

JOSH GREEN M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



GARY S. SUGANUMA
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DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF TAXATION

Ka 'Oihana 'Auhau

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

TESTIMONY ON THE FOLLOWING MEASURE:

H.B. No. 2030, H.D.1, Relating to Transportation Affordability

BEFORE THE:

House Committee on Energy & Environmental Protection

DATE: Thursday, February 19, 2026

TIME: 9:45 a.m.

LOCATION: State Capitol, Room 325

Chair Lowen, Vice-Chair Perruso, and Members of the Committee:

The Department of Taxation (DOTAX) offers the following comments regarding H.B. 2030, H.D.1 for your consideration.

Section 2 of H.B. 2030, H.D.1, creates a new section 196-A, Hawaii Revised Statutes (HRS), which establishes a clean vehicle 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, on page 13, also creates a new section 196-B, HRS, which establishes a clean vehicle special fund, to 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," that is supplementary to the 4 percent general excise tax levied on the sale of tangible personal property, upon the gross proceeds of the 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.

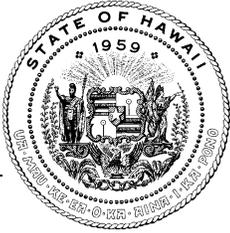
The bill has a defective effective date of July 1, 3000.

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

before the
HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION

Thursday, February 19, 2026
9:45 AM
State Capitol, Conference Room 325 and Videoconference

**In Support of
HOUSE BILL NO. 2030 HD1**

RELATING TO TRANSPORTATION AFFORDABILITY.

Chair Lowen, Vice Chair Perruso, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports House Bill No. 2030 HD1, 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.

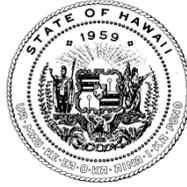
There is no dispute that meeting Hawai'i's decarbonization goals will require significant emissions reductions from ground transportation with Zero Emission Vehicles (ZEVs) as a key strategy as reported in HSEO's *Hawai'i Pathways to Decarbonization* report¹ submitted to the Legislature in December 2023 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 electric vehicle (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 as to the best way to impose a tax and rebate in such a manner at this time.

Thank you for the opportunity to testify.



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

Tuesday, February 10, 2026
9:30 a.m.
State Capitol, 430

HB2030
RELATING TO TRANSPORTATION AFFORDABILITY

House Committee on Transportation

The Department of Transportation (DOT) supports House Bill 2030 which proposes 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. Establishes a transportation affordability and energy security tax.

With the recommended amendments, this proposal would provide drivers with rebates for the purchase of new and used EVs under \$60,000 at the point of sale by a participating dealer, to be paid for by an additional tax levied on sales of new light-duty gas-powered vehicles over \$32,000. The DOT appreciates that the proposed revenue-neutral mechanism would redistribute revenues within the consumer market and return funds back to the industry to support clean vehicles.

The DOT's Energy Security and Waste Reduction Plan (Energy Security 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 policy changes, and investments and implementation of emission reduction strategies, Hawaii will not meet its targets. The DOT's Energy Security Plan identifies increased adoption of electric and zero-emission vehicles as the primary strategy to reduce emissions in ground transportation statewide.

The Plan calls for actions to "increase the use of electric vehicles (EVs) statewide by expanding public charging infrastructure..." and "providing financial incentives for EV adoption" (Plan p. 3). The proposed Clean Vehicle Rebate Program is an example of providing financial incentives for EV adoption, that also prioritizes affordability of EV adoption for low- and moderate-income households.

The DOT's Energy Security Plan has three pillars that act as check and balances to develop and prioritize the Plan's strategies: 1) affordability, 2) local energy security, and 3) emissions reduction. The Energy Security Plan emphasizes the importance of

affordability and access, noting that transportation costs place a significant burden on Hawai'i residents and that some emissions reduction strategies "may provide near-term options to reduce costs for residents" while supporting long-term decarbonization goals (Plan p. 1). House Bill 2030 aims to reduce the cost of living for Hawaii families, particularly those in rural and lower-income communities who are disproportionately affected by the high cost of owning a gas-powered car. As noted in the bill, households with the highest reliance on gasoline spend an average of \$13,700 annually on fuel—accounting for 14% of their income—and switching to electric vehicles could save them \$5,300 annually. A clean vehicle rebate would make the cost savings from EVs significantly more accessible to low- and moderate-income households.

The DOT requests the following amendments:

Research 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 in coordination with the DOT, the U.C. Davis Institute of Transportation Studies 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 sufficient 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.

The DOT also recommends adding specific exemption from the tax for gasoline-powered 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.

In the added Section 237-___(a) on pages 14-15 of House Bill 2030, the DOT requests revising as follows:

"§237-__ Transportation affordability and energy security tax. (a) In addition to the tax levied in section 237-13 (2), and exempting vehicles described in section 237-___(d) below, there shall be an additional tax levied on the gross proceeds of the sale of a light-duty motor vehicle that is powered solely by gasoline, diesel, or gasoline or diesel blends, with or without a battery, as follows:

- (1) Four per cent if the vehicle obtains less than [~~thirty~~] twenty-two miles per gallon based on federal Environmental Protection Agency combined ratings;
- (2) Two 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) One per cent if the vehicle obtains more than [~~fifty~~] thirty miles per gallon based on federal Environmental Protection Agency combined ratings;

(d) All light-duty motor vehicles that are powered solely by gasoline, diesel, or gasoline or diesel blends, with or without a battery, and that have a manufacturer's suggested retail price of \$32,000 or less shall be exempt from Section 237- (a) above."

2) Delete the income limitation for the base rebate to simplify the program and avoid administrative complexities around income verifications. This measure

already incorporates numerous provisions to specifically benefit low- and moderate-income (LMI) 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.

In the added Section 196-A, delete section (c)(1) on page 7 of House Bill 2030, and renumber the remaining subsections.

~~“(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;”~~

3) To increase affordability and accessibility even further for LMI households, increase the additional rebate for LMI households from \$1000 to \$3000. 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 UC Davis modeling tool analysis confirms that the revenues can support this increased rebate amount. This bill also provides the DOT with discretion to implement additional guidelines as necessary to optimally manage the program budget.

In the added Section 196-A, on page 9 of HB2030, HD1 revise the first sentence of subsection (d) as follows:

“(d) An increased rebate of up to \$3000 [4000], in addition to the rebate for eligible clean vehicle types in subsection (b), shall be offered to applicants from low- and moderate-income households.”

The DOT notes that effective implementation will require sufficient administrative capacity. If this measure proceeds, the DOT would work with the legislature to ensure the department has the necessary positions and resources to administer the program.

Thank you for the opportunity to provide testimony in support.

OFFICE OF ECONOMIC DEVELOPMENT

NALANI BRUN, DIRECTOR



DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

Testimony of Christina Kaser

Energy Coordinator, Office of Economic Development
County of Kaua'i

Before the

House Committee on Energy and Environmental Protection

February 19, 2026; 9:45 a.m.

Conference Room 325 & Via Videoconference

In consideration of

House Bill 2030 HD1

Relating to Transportation Affordability

Honorable Chair Lowen, Vice Chair Perruso, and Members of the Committee:

The County of Kaua'i is in **support** of House Bill 2030 HD1, 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; Establishes a transportation affordability and energy security tax.

The County is committed to working towards Hawai'i's state-wide goal of 100% carbon neutrality by 2045, noting the significance of contributions from transportation. Citing the most recently completed County greenhouse gas inventory from 2017, emissions from the transportation sector accounted for over 65% of Kaua'i's greenhouse gas emissions, with roughly 35% of transportation emissions from ground transportation. Tackling ground transportation emissions will require state-wide intervention, including investment in creating spaces for multi-modal mobility options to thrive, as well as transitioning to electrified transportation.

Upfront costs and access are a barrier to transitioning to EVs, and we recognize that since our island first saw EVs on our roads in 2012, not everyone has been in a position where they can purchase a new, or even used, electric car.

In 2022, we witnessed California commit to banning gas-powered vehicle sales by 2035, prompting many car manufacturers to follow in similar commitments considering California has the largest car market in the US and drives the national auto industry. In the last few years, we have also seen upfront EV prices fall and become more comparable to conventional gas-powered vehicles. With Kaua'i County Council's passing of EV-ready and EVSE-installed requirements for new construction and retrofits in 2022, and the County's commitment to expanding EV charging infrastructure in public spaces, we expect to see more EV adoption on Kaua'i across all income brackets.

The County suggests that there is great value in developing localized programs to incentivize electric vehicle adoption, especially as support for EVs has lapsed at the federal level. We anticipate the

proposed state-wide funding would provide ease of participation and increased EV uptick among those individuals who have had barriers to early adoption.

EVs are often cheaper to power and yield significant savings in maintenance compared to conventional fuel-powered vehicles. The County supports these efforts to provide more opportunities for our community to enjoy the benefits of EVs and overall contribute to increased electrification.

Thank you for the opportunity to testify in **support** of HB2030 HD1.



HAWAI'I YOUTH TRANSPORTATION COUNCIL

HYTC Testimony for the House Committee on
ENERGY & ENVIRONMENTAL PROTECTION
HB 2030 | Thursday, February 19, 2026

IN STRONG SUPPORT

Aloha Chair Lowen, Vice Chair Perruso, 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
Council Chair
O'ahu Honolulu Representative

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

Moss Kuon
Press Secretary
Central Maui Representative

Derek Takeno
Outreach Chair
Central Maui Representative

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

Connor Ulene
Policy and Legislation Vice Chair
Central Maui Representative





Carbon Cashback

February 16, 2026

Re: EEP Hearing of HB2030 HD1 on February 19, 2026, at 9:45 am

Position: Support

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

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 is in strong support of HB2030 HD1, which provides rebates for the purchase of new and used zero-emission vehicles and plug-in hybrid electric vehicles.

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 cleaner, more efficient vehicles that reduce fuel expenses and the reliance on imported fossil fuels.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. This bill sets an eligibility income cap and offers an additional rebate for low- and moderate-income households.

Expanding the adoption of zero emission and plug-in hybrid vehicles will deliver the benefits of improved air quality, reduced noise pollution, and progress toward Hawai'i's climate and clean energy goals. It also will support local economic resilience by keeping more energy dollars in Hawai'i and reducing our vulnerability to volatile global fossil fuel prices.

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



Email: communications@ulupono.com

HOUSE COMMITTEE ON ENERGY AND ENVIRONMENTAL PROTECTION
Thursday, February 19, 2026 — 9:45 a.m.

Ulupono Initiative supports HB 2030 HD1, Relating to Transportation Affordability.

Dear Chair Lowen 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 HD1, 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.

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



February 19, 2026

Hawai'i State Legislature
House Committee on Energy & Environmental Protection

Re: Comments on HB 2030 HD1, Relating to Transportation Affordability

Aloha Chair Lowen, Vice Chair Perruso, and members of the committee,

On behalf of the Hawai'i Automobile Dealers Association (HADA), we respectfully oppose HB 2030 HD1, 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. Efforts to address these concerns tend to focus on taxing higher cost vehicles. Larger trucks and higher capacity vehicles may cost more with meeting the definition of what most people would consider a luxury.

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 respectfully oppose 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-HD-1

Submitted on: 2/17/2026 2:12:10 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Trusted Hawaii Lawmakers!

The Kauai Climate Action Coalition, along with many environmental organizations and community advocates, strongly supports HB-2030. We respectfully request an amendment to structure the incentive as a **point-of-sale instant rebate**, similar to Hawaii’s successful HECO rebate model for heat pump water heaters and consistent with leading EV programs in other states.

Point-of-sale rebates have proven to be the most effective mechanism for accelerating adoption. States such as Colorado, California, New Jersey, Connecticut, and Rhode Island demonstrate that immediate incentives increase participation, improve affordability, and broaden access — particularly for moderate- and low-income households. Several of these programs also include used EVs, further expanding equity and impact.

Adopting a point-of-sale structure in Hawaii would deliver multiple benefits:

- **Consumer savings** through reduced fuel and maintenance costs
- **Economic stimulus** via increased local investment and infrastructure jobs
- **Public health improvements** from reduced smog and tailpipe emissions
- **Environmental protection** for our ‘āina by lowering fossil fuel pollution

Incentivizing EV adoption is a practical, market-based strategy that supports affordability, strengthens Hawaii’s clean energy transition, and improves air quality for our communities.

HB-2030 represents a clear win for households, the local economy, and our environment.

Mahalo,

Steve Parsons, KCAC Lead!



To: The Honorable Representative Nicole Lowen, Chair, the Honorable Amy Perruso, Vice Chair, and Members of the Committee on Energy and the Environment.

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

Re: **Hearing HB2030 HD1 RELATING TO TRANSPORTATION AFFORDABILITY**

Hearing: Thursday February 19, 2026 9:45 a.m. room 325

Aloha Chair Lowen, Vice Chair Perruso, and Members of the Committee on Energy and the Environment!

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 HD1!**

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 the neighbor islands and in rural Oahu. 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)



HOUSE COMMITTEE ON ENERGY & ENVIRONMENTAL PROTECTION

Representative Nicole E. Lowen, Chair
Representative Amy A. Perruso, Vice Chair

TESTIMONY IN SUPPORT OF HOUSE BILL 2030 HD1

Thursday, February 19, 2026, 9:45 a.m.
Conference Room 325 & Videoconference
State Capitol
415 South Beretania Street

Aloha Chair Lowen, Vice-Chair Perruso, and Committee Members:

Earthjustice strongly **supports House Bill 2030 HD1**, “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).

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.

We offer brief responses to concerns and criticisms that other testifiers have raised. 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) has noted "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. The HD1 addressed this by providing the additional time as proposed. To be clear, 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 remains averse to accommodating 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. In addition, we have raised an option of limiting the fee to

more expensive fossil fuel vehicles, which are also less fuel efficient and more costly to own and operate. This would enhance even further this bill's focus and priority on affordability.

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 further information.

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



FEBRUARY 19, 2026

HOUSE BILL 2030 HD1

CURRENT REFERRAL: EEP

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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 HD1, 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 beginning 1/1/2027, 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



Testimony of the Oahu Metropolitan Planning Organization

Committee on Energy & Environmental Protection

February 19, 2026 at 9:45AM

Conference Room 325

HB2030 HD1

Relating to Transportation Affordability

Dear Chair Lowen, Vice Chair Perruso, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2030 HD1**, 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. We agree with amendments made to increase the rebate amount for new and used plug-in hybrid vehicles as well as the rebate for low- and moderate-income households by \$500 or \$1,000.

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 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.



Testimony in Support of HB2030 HD1

Hearing on February 19, 2026 at 9:45am | House Committee on Transportation

Aloha Chair Lowne, Vice Chair Perruso, and Members of the House EEP Committee,

My name is Doorae Shin, and I am submitting this testimony on behalf of Our Children's Trust in strong support of HB2030 HD1, which establishes the Clean Vehicle Rebate Program to make electric vehicles more affordable and reduce pollution from the transportation sector.

HB2030 HD1 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 gas/diesel vehicle sales over a certain price (excludes sales of affordable new cars, making it simple for residents to avoid the fee)
- There is an additional rebate amount for households that fall within a certain AMI
- Plug-in hybrids are included in the rebate program
- Rebates are only available for those under a certain income level

HB2030 HD1 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 HD1 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 HD1 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 HD1 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 HD1 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 HD1.

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

Mahalo,

A handwritten signature in black ink, appearing to read "Doorae Shin". The signature is fluid and cursive, written over a light blue horizontal line.

Doorae Shin
Our Children’s Trust



House Committee on Energy and Environment
Rep. Nicole E. Lowen, Chair
Rep. Amy A. Perruso, Vice Chair
Thursday, February 19, 2026
9:45AM, Conference Room 325

Feb 18, 2026

Re: Support for HB 2030 HD1, Relating to Transportation Affordability

Aloha Chair Lowen, Vice Chair Perruso, and members of the Committee,

As a manufacturer of electric vehicles (“EVs”) and EV charging infrastructure, **Rivian, LLC, (“Rivian”) is pleased to express its support for HB 2030 HD1.** A clean vehicle rebate program is a proven policy that can catalyze adoption of clean transportation and provide funding to support consumers without burdening the state budget.

The State has identified vehicle fuel use among rural and low-income families as a financial and environmental burden. The clean vehicle rebate program (“CVRP”) that HB 2030 HD1 would establish is an important step forward in facilitating the State’s transition to clean vehicles and lowering the cost of living for sensitive communities.

The state has identified cost as an important barrier to electric vehicle adoption among lower- and moderate-income consumers. As a manufacturer actively selling and servicing vehicles in Hawai’i, and in anticipation of releasing a mid-size SUV later in 2026 that would qualify for this program as written, Rivian calls out the following provisions as crucial to program success:

- Offering a point-of-sale rebate, which has been shown as the easiest way for consumers to benefit from support for EV purchases;
- Providing support for both sale and lease of vehicles, offering options to consumers;
- Thoughtful MSRP caps help target the incentive while prizing administrative simplicity for the programs.
-

Rivian further encourages the legislature to develop the bill’s elements as follows:

- Ensure speed and ease of access to the incentive by removing income limitations, which undermine the car-buying experience for consumers with



paperwork bottlenecks and create verification and administrative complexity for car dealers.

Put simply, a well designed and implemented clean vehicle program can improve the economics of our business and help us achieve scale. The EV industry is eager to invest and grow our market in Hawai'i. To that end, while we believe the bill can be even stronger with the benefit of some select amendments, Rivian expresses its support for HB 2030 HD1.

Thank you for the opportunity to testify in support of this measure.

Sincerely,

Abigail Ramsden

About Rivian

Founded in 2009, Rivian is an independent U.S. company. Rivian manufactures all of its vehicles in the United States. With over 14,000 employees across the globe, Rivian's expertise lies primarily in engineering, software development, and manufacturing.

In addition to our vehicles, Rivian is a manufacturer of direct current fast chargers (DCFC) and those chargers in our Rivian Adventure Network. We provide service to Rivian drivers in Hawai'i from our service center location on the island of O'ahu, creating local jobs and investment.



LATE

DATE: February 19, 2026

TO: Representative Nicole Lowen
Chair, Committee on Energy and Environmental Protection

FROM: Tiffany Yajima

RE: **H.B. 2030, HD 1 - Relating to Transportation Affordability**
Hearing Date: Thursday, February 19, 2026 at 9:45 a.m.
Conference Room: 325

Dear Chair Lowen, Vice Chair Perruso, 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, HD1, 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 or EV charging facilities. 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.

Auto Innovators is concerned that 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.

HB-2030-HD-1

Submitted on: 2/13/2026 5:07:12 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

HB-2030-HD-1

Submitted on: 2/13/2026 5:47:54 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha. As an EV owner for the past 9 years, I love this bill!

Hawai‘i’s proposed Clean Vehicle Rebate Program ensures that going electric becomes the easy and affordable choice for Hawai‘i’s hardworking families — without raising taxes or using general funds.

This self-funding rebate works through a simple market-based approach:

Cleaner cars cost less: Rebates lower upfront prices for buying new & used electric vehicles.

Polluting cars cost more: Modest fees on new gas & diesel vehicles help fund the rebates.

Revenue stays in Hawai‘i: Dollars are reinvested locally instead of going to foreign oil producers. Fees are only charged on unaffordable vehicles and gas guzzlers, while rebates apply to new &

used affordable electric vehicles. It’s a local solution that centers affordability and puts our communities, keiki, and ‘āina first.

Similar policy models have successfully accelerated EV adoption in places like France and Sweden, where EVs now make up 24% and 59% of car sales, respectively — far ahead of Hawai‘i’s current ~13%.

We must pass tis bill! Come o, do the right thig.

Thank you,

Mary Lu Kelley

Koloa, Kauai

HB-2030-HD-1

Submitted on: 2/14/2026 8:49:33 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Andrea Nandoskar	Individual	Support	Written Testimony Only

Comments:

Strongly support!

HB-2030-HD-1

Submitted on: 2/14/2026 8:52:36 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

I support this legislation

David Ball

Waiialae-Kahala

HB-2030-HD-1

Submitted on: 2/14/2026 5:44:19 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

I strongly support HB2030, which will provide much needed incentives for Hawaii residents to convert to clean energy vehicles. Without these incentives it is unlikely that we will meet our deadline to achieve carbon neutrality. We should also recognize that, in addition to greenhouse gases, fossil fuel burning vehicles emit a variety of harmful pollutants that cause increased cases of numerous health ailments including asthma, cardiovascular disease, and miscarriages. They also emit excessive noise, which is harmful to both our physical and mental health. Please pass HB2030.

HB-2030-HD-1

Submitted on: 2/15/2026 10:33:41 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Dear Chair EEP Committee and members,

I am an EV owner and strongly support rebates when purchasing an EV. This will help achieve the goals for transportation as agreed in the Navahine settlement.

Thank you for your support,

Diane Ware Volcano HI 96785

HB-2030-HD-1

Submitted on: 2/15/2026 12:34:29 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Kawahine'ilikea Naehu	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and Members of the EEP Committee,

My name is Kawahine'ilikea Naehu, I live in Mana'e Moloka'i and I am writing in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program.

Growing up in Mana'e on Moloka'i, I've seen how something as basic as transportation can shape a family's daily life. We don't have many options, most of us rely on our cars to get to school, sports practices, work, doctor's appointments, and to help our families. When gas prices rise, especially here where they're often higher than on other islands, it puts real pressure on households. I've watched families in my community worry about whether they can afford to fill up their tank that week, about whether they can afford to fill up their tank that week, because without a car, you simply can't get where you need to go. At the same time, we are already seeing the impacts of climate change on our islands, from stronger storms to rising costs of living. As a young person, it's hard knowing that my generation will carry the weight of these decisions. Making electric vehicles more affordable would not only lower long term transportation costs for families like mine, but also reduce pollution and help protect the 'āina that we depend on. Clean transportation shouldn't be something only wealthy communities can access, it should be realistic and reachable for rural islands like Moloka'i too.

Transportation is the largest source of pollution in Hawai'i, accounting for more than half of our statewide emissions. And our state spends billions each year importing gasoline and diesel, hurting our 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-HD-1

Submitted on: 2/15/2026 1:46:58 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Virginia Tincher

Honolulu

Aloha Chair Lowen and Vice Chair Perruso, and members of the committee.

Strong support for HB2030

Hawai'i 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

Testimony in Support of HB2030 - Clean Vehicle Rebate Program

Hearing with the House Committee on Energy & Environmental Protection

Thursday February 19, 2026 @ 9:45am

Aloha Chair Lowen, Vice Chair Perruso, and Members of the EEP Committee,

I am writing in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program.

Transportation accounts for more than half of Hawai'i's greenhouse gases with ground transportation being a significant component. The state will need to undertake many policies to move residents to cleaner modes of transportation. In general, electric vehicles (EVs) are less greenhouse gas intensive, especially lower cost ones. Though generally having lower lifecycle costs than gasoline powered vehicles, EVs often have higher purchase prices, which makes it difficult for lower income households to purchase these vehicles.

HB2030 addresses this goal of lower emissions from ground transportation and the challenges to achieving it by giving rebates 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 (lower lifecycle costs) and health benefits of EVs.

This bill funds these rebates in by employing 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.

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

Mahalo for the opportunity to testify.

Paul Bernstein

Honolulu, O'ahu

HB-2030-HD-1

Submitted on: 2/16/2026 8:56:24 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Victoria Anderson	Individual	Support	Written Testimony Only

Comments:

I am in strong support of HB2030, which establishes Hawai'i's Clean Vehicle Rebate Program. Please make clean transportation a realistic option for families across the islands, and support HB2030.

Mahalo,

Victoria Anderson, Palolo

HB-2030-HD-1

Submitted on: 2/16/2026 8:58:40 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha e Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection,

I strongly support HB2030 HD1.

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-HD-1

Submitted on: 2/16/2026 9:20:15 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and Members of the EEP Committee,

My name is Ron Reilly, I live in Volcano Village, and I am writing in strong support of HB2030, which establishes a Clean Vehicle Rebate Program.

This program will help expand Hawai'i's rate of EV adoption which has been adversely impacted by removal of the federal EV tax credit.

EV owners benefit financially by have no gasoline expenses, and little to no maintenance costs.

Further, EVs do not emit particulate matter air pollution or green house gases, thus benefiting EV owners and non EV owners alike.

I fully support the Hawai'i Department of Transportation's work to encourage clean energy transportation and to help make EV ownership a more affordable and realistic option for all Hawai'i households.

Please support HB2030.

Mahalo, Ron Reilly, Volcano Village

HB-2030-HD-1

Submitted on: 2/16/2026 9:58:24 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Hawaii needs many more zero emission vehicles in order to free us from expensive, polluting, brought in fossil fuels. Rebates will encourage that. Please support this measure.

HB-2030-HD-1

Submitted on: 2/16/2026 11:31:39 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Honorable Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I am writing to ask that you support HB2030 HD1 as it will expand access to clean vehicles and help meet our climate and energy goals.

Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

Thank you for your attention and consideration.

Melissa Barker

Kapaa, HI

HB-2030-HD-1

Submitted on: 2/16/2026 12:48:20 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
gregory martino	Individual	Support	Written Testimony Only

Comments:

Aloha!

For me there is no reason to not help people transition to electric vehicles by any means possible.

thank you

Mahalo

HB-2030-HD-1

Submitted on: 2/16/2026 1:11:22 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

I support this bill which provides rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles. I hope it includes three wheel enclosed vehicles. I have an electric tricycle which probably would not be included.

Buck Joiner

Kihei Maui

HB-2030-HD-1

Submitted on: 2/16/2026 1:21:02 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Summer Begnaud	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and Members of the EEP Committee,

My name is Summer Begnaud, I live in 96822 and I am writing in strong support of HB2030, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

I recently had to purchase a vehicle recently because I needed one to effectively get around. My place is a 15 minute walk to the nearest bus stop. I had to purchase an ICE vehicle, but if there were a rebate option at the time I made the purchase, I would have been able to purchase an EV, which would have been my preference!

Transportation is the largest source of pollution in Hawai‘i, accounting for more than half of our statewide emissions. And our state spends billions each year importing gasoline and diesel, hurting our 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

HB-2030-HD-1

Submitted on: 2/16/2026 1:27:39 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Lyle Wilkinson, Kahului

HB-2030-HD-1

Submitted on: 2/16/2026 3:24:48 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

HB-2030-HD-1

Submitted on: 2/16/2026 3:31:30 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

In support of. Thank you.

HB-2030-HD-1

Submitted on: 2/16/2026 3:40:36 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha,
this bill is in alignment with the state's goal of cleaner air and less carbon. Please vote yes!

Lorn DOuglas

Lower Puna

HB-2030-HD-1

Submitted on: 2/16/2026 4:06:25 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Megan Conley	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Megan Conley, Nu'uuanu

HB-2030-HD-1

Submitted on: 2/16/2026 5:19:34 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
pamela burrell	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

Please support bill HB2030. 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,

Pamela Burrell, Kalihiwai, Kaua'i

HB-2030-HD-1

Submitted on: 2/16/2026 5:33:59 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Sulara James	Individual	Support	Written Testimony Only

Comments:

I support and thank you for supporting HB2030 HD1!

Aloha,

Sulara

HB-2030-HD-1

Submitted on: 2/16/2026 7:35:28 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Hello Chair Lowen, Vice Chair Perruso, and Members of the **House Committee on Energy & Environmental Protection**,

My name is **Nanea Lo**, and I am writing in strong support of **HB2030 HD1** because it expands access to clean vehicles while helping Hawai‘i meet its climate and energy goals.

The bill’s emphasis on equity is especially important. Electric vehicles can significantly reduce long-term transportation costs for families, but the upfront purchase price remains a major barrier for many households. By providing rebates for **used as well as new** electric vehicles, this measure recognizes the realities of Hawai‘i’s vehicle market. Establishing an income eligibility cap and offering additional rebates for low- and moderate-income households further ensures that the transition to clean transportation is inclusive and does not leave working families behind.

HB2030 HD1 also adopts a responsible and fair funding structure. Taxing the sale of gasoline- and diesel-powered vehicles both encourages cleaner choices and generates dedicated, sustainable funding for clean vehicle rebates. This approach aligns market incentives with public policy goals while avoiding undue burden on those least able to pay.

Overall, HB2030 HD1 is a practical, balanced, and inclusive solution that advances climate action, transportation affordability, and equity at the same time. For these reasons, I respectfully urge your committee to **PASS HB2030 HD1**.

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

HB-2030-HD-1

Submitted on: 2/16/2026 7:59:24 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Please support clean vehicle rebates to help Hawai'i meet it's clean energy goals.

HB-2030-HD-1

Submitted on: 2/16/2026 9:22:38 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Robert Lee	Individual	Support	Written Testimony Only

Comments:

If the State even hopes to attain their renewable goals, they must provide an incentive to purchase EV cars.

HB-2030-HD-1

Submitted on: 2/16/2026 9:59:25 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Kenneth Eisner	Individual	Support	Written Testimony Only

Comments:

Aloha,

This bill will help increase the adoption rate of EVs in the aloha state. Since the federal rebate is gone, this bill will assist people purchase an EV. Mahalo for your time.

Ken Eisner

HB-2030-HD-1

Submitted on: 2/17/2026 12:17:22 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Marlon Ramos	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support HB 2030 HD1 because it bridges the gap left by expired federal incentives. By making new and used clean vehicles more affordable, this bill ensures that our transition to a sustainable future is both equitable and achievable.

HB-2030-HD-1

Submitted on: 2/17/2026 4:20:55 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Sylvia Maldonado	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support HB 2030 HD1 because it bridges the gap left by expired federal incentives. By making new and used clean vehicles more affordable, this bill ensures that our transition to a sustainable future is both equitable and achievable

HB-2030-HD-1

Submitted on: 2/17/2026 5:42:55 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Kevin Kern	Individual	Support	Written Testimony Only

Comments:

I strongly support HB 2030 HD1 because it bridges the gap left by expired federal incentives. By making new and used clean vehicles more affordable, this bill ensures that our transition to a sustainable future is both equitable and achievable. Keep Hawaii Green!

HB-2030-HD-1

Submitted on: 2/17/2026 5:55:08 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
James Pankau	Individual	Support	Written Testimony Only

Comments:

We bought our first EV in 2020 and this was a big step for us. We bought the next one a year later. Both were purchased when there were rebates available. Shortly thereafter we added additional PV panels and a battery. We just purchased a new EV last month as owning them has been a life changing experience. We are helping to make a difference to reduce our dependence on petroleum products. I strongly support this bill and hope you will to.

HB-2030-HD-1

Submitted on: 2/17/2026 7:23:31 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Kealii Pang, Ph.D.	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the Committee on Energy & Environmental Protection,

My name is Kealii Pang of Kaimukī, O‘ahu, and I strongly SUPPORT HB 2030 HD1.

Having owned a Tesla Model 3 and Model Y since 2020, I have firsthand experience with the immense fuel and maintenance savings electric vehicles provide. However, as the federal government has eliminated tax credits, the upfront cost remains a major barrier for many residents.

Key Reasons to Support This Bill:

- **Equity & Accessibility:** The additional \$2,000 rebate for used vehicles and low-to-moderate-income households is crucial for ensuring the transition to clean energy benefits all residents, not just the wealthy.
- **Economic Resilience:** By incentivizing electric vehicles, we keep dollars in Hawaii rather than exporting them to purchase imported fossil fuels.
- **Revenue-Neutral Mechanism:** The proposed fee on high-emission vehicles makes this program self-sustaining without straining the state general fund.

This bill is a critical step toward Hawaii’s sustainability goals. I urge you to pass HB 2030 HD1.

Mahalo,

Kealii Pang Kaimukī, O‘ahu

HB-2030-HD-1

Submitted on: 2/17/2026 7:37:00 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Kathleen Roberts	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, Kathleen Roberts

HB-2030-HD-1

Submitted on: 2/17/2026 7:49:11 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Seuta'atia Cochran

Ewa Beach

HB-2030-HD-1

Submitted on: 2/17/2026 8:03:15 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael Johnson	Individual	Support	Written Testimony Only

Comments:

We bought a used EV with the last Federal tax credit. IT helped our family get into a better car!

HB-2030-HD-1

Submitted on: 2/17/2026 8:18:05 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank R Baum	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals. Hawaii is the perfect location for electric vehicles due to the lack of long distance driving and plenty of sunshine year round.

The bill's focus on equity is especially important. Providing rebates for used as well as new vehicles is important to encourage first time buyers to purchase an EV, including plug-in hybrid vehicles. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to support this measure with a YES vote.

Regards,

Frank R. Baum

Makawao, Maui

HB-2030-HD-1

Submitted on: 2/17/2026 8:59:02 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Roy Skaggs	Individual	Support	Written Testimony Only

Comments:

Aloha, Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection,

I strongly support HB 2030 HD1 because it bridges the gap left by expired federal incentives. By making new and used clean vehicles more affordable, this bill ensures that our transition to a sustainable future is both equitable and achievable.

Mahalo!

Roy Skaggs

HB-2030-HD-1

Submitted on: 2/17/2026 11:08:29 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Cristina De Leon	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Cristina De Leon, Makawao

HB-2030-HD-1

Submitted on: 2/17/2026 3:41:00 PM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Clean Vehicles Bill Needs Your Testimony!

Please submit testimony in support of [HB 2030 HD1](#), which provides rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles.

The deadline to testify is Wednesday, February 18, 2026, at 9:45 am!

Submitting written testimony is EASY

Testifying in person or by Zoom requires more effort but has a BIG IMPACT

You'll be prompted to create an account with the State Legislature if you don't have one already

Hearing: Thursday, February 19, 2026, at 9:45 am in Conference Room 325 or via videoconference

Committee: House Committee on Energy & Environmental Protection

Deadline to submit testimony: Wednesday, February 18, 2026, at 9:45 am

Your testimony can be a simple indication of support or a more detailed explanation of why the bill is important to you. Please feel free to use the sample testimony below or develop your own.

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Benjamin Narwold, Kapaa, Hawaii

HB-2030-HD-1

Submitted on: 2/18/2026 3:35:19 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and members of the House Committee on Energy & Environmental Protection:

I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

The bill's focus on equity is especially important. Electric vehicles can significantly reduce transportation costs, but the upfront purchase price remains a barrier for many families. Providing rebates for used as well as new vehicles is important in that respect. The bill also sets an eligibility income cap for rebate eligibility and offers an additional rebate for low- and moderate-income households, helping to ensure they are not left behind.

The bill's funding structure is responsible and fair. Taxing the sale of gasoline and diesel-powered vehicles will further encourage cleaner choices while generating dedicated funding for the clean vehicle rebates.

HB 2030 HD1 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Bobbie and Bill Best, Wailuku

HB-2030-HD-1

Submitted on: 2/18/2026 6:21:47 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

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

Comments:

TESTIMONY IN SUPPORT OF HB2030 HD1

Chair Lowen, Vice Chair Perruso, and Members of the Committee:

I strongly support HB2030 HD1.

We are hemorrhaging money on fuel, with over [\\$2 BILLION dollars](#) sent to foreign oil producers each year. Our most burdened households spend an average of [\\$13,700 annually](#) on gas. This is not sustainable, especially given the availability of superior transportation solutions today.

HB 2030, HD1 offers a self-financing clean-vehicle rebate program that returns up to \$5,000 to buyers of zero-emission vehicles. This is funded not by general taxpayers but by a modest, tiered assessment on new fossil-fuel vehicle purchases.

I have driven electric vehicles in Hawaii since 2011, and I know firsthand the cost savings EVs provide through lower fueling and maintenance costs. National analysis shows that a comparable National analysis shows EVs can save owners up to [\\$11,000 over seven years](#) compared to a comparable gas sedan.

This bill directly contributes to Hawaii's legal obligations under the Navahine settlement to reduce transportation greenhouse gas emissions by 50 percent by 2030. It aligns with HDOT's recommended legislative strategies. It creates market stability that will sustain EV adoption and **benefit all Hawaii residents.**

I respectfully urge the Committee to pass HB 2030 HD1, and to increase the used vehicle rebate to at least \$3,000 to ensure this program delivers its full equity promise to lower-income families who need relief the most.

Mahalo for the opportunity to testify.

[Noel Morin](#)

Climate, Sustainability, and Resilience Advocate
Hilo, Hawai'i

HB-2030-HD-1

Submitted on: 2/18/2026 9:48:15 AM

Testimony for EEP on 2/19/2026 9:45:00 AM

Submitted By	Organization	Testifier Position	Testify
Nanette Vinton	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Lowen, Vice Chair Perruso, and Committee Members:

I strongly support **HB 2030 HD1**. This bill is essential for maintaining the affordability of new and used clean vehicles in the wake of expiring federal incentives. Let's ensure Hawai'i's sustainable transition is inclusive and achievable for everyone. Mahalo for your consideration.

Sincerely,

Nanette Vinton

Mililani Resident