

JOSH GREEN M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TAXATION

Ka 'Oihana 'Auhau
P.O. BOX 259

HONOLULU, HAWAII 96809
PHONE NO: (808) 587-1540
FAX NO: (808) 587-1560

GARY S. SUGANUMA
DIRECTOR

KRISTEN M.R. SAKAMOTO
DEPUTY DIRECTOR

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

TESTIMONY ON THE FOLLOWING MEASURE:

H.B. No. 1620, H.D.2, Relating to Energy

BEFORE THE:

House Committee on Finance

DATE: Monday, March 2, 2026

TIME: 10:00 a.m.

LOCATION: State Capitol, Room 308

Chair Todd, Vice-Chair Takenouchi, and Members of the Committee:

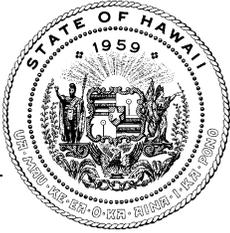
The Department of Taxation (DOTAX) offers the following comments regarding H.B. 1620, H.D.2, for your consideration.

H.B. 1620, H.D.2, amends section 243-3.5, Hawaii Revised Statutes, by increasing the Environmental Response, Energy, and Food Security Tax, commonly referred to as the "barrel tax," from \$1.05 to an unspecified amount on each barrel of petroleum product that is not aviation fuel. The bill also amends the allocation of the tax deposited into the electric vehicle charging system subaccount from 3 cents to an unspecified amount per barrel.

This bill has a defective effective date of July 1, 3000.

DOTAX notes that it can administer the bill with an effective date of January 1, 2027. This will allow sufficient time to notify the public, update systems, and make the necessary administrative adjustments, while also giving taxpayers adequate time to prepare for the change.

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



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:
Web:

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

(808) 451-6648
energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Monday, March 02, 2026
10:00 AM
State Capitol, Conference Room 308 and Videoconference

Providing Comments on
HOUSE BILL NO. 1620, HD2

RELATING TO ENERGY.

Chair Todd, Vice Chair Takenouchi, and Members of the Committee, the Hawai'i State Energy Office (HSEO) offers the following comments on HB 1620, HD2, which increases the environmental response, energy, and food security tax and the amount collected from the tax that is deposited into the electric vehicle charging system subaccount.

There is no dispute that meeting Hawai'i's decarbonization goals will require significant emissions reductions from ground transportation. HSEO found zero emission vehicles (ZEVs) and expanding access to reliable electric vehicle (EV) charging to be the primary strategies to achieve those goals in its 2023 *Hawai'i Pathways to Decarbonization* report,¹ presented to the Legislature pursuant to Act 238 (2022). But, Hawai'i's progress is lagging on public EV charging, with a ratio of about 44 registered EVs per public charging port statewide,² putting Hawai'i second to the bottom in the nation.

To achieve the State's decarbonization law, all three mitigation scenarios in the *Hawai'i Pathways to Decarbonization* report assume that by 2035 all sales of light-duty

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

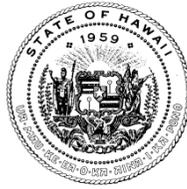
² Alliance for Automotive Innovation: Get Connected Electric Vehicle Quarterly Report, Second Quarter 2025

vehicles in Hawai'i will be ZEVs. The report also assumes 21% of registered light-duty passenger vehicles will need to be ZEVs by 2030.

While achieving these goals requires policies that remove barriers to EV adoption, HSEO defers to the Department of Budget and Finance on whether imposing a tax at this time is an appropriate means of removing such barriers, as well as the fiscal impacts of this measure to the State budget.

Thank you for the opportunity to testify.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

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

Monday, March 2, 2026
10:00 a.m.
State Capitol, 308

**HB1620,HD2
RELATING TO ENERGY**

House Committee on Finance

The Department of Transportation (DOT) supports House Bill 1620 HD2, relating to the increase of the environmental response, energy, and food security tax, and the allocation of additional funds to the electric vehicle charging system subaccount.

Additional funding in the electric vehicle charging system subaccount will lead to timely development of additional public EV charging stations, which will encourage more residents and visitors to choose EVs. A greater share of EVs on the road will reduce Hawaii's dependence on imported fuel, reduce emissions, and improve air quality.

The DOT's Energy Security and Waste Reduction Plan published in October 2025, explains how the transportation sector (including everyone who uses transportation) could meet the state's emission reduction targets established in state law. Without immediate additional investments and implementation of emission reduction strategies, Hawaii will not meet its targets. This bill proposes increased funding for a tangible and proven emissions reduction strategy that will move the state closer to achieving its targets. Electrification is the leading emissions reduction strategy for ground transportation, and expeditious development of public EV charging stations is critical to equitably electrify. The DOT is continuing to build public EV charging stations under its National Electric Vehicle Infrastructure (NEVI) Hawaii State Plan. We have developed public charging stations at Kahului Park and Ride, Aloha Tower, and Daniel K. Inouye International Airport. Construction of another station is underway at Kapalua Airport, and we will install additional stations in 2026 and 2027 on Kauai, Molokai, Hawaii Island, Lanai and Oahu. Even with DOT's continued investments, many more public EV charging stations are needed statewide.

Thank you for the opportunity to provide testimony in support.



TESTIMONY IN POSITION OF HOUSE BILL 1620 HD2

RELATING TO ENERGY

Ke Kōmike Hale o ka ‘Oihana ‘Imi Kālā

(House Committee on Finance)

Ke Kapitala ‘o Hawai‘i

(Hawai‘i State Capitol)

Malaki 2, 2026

10:00am

Lumi 308

Aloha e Chair Todd, Vice Chair Takenouchi, and Members of the Committee on Finance:

The Office of Hawaiian Affairs (OHA) **SUPPORTS HB1620 HD2** which expands the electrical vehicle (EV) charging system rebate program and supports necessary electrical vehicle charging infrastructure by transferring funds from the hydrogen fueling system subaccount to support EV.

Transportation is a particularly important, and often among the largest household expense for Native Hawaiian ‘ohana. Many Native Hawaiian ‘ohana live in rural communities and disproportionately experience longest commute times that not only take a toll on their budget, but also add stress which affects overall health and wellbeing.

This bill will address one of the main barriers to further EV adoption, particularly for Native Hawaiian ‘ohana who could benefit the most: more EV charging stations. Hawai‘i leads the nation in the rate of EV adoption, but is among the last in the availability of charging infrastructure. Especially as many Native Hawaiian ‘ohana live in communities with the longest commute times, this needed EV infrastructure will support achieving increased EV adoption that also benefits ‘ohana in terms of EV affordability in total lifetime costs. Not only will this bill help ‘ohana with their cost of living, but it is also better for the environment, and revenue-neutral for the state’s budget.

Accordingly, OHA respectfully urges the Committee to **PASS** HB1620 HD2. Mahalo for the opportunity to testify.

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



STATE OF HAWAII
PUBLIC UTILITIES COMMISSION
465 S. KING STREET, #103
HONOLULU, HAWAII 96813

JON S. ITOMURA
CHAIR

NAOMI U. KUWAYE
COMMISSIONER

COLIN A. YOST
COMMISSIONER

Telephone: (808) 586-2020
Facsimile: (808) 586-2066

Website: puc.hawaii.gov
E-mail: puc@hawaii.gov

Testimony of the Public Utilities Commission

To the
House Committee on
Finance

Monday, March 2, 2026
10:00 a.m.

Chair Todd, Vice Chair Takenouchi, and Members of the Committee:

Measure: H.B. No. 1620, H.D. 2
Title: RELATING TO ENERGY

Position:

The Public Utilities Commission ("Commission") supports this measure and offers the following comments for consideration.

Comments:

The Commission supports the intent of this measure to increase the environmental response, energy, and food security tax and direct the amount collected from the tax to be deposited into the electric vehicle charging system subaccount.

The Commission currently manages the state's Electric Vehicle Charging Station ("EVCS") Rebate Program as established in sections 269-72 and 269-73, Hawaii Revised Statutes ("HRS"), in consultation with Electric Vehicle stakeholders and in cooperation with the program's administrator, Hawaii Energy.

The EVCS Rebate Program has been a successful program for our state, beginning with the pilot program in 2019 to present. From January 2020 through June 2025, Hawaii Energy deployed over \$2.5 million in rebates supporting over 450 new and upgraded EVCS installations across all four counties in Hawaii, which includes both Level 2 and DC Fast Chargers¹. Hawaii Energy has been able to fully subscribe the program with the current annual appropriation level of \$750,000 per year, and any funding increase supported by this measure would allow for continued expansion of this successful

¹ See Hawaii Energy's EVCS Rebate webpage for more information and data:
<https://hawaiienergy.com/for-business/rebates-for-business/electric-vehicle-charging-stations/>

program, ensure more substantial deployment of EV charging infrastructure throughout the state to meet the evolving demand from Hawaii's electric vehicle drivers, while also supporting the Zero Emission Vehicles strategy to achieve Hawaii's Decarbonization goals.²

The Commission supports the proposed near-term step as stated in Section 3 of H.B. No. 1620 H.D.2 to transfer funds from the hydrogen fueling system subaccount to the EVCS subaccount on July 1, 2026.

Thank you for the opportunity to testify on this measure.

² See Hawaii State Energy Office's Pathways to Decarbonization Report (submitted to the Legislature December 2023): <https://energy.hawaii.gov/clean-energy-vision/decarbonization-strategy/>

TAX FOUNDATION OF HAWAII

735 Bishop Street, Suite 417

Honolulu, Hawaii 96813 Tel. 536-4587

SUBJECT: MISCELLANEOUS; FUEL, Hike Barrel Tax to Feed EV Charging System Fund

BILL NUMBER: HB 1620 HD 2

INTRODUCED BY: TRN

EXECUTIVE SUMMARY: Increases the environmental response, energy, and food security tax and the amount collected from the tax that is deposited into the electric vehicle charging system subaccount. Requires the Public Utilities Commission to transfer funds from the hydrogen fueling system subaccount to the electric vehicle charging system subaccount. Effective 7/1/3000. (HD2)

SYNOPSIS: Amends section 243-3.5, HRS, to change the barrel tax from \$1.05 to \$___ per barrel, and to raise the earmark to the electric vehicle charging system subaccount from 3 cents to _____.

Transfers \$_____ from the hydrogen fueling system subaccount to the electric vehicle charging system subaccount of the public utilities commission special fund (section 269-33, HRS).

EFFECTIVE DATE: July 1, 3000.

STAFF COMMENTS: The barrel tax, HRS section 243-3.5, now imposes a tax of \$1.05 on each barrel of petroleum product sold to an end user. It also imposes a tax on 19 cents per million BTU on a fossil fuel other than a petroleum product that is sold to an end user.

If it is proposed to raise the barrel tax on petroleum products, we question why there is no comparable increase to the barrel tax on non-petroleum fossil fuels.

In addition, the proposed measure would perpetuate the earmarking of tax revenues. Incentives for electric vehicle charging systems may be a worthy expense if considered alone. But does that justify bypassing the normal appropriation and budgeting process that also considers invasive species, risks to the social safety net, and the aging infrastructure in our educational system?

Earmarking revenues from any tax type for a particular purpose decreases transparency and accountability.

Next, it should be remembered that revenues diverted for a special purpose, in this case to fund electric bicycle charging systems, will not be counted against the state's spending ceiling or debt limit and will obscure the state's true financial condition.

The bill includes unspecified credit amounts and otherwise contains blanks for important information. The bill cannot be scored for revenue gain/loss in its current form, and cannot be vetted properly unless numbers are inserted. We note that the EEP committee report recommends numbers to fill in at least some of the blanks.

Re: HB 1620 HD2

Page 2

The Rules of the House and of the Senate specify that proceedings are to follow Mason's Manual of Legislative Procedure published by the National Conference of State Legislatures. Mason's Manual specifies, in section 416-8 of its 2020 edition, that "When proposals containing blanks are introduced, these must be filled before other motions to amend are entertained."

Digested: 2/28/2026

HB-1620-HD-2

Submitted on: 3/1/2026 7:09:44 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Kauai Climate Action Coalition	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

Hydrogen is a fool's errand, so transferring those monies to EV, immediately helps the state's most vulnerable populations the most saving a larger percentage of their budget than almost anything else available. It immediately creates cleaner air for everyone to breathe and instantly stimulates our local economy—it's a no-brainer. We must stop burning fossil fuels in the state and take action now, folks. Let's act today. Mahalo!

Steve Parsons, Kauai Climate Action Coalition, Lead

HB-1620-HD-2

Submitted on: 3/1/2026 10:23:42 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ted Bohlen	Climate Protectors Hawai'i	Support	Written Testimony Only

Comments:

SUPPORT!



Carbon Cashback

February 28, 2026

Re: FIN hearing of HB1620 HD2 on March 2, 2026

Position: Support

Aloha e Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

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

Carbon Cashback Hawai'i supports HB1620 HD2, which increases the barrel tax and directs the additional revenues – as well as funds transferred from the hydrogen fueling system subaccount – to the electric vehicle charging system rebate program. We understand that this program is successful but is severely funding-constrained.

Ground transportation is one of Hawai'i's largest sources of greenhouse gas emissions and a major contributor to high household energy costs. This bill directly addresses both challenges by helping residents transition to clean and cost-efficient electric vehicles.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families and helping the State achieve its clean energy and energy security goals.

We urge you to pass this bill out of your committee.

Mahalo nui loa.

March 3, 2026, 10 a.m.
Hawaii State Capitol
Conference Room 308 and Videoconference

To: House Committee on Finance
Rep. Chris Todd, Chair
Rep. Jenna Takenouchi, Vice Chair

From: Grassroot Institute of Hawaii
Ted Kefalas, Director of Strategic Campaigns

TESTIMONY IN OPPOSITION TO HB1620 HD2 — RELATING TO TAXATION

Aloha chair, vice chair and other committee members,

The Grassroot Institute of Hawaii **opposes** [HB1620 HD2](#), which would increase the environmental response, energy and food security tax from \$1.05 per barrel of petroleum to an undetermined amount.

Hawaii's residents and businesses cannot afford new taxes, tax increases, fees or surcharges. Any increase in the tax rates for petroleum products will only contribute to the high cost of living, especially the state's high energy and gas prices.

Hawaii residents already pay the highest electricity prices in the country,¹ and the islands that depend heavily on petroleum to provide grid-scale electricity — especially Lanai, Molokai and Oahu — would be hit hardest by the increase proposed in this legislation.²

Thank you for the opportunity to testify.

Ted Kefalas
Director of Strategic Campaigns
Grassroot Institute of Hawaii

¹ "[Hawaii](#)," U.S. Energy Information Administration, May 15, 2025.

² Leon R. Roose, Marc Matsuura and Damon Schmidt, "[Fundamentals of Energy Transition in the Pacific Island Countries and Territories](#)," GridSTART, Oct. 24, 2025, pp. 8-9.



HOUSE COMMITTEE ON FINANCE
Representative Chris Todd, Chair
Representative Jenna Takenouchi, Vice Chair

TESTIMONY IN **SUPPORT** OF HOUSE BILL 1620, HD2

Monday, March 2, 2026, 10:00 a.m.
Conference Room 308 & Videoconference
State Capitol
415 South Beretania Street

Dear Chair Todd, Vice Chair Takenouchi, and Committee Members:

Earthjustice strongly **supports House Bill 1620, HD2**, Relating to Energy. This bill provides for an increase to the barrel tax, as well as an increase of the allocation of barrel tax revenues to the existing electric vehicle (EV) charging system rebate program. It also provides for a transfer of funds from the hydrogen fueling system subaccount to the EV charging system subaccount that funds the EV charging system rebate program. This proposed funding increase is an essential step to help expand the EV charging infrastructure that Hawai'i needs to enable consumer savings and pollution reductions for everyone. The EV charging system rebate program is an established program with a successful track record over numerous years, and this bill would build on this program's success and broaden its reach.

As this bill recognizes, Hawai'i is currently among the leading states in the nation in the rate of EV adoption, but among the *last* in the availability of charging infrastructure. According to testimony by the State Energy Office, in contrast to California's recommended ratio of one public charger per seven EVs in operation, Hawai'i had only one public charger per 47 EVs in 2025—which was actually a step backward from the previous year's ratio of one public charger per 38 EVs. In other words, Hawai'i is falling further behind, and the gap between available and necessary infrastructure is widening.

As the legislature has also recognized, EVs are already cheaper than fossil fuel vehicles in total lifetime costs. A recent study by Ulupono Initiative indicated that households with the highest reliance on gasoline spend almost \$14,000 on average per year, or 14 percent of their incomes. Switching to EVs could save these households \$5,300 dollars annually on fuel costs alone, or up to 38 percent savings on their gas bills.

The dearth of charging infrastructure, however, is a major barrier to EV adoption,

MID-PACIFIC 850 RICHARDS STREET, SUITE 400 HONOLULU, HI 96813

T: 808.599.2436 F: 808.521.6841 MPOFFICE@EARTHJUSTICE.ORG WWW.EARTHJUSTICE.ORG

particularly for renters, apartment and condominium residents, and lower-income households and communities. Increasing public funding for EV charging infrastructure is a fundamental priority for affordability and equity, ensuring that everyone has access to essential facilities and no one is left behind in the transition to a clean transportation system.

Given the budget challenges the State is currently facing, this modest increase in the overall barrel tax to increase funding for this essential program would be revenue-neutral in its impact on the state budget. In the alternative, the legislature could simply increase the allocation of barrel tax revenues to the EV charging system rebate program. Currently, a total of *only 20 cents* of the \$1.05 collected on each barrel—or only 19% of the total tax—is allocated to the purposes for which it was established. The proposed transfer of funds from the hydrogen fueling system subaccount to the EV charging system subaccount is also a helpful step to redirect available funds where they are urgently needed and can be productively used today.

Particularly given the problems with the federal government rescinding critical funding support, the State must do what it can to show leadership and provide the beneficial investments today that will enable savings going forward. Now is the time to make bold investments for affordability and safety for Hawai'i's people and not ignore or abandon that responsibility.

Mahalo for the opportunity to testify. Please do not hesitate to contact us if you have any questions or need further information.

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



MARCH 2, 2026

HOUSE BILL 1620 HD2

CURRENT REFERRAL: FIN

808-679-7454
kris@imuaalliance.org
www.imuaalliance.org
@imuaalliance

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 1620 HD2, relating to energy, which increases the environmental response, energy, and food security tax and the amount collected from the tax that is deposited into the electric vehicle charging system subaccount; and transfers funds from the hydrogen fueling system subaccount to the electric vehicle charging system subaccount.

Imua Alliance is a Hawai'i-based organization dedicated to ending exploitation of both people and our planet. Accordingly, as the link between gender violence and the climate crisis is becoming clearer and more urgent, we support measures that drive climate action, including this proposal, which strengthens Hawai'i's electric vehicle (EV) charging infrastructure and helps accelerate a just transition away from fossil fuels.

Electric vehicle adoption is growing, but Hawai'i still lags its potential. Hawai'i is a national leader in EV adoption, but still far from where we need to be. As of December 2025, more than 40,000 electric passenger vehicles were registered in the state, according to the Hawai'i Electric Vehicle Association, representing about 3.8% of all passenger vehicles, with year-over-year growth exceeding 15%.

Yet over 93% of passenger vehicles in Hawai'i still run on gasoline or diesel, and ground transportation remains a major source of greenhouse gas emissions and imported fuel dependence. To meet Hawai'i's climate goals and reduce the state's reliance on imported fossil fuels, EV adoption must accelerate dramatically.

Moreover, charging infrastructure remains a primary barrier to EV adoption for both the public and private sector. The Legislature has already recognized that Hawai'i is among the leading states in EV adoption, but among the last in the availability of public charging infrastructure, creating a widening infrastructure gap.

This problem has become more acute over the past year, as federal officials have targeted numerous programs that stimulate the adoption of clean energy and electric vehicles, heightening 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.

Transitioning public sector transportation fleets to zero-emissions vehicles is critical in achieving Hawai'i's statutory commitment to achieving a 100% renewable portfolio standard. Under the federal Infrastructure Investment and Jobs Act of 2021, also known as the Bipartisan Infrastructure Law, the Joint Office of Energy and Transportation created the Ride and Drive funding opportunity for states, which set aside \$51 million in grants for projects to improve the performance, reliability, and resiliency of electric vehicle charging, while strengthening the electric vehicle workforce.

The Hawai'i State Energy Office (HSEO), in collaboration with other state agencies, applied for funding through the Ride and Drive program. Such funding was intended to address the infrastructure needs of Hawaii's government fleets to meet state mandates that require public agencies procuring new light-duty passenger vehicles, light-duty trucks, or multi-purpose passenger vehicles to prioritize the purchase of zero-emission vehicles, with the goal of attaining 100% fleet conversion by 2035.

In October of 2025, however, the United States Department of Energy terminated more than \$7.5 billion in funding for state-level energy projects, including approximately a million dollars that had been awarded to HSEO for the development of resilient charging infrastructure through the Ride and Drive program. The department had approved the grant just four weeks before announcing its cancellation, undermining the financial stability of the state's efforts to expand access to resilient charging infrastructure.

Charging access is especially critical for renters, condominium residents, and low-income households, who often cannot install home chargers and therefore cannot benefit from the cost savings of EV ownership. A robust charging network is necessary to make EVs a viable option for everyone, not just homeowners. Research and policy experience consistently show that charging availability is one of the strongest predictors of EV adoption, as it reduces range anxiety and increases consumer confidence.

Fossil fuel dependence is not just an environmental issue. It is an economic security issue for working families and our state economy. Hawai'i imports most of its petroleum, sending billions of dollars out of the state and exposing residents to volatile global energy prices. Transportation electrification keeps money in the local economy and lowers household transportation costs.

Climate change disproportionately harms Native Hawaiian, low-income, and coastal communities through sea-level rise, extreme weather, and ecosystem

degradation. The exploitation of people and the exploitation of the climate are interconnected: extractive industries profit, while frontline communities bear the health and financial burdens, which exacerbate the social determinants of gender violence and exploitation. Investing in EV infrastructure is thus a public health, economic equity, and climate justice strategy, not merely a technology upgrade.

Finally, the Legislature should view this measure in the broader context of Hawai'i's barrel tax on imported petroleum, which was designed to internalize the public costs of fossil fuel dependence and fund the transition to clean energy. The barrel tax recognizes that oil extraction and combustion impose significant costs on communities through climate change, air pollution, public health impacts, and economic volatility, while profits flow to multinational corporations.

Directing barrel tax revenues toward EV charging infrastructure is a concrete way to shift resources from extractive industries to community benefit, accelerate decarbonization, and ensure that the transition away from fossil fuels is financed by those who have historically contributed most to climate and human exploitation.

This bill recognizes that previous funding for EV charging incentives must dramatically increase to meet growing infrastructure needs. It supports affordability, livability, and economic resilience by reducing fossil fuel imports and expanding access to clean transportation. Expanding EV charging infrastructure is one of the most effective actions we can take to reduce emissions, lower the cost of living, and break the cycle of climate and economic exploitation.

With aloha,

Kris Coffield

President, Imua Alliance

HB-1620-HD-2

Submitted on: 3/1/2026 9:16:34 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
laurel brier	Kauai Climate Action Coalition	Support	Written Testimony Only

Comments:

Support transportation goals in Hawaii and the transission to Electric Vehicles with the expansion of EV parking facilities.

STRONG SUPPORT FOR HB1620

Hawaii Electric Vehicle Association

hawaiiev.org
info@hawaiieva.com



March 1, 2026

Hawaii State Legislature
Honolulu, HI 96813

Distinguished Chair and Members of the Legislature,

The Hawaii Electric Vehicle Association respectfully urges the 2026 Legislature to pass House Bill 1620, HD2, which increases sustainable funding for Hawaii's electric vehicle charging system rebate program. This legislation is essential to closing the critical infrastructure gap between Hawaii's EV adoption rate and our public charging availability.

Hawaii's EV Paradox: We Lead in Adoption, Lag in Charging

Hawaii is among the leading states in the nation in electric vehicle adoption rate. Yet we rank among the lowest in public charging infrastructure availability. This paradox is unsustainable. As EV registrations accelerate, the lack of charging availability becomes a growing barrier to further adoption—particularly for renters, condo residents, and lower-income households who depend on public charging.

Current state: approximately 900 public EV charging ports. Projected need by 2030: approximately 4,000 ports. HB1620 provides the sustainable funding mechanism to close this gap.

A Proven Program Needs Sustainable Funding

Hawaii's EV charging system rebate program, established in 2019, facilitated the installation of over 450 charging systems. The program works. But the initial funding has been depleted. Rather than letting this successful program die, HB1620 creates sustainable, ongoing revenue by reallocating barrel tax proceeds dedicated to fossil fuel consumption toward infrastructure supporting the transition away from fossil fuels.

This is logical policy: those who consume fossil fuels pay a small tax that directly supports the infrastructure to transition away from fossil fuels.

What HB1620 HD2 Does

HB1620 HD2 accomplishes three key objectives:

1. Increases Barrel Tax Allocation to EV Charging. The bill increases the portion of barrel tax revenue dedicated to the EV charging subaccount, ensuring predictable, sustainable funding for the rebate program as demand grows.

2. Redirects Hydrogen Funds to EV Charging. The bill transfers funds from the hydrogen fueling system subaccount to the EV charging system subaccount. This reflects market reality: hydrogen fuel cell vehicles remain niche technology with minimal infrastructure in Hawaii, while EV adoption is accelerating rapidly. Moving hydrogen resources to EV charging maximizes impact on decarbonization and transportation equity.

3. Supports the Navahine Settlement Requirements. Hawaii's Energy Security and Waste Reduction Plan (developed under the landmark Navahine settlement) explicitly identifies EV charging infrastructure expansion as critical to meeting 2030 and 2045 decarbonization targets. HB1620 provides the funding to implement that plan.

Economic and Equity Benefits

Expanding EV charging infrastructure creates multiple benefits:

Energy Security: Reduces Hawaii's dependence on imported fossil fuels and the massive annual drain of funds leaving our state to pay for gasoline and diesel.

Affordability: Enables families to switch to EVs and save thousands on fuel and maintenance costs—particularly important for lower-income households.

Equity: Public charging is essential for renters and condo residents who cannot install home chargers. HB1620 ensures they have access to affordable EV transportation.

Climate Commitment: Supports Hawaii's legal obligation under the Navahine settlement and state law to eliminate fossil fuels from the transportation system by 2045.

Fiscal Responsibility

HB1620 is fiscally responsible. It does not create new spending from general funds. Instead, it reallocates existing barrel tax revenue—funding that currently supports the general fund—to accelerate EV infrastructure while fossil fuel consumption is still occurring. As Hawaii's transportation system electrifies and fossil fuel use declines, this revenue source will naturally erode. HB1620 redirects that revenue to infrastructure that enables the transition before the revenue disappears.

HB1620 HD2 is practical, targeted legislation that provides sustainable funding for a proven program. We urge you to pass this bill.

Respectfully,

A handwritten signature in black ink, appearing to read "TH".

Tam Hunt
Board Member and Policy Director
Hawaii EV Association



Hawaii EV Association is a grassroots non-profit group representing electric vehicle owners in Hawaii. Our mission is to accelerate the electrification of transportation through consumer education, policy advocacy, and electric vehicle charging infrastructure expansion. For more information, please visit hawaiiev.org.

Hawaii EV Board

Noel Morin, President
Nanette Vinton, Secretary, and Treasurer
Jenn Lieu – Director
Tam Hunt – Director
Michael Albatrosov – Director
Rob Weltman – Director

Hawaii EV Clubs

Big Island EV Association
Kauai EV
Maui Nui EV
Tesla Hawaii Club



Testimony in Support of HB1620
Hearing on March 2 2026 at 10am
House Committee on Finance

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

My name is Doorae Shin, and I am submitting this testimony on behalf of Our Children's Trust in strong support of HB1620, which increases the environmental response, energy, and food security tax on imported petroleum and directs additional revenue to Hawai'i's electric vehicle charging system rebate program.

HB1620 addresses one of the most significant barriers to electric vehicle adoption in Hawai'i: the lack of accessible, affordable, and reliable charging infrastructure. While electric vehicle ownership in Hawai'i continues to grow, the state's charging network has not kept pace. As a result, Hawai'i now ranks among the lowest states in the nation for charging availability and continues to fall further behind. This gap disproportionately impacts renters, residents of multi-unit dwellings, rural communities, and lower-income households, many of whom lack access to home charging and are therefore excluded from the benefits of electric transportation.

Transportation is one of the largest household expenses in Hawai'i. Electric vehicles offer substantial savings on fuel and maintenance, but those savings are only attainable if residents can reliably charge where they live, work, and travel. By expanding funding for charging infrastructure, HB1620 directly supports household affordability while advancing Hawai'i's clean energy and climate goals.

HB1620 builds on an existing and proven program. The electric vehicle charging system rebate program was established in 2019 and, despite its modest scale, has already supported the installation of hundreds of charging systems statewide. Demand for this program has consistently exceeded available funding. This bill responds to that demand by increasing the portion of the barrel tax dedicated to charging infrastructure from three cents to thirteen cents per barrel, while increasing the overall barrel tax by ten cents. Importantly, this approach uses an existing tax on imported petroleum to fund solutions that reduce dependence on that very fuel.

The expanded funding enabled by HB1620 will support rebates for the installation of electric vehicle charging systems in multi-unit dwellings, workplaces, and publicly accessible locations. It prioritizes broader geographic coverage and more equitable access across the islands, ensuring that the transition to clean transportation is not limited to single-family homeowners. By focusing on shared and community-based charging, the bill helps ensure that renters and condo residents are not left behind.

HB1620 also strengthens Hawai'i's energy security. The state remains heavily dependent on imported petroleum, leaving our communities vulnerable to volatile global fuel prices and supply disruptions. Investing in electric vehicle charging infrastructure helps keep energy dollars in

Hawai‘i, supports the use of locally generated renewable energy, and reduces exposure to external economic shocks.

In addition to its economic and equity benefits, HB1620 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 (HDOT)*, resulting in a settlement that requires 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, including expanding electric vehicle charging infrastructure to support widespread adoption of zero-emission vehicles. HB1620 is a concrete and necessary step toward fulfilling these obligations.

Reducing emissions from the transportation sector also delivers immediate public health benefits. Increased electric vehicle adoption lowers air pollution, particularly in communities located near high-traffic corridors, ports, and industrial areas. These reductions improve respiratory and cardiovascular health outcomes and reduce healthcare costs, benefits that are especially important for children and other vulnerable populations.

HB1620 represents a pragmatic, equitable, and forward-looking investment in Hawai‘i’s future. It strengthens a successful program, addresses a clear infrastructure gap, reduces household transportation costs, and advances the state’s climate, energy security, and public health goals. By expanding access to electric vehicle charging, this bill ensures that the benefits of clean transportation are shared broadly and fairly across Hawai‘i.

For these reasons, Our Children’s Trust strongly urges your support for HB1620.

Mahalo for the opportunity to submit this testimony and for your leadership on this critical issue.



Doorae Shin
Our Children’s Trust

HB-1620-HD-2

Submitted on: 2/27/2026 4:35:42 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Bruce Mirken	Individual	Support	Written Testimony Only

Comments:

Dear members of the committee,

As a Hilo resident and electric vehicle owner (since 2020), I see our islands increasingly threatened by climate change and have first-hand experience with EVs, which represent one of the simplest ways to cut our greenhouse gas emissions. Alas, Hawaii's EV charging infrastructure remains seriously inadequate, especially on the Big Island. This bill will help. I urge you to pass it without delay.

Mahalo.

Regards,
Bruce Mirken

HB-1620-HD-2

Submitted on: 2/27/2026 7:53:08 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Lyle Wilkinson	Individual	Support	Written Testimony Only

Comments:

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

Please increase funding for the EV Charger Rebate program. This would accelerate the installation of public EV charging stations, including charging stations at workplaces and multi-unit residential properties. This legislation will help expand EV charging infrastructure statewide, critical to the equitable adoption of electric vehicles. Increasing the ratio of EV to ICE vehicles while reduce CO2 emissions.

Please pass this measure.

Lyle Wilkinson,

Kahului, Maui

HB-1620-HD-2

Submitted on: 2/28/2026 12:30:06 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
John Kawamoto	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai'i's shift to clean transportation.

The State's electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Mahalo!

John Kawamoto

HB-1620-HD-2

Submitted on: 2/28/2026 12:36:25 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Douglas Perrine	Individual	Support	Written Testimony Only

Comments:

Electric vehicles are becoming increasingly popular in Hawaii, but their widespread adoption is still hampered by a critical shortage of charging stations. At the same time, hydrogen fueled vehicles have failed to gain traction here or elsewhere. I strongly support HB1620 to raise funds for ev chargers by raising the tax on polluting fuels, and by transferring funds from the hydrogen fuel fund.

HB-1620-HD-2

Submitted on: 2/28/2026 2:07:31 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

Aloha Chair, Vice Chair, and Committee Members,

The electric vehicle charging system rebate program has been successful in spurring the development of electric vehicle charging infrastructure and accelerating Hawai‘i’s shift to clean transportation. However, I understand that the program has been funding-constrained; that is, it’s not meeting the demand for charging system rebates.

I support raising the barrel tax, as well as transferring funds from the hydrogen fueling system subaccount, to increase funding for the EV charging rebate program, as provided in HB1620 HD2.

Thank you,

Thomas Graham, Honolulu

Aloha Chair Todd and Vice Chair Takenouchi, and members of the committee.

I strongly support HB1620_HD2

Electric vehicle scarce charging infrastructure is a significant barrier to wide adoption of electric vehicles, particularly for those of us on the more rural neighbor islands. This bill will help break down that barrier, local benefiting families, encouraging visitor rentals, and helping the State in its clean energy and energy security goals.

Respectfully submitted,
Keith Neal
Waimea

HB-1620-HD-2

Submitted on: 2/28/2026 2:26:52 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Christine Daleiden	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Mahalo!

Christine Daleiden

HB-1620-HD-2

Submitted on: 2/28/2026 2:29:29 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ronald "Ron" Reilly	Individual	Support	Written Testimony Only

Comments:

Dear Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Thank you for passing HB1620 HD2

Ron Reilly, Volcano Village

HB-1620-HD-2

Submitted on: 2/28/2026 2:49:11 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Lorn Douglas	Individual	Support	Written Testimony Only

Comments:

Please support HB1620 to will help build out electric vehicle charging infrastructure and accelerate Hawaii's shift to clean transportation.

HB-1620-HD-2

Submitted on: 2/28/2026 3:12:36 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Diane Ware	Individual	Support	Written Testimony Only

Comments:

Dear Chair and Committee Members,

I have owned an EV for 5 years. The numbers of EVs has greatly increased but charging infrastructure is the same or even less than 5 years ago. If I needed to drive to work daily I couldn't use my EV daily. I have time of use electric and charging at night is expensive. Please consider this option to increase EV usage and make transportation sector more renewable.

Respectfully,

Diane Ware Volcano 96785

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HB-1620-HD-2

Submitted on: 2/28/2026 3:13:02 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Eric Lindborg	Individual	Support	Written Testimony Only

Comments:

I support HB1620 HD2. It will help the development of electric vehicle charging infrastructure and accelerate Hawai'i's shift to clean transportation.

The State's electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

HB-1620-HD-2

Submitted on: 2/28/2026 3:33:45 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance,

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Mahalo!

Virginia

Honolulu

HB-1620-HD-2

Submitted on: 2/28/2026 6:01:08 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ruth Robison	Individual	Support	Written Testimony Only

Comments:

To: Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance

From: Ruth Robison

I have been a resident of Hawai`i since 1962 and of Hilo since 1982. I bought a 2-year old Kia Niro EV in 2022 and installed a level 2 charger in my carport. Not everyone is able to charge at home.

Limited electric vehicle charging infrastructure in the State is a barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefiting families while helping the State achieve energy independence.

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai`i's shift to clean transportation.

The State's electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Thank you for the opportunity to testify.

HB-1620-HD-2

Submitted on: 2/28/2026 7:18:04 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Buck Joiner	Individual	Support	Written Testimony Only

Comments:

I have two electric vehicles on order, and I will need to charge them away from home. Hawaii needs to be independent of fossil fuels. Please support this bill.

HB-1620-HD-2

Submitted on: 2/28/2026 8:15:27 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Bobbie Best	Individual	Support	Written Testimony Only

Comments:

Lack of nearby charging stations keeps me from buying an EV. I live in a condo so can't charge at home

HB-1620-HD-2

Submitted on: 2/28/2026 9:48:01 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Mojo Mustapha	Individual	Support	Written Testimony Only

Comments:

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

My name is Mojo Mustapha. I am a local Hawaii resident living in East Hawaii.

In support of a cleaner green Hawaii, I purchased and drive an EV. However, I have been frustrated by the lack of public chargers in East Hawaii.

As a person who lost their home and business in the 2018 Kilauea volcano eruption, I now live off grid so public chargers are very important for me.

This legislation will help expand EV charging infrastructure statewide, critical to the equitable adoption of electric vehicles.

Please pass this measure.

Mojo Mustapha

Pahoa and Hilo, Hawaii

HB-1620-HD-2

Submitted on: 2/28/2026 10:59:19 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Charles E Cox	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai'i's shift to clean transportation.

Mahalo!

Charles E Cox, Honolulu

HB-1620-HD-2

Submitted on: 3/1/2026 7:32:06 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Melissa Barker	Individual	Support	Written Testimony Only

Comments:

Honorable Chair Todd, Vice Chair Takenouchi, and Members of the House Committee on Finance:

I am writing to ask that you support HB1620 HD2 as it will help the development of electric vehicle charging infrastructure and accelerate Hawai'i's shift to clean transportation.

Thank you for your attention and consideration.

Melissa Barker

Kapaa, HI

HB-1620-HD-2

Submitted on: 3/1/2026 9:14:15 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Paul Bernstein	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd and members of the FIN committee:

I'm writing in support of HB1620 HD2.

This bill does two things that need to happen for us to transition away from fossil fuels: 1) it adds more money into the electric vehicle charging system subaccount; and 2) it reduces the amount of money that is put into the hydrogen fueling system subaccount.

Today, EVs complete quite favorably with ICEVs on a lifecycle cost basis. One of the major barriers preventing greater displacement of EVs with ICEVs is charging infrastructure. Therefore, to hasten the transition away from ICEVs to reduce our fossil fuel imports and environmental impacts, it makes sense to spend some moneys to improve the EV charging infrastructure.

Hydrogen is far from being commercially cost competitive as opposed to electric vehicles; therefore, it makes great sense to divert moneys away from hydrogen and into infrastructure to support EVs.

Please pass HB1620 HD2 out of your committee as an important step in diverting funds to where they make the most sense and making our transportation sector cleaner.

Mahalo nui,

Paul Bernstein

Honolulu

HB-1620-HD-2

Submitted on: 3/1/2026 11:26:45 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jaymen Laupola	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Thank you,

Jaymen, Honolulu

HB-1620-HD-2

Submitted on: 3/1/2026 11:54:17 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Noel Morin	Individual	Support	Written Testimony Only

Comments:

TESTIMONY IN SUPPORT OF HB1620, HD2

Chair Todd, Vice Chair Takenouchi, and Members of the Committee:

I strongly support HB1620, HD2.

Hawai‘i has over 40,000 EVs on the road, but ranks near the bottom in public charging infrastructure. This gap is a barrier to continued progress on transportation electrification and meeting our legally mandated 2030 emissions targets under the Navahine settlement.

EVs offer Hawai‘i families dramatically lower transportation "fuel" costs than gasoline, reduce our millions of dollars in annual drain on imported oil, and reduce local air pollution. But these benefits only materialize if charging is convenient and accessible, especially for renters and condo residents who cannot install home chargers.

The proposed barrel barrel tax increase would have a negligible impact on gasoline prices but would be sufficient to meaningfully expand our charging network. HD2 also reallocates underutilized hydrogen funds to EV charging, a sound policy that redirects resources to where demand is immediate and growing.

I respectfully urge you to pass HB1620, HD2, with funding levels sufficient to close Hawai‘i's charging infrastructure gap.

Mahalo for the opportunity to testify.

[Noel Morin](#)

Climate, Sustainability, and Resilience Advocate

Hilo, Hawai‘i

HB-1620-HD-2

Submitted on: 3/1/2026 1:30:50 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Stephanie Hall Morin	Individual	Support	Written Testimony Only

Comments:

Dear Chair Todd, Vice Chair Takenouchi, and Members of the Committee,

My name is Stephanie Hall-Morin, I reside in Hilo I have been driving electric vehicles for 15 years now. Many residents inquire about the vehicle and specifically charging. People need reliable charging stations to consider making the transition. Mahalo for supporting our community.

I support HB1620 HD2. This legislation will help expand EV charging infrastructure statewide, critical to the equitable adoption of electric vehicles.

Please pass this measure and mahalo for your service.

Stephanie Hall-Morin, Hilo

HB-1620-HD-2

Submitted on: 3/1/2026 2:39:42 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Alan Lennard	Individual	Support	Written Testimony Only

Comments:

HOUSE COMMITTEE ON FINANCE
Representative Chris Todd, Chair
Representative Jenna Takenouchi, Vice Chair

TESTIMONY IN SUPPORT OF HOUSE BILL 1620, HD2

Relating to EnergyMonday, March 2, 2026, 10:00 a.m.
Conference Room 308 & Videoconference
State Capitol, 415 South Beretania Street

Dear Chair Todd, Vice Chair Takenouchi, and Committee Members:

I strongly support House Bill 1620, HD2, which makes targeted changes to accelerate the expansion of electric vehicle (EV) charging infrastructure in Hawai‘i.

Specifically, this bill:

- Increases the barrel tax.
- Increases the allocation of barrel tax revenues to the existing EV charging system rebate program.
- Transfers funds from the hydrogen fueling system subaccount to the EV charging system subaccount to bolster the rebate program.

These changes are essential steps toward building the infrastructure Hawai‘i urgently needs. Improved accessibility will enable significant consumer savings and help reduce pollution for all residents.

Success of the Existing Program

The EV charging system rebate program has a successful, multi-year track record. This bill builds upon that foundation and expands its reach to meet growing demand.

Hawai‘i’s EV Adoption vs. Infrastructure Gap

Hawai‘i is among the leading states in EV adoption, yet we lag in infrastructure availability.

According to testimony from the State Energy Office:

- Industry Standard: California recommends a ratio of one public charger per seven EVs.
- Hawai‘i (2025): We had only one public charger per 47 EVs.
- The Trend: This is a decline from the previous year’s ratio of one charger per 38 EVs.

In short, Hawai‘i is falling behind; the gap between available and necessary infrastructure is widening.

Economic and Equity Benefits

The legislature has recognized that EVs are cheaper than fossil fuel vehicles in total lifetime costs. A recent study by the Ulupono Initiative found:

- Households with the highest reliance on gasoline spend nearly \$14,000 annually on fuel, or roughly 14% of their incomes.
- Switching to EVs could save these households \$5,300 annually on fuel costs alone—up to 38% in savings.

However, the lack of charging infrastructure remains a major barrier, particularly for renters, residents of multi-unit dwellings, and lower-income households. Increasing public funding for EV charging is a fundamental priority for both affordability and equity, ensuring no one is left behind in the transition to clean transportation.

Fiscal Considerations

Given current State budget challenges, the proposed modest increase in the overall barrel tax would be revenue-neutral in its impact on the broader state budget. Alternatively, the legislature could simply increase the allocation of existing barrel tax revenues to the EV charging rebate program.

Currently, only 20 cents of the \$1.05 collected per barrel—just 19% of the total tax—is allocated to the environmental and energy purposes for which it was originally established. Additionally, transferring funds from the hydrogen fueling system subaccount is a pragmatic, immediate step to redirect resources where they can be productively utilized today.

Conclusion

Particularly as federal funding support becomes less certain, the State must demonstrate leadership. We should make the necessary investments today that enable long-term savings for our future. Now is the time to prioritize affordability and safety for the people of Hawai‘i.

Mahalo for the opportunity to testify.

Please do not hesitate to contact me if you have any questions.

Respectfully submitted,

Alan Lennard
Green Power Projects LLC

HB-1620-HD-2

Submitted on: 3/1/2026 4:41:39 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

In support of. Thank you.

HB-1620-HD-2

Submitted on: 3/1/2026 7:36:35 PM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

HB1620 will help build our electric vehicle charging infrastructure and accelerate Hawaii's shift to clean transportation. Please support.

HB-1620-HD-2

Submitted on: 3/2/2026 5:53:04 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Theresa Armbruster	Individual	Oppose	Written Testimony Only

Comments:

OPPOSE HB1620 HD2 because this measure: Proposes to increase the "barrel tax" to an unspecified amount--which will also increase taxes to consumers & increase cost of living!

Proposes to bypass normal appropriations and budget process by continually earmarking tax revenues from the barrel tax & transferring an unspecified amount of funds from the hydrogen fuel subaccount into the EV charging system infrastructure. These proposed actions decrease financial accountability & transparency!!!

Please exercise fiscal responsibility, follow the normal appropriations & budget process w/o raising taxes--Hawaii is one of the most highly taxed states in the US!!!

Vote NO to HB1620 HD2

Mahalo

HB-1620-HD-2

Submitted on: 3/2/2026 8:38:46 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

Hello Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

Limited electric vehicle charging infrastructure in the State is an important barrier to widespread adoption of electric vehicles, particularly for renters, condo residents, rural communities, and lower-income households. This bill will help break down that barrier, benefitting families while helping the State achieve energy independence.

Me ke aloha ‘āina,

Nanea Lo, 96826

Sierra Club of Hawai‘i Member

Hawai‘i Workers Center Board Member

Clean Elections Hawai‘i Member

Honolulu Tenants Union Member

350 Hawai‘i Member

Carbon Cashback Hawai‘i Member

Hawai‘i Tax Fairness Coalition Member

HB-1620-HD-2

Submitted on: 3/2/2026 8:38:46 AM

Testimony for FIN on 3/2/2026 10:00:00 AM

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

Comments:

Hello Chair Todd, Vice Chair Takenouchi, and members of the House Committee on Finance:

I support HB1620 HD2 because it will help the development of electric vehicle charging infrastructure and accelerate Hawai‘i’s shift to clean transportation.

The State’s electric vehicle charging system rebate program has been successful, but funding for the program has not been able to meet the demand for new charging systems. Raising the barrel tax and directing the new revenues to the program will help satisfy that demand.

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Me ke aloha ‘āina,

Nanea Lo, 96826

Sierra Club of Hawai‘i Member

Hawai‘i Workers Center Board Member

Clean Elections Hawai‘i Member

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