

JOSH GREEN M.D.
GOVERNOR

SYLVIA LUKE
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GARY S. SUGANUMA
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DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF TAXATION

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**TESTIMONY OF
GARY S. SUGANUMA, DIRECTOR OF TAXATION**

TESTIMONY ON THE FOLLOWING MEASURE:
H.B. No. 2030, Relating to Transportation Affordability

BEFORE THE:
House Committee on Transportation

DATE: Tuesday, February 10, 2026
TIME: 9:30 a.m.
LOCATION: State Capitol, Room 430

Chair Kila, Vice-Chair Miyake, and Members of the Committee:

The Department of Taxation (DOTAX) offers the following comments regarding H.B. 2030 for your consideration.

Section 2 of the bill creates a new section 196-A, Hawaii Revised Statutes (HRS), which establishes a clean rebate program to be administered by the Department of Transportation (HDOT). Subsection (h), on page 11, provides that any rebate received shall not be considered income for purposes of state or county taxes.

Section 2 of the bill also creates a new section 196-B, HRS, on page 13, which establishes a clean vehicle special fund, which will be funded with revenues from the transportation affordability and energy security tax, funds received by HDOT for purposes of the clean vehicle special fund, and interest earnings on all amounts in the special fund.

Section 3 of the bill, on page 14, creates a new section in chapter 237, HRS, establishing an “additional tax,” in addition to the 4 percent general excise tax levied on the sale of tangible personal property, on the gross proceeds of sale of light-duty motor vehicles powered solely by gasoline, diesel, or gasoline or diesel blends, with or without a battery. The additional tax will be levied at three different rates, which are currently

unspecified, based on the miles per gallon of the vehicle under federal Environmental Protection Agency ratings. The additional tax is to be deposited into the clean vehicle special fund.

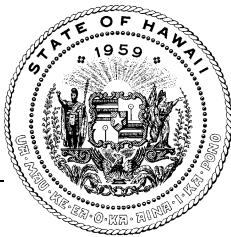
The bill is effective on July 1, 2026.

DOTAX notes that the provision requiring an allocation of revenues from the additional tax into the clean vehicle special fund would require a fundamental change in the way that DOTAX accounts for and reports on GET revenues. This bill would create administrative difficulties, as DOTAX will need to reconcile the amounts reported from the additional tax with actual amounts collected. Discrepancies will arise because the amount of tax collected often does not match the amount of tax reported for various reasons, including errors in payment or reporting or intentional underpayment.

Additionally, many taxpayers report multiple categories of business activities on a single GET return, which complicates the accurate determination of amounts to be allocated. DOTAX therefore requests that the allocation of revenue to the special fund be replaced with an appropriation of a set dollar amount.

DOTAX further requests that the effective date be amended to January 1, 2027, to allow sufficient time to make the necessary form, instruction, and system changes.

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



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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JOSH GREEN, M.D.

GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

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Testimony of **MARK B. GLICK, Chief Energy Officer**

before the
HOUSE COMMITTEE ON TRANSPORTATION

Tuesday, February 10, 2026
9:30 AM

State Capitol, Conference Room 430 and Videoconference

Providing Comments on
HOUSE BILL NO. 2030

RELATING TO TRANSPORTATION AFFORDABILITY.

Chair Kila, Vice Chair Miyake, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports the concept of House Bill No. 2030, which requires the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles, establishes the clean vehicle special fund and establishes a transportation affordability and energy security tax.

There is no dispute that meeting Hawai'i's decarbonization goals will require significant emissions reductions from ground transportation with Zero Emission Vehicles (ZEVs) as a key strategy as reported in HSEO's *Hawai'i Pathways to Decarbonization* report¹ submitted to the Legislature in December 2023 pursuant to Act 238 (2022). To achieve those ends significant penetration in all segments of the ZEV ground transportation market will need to be achieved. All three mitigation scenarios in the *Hawai'i Pathways to Decarbonization* report assume Hawai'i will achieve 100% ZEV light-duty vehicle sales by 2035, with 21% of registered light-duty passenger vehicles needing to be ZEVs by 2030.

¹ <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

HSEO is currently working on a data-driven statewide EV charging infrastructure roadmap to guide efficient investments and address market gaps. Access to market data helps to refine assumptions, improve data resolution, incorporate evolving vehicle adoption trends, and measure effectiveness of EV adoption policies and programs by evaluating adoption of ZEVs by region, housing type, and demographic information. HSEO appreciates provisions in the bill to provide the chief energy officer relevant data from the proposed program to fulfill the duties under sections 225P-8 and 196-71.

While achieving these goals requires policies that remove barriers to ZEV adoption, including a market-based clean vehicle rebate program targeted at lower-income households, HSEO emphasizes that any such program should be cost-neutral to the State Budget and defers to the Department of Budget and Finance on whether imposing a tax and rebate in this manner at this time is an appropriate means of removing such barriers.

Thank you for the opportunity to testify.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Transportation

February 10, 2026 at 9:30AM
Conference Room 430

HB2030 Relating to Transportation Affordability

Dear Chair Kila, Vice Chair Miyake, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2030**, which requires the Department of Transportation to establish a clean vehicle rebate program for the purchase or lease of new and used zero-emission and plug-in hybrid electric vehicles. It would also establish the clean vehicle special fund and a transportation affordability and energy security tax.

This bill aligns with our goals of providing an equitable and affordable transportation system while also striving for a more sustainable future. For low- to moderate-income households, the upfront investment for a new vehicle remains a significant barrier. Thus, establishing a self-funded clean vehicle rebate program could make it easier for families to choose a more affordable and sustainable option.

Studies have shown that a rebate program can especially help reduce the cost of living for lower-income households, who bear the brunt of economic and environmental burdens. On Oahu, households spend nearly 50% of their income on housing and transportation costs. Transportation costs alone can reach thousands of dollars each year when fuel, maintenance, and other expenses are factored in. Furthermore, a recent study by the Ulupono Initiative revealed that households with the highest reliance on gasoline spend an average of \$13,700 on their gasoline bills each year, accounting for 14 percent of their incomes. Of those who consume and spend the most on gasoline are rural and lower-income households, who are disproportionately represented according to the study. Thus, switching to electric vehicles could save these households \$5,300 annually, relieving financial burdens. This further promotes affordability and equity by expanding access to clean vehicles and unlocking opportunities to save on gas bills and reduce harmful pollution from transportation.

Furthermore, this bill directly supports the Department of Transportation's Energy Security and Waste Reduction Plan, developed as part of the Navahine settlement to Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200 Honolulu, Hawaii 96813
Telephone: (808) 587-2015 | Fax: (808) 587-2018
www.oahumpo.org

ensure Hawaii meets its climate commitments. According to the plan, 81% of new car sales must be electric by 2030 to stay on track. The plan also recommends a rebate program as part of its approach to support clean vehicle choices, pollution reductions, and transportation savings.

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), 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](#)).

Mahalo for the opportunity to provide testimony on this measure.



Email: communications@ulupono.com

HOUSE COMMITTEE ON TRANSPORTATION

Tuesday, February 10, 2026 — 9:30 a.m.

Ulupono Initiative supports HB 2030, Relating to Transportation Affordability.

Dear Chair Kila and Members of the Committee:

My name is Micah Munekata, and I am the Vice President 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 HB 2030, which requires the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles; establishes a clean vehicle special fund; and establishes a transportation affordability and energy security tax.

Ulupono supports helping our community transition to cleaner transportation choices, as ground transportation makes up a significant portion of Hawai‘i’s reliance on imported oil and is the largest contributor to our state’s greenhouse gas emissions. The Hawai‘i Department of Transportation’s own Energy Security and Waste Reduction Plan indicates that 81% of new vehicles sales must be electric by 2030 to meet our climate goals. A great way to help our community members save money and reduce emissions is to better enable the choice of electric vehicles (EVs) when they need to drive. This bill employs a revenue-neutral approach to lower the upfront costs of new and used non-luxury EVs, ensuring those who can most benefit from EVs are able to do so.

In addition, EV rebates at points of sale, like described in this bill, have proven to be effective at accelerating the adoption of zero-emission vehicles, especially for low- to moderate-income families. With recent reductions in federal EV tax credits, state-level incentives are now more critical than ever to reduce our fossil fuel dependence and provide affordable transportation options that ease the cost of living.

As Hawai‘i’s energy issues become increasingly complex and challenging, we appreciate this committee’s efforts to look at policies that support the continued adoption of clean transportation throughout the islands.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata
Vice President of Government Affairs

Investing in a Sustainable Hawai‘i

999 Bishop Street, Suite 1202 | Honolulu, Hawai‘i 96813 ☎ 808.544.8960 ☎ 808.432.9695 | www.ulupono.com



Testimony in Support of HB2030

Hearing on February 10, 2026 at 9:30am | House Committee on Transportation

Aloha Chair Kila, Vice Chair Miyake, and Members of the House Transportation Committee,

My name is Doorae Shin, and I am submitting this testimony on behalf of Our Children's Trust in strong support of HB2030, which establishes the Clean Vehicle Rebate Program to make electric vehicles more affordable and reduce pollution from the transportation sector. We also want to formally support the amendments submitted by Earthjustice to be integrated into this bill.

HB2030 is designed very intentionally with several affordability and equity components to ensure that it does not hurt low and moderate income families and that it benefits those residents most. Some of those details include:

- Rebates are accessible only for electric vehicles under a certain MSRP (excludes luxury vehicles)
- Rebates are offered for used electric vehicle sales as well
- The fee only applies to new vehicle sales over a certain price (excludes sales of affordable new cars)
- There is an additional rebate amount for households that fall within a certain AMI
- Plug-in hybrids are included in the rebate program

HB2030 addresses one of the most significant barriers to clean vehicle adoption in Hawai‘i: affordability. Transportation is one of the largest household expenses for families across the state, and the upfront cost of electric vehicles remains out of reach for many residents, particularly low- and moderate-income households. By providing point-of-sale rebates for eligible clean vehicles, this bill helps more Hawai‘i residents access the long-term cost savings, reliability, and public health benefits of electric transportation.

Expanding access to clean vehicles is also a critical equity issue. Communities that are already overburdened by high energy costs and transportation expenses are often the least able to benefit from clean transportation technologies. HB2030 helps ensure that the transition to electric vehicles is not limited to higher-income households, but instead supports broader participation, especially for families who would benefit most from reduced fuel and maintenance costs.

In addition to lowering household costs, HB2030 advances Hawai‘i’s climate, public health, and energy security goals. Transportation is the largest source of greenhouse gas emissions in the state and a major contributor to air pollution. Increasing electric vehicle adoption reduces reliance on imported fossil fuels, improves local air quality, and supports healthier communities, particularly for keiki and other vulnerable populations who are disproportionately affected by transportation-related pollution.

HB2030 is directly aligned with Hawai‘i’s legal and policy obligations to reduce transportation

emissions. In 2022, thirteen youth plaintiffs filed *Navahine v. Hawai‘i Department of Transportation*, resulting in a settlement agreement that requires HDOT to take any actions necessary to achieve zero emissions from ground, marine, and inter-island transportation by no later than 2045. In response, HDOT released its Energy Security and Waste Reduction Plan, which identifies expanded clean vehicle adoption as a critical near-term strategy to meet these obligations. Passing this bill is one practical and important solution toward fulfilling the commitments outlined in the settlement and protecting children’s constitutional rights to a life-sustaining climate system.

HB2030 is a revenue-neutral way to give households that need it most access to the savings associated with driving electric. By expanding access to clean vehicles, this bill helps ensure that the benefits of the clean energy transition are shared more broadly and fairly across Hawai‘i. For these reasons, Our Children’s Trust strongly urges your support for HB2030. Mahalo for the opportunity to submit this testimony and for your leadership on this important issue.

Mahalo,



Doorae Shin
Our Children’s Trust



CLIMATE PROTECTORS COALITION

To: The Honorable Representative Darius Kila, Chair, the Honorable Tyson Miyake, Vice Chair, and Members of the Committee on Transportation.

From: Climate Protectors Hawai'i (by Ted Bohlen)

Re: Hearing HB2030 RELATING TO TRANSPORTATION AFFORDABILITY

Hearing: Tuesday February 10, 2026 9:30 a.m. room 430

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation!

The Climate Protectors Hawai'i seeks to educate and engage the local community in climate change action, to help return to a safe and stable climate.

The Climate Protectors Hawai'i **STRONGLY SUPPORTS HB2030!**

In this time of great concern about the cost of living, this bill would provide a **clean vehicle rebate program that will reduce the cost of living for many Hawai'i families**. The program also would reduce climate-heating emissions from fossil fuels. It would achieve these benefits by providing **rebates to incentivize the purchase or lease of new and used clean vehicles**. The rebates shall be applied at the point of sale by participating dealers.

Rural communities and lower-income families are particularly overburdened by the high and rising costs of fossil fuel vehicles, especially on Oahu's Leeward Coast. Our State's gasoline prices are among the nation's highest. A recent study found that rural and lower-income households disproportionately consume and spend the most on gasoline.

Gasoline consumption by light-duty vehicles alone accounts for almost a quarter of the State's climate pollution. **Current electric vehicle technology can save money for local families while eliminating this pollution.** Now that the federal government has abandoned the federal electric vehicle tax credits, the State must push forward with programs to reduce Hawaii's dependence on expensive imported fossil fuels and mitigate the continual financial drain and oppressive burdens on the local economy and everyday household budgets.

Prices of zero-emission electric vehicles continue to decline. **Many electric vehicles already actually cost thousands of dollars less than fossil-fuel cars over their lifetimes, thanks to lower fuel and maintenance expenses.**

For low- to moderate-income households, however, the upfront investment for a new vehicle remains a significant barrier to accessing these savings opportunities. **Rebates for the purchase or lease of new and used electric vehicles are needed to expand savings opportunities for low- and moderate-income families so they will not be left behind in the transition to a clean and climate-safe transportation system.** The rebate program is designed to be self-financing and revenue-neutral so as not to increase expenditures from or reduce revenues into the general fund.

Please pass this bill to help reduce ground transportation costs for rural communities and lower-income families! Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



HAWAII YOUTH TRANSPORTATION COUNCIL

HYTC Testimony for the House Committee on
TRANSPORTATION
HB 2030 | Monday, February 9, 2026

IN STRONG SUPPORT

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

Mahalo for the chance to testify at today's hearing. **The Hawai'i Youth Transportation Council (HYTC) strongly supports HB 2030.** This bill will allow for families across Hawai'i to buy a **zero-emission or plug-in hybrid vehicle at an affordable price.** This has the benefit of bringing more affordable transportation options to our state while reducing carbon emissions, both core tenets of the HYTC.

Many working-class residents across Hawai'i want to afford these ZEVs and plug-in hybrids, **but prices have not come down enough to make them affordable.** While the youth council would prefer people use public transportation, the reality is that, according to the 2020 census, **13.9% of Hawai'i residents live in rural areas that public transit may not reach. Or they have a line of work that requires the use of heavy-duty vehicles.** These residents need a renewable and affordable vehicle option.

Additionally, the HYTC finds that the use of ZEVs and plug-in hybrids, compared to conventional combustion engine vehicles, **produces far less carbon emissions, especially when bought used, which this bill allows.** HB 2030 aligns with our **Energy Security and Waste Reduction proposal, specifically in transitioning the state from internal combustion engine vehicles to more sustainable, low-emission alternatives.**

In conclusion, HB 2030 provides affordable transportation options for Hawai'i's working residents and reduces our state's carbon emissions, **aligning with the council's Energy Security and Waste Reduction Proposal. We urge the committee to pass HB 2030.**

Mahalo,

*Mia
Nishiguchi*

Mia Nishiguchi
Council Chair
O'ahu Honolulu Representative

*Luke
Gee*

Luke Gee
Council Vice-Chair
West Side Hawai'i Representative

*Moss
Kuon*

Moss Kuon
Press Secretary
Central Maui Representative

*Derek
Takeno*

Derek Takeno
Outreach Chair
Central Maui Representative

*Luca
Zev
Cuniberti*

Luca Zev Cuniberti
Policy and Legislation Chair
O'ahu North Shore Representative



*Connor
Ulene*

Connor Ulene
Policy and Legislation Vice Chair
Central Maui Representative



House Transportation Committee
HB 2030 Hearing on Feb. 10, 2026 at 9:30 am
Conference Room 430 and remote

SUPPORT

Aloha Chair Kila, Vice-Chair Miyake, and members of the House Transportation Committee,

Carbon Cashback Hawai'i advocates for legislation that reduces carbon emissions and strengthens Hawai'i's energy independence while protecting vulnerable kama'aina families.

Carbon Cashback Hawai'i is in support of HB 2030, which would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai'i's largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill provides rebates of up to \$5,000 for the purchase or lease of new EVs. Rebates are also provided for the purchase or lease of new or used PHEVs. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy so they are not left behind.

The bill's funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, this bill will reduce household fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii's transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

For the foregoing reasons, Carbon Cashback Hawaii urges the committee to pass the bill.

Aloha Chair, Vice Chair, and Members of the Committee,

My name is Teresa Fang. I am a sophomore at Georgetown University, but before I was a student or an advocate, I was a sister. I am writing to you today on behalf of the Georgetown Federal and DC Relations Committee and Our Children's Trust, the organization that helped shape the historic Navahine v. Hawai'i settlement. I am here to urge your support for HB2030.

I joined the youth climate movement out of a fierce, protective love for my brother. He lives with a disability, asthma, and severe allergies. For most, a passing truck is a momentary noise; for my brother, that exhaust is a threat. The air that he needs to survive should not be a danger to breathe.

In our house, environmental health is not an abstract concept or up for political debate. It is the measure of whether my brother can wake up and breathe clearly. It is the difference between a day of dignity and a week of crisis. Air pollution, particularly, poses the highest risk to the disabled community. Disabled individuals face greater higher rates of morbidity and mortality during environmental crises, with disproportionate symptoms of respiratory and cardiovascular issues and chronic illness aggravation.

The Navahine settlement was more than a legal victory; it was a sacred vow. It was a promise made by the State of Hawai'i to its keiki, a promise that the air they breathe will not be the very thing that harms them. HB2030 is the heartbeat of that promise. By establishing the Clean Vehicle Rebate Program and the Energy Security Tax, you are not just passing a bill; you are building the infrastructure of hope. You are ensuring that the 2025 Energy Security and Waste Reduction Plan is properly implemented and enforced.

The science tells us that the disabled community is the first to suffer and the last to be protected during environmental collapse. We shouldn't have to beg for the right to exist in a healthy world. A safe environment is a fundamental right.

To the leaders in this room: You hold the pen that writes the future of families like mine and for future generations. Do not let the Navahine settlement be a broken promise. Honor the law, honor the science, and above all, honor the children who are watching you today, waiting to see if their lives are worth the change.

Mahalo for the opportunity to speak for those who cannot always breathe for themselves. Please pass HB2030.

Respectfully,

Teresa Fang

Student at Georgetown University

Testimony in Support of HB2030 - Clean Vehicle Rebate Program

Hearing with the Hawaii House Committee on Transportation | February 10, 2026 at 9:30am HST

Aloha Chair, Vice Chair, and Members of the Committee,

My name is Isabella Rose Zamora Liu, and I live in Bethesda, Maryland. I am a member of the Georgetown University D.C. and Federal Relations Committee, a student advocacy group working with Our Children's Trust, a non-profit organization that helped reach the historic *Navahine* settlement. I am writing in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program.

Transportation is the largest source of pollution in Washington, D.C., and yet the pollution is not felt equally across the district. Attending Georgetown University in D.C., I have seen first-hand how wealthier neighborhoods (like Georgetown) are largely shielded from the worst impacts. Whereas Georgetown families generally have easier access to sustainable transportation, like electric vehicles, lower-income D.C. communities (e.g., Brentwood and Ivy City) largely rely on highly-polluting options, such as cheaper but gas-guzzling cars. They are also home to several bus terminals, which emit immense amounts of toxins.

In witnessing such pollution disparities at home, I understand the necessity of bills like HB2030 for Hawai'i, which would make electric vehicles more affordable and accessible for low-income communities and help reduce longstanding environmental injustices.

As in Washington, D.C., transportation is the largest source of pollution in Hawai'i. In Hawai'i, it accounts for more than half of statewide emissions; the state spends billions each year importing gasoline and diesel, hurting the local economy and contributing to climate change and public health harms.

In 2022, thirteen youth plaintiffs filed *Navahine v. Hawai'i Department of Transportation* (HDOT), resulting in a settlement that requires the HDOT to "take any actions necessary" to achieve zero emissions from ground, marine, and inter-island aviation by no later than 2045. The settlement was agreed to as a means to protect children's constitutional rights to a life-sustaining climate system and to preserve Hawai'i's public trust resources for present and future generations.

In 2025, HDOT released its Energy Security and Waste Reduction Plan, which identifies the critical near-, mid-, and long-term policies needed to comply with the settlement agreement. This bill is one of those critical solutions. HDOT's plan indicates that 81% of new vehicle sales must be electric by 2030 to stay on track, far behind the current ~14%.

This bill creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawai‘i residents, making the benefits of driving electric more accessible. With rebates applying only to non-luxury EVs (including used EVs) and no fees placed on the most affordable gas/diesel vehicles, this bill ensures that working families—and not just the wealthy—can enjoy the financial and health benefits of EVs.

In order to foster a cleaner state and expand access to sustainable transportation for all families, I urge the support of HB2030.

Mahalo,
Isabella Rose Zamora Liu

HB-2030

Submitted on: 2/8/2026 1:25:31 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Devin Weil	Georgetown University's Federal and DC Relations Committee and Our Children's Trust	Support	Remotely Via Zoom

Comments:

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee,

My name is Devin Weil, and I am a 20-year-old sophomore at Georgetown University. I currently serve as the head of Georgetown University's Federal and DC Relations Committee, a student advocacy group working in partnership with Our Children's Trust, the nonprofit law firm that helped secure the historic Navahine v. Hawai'i Department of Transportation settlement. I am writing today in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program and affirms that my generation and generations to come have the right to live in a safe and healthy environment.

When I moved to Washington, D.C., for college from my home state of Florida, one of the most significant changes in my daily life was transportation. I went from relying almost entirely on gas-powered cars and highways to using public transit, specifically the Metro, which quickly became my primary and preferred way to get around. That shift reduced my dependence on gasoline, saved me money, and produced far less pollution. More importantly, it made clear to me how transportation policy directly shapes affordability, public health, and environmental outcomes.

In Hawai'i, transportation is the largest source of climate pollution, accounting for more than half of statewide emissions, while billions of dollars leave the islands each year to import gasoline and diesel. These impacts are not abstract. They affect household costs, air quality, and community health across the state.

The Navahine settlement acknowledges these harms and requires Hawai'i to reach zero transportation emissions by 2045 in order to protect young people's constitutional rights and public trust resources. To remain on track, 81 percent of new vehicle sales must be electric by 2030, yet Hawai'i is currently far from meeting that benchmark.

That's where HB2030 comes in. The bill helps to create a revenue-neutral rebate program that lowers the upfront cost of new and used electric vehicles for Hawai'i residents, allowing more people to access the long-term savings of driving electric. This bill centers equity by applying rebates only to non-luxury electric vehicles, including used EVs, and by placing no new fees on

the most affordable gas and diesel vehicles. As a result, working families, not just high-income households, can benefit from cleaner air, lower transportation costs, and improved public health.

Just as moving to Washington, D.C. showed me what cleaner, more accessible transportation can make possible, I urge you to support HB2030 so families across Hawai‘i can experience those same economic, health, and environmental benefits.

Mahalo for the opportunity to testify.

HB-2030

Submitted on: 2/8/2026 2:33:27 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Julia Howey	FedRel	Support	Written Testimony Only

Comments:

Testimony in Support of HB2030 - Clean Vehicle Rebate Program**Hearing with the House Committee on Transportation 2/9, 9:30 AM.**

Aloha Chair, Vice Chair, and Members of the Committee,

My name is Julia Howey, and I'm a sophomore at Georgetown University. I'm here on behalf of Georgetown Federal and DC relations Committee, working with Our Children's Trust, and I am writing in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program.

Transportation is the largest source of pollution in Hawai'i, accounting for more than half of statewide emissions, and the state spends billions each year importing gasoline and diesel. These costs do not stay abstract. I have seen firsthand how transportation emissions contribute to environmental degradation in the community where I live in the St. Johns River Basin in Florida. Rising regional temperatures, driven in part by vehicle emissions, have contributed to higher surface water temperatures and an increase in harmful algal blooms. These blooms have led to documented fish kills, oxygen depletion, and periodic waterway closures, directly harming local ecosystems and the tourism and recreation industries that depend on them. Hawai'i faces similar climate vulnerabilities, where warming temperatures and emissions-driven climate change threaten coastal ecosystems and long-term environmental stability.

Transportation costs and pollution also produce measurable economic and health effects at the household level. In my community, gas price volatility places a direct financial burden on families who lack access to reliable public transportation, while vehicle exhaust increases exposure to nitrogen oxides and particulate matter near major roadways, contributing to higher rates of asthma and other respiratory conditions. HB 2030 offers a data-driven response to these challenges by reducing transportation emissions through clean vehicle incentives funded by a targeted tax on fossil-fuel vehicle sales. By lowering emissions at the source and expanding access to zero-emission vehicles, this bill would reduce climate pollution, improve public health, and address transportation affordability in a way that is fiscally responsible and environmentally necessary.

In 2022, thirteen youth plaintiffs filed *Navahine v. Hawai‘i Department of Transportation* (HDOT), resulting in a settlement that requires the HDOT to “take any actions necessary” to achieve zero emissions from ground, marine, and inter-island aviation by no later than 2045.

In 2025, HDOT released its Energy Security and Waste Reduction Plan, which identifies the critical near-, mid-, and long-term policies needed to comply with the settlement agreement. This bill is one of those critical solutions. HDOT’s plan indicates that 81% of new vehicle sales must be electric by 2030 to stay on track, far behind the current ~14%.

This bill creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawai‘i residents, letting more of our community access the savings of driving electric. This bill centers equity, with rebates applying only to non-luxury EVs (including used EVs), with no fees placed on the most affordable gas/diesel vehicles. This ensures that working families, not just the wealthy, can enjoy the financial and health benefits of EVs.

Please make clean transportation a realistic option for families across the islands, and support HB2030.

Mahalo,

Julia Howey



To: The House Committee on Transportation (TRN)
From: Sherry Pollack, 350Hawaii.org
Date: Tuesday, February 10, 2026, 9:30am

In strong support of HB2030

Aloha Chair Kila, Vice Chair Miyake, 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 **strongly supports HB2030** that would require the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles. This measure establishes the clean vehicle special fund and transportation affordability and energy security tax.

This bill creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawaii residents, letting more of our community access the savings of driving electric. This bill centers equity, with rebates applying only to non-luxury EVs (including used EVs), with no fees placed on the most affordable gas/diesel vehicles. This ensures that working families, not just the wealthy, can enjoy the financial and health benefits of EVs.

In 2024, the Hawaii Department of Transportation (HDOT) reached an unprecedented settlement in *Navahine v. HDOT*, with a commitment to protect children's constitutional rights to a life-sustaining climate system and to preserve Hawaii's public trust resources for present and future generations. The settlement requires HDOT to develop and support strategies that reduce carbon pollution from the transportation sector. This measure represents a common-sense solution that directly addresses this mandate.

Hawaii's proposed Clean Vehicle Rebate Program ensures that going electric becomes the easy and affordable choice for Hawaii's hardworking families, and would do so without raising taxes or using general funds. To protect our climate and future, we need ambitious efforts like HB2030. We urge you to PASS this important legislation.

Mahalo for the opportunity to testify on this measure.
Sherry Pollack
Co-Founder, 350Hawaii.org



Date: February 8, 2026
To: Representative Darius K. Kila, Chair
Representative Tyson K. Miyake, Vice Chair
Members of the House Committee on Transportation (TRN)
From: Climate Future Forum
Re: **SUPPORT for HB2030**
Hearing: 02/10/2026, Tuesday, 9:30 AM

As a youth leader of Climate Future Forum (CFF), I thank you for the opportunity to testify in **support of HB2030**, on behalf of CFF. The Climate Future Forum empowers youth (ages 14-26) to actively engage in shaping and advocating for climate policy and legislation. This bill represents a crucial step toward meeting Hawaii's clean economy goals while ensuring the transition is equitable and economically sound.

As a 16-year-old resident, this bill is deeply personal to me because climate change is directly threatening my future and has already impacted my life. Growing up in California, I experienced firsthand how the climate crisis is making natural disasters more severe and frequent. The increasing temperatures and prolonged droughts have created dangerously dry conditions, turning chaparrals into tinderboxes. Dead vegetation accumulates while living plants lose moisture, creating perfect conditions for fires to ignite and spread rapidly. In 2021, my family had to evacuate our home due to an approaching wildfire— an experience that brought the reality of climate change into sharp focus. Now living in Hawaii, I see different but equally concerning impacts of climate change, from coral bleaching to coastal erosion. This isn't just about abstract future threats— climate change is already reshaping my life and the lives of young people everywhere. We need bold action like HB2030 to ensure my generation has the opportunity for a stable and sustainable future.

HB2030 establishes a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles and plug-in hybrid electric vehicles, which directly addresses Hawaii's largest source of greenhouse gas emissions: transportation. The incentives detailed in the bill will help make clean transportation more affordable and accessible.

Equity is a central strength of this legislation. By offering an additional \$1000 rebate to low- and moderate-income households, the bill ensures that the transition to clean energy is inclusive and that families who may otherwise be unable to afford cleaner vehicles are not left behind.

The bill also establishes a sustainable funding structure through a transportation affordability and energy security tax on gasoline- and diesel-powered vehicles. This approach both encourages cleaner transportation choices and generates dedicated revenue to support the rebate program, ensuring its long-term viability.

Beyond environmental benefits, this policy will help families save money by reducing the typical fuel and maintenance costs that they would face with a gas-powered vehicle, and strengthen our state's energy security by reducing our reliance on fossil fuels.

By bringing together youth, educators, policymakers, and nonprofits, the Climate Future Forum fosters meaningful dialogue on climate action priorities and provides actionable steps to address climate change in Hawai'i. Through discussions involving over 100 youth, the forum has identified key high-priority areas, including regenerative food systems, climate and the economy, clean energy and transportation, climate justice and equity, and sustainable infrastructure.

Thank you very much for your support of youth engagement in climate policy. We respectfully urge the Committee to pass this bill.

Sincerely,
Sophia Park
Youth Leader of Hawai'i Climate Future Forum



FEBRUARY 10, 2026

HOUSE BILL 2030

CURRENT REFERRAL: TRN

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Kris Coffield,
President

David Negaard,
Director

Mireille Ellsworth,
Director

Justin Salisbury,
Director

Eileen Roco,
Director

Beatrice DeRego,
Director

Corey Rosenlee,
Director

Amy Zhao,
Policy and Partnerships Strategist

POSITION: SUPPORT

Imua Alliance supports HB 2030, relating to transportation affordability, which requires the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles; establishes the clean vehicle special fund; and establishes a transportation affordability and energy security tax.

Transportation is the largest source of greenhouse gas emissions in Hawai'i, accounting for nearly 50% of statewide emissions, with light-duty vehicles representing most of that share. Electric vehicles offer a proven pathway to reduce these emissions. According to the U.S. Department of Energy, EVs produce significantly lower lifetime emissions than comparable gasoline vehicles when charged on cleaner grids, a benefit that grows as electricity systems decarbonize and aligns with our state's carbon reduction, climate mitigation, and clean economy goals.

Hawai'i's grid is rapidly becoming cleaner, with renewable sources like wind, solar, and geothermal exceeding 40% of generation and planned increases under the state's 100% renewable portfolio goals. This means each EV on Hawai'i roads displaces more carbon emissions per mile traveled than in many other states. To meet statutory greenhouse gas reduction targets, accelerating EV adoption is essential.

Historically, federal tax credits—up to \$7,500 under the Inflation Reduction Act (IRA)—have been a critical incentive for EV purchases. Recent federal budget legislation (commonly referenced as H.R. 1, enacted in late 2025) substantially reduced the availability and value of EV tax credits effective January 1, 2026. H.R. 1 eliminated the new clean vehicle tax credit and capped or removed incentives for used EVs, which were previously essential for low- and moderate-income families to access EVs.

Regressive federal actions have heightened the need to enact state policies to safeguard these programs at the local level. According to a white paper published by Harvard University's Salata Institute for Climate and Sustainability in March of 2025, **federal efforts to cut electric vehicle tax credits will likely reduce zero-emissions vehicle adoption rates by at least 6%, while increasing carbon emissions by 20.3 million metric tons over baseline projections for 2030.**

These federal changes are expected to slow EV adoption nationwide and reduce the affordability of cleaner vehicles in markets already challenged by high purchase prices. In Hawai'i, where financial insecurity is high and vehicle costs are elevated due in part to import costs, the federal rollback magnifies equity challenges and slows progress toward climate goals. This proposal would create a state EV purchase rebate that fills the gap left by federal changes and restores financial incentives for Hawai'i residents to adopt clean transportation alternatives.

State rebates have been shown to significantly influence consumer decisions. A 2023 analysis by the International Council on Clean Transportation found that combining federal and state incentives can increase EV market share by 2–8 percentage points within five years, particularly among moderate-income buyers. Further, states such as New Jersey, Colorado, and California that implemented robust state EV incentives saw accelerated EV adoption rates compared to states without such incentives, with low-income rebate tiers helping to broaden access.

In Hawai'i specifically, EV market share has grown steadily but lags national leaders. According to Hawai'i Energy data from 2025, EVs account for a small, but increasing percentage of registered passenger vehicles, driven largely by early adopters and public fleets. A state rebate would broaden adoption into communities that are currently excluded from the EV market because of economic precarity, thereby building a sorely needed foundation of equity into our electrification transition.

With aloha,

Kris Coffield

President, Imua Alliance



HOUSE COMMITTEE ON TRANSPORTATION

Representative Darius K. Kila, Chair

Representative Tyson K. Miyake, Vice Chair

TESTIMONY IN SUPPORT OF HOUSE BILL 2030

Tuesday, February 10, 2026, 9:30 a.m.

Conference Room 430 & Videoconference

State Capitol

415 South Beretania Street

Aloha Chair Kila, Vice-Chair Miyake, and Committee Members:

Earthjustice strongly **supports House Bill 2030**, “Relating to Transportation Affordability,” which promotes affordability and equity, energy and economic security, and climate safety by establishing a market-based, self-funding, and revenue-neutral clean vehicle rebate program to be administered by the Hawai‘i Department of Transportation (HDOT). Following up on discussions with HDOT, we recommend various amendments, which are attached to this testimony, to further increase the support and safeguards for lower-income households and enhance the bill’s benefits of broadening access to cleaner and cheaper transportation choices.

As HB 2030 recognizes, Hawai‘i’s dependency on imported fossil fuels for ground transportation is an affordability and economic security crisis and a climate injustice. Hawai‘i residents spend, and the Hawai‘i economy loses, *billions* of dollars per year on gas and diesel fuel for cars and trucks. But the burdens of this legacy fossil fuel transportation system hit rural and undeserved communities the hardest. A recent report by Ulupono Initiative highlights that households with the highest reliance on gasoline spend thousands of dollars per year on their gas bills, amounting to 14 percent of their incomes. At the same time, rural and disadvantaged communities bear the brunt of the harms and costs of climate change, which are compounded by disparate access to infrastructure and services.

Yet, as HB 2030 further recognizes, existing technology can provide savings today for our local families and advance our state decarbonization commitments to meet the climate emergency. Just by switching the highest 7% of gasoline users to electric vehicles, for example, these households would save almost 40% on their bills, or more than \$5000 per year. This would save the Hawai‘i economy \$220 billion per year and more than 680,000 metric tons of carbon emissions, which is more than the entire commercial sector’s emissions. The upfront investment for electric vehicles, however, remains a main barrier to accessing these savings, especially for lower-income households. HB 2030 seeks to address this barrier head on.

HB 2030 establishes a clean vehicle rebate program to support the shift to zero-emission vehicles and reduce the cost of living for Hawai'i households. The bill affords particular support and safeguards for lower-income households, by providing an extra rebate for low- and moderate-income (LMI) customers, applying rebates to more affordable clean vehicle options, and encompassing as many of these options as possible, including plug-in hybrid, leased, and used vehicles. Recognizing the budget challenges the State currently faces, HB 2030 also provides a self-funding mechanism for the program, collecting modest fees on the sale of new fossil fuel vehicles and recirculating the funds back to the market and industry to support clean vehicle options. The program is thus intended and designed to be revenue neutral for the state budget.

HB 2030 patterns the proposed clean vehicle rebate program on successful models such as the federal EV tax credit, EV rebate programs in numerous states including California, and EV incentive programs across the world including the EU. It incorporates provisions the legislature has adopted for other clean transportation incentive programs including the e-bike rebate program and the EV charging system rebate program. It also builds on the inaugural Energy Security and Waste Reduction Plan that HDOT developed under the landmark settlement agreement in the *Navahine* case, which recommends such a rebate program as part of its comprehensive framework for enabling transportation savings opportunities and pollution reductions.

In conjunction with ongoing discussions with HDOT and the Hawai'i State Energy Office (HSEO), we attach proposed amendments to HB 2030, along with supporting explanations. These amendments include updates to the fee provisions based on expert analysis of Hawai'i market data from HSEO; an increase to the additional rebate for LMI households; as well as various drafting fixes.

We also offer brief responses to concerns and criticisms from other testifiers. Contrary to Tax Foundation's testimony, the definition of "light-duty motor vehicle" in the bill includes both cars and trucks. The definition is the same as in various Hawai'i statutes that require the State to convert its fleet to zero-emission vehicles. Tax Foundation cites the underlying definition of "light-duty vehicle," but misses the definition of "light-duty truck" that is also included.

The Department of Taxation (DOTAX) notes "difficulties" with changing its handling of GET revenues and requests replacing the proposed special fund with an appropriation of a set dollar amount, or delaying the effective date to provide more time for the necessary changes. Replacing the fee mechanism with an appropriation would defeat the purpose of the bill, such that the rebate program would no longer be self-financing and revenue neutral. If DOTAX is unwilling to accommodate this program, then other methods may include collecting the fees

through the vehicle registration process, which is how other jurisdictions handle collection for these and other program fees.

Organizations like the “Auto Innovators” support the rebate, but oppose the fee. We would encourage such auto industry representatives to embrace innovation and this historic opportunity to work together toward shared goals of saving consumers money and reducing pollution, and to recognize that the fees collected are returned to the market and industry to promote these goals. The Auto Innovators echo HB2030’s recognition that lower-income households “spend a larger share of their income on fuel,” which is exactly why HB2030 aims to enable these households to save money through clean vehicle options, while taxing only new purchases of fossil fuel vehicles. The proposed amendments would also limit the fee only to more expensive vehicles, which are also less fuel efficient and more costly overall.

Mahalo for the opportunity to testify in support of this key building block for transportation affordability and a cleaner and safer transportation future for all of Hawai’i’s people. Please do not hesitate to contact us with any questions or for futher information.

Isaac H. Moriwake, Esq.
Managing Attorney
Earthjustice, Mid-Pacific Office

House Bill 2030, Relating to Transportation Affordability:
Proposed Amendments

The following summarizes proposed amendments to HB2030, along with background explanations. These amendments include:

- I. Updating and filling in the numbers for the fee provision in Section 3 (“Transportation affordability and energy security tax”), based on detailed analysis of Hawai‘i market data.
- II. Increasing the amount of the additional rebate for low- and moderate-income (“LMI”) households from \$1000 to \$3000, while deleting the general income restriction for the base rebate.
- III. Fixing miscellaneous drafting details.

I. Updates to the Fee Provision in Section 3.

- On pages 14-15, revise the provisions under subsection (a) as follows (additions underscored; deletions bracketed and stricken):

- (1) 4 per cent if the vehicle obtains less than [thirty] twenty-two miles per gallon based on federal Environmental Protection Agency combined ratings;
- (2) 2 per cent if the vehicle obtains at least [thirty] twenty-two but not more than [fifty] thirty miles per gallon based on federal Environmental Protection Agency combined ratings; and
- (3) 1 per cent if the vehicle obtains more than [fifty] thirty miles per gallon based on federal Environmental Protection Agency combined ratings;
provided that vehicles that have a manufacturer's suggested retail price of \$32,000 or less shall be exempt from the tax.

Explanation: An expert team led by Dr. Aditya Ramji from the U.C. Davis Institute of Transportation Studies has helped provide analysis to inform updates to the fee provision in Section 3 of the bill. Using detailed Hawai‘i market data provided by the State Energy Office, Dr. Ramji’s team built a modeling tool showing that a modest fee in the range of only 1 to 4 percent on the sale of new fossil fuel vehicles would provide ample funds for the EV rebate program in the amounts proposed in the bill.

Based on this analysis, we recommend the updates above to the fee structure and amounts. These changes also include a specific exemption for vehicles with an MSRP of \$32,000 or less, which is the median price for Hawai‘i vehicle sales. This exemption for the lower-priced

half of the vehicle market (which is also generally more fuel efficient) aims to avoid burdening lower-income consumers' ability to choose these more affordable options.

II. Increase to the LMI Extra Rebate, and Deletion of the Income Limitation for the Base Rebate (addition underscored; deletion bracketed and stricken).

- On page 9, revise the first sentence of subsection (d) as follows (addition underscored; deletion bracketed and stricken):

(d) An increased rebate of up to \$3000 [1000], in addition to the rebate for eligible clean vehicle types in subsection (b), shall be offered to applicants from low- and moderate-income households.

- Also, on page 7, delete the following provision under subsection (c) and renumber the rest of the provisions accordingly (deletion bracketed and stricken):

~~[(1) Rebates shall be offered to applicants with household incomes of up to two hundred percent of the area median income as determined by the United States Department of Housing and Urban Development;]~~

Explanation: This increase in the additional rebate for LMI households from \$1000 to \$3000 further supports the bill's core goal of affordability and equity. This increase also brings the proposed rebate structure (base amount and additional LMI amount) more in parallel with the amounts in the California rebate program. The modeling tool analysis confirms that the revenues can support this increased LMI rebate amount.

The deletion of the income limitation for the base rebate has been suggested by HDOT to simplify the program, including any administrative complexities around income verifications. The proposed bill already incorporates numerous provisions with support and safeguards for lower-income vehicle options and households, including: limiting the rebate to clean vehicles less than \$60K; excluding the fee for fossil fuel vehicles less than \$32K; and providing the extra rebate for LMI households. The bill also provides HDOT the discretion to implement additional guidelines as necessary to optimally manage the program budget.

III. Miscellaneous Drafting Fixes.

In addition, several edits are needed to fix some details from the drafting process:

- Edit No. 1. On Page 7, lines 7-8, add the following language (addition underscored):

"The rebate shall be applied at the point of sale by participating dealers on the manufacturer's suggested retail price."

Explanation: Specifying that the rebate is to be applied on the listed MSRP is necessary to avoid any ambiguity and confusion on how the rebate will work at the point of sale.

- Edit No. 2. On page 8, lines 4-5, revise this provision as follows (addition underscored; deletion bracketed and stricken):

"Rebates for used vehicles shall be offered for vehicles that: . . . (C) have not received a rebate for a new vehicle purchase under this section in the past twenty-four months prior to the purchase as a used vehicle [are a model year at least two years earlier than the calendar year in which the vehicle purchased].

Explanation: The purpose of this provision, which is derived from the California EV rebate program, is to ensure that a rebate for a used EV is available only if the vehicle hasn't already received a rebate for a new EV purchase in the past 24 months. The deleted language doesn't cleanly address and accomplish this purpose and should be revised as indicated above.

- Edit No. 3. On page 8, lines 11 to 14, delete the following sentence (deletion bracketed and stricken):

[Upon request by a dealer, the department of transportation shall disclose whether a vehicle has previously received a rebate for a used vehicle purchase or lease under this section.]

Explanation: This sentence was added in drafting as a proposed clarification, but based on feedback from experts, this provision is unnecessary and can cause confusion. The way these rebate programs work is that any rebates issued for a vehicle are tracked by each vehicle's VIN number. Dealers should already know this information for the vehicles they are selling, or they can readily access this information and process the rebate at the time of sale, usually via a portal set up by the program administrator. It's thus cleaner and simpler to omit this sentence.

- Edit No. 4. On page 8, line 17, delete "or retailers"; likewise, on page 9, line 1, delete "or retailer."

Explanation: Elsewhere in the bill, drafting changed references to "dealers and retailers" to just "dealers," then inserted a citation to the definition of "dealer" under HRS § 437-1.1 (see page 13, line 2). To be consistent, other remaining references to "retailer(s)" should also be deleted.

DATE: February 10, 2026

TO: Representative Darius Kila
Chair, Committee on Transportation

FROM: Tiffany Yajima

RE: **H.B. 2030 - Relating to Transportation Affordability**
Hearing Date: Tuesday, February 10, 2026 at 9:30 a.m.
Conference Room: 430

Dear Chair Kila, Vice Chair Miyake, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **opposition** of H.B. 2030, Relating to Transportation Affordability.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

Auto Innovators **support section 2** of this measure which would establish under the Department of Transportation a tiered rebate on the purchase or lease of new and used electric vehicles and plug-in hybrid electric vehicles at the time of purchase of the vehicle and offer rebates to applicants in households of low to moderate income.

Auto Innovators **oppose section 3** of this bill which levies an additional tax on the gross proceeds of the sale of light-duty motor vehicles powered solely by gasoline, diesel, or gasoline or diesel blends based on miles per gallon, and is concerned that this shifts the cost burden to acquire a more expensive EV to gasoline or diesel-powered vehicle owners.

EV/PHEV rebate

Hawaii has one of the highest rates of adoption of passenger electric vehicles in the nation with more than 40,000 passenger electric vehicles registered in the state as of 2025, and yet this number represents less than 4 percent of the total number of registered vehicles in Hawaii.

Electric vehicle rebate programs have shown to be effective in encouraging consumers to purchase electric vehicles by bringing down the relatively higher cost of an electric vehicle compared to a gasoline-powered vehicle. There are 14 states that provide consumer rebates on the purchase or lease of electric vehicles, including California, Massachusetts, Connecticut, New York, New Jersey and Oregon. California remains the largest and most studied program and has consistently shown the strong influence of rebates on consumer behavior – showing that over half of EV buyers would not have purchased an EV without the state rebate, underscoring the effectiveness of financial incentives in accelerating adoption of electric vehicles.

Tax on gasoline or diesel vehicles

Auto Innovators is concerned that the bill would establish a new tiered tax on the gross proceeds of the sale of light-duty vehicles powered by gasoline, diesel, or blended fuels. Lower-income households are far more likely to drive older, cheaper gasoline or diesel vehicles, live farther from work, and have no access to alternative modes of transportation. Because EVs in general cost more than their fuel equivalent vehicles, this bill shifts the tax burden from those who can most afford electric vehicles to those who can only afford gasoline or diesel vehicles.

Under this measure, higher-income households – who are more likely to buy EVs and can afford them – not only avoid the tax but are subsidized by those who can least afford it. For that reason, Auto Innovators has strong concerns with this measure.

Thank you for the opportunity to submit this testimony.



February 10, 2026

Hawai'i State Legislature
House Committee on Transportation

Re: Comments on HB2030, Relating to Transportation Affordability

Aloha Chair Kila, Vice Chair Miyake, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we offer comments on HB 2030, relating to transportation affordability.

HADA supports the State's transition to renewable energy and shares the Legislature's commitment to reducing emissions and accelerating the adoption of cleaner vehicles statewide. At first glance, it may appear that rebate programs lower upfront costs and encourage electric vehicle adoption. On closer examination, HADA has concerns regarding the proposed transportation affordability and energy security tax as a funding mechanism for this program. While the intent is to improve affordability for clean vehicles, artificially increasing the cost of traditional vehicles to reduce the effective price of electric vehicles may have unintended consequences. Many Hawai'i residents, particularly those with lower incomes, those who live in rural communities, or those who must drive long distances, may not yet be able to rely on electric vehicles due to cost, charging availability, or practical use considerations. For these individuals and families, increased vehicle costs could result in a disproportionate financial burden.

Transportation affordability must be considered holistically. Policies intended to accelerate EV adoption should avoid penalizing consumers who have limited alternatives today. HADA is concerned that increasing the cost of internal combustion vehicles could make vehicle ownership less affordable for those who can least afford it, without meaningfully expanding near-term access to EVs for those same households. We also encourage careful consideration of funding mechanisms that minimize unintended impacts on working families and small businesses, along with clear public communication regarding program eligibility and the use of special fund revenues.

Mahalo for the opportunity to provide comments on this measure and for your continued efforts to advance a clean, affordable, and equitable transportation future for Hawai'i.

The Hawai'i Automobile Dealers Association is the voice of 71 new car dealerships across the islands, accounting for over 4,000 direct jobs, \$6 billion total sales and more than \$250 million in general excise taxes paid.

HB-2030

Submitted on: 2/6/2026 8:16:56 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
David Ball	Individual	Support	Written Testimony Only

Comments:

I support this legislation.

David Ball

Waialae-Kahala

HB-2030

Submitted on: 2/8/2026 11:17:47 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

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

Comments:

Aloha e Chair Kila and the members of the House Committee on Transportation,

I strongly support HB2030.

The bill will accelerate the State's transition to clean vehicles, which will reduce our reliance on price-volatile imported fossil fuels, reduce climate pollution, and ultimately help residents reduce their transportation expenses. Reducing barriers for drivers from low- and moderate-income households, as the bill would do, is especially important.

I urge your committee to pass this bill.

Thank you,

Thomas Graham, Honolulu

HB-2030

Submitted on: 2/8/2026 11:22:51 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Mary Lu Kelley	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

As an electric car driver for the past 9 years, I strongly support this bill also because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai'i's largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy, so they are not left behind.

The bill's funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii's transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill.

Mahalo!

Mary Lu Kelley

Koloa, Kauai, Hawaii

HB-2030

Submitted on: 2/8/2026 11:45:13 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Benjamin Narwold	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

I strongly support this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai‘i’s largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy, so they are not left behind.

The bill’s funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii’s transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill.

Mahalo!

Benjamin Narwold, Kapaa, Hawaii

HB-2030

Submitted on: 2/8/2026 12:07:22 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Keith Neal	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

Strong support for HB2030

Hawaii must accelerate it's transition toward a cleaner transportation systems by practical, balanced, and inclusive policy solution.

Thank you for your consideration.

Keith Neal

Waimea

HB-2030

Submitted on: 2/8/2026 1:21:33 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Leo Cohen	Individual	Support	Remotely Via Zoom

Comments:

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee,

My name is Leo Cohen. I live in Washington, D.C., and I am writing in strong support of HB2030, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

My commitment to the climate we all share is lifelong. I grew up helping maintain my grandparents’ off-grid home in rural California, brushing snow off solar panels and marveling at the power of their windmill. It was here that I learned to value simple things like warm showers that I took for granted back in the SF Bay Area, where I lived.

As I grew older, I realized those memories of renewables were about far more than just off-grid infrastructure; they were about the climate. A truth made visceral as the reality of the climate crisis eclipsed them: witnessing ash fall in my neighborhood from massive wildfires, enduring unbearable heat waves, and my community facing the mounting threats of sea level rise and drought.

From environmental regulation to conservation advocacy, my career has been a direct response to that wake-up call. I now focus on securing legally binding climate rights for future generations, and I see HB2030 as a vital pillar in that effort.

Transportation is the largest source of pollution in Hawai‘i, accounting for more than half of statewide emissions. Hawaii spends billions each year importing gasoline and diesel, hurting the local economy and contributing to climate change and other harms to public health.

In 2022, thirteen youth plaintiffs filed *Navahine v. Hawai‘i Department of Transportation* (HDOT), resulting in a settlement that requires the HDOT to “take any actions necessary” to achieve zero emissions from ground, marine, and inter-island aviation by no later than 2045. The settlement was agreed to as a means to protect children’s constitutional rights to a life-sustaining climate system and to preserve Hawai‘i’s public trust resources for present and future generations.

In 2025, HDOT released its Energy Security and Waste Reduction Plan, which identifies the critical near-, mid-, and long-term policies needed to comply with the settlement agreement. This bill is one of those critical solutions. HDOT’s plan indicates that 81% of new vehicle sales must be electric by 2030 to stay on track, far behind the current ~14%.

This bill creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawai‘i residents, letting more of our community access the savings of driving electric. This bill centers equity, with rebates applying only to non-luxury EVs (including used EVs), with no fees placed on the most affordable gas/diesel vehicles. This ensures that working families, not just the wealthy, can enjoy the financial and health benefits of EVs.

Please make clean transportation a realistic option for families across the islands, and support HB2030.

Mahalo for the opportunity to testify.

HB-2030

Submitted on: 2/8/2026 2:44:05 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Mary Smart	Individual	Oppose	Written Testimony Only

Comments:

1 most strongly oppose HB2030.

I supposedly live in a constitutional republic; however, many of the legislature's bills appear to promote a tyrannical socialist dictatorship.

Before I get into the details on the bill, I would like to remind our legislators of the propensity of electric vehicles to start on fire. That is a safety issues that many drivers don't want to experience. As of September 2025, Matson refused to ship EVs due to fire threats. These vehicles are dangerous. Pasha was offering service from San Diego to Honolulu under specific conditions and a nonrefundable surcharge.

In the bill, the concept that gasoline powered vehicles are more expensive to operate and less protective of the environment is unfounded. The climate change/global warming lies have been exposed by many scientists. The seas haven't been rising. My prior home town of Rochester, New York hasn't become warm in the winter. It is time for Hawaii legislators to stop pushing false narratives and harmful policies as found in HB2030.

The price of gasoline is high when "progressive" leaders don't allow the use of our country's resources. Luckily, our national leaders are now using common sense and discontinuing the costly process of solely buying foreign petroleum products. Gas prices are down.

Electric cars are not friendly to the environment. They are dependent on rare earth minerals and batteries that often contain substances such as mercury, lead, cadmium, and lithium. When it comes time to discard the electric vehicles, Hawaii will have serious hazardous waste disposal

problem, a worse problem than CO2 vapors. Plants, which include much of our food sources, need CO2 to thrive. CO2 is not a hazardous waste.

Having gasoline car buyers subsidize electric car owners is government theft. Don't rob Peter (gasoline car drivers) to pay Paul (electric car owners). Many electric cars are luxury vehicles. Luxury vehicle owners don't need to be subsidized. An unfair tax on people based on the type of energy it uses would be very unpopular. The target population for this subsidy is low income residents but they are the least likely to be able to install costly recharging devices in their residences, especially if they live in a condo.

Parents with children or elderly parents need to be able to transport them to school, medical appointments, and other events without the anxiety of running out of battery charge.

Private vehicles that don't take hours to "recharge" are a convenience that we desire and we feel we need. The sales number should be evidence that your constituents don't want electric vehicles.

Electric car owners are already getting a free ride with all the free recharging stations and their lack of gas taxes. Even with those incentives, electric cars are being rejected.

Elected Officials should be meeting the needs and wants of their local constituents and not answer to the mandates of their global overlords who are pushing Agenda 2030. There is nothing "sustainable" about those globalist 17 goals ... except the end result -- generational poverty and communism.

Stop subsidizing electric vehicles. If they are a good idea, people will buy and use them.

Legislators should look for ways not only to make owning gas powered vehicles less costly to operate but to make energy resources in our state plentiful and inexpensive.

Do not pass HB2030.

HB-2030

Submitted on: 2/8/2026 3:32:40 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Thomas Brandt	Individual	Support	Written Testimony Only

Comments:

Strong support!

HB-2030

Submitted on: 2/8/2026 3:48:58 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Brett Kulbis	Individual	Oppose	Written Testimony Only

Comments:

Chair Kila and Committee Members,

My name is Brett Kulbis, I'm a 26yr retired Navy Veteran, who took a solemn oath to defend the Constitution from all enemies foreign and domestic, and that oath didn't expire when I retired. I live in Ewa Beach.

I STRONGLY OPPOSE BILL HB-2030.

HB-2030 establishes a new “transportation affordability and energy security tax” on sales of new gasoline and diesel light-duty vehicles and directs the proceeds into a special fund to pay sizable rebates for qualifying electric vehicles and plug-in hybrids. This structure may be neutral to the general fund, but it is not neutral to consumers: it raises targeted taxes on Hawai'i families and small businesses who need new gas or diesel vehicles and uses those dollars to subsidize a different group of buyers, a redistribution many of us view as unfair and inconsistent with a free-market approach.

By design, the bill picks winners and losers in the vehicle market. Internal-combustion vehicles are penalized with a new tax, while specific types of EVs and plug-in hybrids—within set price caps and technical criteria—receive generous rebates, including an extra amount for certain income brackets. At the same time, HB-2030 creates a “Clean Vehicle Special Fund” and authorizes the Department of Transportation to delegate administration to a private third party that is not treated as a governmental body, yet can spend up to 10% or more of the fund on administration. This combination of narrow subsidies, a dedicated special fund, and broad administrative discretion invites program growth and mission creep with reduced direct legislative oversight, while doing little to lower overall transportation costs for residents who cannot practically switch to EVs because of range, payload, or charging limitations.

There are better ways to address energy security and transportation costs without imposing a new tax on essential vehicles. A more prudent, conservative path would focus on reducing regulatory and permitting barriers, encouraging infrastructure improvements for all drivers, and pursuing any incentives in a technology-neutral, time-limited manner rather than locking in a permanent tax-and-subsidy pipeline. For these reasons, I respectfully urge the Committee to defer indefinitely HB-2030.

Respectfully,

Brett Kulbis

HB-2030

Submitted on: 2/8/2026 4:40:18 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Ruta Jordans	Individual	Support	Written Testimony Only

Comments:

Strongly support.

HB-2030

Submitted on: 2/8/2026 5:18:50 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Daniel Ward	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

I strongly support this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles and plug-in hybrid electric vehicles. Transportation remains Hawai'i's largest source of greenhouse gas emissions, accounting for over 40% of the states total. Expanding access to clean vehicles is essential for meeting our climate energy costs.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy.

This bill's funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasolinen and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

Growing up in Hawai'i, the environment, whether through the ocean or the mountains, has always been an important part of my life. Seeing firsthand the destruction that is possible by humans and climate change, and knowing how fragile these rare Hawaiian ecosystems are has led me to fight for the environment. This bill provides a key step in this, significantly helping to reduce Hawai'i's greenhouse gas emissions.

This bill will help accelerate Hawai'i's transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the community to pass this bill.

Mahalo!

Daniel Ward, Honolulu

HB-2030

Submitted on: 2/8/2026 5:33:52 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Virginia Tincher	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

I strongly support this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai‘i’s largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill will help accelerate Hawaii’s transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill.

Mahalo!

Virginia Tincher

Honolulu

HB-2030

Submitted on: 2/8/2026 9:31:12 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Susan Duffy	Individual	Oppose	Written Testimony Only

Comments:

HB2030 repeatedly frames the clean vehicle transition as an issue of equity, justice, and moral urgency, yet fails to account for the human rights abuses required to produce the very vehicles it subsidizes. A policy that shifts harm from Hawai‘i families to children in foreign mines is not justice — it is displacement. Until enforceable ethical sourcing and transparency requirements are included, this bill asks the State to subsidize exploitation under the banner of sustainability.

HB-2030

Submitted on: 2/9/2026 7:38:26 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Nanea Lo	Individual	Support	Written Testimony Only

Comments:

Hello Chair Kila and members of the House Transportation Committee:

I strongly support this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai‘i’s largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy, so they are not left behind.

The bill’s funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii’s transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill.

me ke aloha ‘āina,

Nanea Lo, 96826

Sierra Club of Hawai‘i Member

Hawai‘i Workers Center Board Member

Honolulu Tenants Union Member

350 Hawai‘i Member

Carbon Cashback Hawai‘i Member

Hawai‘i Tax Fairness Coalition Member

Testimony in Support of HB2030 - Clean Vehicle Rebate Program
Hearing with the House Committee on Transportation
Tuesday February 10, 2026

Aloha Chair Kila, Vice Chair Miyake, and Members of the Committee,

My name is Mark Altstaedter, I live on Long Island and I am writing in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program. Though Hawai'i and Long Island may seem like they're a world apart, they share distinct and impactful environmental threats brought on by vehicle pollution. For starters, both are island environments where the majority of people rely on cars for transportation. Heavy traffic in both areas causes exhaust to build up, infecting both the air and surrounding water. This shared susceptibility to pollution's impact with the environment causes both places to experience flooding and extreme weather. Long Island faces nor'easters, frequent storm surge, and heavy coastal flooding. Similarly, Hawai'i has to contend with tropical storms, king tides, and intense rainfall. In both areas, polluted runoff becomes a serious environmental hazard, carrying oil, chemicals, and debris into waterways. Hawai'i and Long Island's shared heavy car use, limited land area, and exposure to severe weather should be sounding an alarm that something has to change, and soon. These problems aren't going away. So many people on Long Island have lost their homes to Hurricanes and other severe weather events. Hawai'i faces similar threats as a result of greenhouse gas emissions and the time to do something about it is now.

Transportation is the largest source of pollution in Hawai'i, accounting for more than half of emissions statewide. Hawai'i spends billions each year importing gasoline and diesel, hurting the local economy and contributing to climate change and public health harms. In 2022, thirteen youth plaintiffs filed *Navahine v. Hawai'i Department of Transportation* (HDOT), resulting in a settlement that requires the HDOT to "take any actions necessary" to achieve zero emissions from ground, marine, and inter-island aviation by no later than 2045. The settlement was agreed to as a means to protect children's constitutional rights to a life-sustaining climate system and to preserve Hawai'i's public trust resources for present and future generations. In 2025, HDOT released its Energy Security and Waste Reduction Plan, which identifies the critical near-, mid-, and long-term policies needed to comply with the settlement agreement. This bill is one of those critical solutions. HDOT's plan indicates that 81% of new vehicle sales must be electric by 2030 to stay on track, far behind the current ~14%. This bill creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawai'i residents, letting more of our community access the savings of driving electric. This bill centers equity, with rebates applying only to non-luxury EVs (including used EVs), with no fees placed on the most affordable gas/diesel vehicles. This ensures that working families, not just the wealthy, can enjoy the financial and health benefits of EVs.

Please make clean transportation a realistic option for families across the islands, and support HB2030.

Mahalo for the opportunity to testify.

HB-2030

Submitted on: 2/9/2026 9:18:11 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Helen Cox	Kauai Climate Action Coalition	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

Kauai Climate Action Coalition, a group of over 250 Kauai residents, strongly supports this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai‘i’s largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

As an EV owner myself, I am well aware of the economic and environmental benefits of driving an EV. I also know that for many the transition to an EV is difficult because of the initial cost.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy, so they are not left behind.

The bill’s funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii’s transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill. Mahalo!

Helen Cox, Kalaheo

Chair, Kauai Climate Action Coalition

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

HB-2030

Submitted on: 2/9/2026 9:38:56 AM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Susan Browne	Individual	Support	Written Testimony Only

Comments:

I am in favor if Hawaii being independent and self-reliant.

LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

HB-2030

Submitted on: 2/9/2026 2:17:27 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

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

Comments:

Please support clean transportation!

HB-2030

Submitted on: 2/9/2026 3:14:23 PM
Testimony for TRN on 2/10/2026 9:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Seuta'atia Cochran	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Kila and members of the House Transportation Committee:

I strongly support this bill because it would establish a statewide clean vehicle rebate program to incentivize the purchase or lease of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs). Transportation remains Hawai‘i’s largest source of greenhouse gas emissions. Expanding access to clean vehicles is essential for meeting our climate and energy goals.

This bill provides rebates of up to \$5,000 for the purchase or lease of new zero-emission vehicles. Rebates are also provided for the purchase or lease of new or used plug-in hybrid electric vehicles. Importantly, this bill prioritizes equity by providing an additional \$1,000 rebate for low- and moderate-income households to encourage them to participate in the societal transition to clean energy, so they are not left behind.

The bill’s funding structure is also responsible and fair. By establishing a transportation affordability and energy security tax on gasoline and diesel powered vehicles, the program encourages cleaner choices while generating dedicated funding for the rebates.

Beyond environmental benefits, HB2030 will reduce vehicle fuel and maintenance expenses to help families cope with the high cost of living.

This bill will help accelerate Hawaii’s transition toward a cleaner transportation system and represents a practical, balanced, and inclusive policy solution.

I urge the committee to pass this bill.

Mahalo!

Seuta'atia Cochran, Ewa Beach