through electric bicycles and other modes of transportation captured under "electric mobility device" that reduce vehicle miles traveled from passenger vehicles.

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

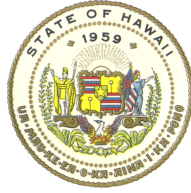
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<sup>1</sup> Page 104, 1. Reducing the amount of energy needed for ground transportation.

the changing micro-mobility market by providing for eligibility for new technologies. Supporting alternatives to meet the needs of residents and reduce emissions in ground transportation supports equity in Hawai'i's transition of the ground transportation sector.

HSEO Supports SB 3021 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 Laramée  
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 Senate Committee on  
TRANSPORTATION AND CULTURE AND THE ARTS**

**Tuesday January 30, 2024  
3:00 PM  
State Capitol, Via Videoconference, Conference Room 224**

**In support of  
SENATE Bill 3021  
RELATING TO TRANSPORTATION**

Senate Bill 3021 renames and expands the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. **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 of the Oahu Metropolitan Planning Organization

### Committee on Transportation and Culture and the Arts

January 30, 2024 at 3:00PM

Conference Room 224

SB 3021

Relating to Transportation

Dear Chair Lee, Vice Chair Inouye, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 3021 and offers 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 and increase the potential rebate amount.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support active and public transportation, promote an equitable transportation system, and improve air quality and protect environmental and cultural assets.<sup>1</sup> 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 costs of vehicle ownership are significant for Hawaii residents, the public sector, and the private sector. Residents pay more than \$8,100 to own and operate a vehicle.<sup>2</sup> Hawaii households have an average of two cars per household, which means vehicle ownership costs families \$16,200 a year and represents about 20 percent of pre-tax median household income.<sup>3</sup> In addition, vehicle ownership in Hawaii amounts to \$11.2 billion public and \$10.6 billion private costs, which is roughly \$15,000 per taxpayer (\$24,400 per household) per year, regardless of whether a person or family owns a vehicle.<sup>4</sup> Having access to electric mobility devices will help reduce transportation costs for residents as it will encourage less trips taken with a vehicle and therefore has the potential to reduce operating costs and the number of vehicles needed in a household.

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<sup>1</sup> [https://oahumpo.org/?wpfb\\_dl=2215](https://oahumpo.org/?wpfb_dl=2215)

<sup>2</sup> <https://ulupono.com/media/ingpfb23/final-report-costs-of-vehicle-economy-in-hawaii-03-9-21.pdf>

<sup>3</sup> IBID.

<sup>4</sup> IBID.

For the State to meet its climate and energy goals, emissions from the ground transportation sector must be reduced. In 2019, emissions from transportation activities in Hawai'i were 10.68 MMT CO<sub>2</sub> Eq, accounting for 54.9 percent of Energy sector emissions.<sup>5</sup> Domestic aviation accounted for the largest portion of transportation emissions (46.4 percent) followed by ground transportation (37.7 percent).<sup>6</sup> Greater adoption of electric mobility devices can play a significant role in reducing ground transportation emissions. According to the State Climate Commission Report, "Drivers of VMT and priority reduction strategies in Hawaii" approximately 30% of all trips taken are under 1 mile, 60% of all trips are under 3 miles, and 70% of all trips are under 5 miles.<sup>7</sup> This is a tremendous opportunity for the State to support shifting those short trips made via vehicle to those that can be made via electric mobility device, by providing greater financial incentives to purchase cleaner and more efficient modes of transportation.

Denver, Colorado, which implemented a similar rebate to the one proposed in this bill saw substantial cost savings for residents and reduced greenhouse gas emissions as a result. Through a survey to rebate recipients, they found that residents are riding their e-bikes an average of 26 miles each week, replacing 3.4 car round trips.<sup>8</sup> They estimated that new e-bikes replaced 100,000 vehicle miles traveled each week.<sup>9</sup> The survey also indicated that income-qualified residents used their e-bikes nearly 50% more than the standard voucher recipient.<sup>10</sup> As Denver residents were able to swap some of their vehicular trips with those made via electric bikes, they were able to save money, as well as reduce their greenhouse gas emissions.

The OahuMPO is thrilled with the improvements to the electric mobility rebate, and would like to make the following recommendations to further improve the bill:

1. Add the option for residents to qualify for additional rebate monies if they need an adaptive electric bike

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

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<sup>5</sup> [https://health.hawaii.gov/cab/files/2023/05/2005-2018-2019-Inventory\\_Final-Report\\_rev2.pdf](https://health.hawaii.gov/cab/files/2023/05/2005-2018-2019-Inventory_Final-Report_rev2.pdf)

<sup>6</sup> IBID.

<sup>7</sup> [https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA\\_Hawaii\\_VMT\\_strategies\\_Feb22.pdf](https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf)

<sup>8</sup> <https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directories/Climate-Action-Sustainability-Resiliency/Cutting-Denvers-Carbon-Pollution/Sustainable-Transportation/Electric-Bikes-E-Bikes-Rebates>

<sup>9</sup> IBID.

<sup>10</sup> IBID.



2. Increase the rebate to \$1,000 for all residents, \$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 Hawaii 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.

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.



To: The Senate Committee on Transportation and Culture and the Arts (TCA)  
From: Sherry Pollack, 350Hawaii.org  
Date: Tuesday, January 30, 2024, 3pm

**In support of SB3021**

Aloha Chair Lee, Vice Chair Inouye, and 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** that 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.

The transportation sector contributes more to the climate crisis than any other sector in Hawaii. Providing incentives that promote the adoption of Electric Bicycles and Electric Mopeds is an effective strategy 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 is a very effective strategy to accomplish that.

Mahalo for the opportunity to submit testimony in support of SB 3021.

Sherry Pollack  
Co-Founder, 350Hawaii.org



**SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS**

January 30, 2024, 3:00pm  
Room 224

**TESTIMONY IN SUPPORT OF SB 3021**

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

Blue Planet Foundation **supports SB 3201**, 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 SB 3021.

[info@blueplanetfoundation.org](mailto:info@blueplanetfoundation.org)

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SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS  
Tuesday, January 30, 2024 – 3:00pm

**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.

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,

**Travis L. Counsell**  
Executive Director  
Hawai'i Bicycling League

**SB-3021**

Submitted on: 1/29/2024 9:28:54 AM

Testimony for TCA on 1/30/2024 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Manabo Sato	Testifying for Moped Doctors	Oppose	Written Testimony Only

Comments:

Aloha everyone. My name is Manabu Sato. I am a manager at Moped Doctors, a local moped shop established in Honolulu in 2010. We sale primarily combustion engine mopeds at the present time but have tested and sold electric mopeds too over the years. In our initial experience starting around 2016 our stance was that electric mopeds would eventually possibly replace combustion engine ones. However ,after years of studying and observing the electric and gas moped markets here is our professional conclusion. We oppose SB3021. We believe it has noble aims but also believe that funding should come from other then charging a fee to as powered combustion engine mopeds like what SB2892 intends.

Electric bikes/mopeds are a market IN ADDITION to NOT A REPLACEMENT for combustion engine mopeds. At least in Hawaii. Here's why.

The price difference is too great. We expected electric mopeds /bikes prices to come down. In the early days, it was understandable to have a large price gap because of the developing technology but after several years of change ,we've seen a stabilization on the prices of ev mopeds and they are still way more expensive then an equivalent gas powered moped. . A entry level gas moped which can get up to 100 mpg average around \$1000 after fees and such. A typical ebike/emoped is easily \$2000, 3000 even 4000. . A \$750 subsidy , even a \$1500 subidy isn't going to make it competitive with a low carbon footprint, four stroke 50 cc moped in pricing.

The battery technology support/recharge issue. Batteries take hours to recharge and have a much shorter range then gas powered mopeds. Any gas powered moped can be refueled at any gas station in 2 minutes and provide a range of 100 plus miles a gallon. Most ev bikes/mopeds are nowhere near that. Also, there is no developed infrastructure for ev mopeds/bikes. If they run out of batterypower they can be stuck. . An additional benefit of a dead gas powered moped is that even with a dead battery, it can be kickstarted in an emergency, A very handy option not available on ebikes/mopeds which would be completely dead.

People who rely on mopeds for a living, food delivery drivers, couriers, etc can't use electric bikes/mopeds consistenly because they need it to be ready all the time, at any time and quickly which a battery powered two wheel vehicle can't provide.

Paperwork. The amount of paperwork to get a subsidy on an electric moped/bike seems daunting. Getting documents like affidavits to prove that one qualify for the subsidy can be a high barrier

to entry. . Again, gas powered mopeds allow one to buy an affordable, minimally carbon footprint vehicle immediately with no extra paperwork.

Rebates take time. Again, the paperwork issue.

Budget limits. \$700,000 as a proposed budget for the program indicates roughly 500 awards of up to \$1500 max or nearly 1000 awards in the \$750 range would be possible or some combination in between. However \$700 is almost the cost of a new gas powered moped and \$1500 can fully cover the cost of any gas powered moped pretty much available on the open market in Hawaii with no extra qualifications needed (no need to be on welfare or assistance).

300 people have benefited from this program. Every year, about a couple of thousand Hawaii residents become new gas powered moped owners. Almost every moped sold now is a quiet four stroke 50cc type.. They have very low emission, very low individual carbon footprint compared to cars, are much quieter than older two stroke types and have all the benefits of great range, instant refueling turnaround.. And 300 ebikes/emopeds does help a little on the greenhouse emissions issue but nowhere near enough to have an impact on the hundreds of thousands of combustion engine cars out there on Hawaii's roads every day. .

The long term environmental impact. . Almost every gas powered four stroke moped in Hawaii shares a universal engine that can be used between brands /models. This greatly increases its recyclability. A 2004 Dayang moped can be brought back to life with a 2024 engine with little or no extra modifications. A electric moped or bike has the question of how to properly dispose its lithium batteries and how will that impact our environment in the long term. That is a big potential concern.. And electric bikes/mopeds are notoriously proprietary. You can't revive one simply by swapping out parts from a similar one as there is no universal motor for this class of vehicle and they go obsolete much quicker. The engine for the gas powered four stroke 50cc mopeds have been in use largely unchanged for over 20 years. Very obsolete resistant.

Many ebikes/emopeds have the potential to simply be discarded with a much shorter life duration and revival potential vs a gas powered one.

There is very little technical infrastructure in Hawaii to support ebikes/emopeds. And the highly proprietary nature and high turnover and quick obsolescence of emopeds/ebikes creates the problem of not being able to maintain or repair those two wheeled evs and leaving the effectively "orphaned".. On the other hand, almost any moped shop can repair a typical gas powered moped.

Electric bikes/mopeds have been banned in many places around the world like New York City and Paris France because the lithium batteries can spontaneously combust, explode and create a unique fire hazard. Lithium battery fires are notoriously difficult in putting out . The New York Fire Dept had to obtain special fire fighting equipment in order to deal with ebike/emoped battery fires.

In Moped Doctors' experience and observation, we believe that this program has very good intentions behind it , but we also believe that gas powered combustion engine four stroke mopeds

already exist as a very low carbon, economical , fire safe, easy to maintain and repair, long range, easy/fast to refuel , technologically recyclable low cost personal transportation alternative. And a licensed 15 and a half year old can legally ride /drive them with current laws.

Both types of low cost personal transportation should be allowed to thrive in Hawaii's market with probably the best outcome of allowing the buying public to choose for themselves what is most practical for them. Either way, the impact on the fossil fuel emissions side with gas powered mopeds will continue to be a minimal impact. .

Mahalo for your time.



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

SENATE COMMITTEE ON TRANSPORTATION AND CULTURE & THE ARTS  
Tuesday, January 30, 2023 — 3:00 p.m.

**Ulupono Initiative supports SB 3021, Relating to Transportation.**

Dear Chair Lee 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 and offers amendments.** This bill 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.

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. These proposed enhancements will help the program achieve its full potential, replicating the success of a similar City of Denver e-bike subsidy program<sup>1</sup> 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 results<sup>2</sup>;
- 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).

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

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



Further, the updates in this bill would allow the program to achieve even greater impact if additional funding is made available. Every additional \$600,000 could help as many as 800 residents access more sustainable and transformative transportation, depending on the mix of subsidies issued.

We also appreciate the additional refinements to allow a point-of-sale transaction. This doesn't preclude others who can pay up-front or vendors who decline participation, but rather helps ensure the upfront costs don't create a barrier for other interested customers. Moreover, allowing non-profits to access the subsidy means that we can help support electric mobility device fleets or libraries to expand access to those who may not have storage for their bikes, which is another commonly cited barrier.<sup>3</sup>

The additional reporting is also welcome, so that we may be able to account for any Denver-like outcomes more effectively, ensuring the program works as intended.

To further enhance the program's impacts, we offer two amendments for consideration:

- Increase the base subsidy to \$1,000 per resident and an additional \$1,000 for the supplemental subsidy. A skim of recent e-bicycle prices suggests that the average price is \$1,000 on O'ahu, and it is worth noting that the City of Atlanta recently upped its subsidy to \$2,000 for income-qualified residents purchasing cargo e-bikes.<sup>4</sup> To clarify, these are caps in that recipients will only receive monies for the actual purchase price.
- Expand eligibility for the supplemental subsidy to include those with disabilities who have a permanent disabled placard. It is possible that individuals who currently drive may be very interested in an adaptive electric mobility device, such as an electric tricycle.<sup>5</sup> These can be easier to ride and potentially more freeing for those with disabilities than traditional vehicles.

Electric mobility devices can transform our community's transportation habits easily 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

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

<sup>4</sup> <https://atlantaregional.org/what-we-do/mobility-services/atlanta-e-bike-rebate-program/#:~:text=Income%20qualified%20residents%20are%20eligible,a%20participating%20local%20bike%20shop.>

<sup>5</sup> <https://usa.streetsblog.org/2023/11/15/study-e-bikes-can-be-a-key-mobility-tool-for-the-disabled-and-seniors-if>

**SB-3021**

Submitted on: 1/27/2024 11:00:44 AM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Keala Dickhens	Testifying for Blue Planet Foundation	Support	Written Testimony Only

Comments:

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

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

Incentivizing electric mobility choices helps 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.

Keala Dickhens

Honolulu, HI 96816

**SB-3021**

Submitted on: 1/28/2024 10:25:33 AM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Wendy Gibson-Viviani	Individual	Support	Written Testimony Only

Comments:

Dear Chair, Vice-Chair and Members of the Committee,

My name is Wendy Gibson-Viviani and I'm writing in SUPPORT of SB3021.

My husband, a retired EPA Scientist and I are committed to addressing climate change issues by promoting systems that will help reduce carbon emissions.

SB3021 will help improve access to alternative transportation—electric bikes and mopeds, so I support that.

Thank you for the opportunity to share my views,

Wendy Gibson-Viviani RN/BSN

Kailua

**SB-3021**

Submitted on: 1/27/2024 12:29:47 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
B.A. McClintock	Individual	Support	Written Testimony Only

Comments:

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.

**SB-3021**

Submitted on: 1/29/2024 2:51:37 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Thomas Miller	Individual	Support	Written Testimony Only

Comments:

I completely support SB 3021! The transfer of tax revenue will help drive the conversion to cleaner electric mopeds.

**SB-3021**

Submitted on: 1/27/2024 7:20:04 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Lei-Anne Jones	Individual	Support	Written Testimony Only

Comments:

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

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

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

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

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

**Lei-Anne Jones, Honolulu, Hawaii 96822**

**SB-3021**

Submitted on: 1/29/2024 3:00:53 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Kiana Otsuka	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lee, Vice Chair Inouye, 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 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 and increase the potential rebate amount.

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

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

I am also excited to see that the new rebate program being proposed would have the opportunity for residents to receive the rebate at point of sale. Denver administers the rebate via point of sale and has seen and continues to see a high demand for the rebate. This will remove an additional barrier to help our residents save money, be more active, and reduce our ground transportation emissions.

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

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

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

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

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

3. Add an adaptive electric bike rebate option

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

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

Mahalo,

Kiana Otsuka



**SB-3021**

Submitted on: 1/28/2024 10:16:18 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Jayanne Palma	Individual	Oppose	Written Testimony Only

Comments:

I support mopeds and oppose the bill.

**SB-3021**

Submitted on: 1/27/2024 4:44:12 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

Please pass SB3021 to incentivize use of green transportation by those who cannot afford a car, or prefer to use smaller modes of transportation.

**LATE**

**SB-3021**

Submitted on: 1/29/2024 7:59:31 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
Will Caron	Individual	Support	Written Testimony Only

Comments:

I support SB3021 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!

**LATE**

To: The Senate Committee on Transportation and Culture and the Arts  
From: Brodie Lockard  
Date: Tuesday, January 30, 2024, 3:00 pm

**In support of SB3021**

Dear TCA Chair Lee, Vice Chair Inouye and Committee Members—

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

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

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

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

I urge you to pass this bill.

Brodie Lockard  
Founder, 350Hawaii

**LATE**

**SB-3021**

Submitted on: 1/29/2024 7:12:40 PM

Testimony for TCA on 1/30/2024 3:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Testify</b>
TJ Sao	Testifying for Blue Planet Foundation	Support	Written Testimony Only

Comments:

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

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

I'm passionate about creating a sustainable and equitable environment in Hawai'i for all people and future generations to share. We need to bridge a stronger and more harmonious relationship with nature and realign our values to favour the interests and well-being of humanity and our environment. I believe this bill aligns with these goals and my values to encourage and promote the importance of sustainable and active modes of transportation in reducing our greenhouse gas emissions and pursuing a safer and healthier environment for more people and not just motor-vehicle drivers :)

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.

TJ Sao, Pearl City, HI 96782

**LATE**

Date: January 30, 2024

To: Chair Lee and Transportation and  
Culture and the Arts Committee Members

Good morning,

I would like to express my gratitude for the opportunity to provide testimony on SB3021 which aims to rename and expand the scope of the ebicycle and moped rebate program.

My name is Jessica Thompson, and I live in Papaikou on Hawai'i Island. I work as the Safe, Accessible, and Inclusive Mobility Program Manager for Hawai'i Public Health, but I am writing this as a private citizen and resident of Hawai'i. I live with my husband, Chris, who works as a Registered Nurse in Hilo, and my son, Akeke, who is a second-year culinary student at Hawai'i Community College.

In the past, I used to rely on the bus and my bicycle for transportation. However, as I have gotten older, it has become increasingly difficult for me to ride my traditional bicycle, especially in areas with significant elevation gains. Thanks to the electric bicycle, I have been able to continue using a bicycle for transportation as the pedal assist gives me the extra push I need to make it up the hills without having to stop and walk my bicycle.

The Electric Mobility Rebate Program has the potential to encourage more people to take up a clean and affordable form of transportation. The program will provide an incentive for people to switch to electric bicycles and electric mopeds, which will reduce the number of carbon-emitting cars and trucks on our roads.

With aloha,

Jessica Thompson  
jthomke2@gmail.com

