



TESTIMONY BY:

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
CURT T. OTAGURO
ROBIN K. SHISHIDO

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

January 30, 2025
3:00 P.M.
State Capitol, Room 224 and Videoconference

S.B. 1117
RELATING TO TRANSPORTATION

Senate Committee on Transportation and Culture and the Arts

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 Hawaii's residents.

The HDOT recommends the following amendments:

- Amend Section 12 – “There is appropriated out of the state highway general fund the sum of \$700,000 or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal year 2026-2027 to be deposited into the highway development special fund electric mobility subaccount.”
 - HDOT prefers appropriating state general funds to be deposited into the highway development special fund mobility subaccount.
- To omit Section 14 - “There is appropriated out of the state highway fund the sum of \$700,000 or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal year 2026-2027 to be deposited into the highway development special fund electric mobility subaccount.”
 - Section 14 language is a duplication of Section 12, thus it is not needed.
- To omit Section 15 – “There is appropriated out of the highway development special fund electric mobility subaccount the sum of \$700,000 or so much thereof as may be necessary for fiscal year 2025-2026 and the same sum or so much thereof as may be necessary for fiscal year 2026-2027 for the operations of the electric mobility rebate program including the payment of rebates and costs of the administrator; provided that the funds appropriated shall not lapse at the end

of the fiscal year for which it was appropriated; provided further that any unencumbered funds remaining shall lapse on June 30, 2028. The sums appropriated shall be expended by the department of transportation for the purposes of this Act.”

- Section 15 language is a duplication of Section 13, thus it is not needed.
- Insert Section XX to appropriate state general funds for fiscal year 2024-2025 in the amount of \$500,000, to be deposited into the Highway Development Special Fund Electric Mobility Subaccount.
- Insert Section XX to appropriate Highway Development Special Fund Electric Mobility Subaccount for fiscal year 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. The sums 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 SD1 version of the bill that will incorporate the above-mentioned recommendations.

Thank you for the opportunity to provide testimony.



RICHARD T. BISSEN, JR.
MAYOR

POLICE DEPARTMENT COUNTY OF MAUI

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JOHN PELLETIER
CHIEF OF POLICE

WADE M. MAEDA
DEPUTY CHIEF OF POLICE

TO: Senator Chris Lee, Chair
Senator Lorraine R. Inouye, Vice Chair
Committee on Transportation and Culture and the Arts

FROM: John Pelletier, Chief of Police

DATE: January 28, 2025

SUBJECT: **SUPPORT OF SB1117, RELATING TO TRANSPORTATION**

Thank you for the opportunity to testify in SUPPORT of this important measure. The bill renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. Expands eligibility and amends the maximum rebate amounts. Prohibits individuals under fifteen years of age from riding electric bicycles. Amends the age requirement for helmet use from sixteen to eighteen years of age. Allows use of electric bicycles on public sidewalks, subject to certain conditions. Authorizes rather than requires that mopeds use bicycle lanes. Establishes rules for electric bicycle operation. Changes the term "motor scooter" to "motor-driven vehicle." Appropriates funds.


The Maui Police Department recognizes that electric bicycles have many advantages for citizens, there are inexpensive operating costs rather than having to pay fuel expenses and parking fees; they assist with reducing noise pollution, carbon footprints, and the burning of fossil fuels contributing to greenhouse gas emissions; and can reduce stress and improve cardiovascular health.

However, all these benefits mean nothing if preventative measures are not put in place to address the risks and protections needed while operating an electric bicycle. Electric bicycle riders are more likely to suffer from internal injuries, concussions or accident collisions into a pedestrian than those bicyclist on regular pedal bikes. The average pedal bicycle will reach around 15 mph, which is significantly slower than the average electric bike, therefore, electric bicycle riders have a 17% risk of internal injury, as compared to 7.5% risk for a regular pedal bike rider. This alone indicates the need for precautionary rules while operating an electric bicycle.

With the increase in popularity of the use of electric bicycles, the Maui Police Department has had an increase in calls for service involving juveniles and their undo regard for traffic laws and reckless operation of electric bicycles putting not only themselves, but the public at large in danger, as more restrictions are needed to maintain not only compliance, but the safety for all traversing the roads in our communities.

We understand the importance of electric bicycles being cost-effective, environmentally friendly and good for people's health, but the risk outweighs the benefits, therefore, regulations are crucial to deter and minimize reckless behavior. The Maui Police Department supports the safety measures being added to this bill.

Mahalo for your consideration.


For **JOHN PELLETIER**
Chief of Police



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation and Culture and the Arts

January 30, 2025 at 3:00PM

Conference Room 224

SB 1117

Relating to Transportation

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 1117 and offers amendments 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.

The OahuMPO supports the proposed improvements to the electric mobility rebate program, 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 people purchase a cargo e-bike or adaptive e-bike. The OahuMPO recommends the following changes to section 3 (b), 3 (h), and 3 (i), 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...

(h) In administering the electric mobility rebate program, the department of transportation shall provide rebates to persons who are residents of the State and fifteen years or older, who purchase a new qualifying electric bicycle, electric moped, adaptive electric bicycle, **electric cargo bike**, or electric micro-mobility device.

(i)(4) Purchase:

- a. **An adaptive electric bicycle; or**
- b. **An electric cargo 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. A person in Denver purchasing an electric cargo bike is also eligible for additional rebate monies, totaling \$1,400 for the purchase of a cargo e-bike.

2. Increase the rebate to \$1,000 for all residents, \$2,000 for income qualified residents, those requiring an adaptive electric mobility device, and those purchasing an electric cargo bike. The OahuMPO recommends the following changes to section 3 (b) and 3 (i), in red:

b) Each eligible purchase of a new electric bicycle, electric moped, adaptive electric bicycle, or electric micro-mobility device shall receive a rebate of either fifty per cent of the retail cost or **\$1,000~~750~~**; whichever is lower; provided that no individual shall receive more than **\$1,000~~750~~** in total rebates each fiscal year unless also qualifying for the additional assistance rebate pursuant to subsection (i), in which case no individual shall receive more than **\$2,000~~1,500~~** in total rebates each fiscal year.

i) 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 **\$1,000~~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 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.

3. Provide the rebate at the point of sale. The OahuMPO recommends the following changes to section 3 (a), (f), and (j), in red:

(a) The department of transportation shall administer a rebate program that incentivizes the purchase of new electric mobility devices **at the point of sale.** ~~and may contract with a third party administrator pursuant to subsection (k) to operate and manage the rebate program.~~

f) **Applicants-Registered point of sales operators** shall submit **an application documentation** to the department of transportation within twelve months of the

date of purchase to claim **the a** rebate from the electric [bicycle and electric moped] mobility rebate program. Failure to apply within twelve months of the date of purchase shall constitute a waiver of the right to claim the rebate.

j) The department of transportation may contract with a third-party administrator to operate and manage the electric mobility rebate program **at the point of sale.**

Recent National Institute for Transportation and Communities research found that point of sale mechanism for e-bike programs are 30 percent more effective than rebate programs.¹

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.² 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.³ 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.⁴ 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.

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 CO₂ Eq, accounting for 54.9 percent of Energy sector emissions.⁵ Domestic aviation accounted for the largest portion of transportation emissions (46.4 percent) followed by ground transportation (37.7 percent).⁶ 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.⁷ 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.

¹ <https://www.sciencedirect.com/science/article/abs/pii/S1361920924000713?via%3Dihub>

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

³ IBID.

⁴ IBID.

⁵ https://health.hawaii.gov/cab/files/2023/05/2005-2018-2019-Inventory_Final-Report_rev2.pdf

⁶ IBID.

⁷ https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

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.⁸ They estimated that new e-bikes replaced 100,000 vehicle miles traveled each week.⁹ The survey also indicated that income-qualified residents used their e-bikes nearly 50% more than the standard voucher recipient.¹⁰ 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 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 the long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which 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](#)).

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets.¹¹ 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 as meeting its carbon net-negative goal by 2045.

Thank you for the opportunity to provide testimony on this measure.

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

⁹ IBID.

¹⁰ IBID.

¹¹ https://oahumpo.org/?wpfb_dl=2215



Email: communications@ulupono.com

SENATE COMMITTEE ON TRANSPORTATION & CULTURE AND THE ARTS
Thursday, January 30, 2025 — 3:00 p.m.

Ulupono Initiative supports SB 1117, Relating to Transportation.

Dear Chair Lee and Members of the Committee:

My name is Mariah Yoshizu, and I am the Government Affairs Associate 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 1117 and offers amendments. This bill renames the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program and expands eligibility and amends the maximum rebate amounts.

We support the proposed improvements that clarify electric mobility device definitions, provide universal eligibility for all Hawai'i residents, and increase impact of the subsidy program. We respectfully urge committee members to consider the following amendments to maximize effectiveness:

- Add a definition for higher-speed e-motos or other “Out-of-Class Vehicles” that go more than 28 mph. We believe many of the vehicles creating safety issues in our communities are not actually e-bikes, but rather e-motos or off-road electric dirt bikes. As such, adding this definition will address this issue comprehensively.
- In addition to amending HRS §196-2 (Definitions in Energy Resources), we recommend amending HRS §291C-1 (Definitions in the Statewide Traffic Code) to ensure consistent definitions across statutes.

Furthermore, we recommend adding in a point-of-sale component to the program. Recent National Institute for Transportation and Communities research found that point-of-sale mechanisms for e-bike programs are 30 percent more effective than rebate programs.¹

¹ Jones, Luke, et al. “Consumer purchase response to e-bike incentives: Results form a nationwide stated preference study.” <https://www.sciencedirect.com/science/article/abs/pii/S1361920924000713?via%3Dihub> April 24, 2024

Although the current program has helped more than 450 people, it still hasn't achieved its full potential impact.² If the proposed improvements are made, we can expect to see the following benefits in Hawai'i:

- **Reduce the cost of living** — 'Ohana with e-bikes save almost \$380/year on transportation costs (mostly fuel and maintenance). When aggregated across the program potential, that is an additional \$630,000 per year in savings for participants. That's money they can choose to spend on food, clothes, and other necessities.³
- **Increased participation** — With more than \$540,000 remaining in the program, e-bike costs remains one of the largest barriers for lower-income residents.⁴ More meaningful subsidies enables more to participate;
- **Reduce fossil fuels** consumption — Encouraging more active transportation equates to individual reduction in driving by 7 percent by 2035 and community-wide avoidance of consuming 19,500 barrels of oil per year (enough to power 50 Hawai'i homes).⁵

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,

Mariah Yoshizu
Government Affairs Associate

² <https://www.denverpost.com/2023/01/05/ebike-rebate-program-denver-2023/>

³ Impacts calculated for Hawaii-specific inputs based on RMI's e-bike environmental and economic impact assessment tool based on the bill's proposed incentives for 3 years and up to \$2.1 million. <https://rmi.org/insight/e-bike-environment-and-economics-impact-assessment-calculator/>

⁴ Presentation available upon request from the Hawai'i State Energy Office (December 2023 virtual briefing)

⁵ Same as above, but note adapted for Hawaii home energy consumption (2x as much as the average American home).

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SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
Thursday, January 30, 2025 – 3:00pm

Hawai'i Bicycling League Supports SB 1117, Relating to Transportation

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

My name is Eduardo Hernandez, and I am the Advocacy 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 1117, which offers necessary and expanded eligibility and formula payouts for a renamed Electric Mobility Rebate Program. The bill also makes key updates to HRS to include a three-tier classification system for e-bikes, which is a standard used across most states in the nation, but currently not in Hawai'i.

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.

We offer comments for your consideration that could improve this bill:

- Also update bicycle definitions in Section 291-C of HRS that addresses traffic code
- Consider prohibitions on e-bikes for those under 15 to only class 3 e-bikes and allowing use for class 1 and 2 by all ages, as this is standard across most states.
- Define the term "bicycle with motor" in HRS; "bicycle(s) equipped with motor(s) motorized bicycle and bicycle with motor attached" to mean only an electric motor exceeding 750 watts or any combustion engine." These devices should be expressly prohibited from public street, highway, alley, path, or trail, including a bikeway. However, "bicycle with motor" should not include low-speed class 1, 2, or 3, electric bicycles.
- Consider point-of-sale rebate options to reduce barriers, especially for lower-income households.

Mahalo for the opportunity to provide testimony. We encourage your support for **SB 1117** will help people to choose more affordable and sustainable transportation options.

Ride Aloha,

Eduardo Hernandez
Advocacy Director



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1117 - Relating to Transportation
Senate Committee on Transportation and Culture and the Arts
Tuesday, January 30th, 2025 at 3PM

Dear Chair Lee, Vice Chair Inouye, and members of the committee,
Mahalo for the opportunity to express **SUPPORT for SB1117**. We are also providing recommendations to improve the bill. As currently proposed, the bill would rename and expand the scope of the existing Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Rebate Program. The bill also proposes increasing the rebate amount from \$500 to \$750.

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Hawai'i Appleseed is advocating for SB1117 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, to improve the bill and further its impact, Hawai'i Appleseed recommends adding a point-of-sale component to the program. Recent research from the National Institute for Transportation and Communities found that point of sale mechanisms for e-bike programs are 30 percent more effective than other rebate programs.⁵

We commend the State of Hawai'i 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

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>.

⁵ Jones, Luke, et al. (2024). *Consumer purchase response to e-bike incentives: Results form a nationwide stated preference study*. Available at: <https://www.sciencedirect.com/science/article/abs/pii/S1361920924000713?via%3Dihub>.

SB-1117

Submitted on: 1/29/2025 3:30:56 PM

Testimony for TCA on 1/30/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Manabo Sato	Testifying for Moped Doctors Inc.	Oppose	In Person

Comments:

Aloha all. I am Manabo Sato, VP and co founder of Moped Doctors Inc, A local moped repair/sales shop since 2010. We at Moped Doctors oppose SB1117 for the following reasons:

Like the moped industry, there are moves being made on the e bicycle industry which can lead to regulatory overreach and cripple business. We oppose the age amendment for helmet use as this helmet campaign is avialble in other similar bills out there right now. The E bicycle and e moped program are great, but because this bill has so many mixed elements, we respectively oppose passage of this bill. E Bicycle operations and rules should be addressed in a bill which covers only that matter and not mixes it up with other related but separate matters as this one does. . The term Motor scooter should be left the way it is.

This bill has some good intent but the aims overlap with other bills like the helmet law changes and covers such a wide range of areas including gas powered mopeds, e bicycles that this bill should be narrowed down to a more specific area like ebikes only or helmets only rather then a number of related but separate issues.

Mahalo

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

My name is Kiana Otsuka, and I am writing in **support of SB 1117 and offer amendments 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.

My recommendations (to better match the rebate available in Denver) include:

1. Add the option for residents to qualify for additional rebate monies if people purchase a cargo e-bike or adaptive e-bike.
2. Increase the rebate to \$1,000 for all residents, \$2,000 for income qualified residents, those requiring an adaptive electric mobility device, and those purchasing an electric cargo bike
3. Provide the rebate at the point of sale

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.

Mahalo,

Kiana Otsuka

SB-1117

Submitted on: 1/28/2025 10:22:35 PM

Testimony for TCA on 1/30/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Molly Mamaril	Individual	Support	Written Testimony Only

Comments:

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

My name is Molly Mamaril and I am writing in support of SB 1117 and offer amendments 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.

My recommendations include:

1. Add the option for residents to qualify for additional rebate monies if people purchase a cargo e-bike or adaptive e-bike.
2. Increase the rebate to \$1,000 for all residents, \$2,000 for income qualified residents, those requiring an adaptive electric mobility device, and those purchasing an electric cargo bike
3. Provide the rebate at the point of sale

Making the changes above would more closely align Hawaii's rebate with Denver, Colorado. Denver implemented a similar rebate to the one proposed in this bill and 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. They estimated that new e-bikes replaced 100,000 vehicle miles traveled each week. The survey also indicated that income-qualified residents used their e-bikes nearly 50% more than the standard voucher recipient. 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. This could be a great model for Hawaii to emulate.

With high vehicle ownership costs and the State's slow progress to meet its climate and energy goals, it is extremely important that the State provide greater financial incentives to purchase cleaner and more efficient modes of transportation.

Mahalo for your consideration,

Molly Mamaril

SB-1117

Submitted on: 1/29/2025 7:17:39 AM

Testimony for TCA on 1/30/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Nathan Dube	Individual	Support	Written Testimony Only

Comments:

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

My name is Nathan Dube and I am writing in support of SB1117, "Relating to Transportation," which would rename and expand the scope of the Electric Bicycle and Electric Moped Rebate Program to the Electric Mobility Program and increase the potential rebate amounts and expand the eligibility of the program.

I would like to offer some suggested amendments below that could strengthen this bill. These recommendations include:

1. Adding the option for additional rebate monies if community members purchase a cargo e-bike or adaptive e-bike.
2. Increasing the rebate to \$1,000 for all residents and \$2,000 for income qualified residents, those who require an adaptive electric mobility device, and those purchasing an electric cargo bike.
3. Providing the rebate at the point of sale.

The aforementioned suggestions would more closely align with the program undertaken in Denver, Colorado. Denver's program implemented a similar rebate to what is proposed in this bill and that rebate resulted in substantial cost savings for residents while simultaneously reducing greenhouse gas emissions. A survey of those rebate recipients has shown that they rode their e-bikes an average of 26 miles each week, replacing 3.4 car roundtrips. E-bike riders replaced an estimated 100,000 vehicle miles each week.

This survey also indicated that income-qualified residents used their e-bikes nearly 50% more than the standard voucher recipient. The ability for Denver residents to swap a portion of their vehicular trips with e-bike transportation allowed them to save money and reduce greenhouse gas emissions, demonstrating the success of such a program.

With high vehicle ownership costs around the islands and the need for the State to more quickly reach climate and energy goals, greater financial incentives to purchase cleaner and more efficient modes of transportation would be an incredibly important step for both the State and our community members.

Thank you for your time and consideration regarding this matter, and thank you for all of the hard work from this Committee and staff.

Sincerely,

Nathan Dube

SB-1117

Submitted on: 1/29/2025 11:58:09 AM

Testimony for TCA on 1/30/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Nicole Shintani	Individual	Support	Written Testimony Only

Comments:

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

My name is Nicole Shintani and **I am writing in SUPPORT of SB1117, along with offering some possible amendments.** I would like to see the Electric Bicycle and Electric Moped Rebate Program expanded into an Electric Mobility Rebate Program.

1. I propose residents be able to qualify for additional rebate money if they purchase a cargo-e-bike (please note a cargo bike has the potential to replace a car for some people).
2. Increase the rebate to \$1000 for residents and \$2000 for income qualified residents, those who require an adaptive mobility device, and those purchasing an electric cargo bike.
3. Provide the rebate at point of sale.

Given Hawaii's established clean energy goals, it is imperative the state create incentives and easy pathways to adopting more clean modes of transportation. As an island nation with limited space we must expand our mobility options to those more energy and space efficient than a personal automobile. This rebate program would help people make the choice to purchase and use ebikes and help address both issues. I strongly believe this would help alleviate some of our traffic woes, and greatly benefit the health and resiliency of the people of our communities in the long run.

Mahalo for your time and the opportunity to testify,

Nickie.

LATE

SB-1117

Submitted on: 1/30/2025 11:03:50 AM

Testimony for TCA on 1/30/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Germaine Meyers	Individual	Comments	Remotely Via Zoom

Comments:

I Support most of SB1117. They are great improvements to our laws.

However I strongly Oppose:

- oppose (6) Electric bikes riding on sidewalks. They are stelt with no sound to warn pedestrians and vehicles reversing from their driveway. Most don't ride below 10 mph, they go faster than a manual pedal bicycle. Most ride opposite of traffic flow. Most don't have control of the electric bike and unable to make quick stop without causing themselves and others injury. They should be within bike paths or on the road.
- oppose (7) moped use bike paths. Mopeds should not be required and authorized to use bike paths. Mopeds operate faster than bicycles and electric bikes. They should operate on roads only.
- oppose prohibiting Rebate program from families with a four wheel vehicle. Families consist of a single mom or dad and a child or children. Parent needs vehicle to work. 15 yr and older child needs electric bike to go to high school or college. This will support a family trying to sustain or improve their lives. Sometimes parent may need to use the electric bike for short distances to reduce vehicle gasoline expense.