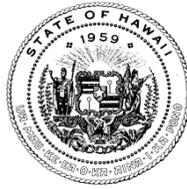


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

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

Thursday, March 5, 2026
2:00 p.m.
State Capitol, 308

**HB2030, HD2
RELATING TO TRANSPORTATION AFFORDABILITY**

House Committee on Finance

The Department of Transportation (DOT) supports House Bill 2030 H.D. 2 which proposes to establish a self-funded clean vehicle rebate program to make electric vehicles more affordable for local households.

The DOT's Energy Security and Waste Reduction 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).

The DOT shares the sentiments expressed by members of the legislature that the transition to clean transportation must be inclusive and equitable. We commend the legislature for taking proactive steps toward energy security in transportation, lowering household costs especially for disadvantaged and rural communities, and environmental sustainability.

Thank you for the opportunity to provide testimony in support.

JOSH GREEN M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TAXATION

Ka 'Oihana 'Auhau
P.O. BOX 259

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

GARY S. SUGANUMA
DIRECTOR

KRISTEN M.R. SAKAMOTO
DEPUTY DIRECTOR

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

TESTIMONY ON THE FOLLOWING MEASURE:

H.B. No. 2030, H.D.2, Relating to Transportation Affordability

BEFORE THE:

House Committee on Finance

DATE: Thursday, March 5, 2026

TIME: 2:00 p.m.

LOCATION: State Capitol, Room 308

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

The Department of Taxation (DOTAX) offers the following comments regarding H.B. 2030, H.D.2 for your consideration.

Section 2 of H.B. 2030, H.D.2, 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, creates a new section 196-B, HRS, which establishes a clean vehicle special fund that will be partially funded with revenue from the transportation affordability and energy security tax established under section 3 of the bill.

Section 3 of the bill, on page 14, creates a new section in chapter 237, HRS, establishing a transportation affordability and energy security tax that shall apply in addition to the 4 percent general excise tax (GET) 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 transportation affordability and energy security tax will be levied at three different rates, which are currently unspecified, based on the unspecified miles per gallon of the vehicle based on federal Environmental Protection Agency ratings. The tax will not apply to vehicles with a final sales price less than an unspecified amount.

Revenue from the transportation affordability and energy security tax is to be deposited into the new clean vehicle special fund.

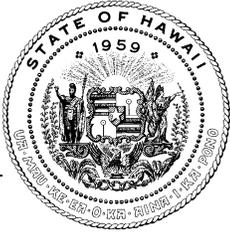
The bill has a defective effective date of July 1, 3000.

DOTAX notes that the provision requiring an allocation of revenues from the transportation affordability and energy security 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

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

Telephone: (808) 451-6648
Web: energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON FINANCE

Thursday, March 05, 2026
2:00 PM
State Capitol, Conference Room 308 and Videoconference

**In Support of
HOUSE BILL NO. 2030, HD2**

RELATING TO TRANSPORTATION AFFORDABILITY.

Chair Todd, Vice Chair Takenouchi, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports House Bill No. 2030, HD2, 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.



Chair Todd
Vice Chair Takenouchi
House Committee on Finance

Thursday, March 5, 2026
2:00 PM

Aloha Members of the House Committee on Finance,

The Hawai‘i State Youth Commission was first created through Act 106 in 2018, “to advise the governor and legislature on the effects of legislative policies, needs, assessments, priorities, programs, and budgets concerning the youth of the State.” The Hawai‘i State Youth Commission’s Environment legislative committee is in **strong support** of **HB2030 HD2**.

Hawai‘i, already vulnerable to natural disasters, has witnessed the detrimental effects of climate change firsthand. With the additional burden of high living costs and increasing bus fares, the residents of Hawai‘i are heavily burdened by the climate crisis in their everyday lives. Amidst rising maintenance costs, Honolulu County was propelled to pass Bill 54, increasing the one-way transportation fee by 25 cents; annual and monthly rates will increase accordingly.¹ Evidently, the pertinence of climate mitigation and affordability is intertwined in the State’s public transportation system. As mentioned in HB2030 HD2, a transition to cleaner energy is necessary, and economic access to cleaner transportation alternatives ameliorates the issue. The clean vehicle special fund and clean vehicle rebate initiatives would create a sustainable economic cycle for Hawai‘i’s residents, especially those who are low-income. To achieve the State’s zero-emissions goal by 2045, active measures must be taken to promote reduced fossil fuel

utilization and increased public transportation usage; passing HB2030 HD2 is a necessary step to achieve this goal.

The Hawai'i State Youth Commission recognizes the significance of public transportation and affordable fares in creating a cleaner environment for the next generation of thinkers, innovators, and leaders. Moreover, extending fare-free access to the broader community paves the way for a future where our community is less vulnerable to economic and climatic struggles. Therefore, the Hawai'i State Youth Commission strongly urges the committee to **PASS HB2030 HD2**.

Mahalo for the opportunity to testify,

The Hawai'i State Youth Commission

hawaii-state-yc@gmail.com

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 Finance

March 5, 2026; 2:00 p.m.

Conference Room 308 & Via Videoconference

In consideration of

House Bill 2030 HD2

Relating to Transportation Affordability

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

The County of Kaua'i is in **support** of House Bill 2030 HD2, 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 uptake 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 HB 2030 HD2.

OFFICE OF CLIMATE CHANGE SUSTAINABILITY AND RESILIENCY
KE KE'ENA LOLI ANIAU MĀLAMA 'ĀINA A ME KE OLA LOA
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11th FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-2277 • EMAIL: resilientoahu@honolulu.gov • WEBSITE: resilientoahu.org

RICK BLANGIARDI
MAYOR
MEIA



KEALOHA FOX, Ph. D.
EXECUTIVE DIRECTOR &
CHIEF RESILIENCE OFFICER
PO'O HO'OKŌ & KAHU OLA LOA

VACANT
DEPUTY DIRECTOR &
DEPUTY CHIEF RESILIENCE OFFICER
HOPE PO'O & HOPE KAHU OLA LOA

TESTIMONY OF KEALOHA FOX, PH.D.
EXECUTIVE DIRECTOR OF CLIMATE CHANGE, SUSTAINABILITY AND
RESILIENCY AND CHIEF RESILIENCE OFFICER

BEFORE THE HOUSE COMMITTEE ON FINANCE
Thursday, March 5, 2026, 2:00 PM
Conference RM 308 and Via Videoconference

TO: Rep. Chris Todd, Chair, Rep. Jenna Takenouchi, Vice Chair, and Members of the Committee on Finance

RE: SUPPORT OF HOUSE BILL 2030, HD1, RELATING TO TRANSPORTATION AFFORDABILITY WITH COMMENTS

The City and County of Honolulu's ("City") Office of Climate Change, Sustainability, and Resiliency ("Resilience Office") **supports** House Bill 2030, HD2, which establishes a clean vehicle rebate program funded through a transportation affordability and energy security tax.

Transportation costs and gasoline expenditures place a disproportionate burden on rural and lower-income households, while also contributing substantially to climate pollution. Ground transportation emissions account for nearly a fifth of greenhouse gas (GHG) emissions on O'ahu. The City's Climate Action Plan identifies transportation decarbonization, including accelerated adoption of zero-emission vehicles, as essential to meeting our community-wide GHG reduction targets. This measure provides a practical, market-based and revenue neutral tool to reduce both emissions and the cost of living by lowering the upfront cost barrier to cleaner vehicles.

As clean transportation programs are implemented, it will remain important to ensure affordability and equitable outcomes for our communities. We appreciate the amendments incorporated into the current version of the bill intended to protect affordability for low- and moderate-income (LMI) households, including expanded access to rebates and an exemption from the transportation affordability tax for vehicle sales under a certain price limit. These provisions align with the City's commitment to ensuring that the benefits of the clean energy transition are shared broadly, while helping safeguard affordability for households already facing high transportation cost burdens.

Mahalo for the opportunity to testify in **support** of HB2030, HD2.

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

P.O. BOX 621
HONOLULU, HAWAII 96809

DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

RYAN K.P. KANAKA'OLE
FIRST DEPUTY

CIARA W.K. KAHAHANE
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES
ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARK

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission
Co-Chair Ryan K. P. Kanaka'ole**

**Before the House Committee on
FINANCE**

**Thursday, March 5, 2026
2:00 PM
State Capitol, Conference Room 308**

**In consideration of
HOUSE BILL 2030, HOUSE DRAFT 2
RELATING TO TRANSPORTATION AFFORDABILITY**

House Bill 2030, House Draft 2 proposes to require the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles (EVs). The bill proposes to establish the clean vehicle special fund and a transportation affordability and energy security tax. **The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) supports this measure.**

The Commission consists of a multi-jurisdictional effort between 20 departments, committees, and counties with the purpose of promoting ambitious, climate-neutral, culturally responsive strategies for climate change adaptation and mitigation.

Upfront costs of EVs can be a barrier for many consumers, even with existing incentives. Programs like tax credits, rebates, and feebate policies for low- and middle-income (LMI) households are crucial to accelerate adoption and equitable deployment of EVs which have a lower lifetime cost than internal combustion engine (ICE) vehicles. The federal subsidy for EVs has ended but EVs are getting cheaper and lifetime savings are making EVs winners in affordability. State-funded rebate programs are recommended by the State's climate plans including the Climate Action Pathways (2025), Energy Security and Waste Reduction Plan (2025) and the Hawai'i Pathways to Decarbonization (2023). EVs are a necessary tool to support transition to cleaner transportation.

ICE vehicles cost an average of \$10,000¹ annually to operate but that cost can be offset by purchasing an EV. Maintenance is also cheaper, saving an average of \$4,000 over the lifetime of a vehicle.² This bill provides pathways for LMI households to take advantage of long-term affordability of EVs.

Mahalo for the opportunity to comment on this measure.

¹ https://ulupono.com/media/rddfxc20/the-cost-of-the-vehicle-economy-in-hawaii_2025-7-14-final.pdf

² <https://www.nytimes.com/2025/10/08/upshot/ev-versus-gas-car-comparison-cost.html>



Testimony of the Oahu Metropolitan Planning Organization

Committee on Finance

March 5, 2026 at 2:00PM

Conference Room 308

HB2030 HD2

Relating to Transportation Affordability

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

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB2030 HD2**, 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. As amended, the measure clarifies that the rebate shall be applied to the final sales price rather than the manufacturer's suggested retail price and changes the number of miles per gallon and the final sales price for exempt vehicles to unspecified numbers.

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

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

Furthermore, this bill directly supports the Department of Transportation's [Energy Security and Waste Reduction Plan](#), developed as part of the Navahine settlement to 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.



Carbon Cashback

March 4, 2026

Re: FIN hearing of HB2030 HD2 on March 5, 2026

Position: Support

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

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

Carbon Cashback Hawai'i is in strong support of HB2030 HD2, which establishes a revenue-neutral rebate program 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.



MARCH 5, 2026

HOUSE BILL 2030 HD2

CURRENT REFERRAL: FIN

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

Kris Coffield,
President

David Negaard,
Director

Mireille Ellsworth,
Director

Justin Salisbury,
Director

Eileen Roco,
Director

Beatrice DeRego,
Director

Corey Rosenlee,
Director

Amy Zhao,
*Policy and Partnerships
Strategist*

POSITION: SUPPORT

Imua Alliance supports HB 2030 HD2, 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



To: The Honorable Representative Chris Todd, Chair, the Honorable Jenna Takenouchi, Vice Chair, and Members of the Finance Committee.

From: Hawai'i Reef and Ocean Coalition and Climate Protectors Hawai'i (by Ted Bohlen)

Re: **Hearing HB2030 HD2 RELATING TO TRANSPORTATION AFFORDABILITY**

Hearing: Thursday March 5, 2026 2:00 p.m.

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

The mission of the Climate Protectors Hawai'i is to educate and engage the local community in climate change action.

The Climate Protectors Hawai'i **STRONGLY SUPPORTS HB2030 HD2!**

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 FINANCE
Representative Chris Todd, Chair
Representative Jenna Takenouchi, Vice Chair

TESTIMONY IN SUPPORT OF HOUSE BILL 2030 HD2

Thursday, March 5, 2026, 2:00 p.m.
Conference Room 308 & Videoconference
State Capitol
415 South Beretania Street

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

Earthjustice strongly **supports House Bill 2030 HD2**, “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.

Based on ongoing discussions with HDOT, we support discrete amendments to further refine and strengthen the proposed program. We attach key proposed amendments to this testimony, which include filling in updates to the fee provisions based on expert analysis of Hawai'i market data provided by the Hawai'i State Energy Office.

Finally, in response to auto industry representatives like the "Auto Innovators," which supports the rebate, but opposes the fee, we would encourage these organizations and their members 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, proposed amendments have raised the 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

House Bill 2030 HD2, Relating to Transportation Affordability:
Proposed Amendments

The following summarizes proposed amendments to HB2030 HD2, along with background explanations. These amendments include:

- I. Filling in the numbers for the fee provision in Section 3 (“Transportation affordability and energy security tax”), based on detailed analysis of Hawai‘i market data.
- II. Changing “final sales price” to “manufacturer’s suggested retail price” in several (not all) places, to make clear that determinations of eligibility for the rebate and applicability of the fee are based on the MSRP.

I. Updates to the Fee Provision in Section 3.

• On pages 14-15, fill in the blanks in subsection (a) as follows (additions underscored; deletions bracketed and stricken):

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

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

Based on this analysis, we recommend the updates above to the fee structure and amounts. These changes also include setting the price threshold for the proposed exemption from the fee at \$32,000, 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. To clarify, this exemption should be based on the MSRP, not the “final sales price” as currently drafted, in order to set a standard metric and avoid ambiguity or gaming.

II. Change “Final Sales Price” to “Manufacturer’s Suggested Retail Price” in Several Places.

- Both on page 15, lines 7-8 and page 8, line 2, “final sales price” should be changed to “manufacturer’s suggested retail price.” (Note: the reference to “final sales price” on page 7, line 8 should stay as is.)

Explanation: As mentioned above, these specific provisions establishing the eligibility for the rebates and applicability of the fees should be based on MSRP, which provides a clear, standard metric and avoids ambiguity and gaming. (In contrast, the reference to “final sales price” on page 7, line 8, describing how the rebate should be applied at the point of sale, is correct and should remain as currently drafted.)



To: The House Committee on Finance (FIN)
From: Sherry Pollack, 350Hawaii.org
Date: Thursday, March 5, 2026, 2pm

In support of HB2030 HD2

Aloha Chair Todd, Vice Chair Takenouchi, and FIN Committee members;

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org **supports HB2030 HD2** that would require the Department of Transportation to establish a clean vehicle rebate program to provide rebates for the purchase or lease of new and used zero-emission vehicles and plug-in hybrid electric vehicles. This measure also establishes the clean vehicle special fund, and beginning 1/1/2027, establishes a transportation affordability and energy security tax.

HB2030 HD2 creates a revenue-neutral rebate program to lower the upfront cost of new and used electric vehicles for Hawaii residents, letting more of our community access the savings of driving electric. This legislation prioritizes equity by limiting rebates to affordable and used EVs, while ensuring no penalties for owners of budget-friendly gas vehicles. It democratizes the financial and health advantages of EVs, making them accessible to working families.

In 2024, the Hawaii Department of Transportation (HDOT) reached an unprecedented settlement in *Navahine v. HDOT*, with a commitment to protect children's constitutional rights to a life-sustaining climate system and to preserve Hawaii's public trust resources for present and future generations. The settlement requires HDOT to develop and support strategies that reduce carbon pollution from the transportation sector. HB2030 HD2 represents a common-sense solution that directly addresses this mandate.

Hawaii's proposed Clean Vehicle Rebate Program ensures that going electric becomes the easy and affordable choice for Hawaii's hardworking families, and would do so without raising taxes or using general funds. To protect our climate and future, we need ambitious efforts like HB2030 HD2. We urge you to **PASS** this important legislation.

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

HOUSE COMMITTEE ON FINANCE

Representative Chris Todd, Chair

Representative Jenna Takenouchi, Vice Chair

TESTIMONY IN **SUPPORT** OF HOUSE BILL 2030 HD2

Thursday, March 5, 2026, 2:00 p.m.

Conference Room 308 & Videoconference

State Capitol

415 South Beretania Street

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

The Institute of Transportation Studies at the University of California, Davis, strongly supports House Bill 2030 HD2, “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).

Transportation is critical to Hawai’i’s environmental and economic security. Road transportation makes up 23% of statewide GHG emissions, and fossil fuel expenditure by Hawai’i households for transportation alone exceeds \$2 billion annually. Hawai’i households can spend as high as \$13,700 per year on gasoline, ranging from 14% to 25% of household income compared to the national average of about \$2,500. In contrast, such a household could save about \$5,300 per year by switching to an electric vehicle (EV), a 38% reduction in household transportation expenditure, also avoiding 10.8 metric tons of CO₂ per year. Further, volatility in gasoline prices due to global uncertainties further exacerbate the risks to consumers, whereas shifting to EVs can support greater demand and reliability for both the consumers and the utilities in the State.

Over 70% of Hawai’i new internal combustion engine sales have a fuel efficiency of less than 30 MPG, and cost at least 20% more to purchase than more efficient ICE vehicles. Hawai’i reached 14% EV share of new sales in 2025, but in the absence of federal incentives, risks having vehicle electrification goals in line with its climate goals.

A self-financing Clean Vehicle Rebate Fund with point-of-sale rebates for EVs can support market growth to 30% EV sales by 2032, while ensuring equity through dedicated rebates for low-income households. Further, combustion-engine vehicle buyers below a threshold price will be exempted from any fees, ensuring that over half of the households primarily, low and middle income, will not have any adverse economic impacts, but will still be able to benefit from the EV rebates to switch, or at the very least, shift to more fuel efficient gas cars. 100% of all low and middle-income households in Hawai’i benefit with low-income households eligible for EV rebates as high as \$7,000 making EVs affordable and accessible.

HB 2030 draws on its 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 European Union and others.

We also reference the testimony provided by Earthjustice on proposed amendments to HB 2030. We have also attached a memo and additional material along with this testimony for the consideration of this Committee.

Thank you 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.

Dr. Aditya Ramji
Research Director
Institute of Transportation Studies
University of California, Davis

Clean Vehicle Rebate Program for Hawai'i

Dr. Aditya Ramji, Jameel Jamhar

Issue

Transportation is critical to Hawai'i's environmental and economic security. Road transportation makes up 23% of statewide GHG emissions, and fossil fuel expenditure by Hawai'i households for transportation alone exceeds \$2 billion annually.¹ In addition, unabated climate change is estimated to cost the state over \$19 billion in loss of structures due to sea-level rise.²

Fuel expenditures make up a larger share of household expenditures than the US average. Hawai'i households can spend as high as \$13,700 per year on gasoline, which ranges from 14% to 25% of household income depending on economic status compared to the national average of about \$2,500. In contrast, such a household could save about \$5,300 per year by switching to an electric vehicle (EV), a 38% reduction in household transportation expenditure, while also avoiding 10.8 metric tons of CO₂ per year.³ While EVs can lead to significant fuel cost savings and reduce GHG emissions, upfront purchase price remains a key barrier especially for low- and moderate-income households.

Unfortunately, in the absence of federal EV incentives which ended in September 2025, Hawai'i currently lacks a durable, dedicated consumer support program to scale EV access across the state.⁴

Proposal for a Clean Vehicle Rebate program

This proposal creates a self-financing Clean Vehicle Rebate Fund that pairs fees based on MPG on new internal combustion engine (ICE) light duty vehicle sales with point-of-sale rebates for clean vehicles (both new and used battery electric vehicles and plug-in hybrid electric vehicles). The goal is to increase EV sales in the state, lower GHG pollution, reduce Hawai'i's cost-of-living exposure to imported fuel, while limiting the fiscal burden on the state budget.

Hawai'i vehicle sales data (2025) shows that less fuel-efficient ICE vehicles are more expensive – average MSRP of vehicles with less than 22 MPG is \$39,882, while average MSRP of vehicles between 22 – 30 MPG is \$35,432, and average MSRP of vehicles more than 30 MPG is \$28,871. Over 70% of vehicle sales in 2025 were rated less than 30 MPG, and this lower fuel efficiency combined with higher fuel prices lead to higher economic costs for households.

To ensure that the program does not impose disproportionate burden on lower income households, the fee design can include an MSRP exemption threshold for ICE vehicle purchases. Approximately 50% of new ICE vehicle sales fall below the \$32,000 MSRP threshold and are considered exempt from any fees. The proposed fees for vehicles with MSRP greater than \$32,000 are on a sliding scale with more polluting, less fuel-efficient ICE vehicles having higher fees: 4% of sales price for vehicles with MPG < 22, 2% for MPG 22 – 30, and 1% for MPG > 30. This fee structure generates \$117 million in revenue for the Clean Vehicle Rebate Fund, which will be used to deliver point-of-sale rebates for light duty EV purchases.

¹ Hawai'i Department of Health, Clean Air Branch, *Hawai'i Greenhouse Gas Emissions Report for 2022*.

² Coffman, Makena; Hayashida, Sherilyn; Bernstein, Paul; Schjervheim, Maja; La Croix, Sumner, *Carbon Pricing Assessment for Hawai'i: Economic and Greenhouse Gas Impacts*.

³ Coltura, *Hawaii State Superuser Mini Report*.

⁴ Metz, Matthew; Barzilay, Ron; Rooney, Kathleen, *Transitioning Hawai'i Gasoline Superusers to Electric Vehicles*.

It is currently proposed that the EV rebates be structured as follows: \$5,000 for new BEVs, \$3,000 for new PHEVs, \$2,000 for used BEVs and PHEVs. To ensure benefits reach households facing the steepest affordability barriers, the program includes an explicit equity design: 20% of funded rebates each year are projected to be reserved for low-income households, who receive an additional \$2,000 over the base rebate, irrespective of new or used purchases.

The overall program is designed to be revenue-neutral each year over a five-year period, including a 5% program administration cost, with the balance being provided as rebates. The table below provides an overview of the potential impact on EV sales in Hawai'i. The proposed program supports Hawai'i to go from 13% EV sales share in 2025 to 30% by 2032. The subsidy program supports about one-third of total EV sales expected over the same period.

Table 1: Five-year rebate program outcome and rebate coverage

	Program with ICE purchase price threshold of \$32,000
<i>Total EV rebates</i>	23,025
<i>New EV rebates</i>	20,932
<i>Used EV Rebates</i>	2,093
<i>Share of Low-income EV rebates</i>	20%
<i>Total Fund Created</i>	\$117.4 million

In the proposed program design, the Clean Vehicle Rebate Fund can accrue \$117.4M in fee revenue, supporting 23,025 rebates in total, over the five-year period. Within that, 4,605 rebates are directed towards low-income households, with \$29.7M in low-income rebate spend and \$9.2M dedicated to the low-income extra rebate. The program fully deploys available fee revenue to maximize rebate delivery over the five-year period, while maintaining fiscal balance and equity.

Hawai'i has one of the highest shares of energy related CO₂ emissions from transportation among U.S. states, which makes vehicle electrification a high-leverage strategy. As Hawai'i advances toward 100% renewable electricity by 2045, targeted consumer EV rebates can help households access EV operating cost savings sooner. The program design ensures equity and affordability, while recognizing the unique circumstances of Hawai'i and aims to deliver enhanced economic security coupled with environmental stewardship.

Key Highlights:

- A self-financing Clean Vehicle Rebate Fund that pairs fees based on MPG with point-of-sale rebates for EVs can support market growth to 30% EV sales share by 2032, while ensuring equity.
- **Who benefits?** 100% of all low and middle-income households in Hawai'i benefit, with lower-income households eligible for EV rebates as high as \$7,000, making EVs affordable and accessible.
- **Who contributes?** Only new ICE vehicle buyers of the more expensive half of vehicle purchases above a MSRP threshold of \$32,000 would be levied a one-time fee ranging from 1 – 4%, with higher-fuel efficiency options attracting lower fees, further limiting any burden on lower-income households.
- Over 70% of Hawai'i new internal combustion engine (ICE) sales have a fuel efficiency of less than 30 MPG, and cost at least 20% more to purchase than more efficient ICE vehicles.
- Hawai'i reached 13% EV share of new sales in 2025, but in the absence of federal incentives, risks lagging on vehicle electrification goals necessary to meet its climate goals.



UCDAVIS

Institute of Transportation Studies

Clean Vehicle Rebate Program for Hawai'i

Aditya Ramji, PhD

adiramji@ucdavis.edu

University of California, Davis

Hawai'i faces a dual climate and cost-of-living crisis

23%

Share of statewide GHG emissions driven directly by road transportation.

Context: Unabated climate change threatens over \$19 billion in structural losses due to sea-level rise.

\$13,700

Amount Hawai'i households can spend annually on gasoline.

Context: This consumes 14% to 25% of household income, eclipsing the \$2,500 national average. Fossil fuel expenditures for transport bleed over \$2 billion annually from the state.

The Cliff Edge: Federal EV incentives expired in September 2025. Hawai'i currently lacks a durable, dedicated consumer support program to scale EV access and lower these household burdens.

Electrification offers immediate economic relief and environmental progress

\$5,300

Annual household savings unlocked by switching to an Electric Vehicle (EV).

Context: This represents a massive 38% reduction in household transportation expenditures, directly combating Hawai'i's high cost-of-living exposure to imported fuel.

10.8 Metric Tons

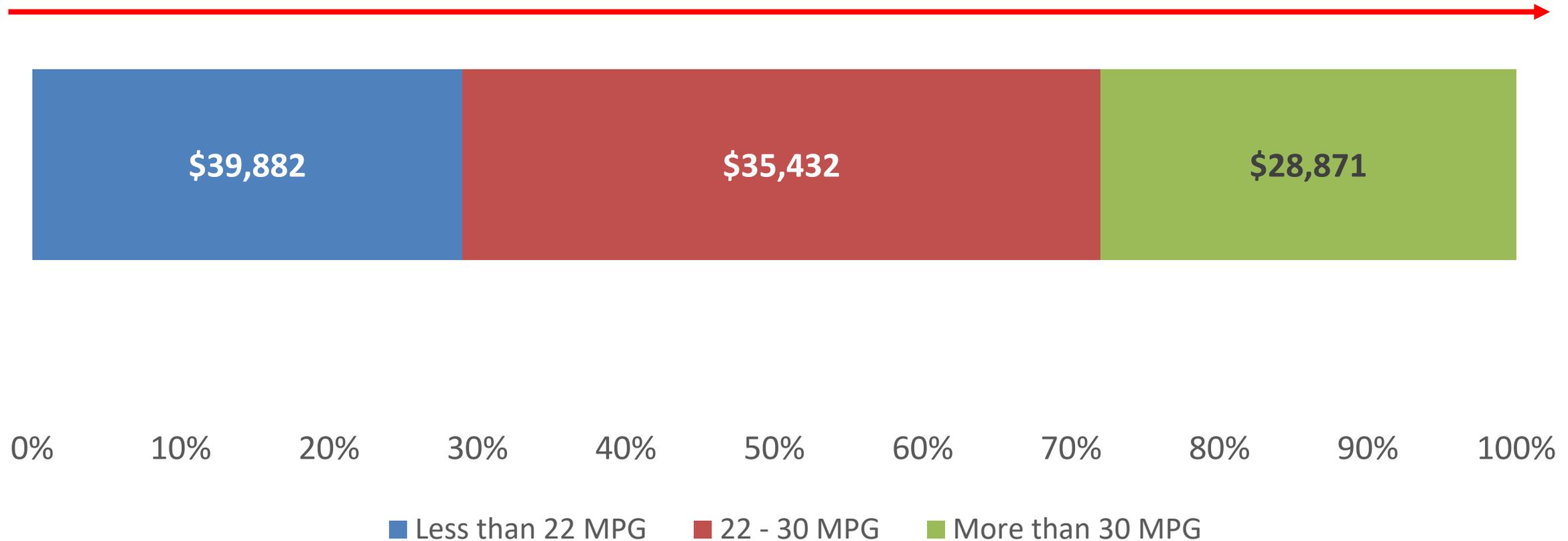
Volume of CO₂ avoided per household, per year, by making the switch.

While EVs deliver significant operational savings and advance Hawai'i toward its climate and clean transportation goals, the upfront purchase price remains a critical barrier – especially for low and middle-income households.

What vehicles does Hawai'i purchase?

Sales of Combustion-Engine Cars in Hawai'i

More efficient gas cars are cheaper; EVs will deliver even greater savings



A self-sustaining market-based model to achieve clean transportation goals

Targeted Revenue Generation

A one-time fee applied only to new, less fuel-efficient ICE vehicles with an MSRP over \$32,000.

Proposed

4% fee | Under 22 MPG (Avg. MSRP \$39,882)

2% fee | 22–30 MPG (Avg. MSRP \$35,432)

1% fee | Over 30 MPG

Note: Over 70% of Hawai'i's new ICE sales in 2025 had a fuel efficiency of less than 30 MPG and cost at least 20% more than efficient alternatives.

Point-of-Sale EV Rebates

Direct financial support delivered at the dealership for clean vehicles.

\$5,000 | New Battery Electric Vehicles (BEVs)

\$3,000 | New Plug-in Hybrid Electric Vehicles (PHEVs)

\$2,000 | Used BEVs and PHEVs

\$2,000 | Additional rebate for low-income households

Built-in safeguards protect everyday families and ensure equity

50% of new ICE vehicles are entirely exempt.



Any internal combustion vehicle priced below the \$32,000 MSRP threshold pays **absolutely no fee**. Only buyers of the more expensive half of new polluting vehicles contribute.

\$7,000

Maximum Rebate



- Low-income households receive an additional \$2,000 over the base rebate, for both new and used EVs.
- 20% of the entire Clean Vehicle Rebate Fund is strictly reserved for low-income households.

The Bottom Line: 100% of all low- and middle-income households in Hawai'i stand to benefit from the program, ensuring the EV transition is accessible to those facing the steepest affordability barriers.

Driving Hawai'i towards a 30% EV adoption share by 2032

The 5-Year Financial Outlook

**\$117.4
Million**

Total fee revenue generated for the Clean Vehicle Rebate Fund.

Efficiency: The program is fully revenue-neutral, deploying all available fee revenue to maximize rebate delivery with only a 5% cap on program administration costs.

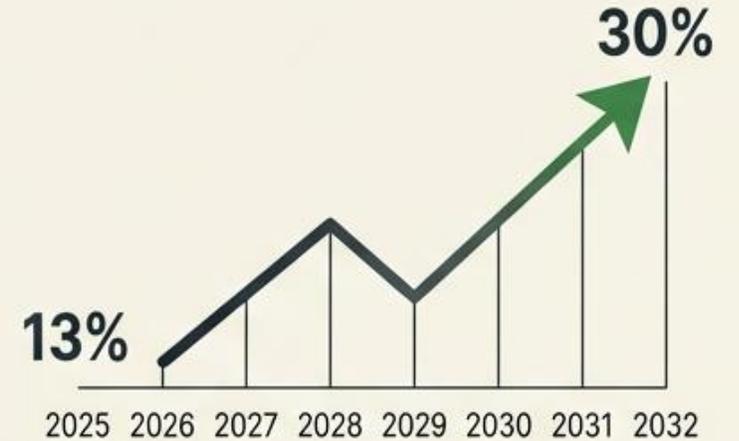
The 5-Year Deployment Impact

**23,025
Total EV Rebates**

20,932 New EV Rebates
2,093 Used EV Rebates

4,605 Low-Income Rebates secured (representing the 20% reserved allocation, totaling \$38.9M in dedicated low-income spending).

The Strategic Goal



This targeted consumer intervention rescues Hawai'i from its 13% EV stagnation (2025) and subsidizes one-third of all expected EV sales—securing both economic resilience and environmental stewardship.

Ready Toolkit for decision-makers

Outputs

Hawaii Clean Vehicle Rebate Fund – 5-Year Outlook

Fee Revenue
\$117.37M

Subsidy Cost
\$117.37M

Threshold applied
\$32,000

50% of vehicles fall below the threshold (exempt from)

Auto-size rebates
Enabled

Reserve: \$0.0M | Spend cap: 100%

Rebates Issued

Base: 20,522

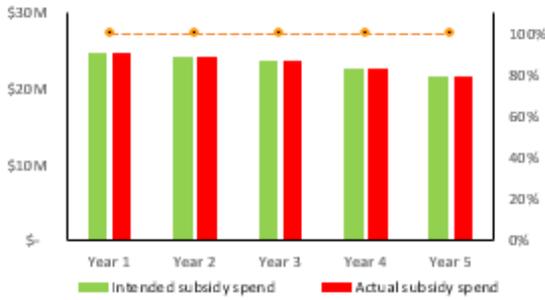
Optimized: 23,025 (+12%)

EV Sales

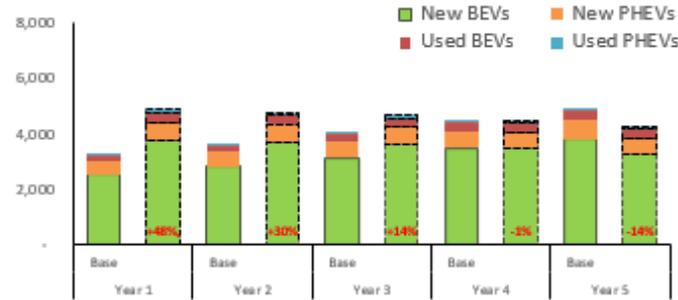
54,639

Year 5 EV share: 30%

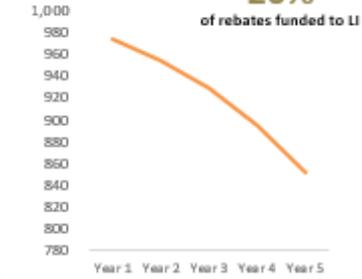
Subsidy Budget vs Actual Spend



Rebates Issued by Vehicle Type



Low-Income (LI) Rebates Issued



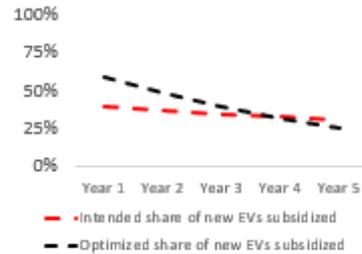
Low-Income Rebates

4,605
Total LI rebates

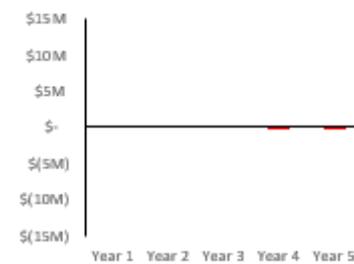
\$29.7M
LI Spend (5-yr)

\$9.2M
Top-up cost (5-yr)
(+\$2,000 x 4,605 LI rebates)

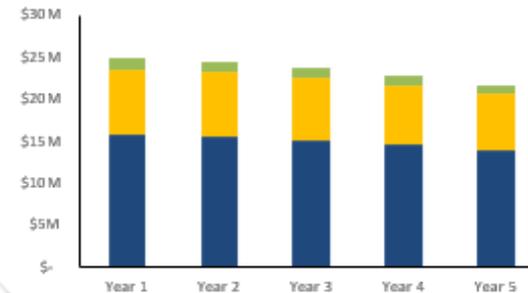
Rebate Coverage: Intended vs Optimized



Fund Balance (closing)



Fee Revenue Allocation by Class



Class 1

44.0%
of ICE Sales
MPG < 22

Class 2

40.6%
of ICE Sales
MPG 22–

Class 3

15.4%
of ICE Sales
MPG >

Subsidy

New BEVs: \$5,000
New PHEVs: \$3,000

Used BEVs: \$2,000
Used PHEVs: \$2,000

Low-income top-up: +\$2,000



Email: communications@ulupono.com

HOUSE COMMITTEE ON FINANCE
Thursday, March 5, 2026 — 2:00 p.m.

Ulupono Initiative supports HB 2030 HD2, Relating to Transportation Affordability.

Dear Chair Todd 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 HD2, 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



Testimony in Support of HB2030 HD2
Hearing on March 5, 2026 at 2pm | House Committee on Finance

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

My name is Doorae Shin, and I am submitting this testimony on behalf of Our Children's Trust in strong support of HB2030 HD2, which establishes the Clean Vehicle Rebate Program to make electric vehicles more affordable and reduce pollution from the transportation sector.

HB2030 HD2 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 most residents to avoid the fee).
- Plug-in hybrids are included in the rebate program, for those with limited access to charging.
- Rebates are only available for those within a certain AMI, ensuring that high-income residents do not receive benefits they do not need and maximize the rebate amounts for families who need it most.
- There is an additional rebate amount for low- and medium- income households that fall within a certain AMI.

HB2030 HD2 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 HD2 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 HD2 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 HD2 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. HDOT's plan indicates that 81% of new vehicle sales must be electric by 2030 to stay on track, far behind the current ~14%. 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 HD2 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 HD2.

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

Mahalo,



Doorae Shin
Our Children's Trust



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: March 5, 2026

TO: Representative Chris Todd
Chair, Committee on Finance

FROM: Tiffany Yajima

RE: **H.B. 2030, HD 2 - Relating to Transportation Affordability**
Hearing Date: Thursday, March 5, 2026 at 2:00 p.m.
Conference Room: 308

Dear Chair Todd, Vice Chair Takenouchi, 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, HD 2, Relating to Transportation Affordability, 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.

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.

We are concerned that this shifts the cost burden to acquire more expensive EVs to gasoline or diesel-powered vehicle owners.

Lower-income households are far more likely to drive older, more economical 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. 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 these reasons, we urge the committee to defer this bill. Thank you for the opportunity to submit this testimony.



March 5, 2026

Hawai'i State Legislature
House Committee on Finance

Re: Testimony in OPPOSITION for HB2030, HD2, Relating to Transportation Affordability

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

On behalf of the Hawai'i Automobile Dealers Association (HADA), we are writing in **opposition** of HB 2030, HD2, relating to transportation affordability. This measure 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.

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

Transportation affordability must be considered holistically. Policies intended to accelerate EV adoption should avoid penalizing consumers who have limited alternatives today. HADA is concerned that increasing the cost of internal combustion vehicles could make vehicle ownership less affordable for those who can least afford it, without meaningfully expanding near-term access to EVs for those same households. We also encourage careful consideration of funding mechanisms that minimize unintended impacts on working families and small businesses, along with clear public communication regarding program eligibility and the use of special fund revenues. For these reasons, HADA respectfully urges the committee to oppose HB2030, HD2.

Mahalo for the opportunity to testify.

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-2

Submitted on: 3/4/2026 9:17:26 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Charlotte Madin	Navahine v. HDOT	Support	Written Testimony Only

Comments:

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

My name is Charlotte Madin, I live in Kailua on O’ahu, and I am writing in strong support of HB2030 HD2, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

As a plaintiff in the Navahine v. HDOT lawsuit, as well as a Hawai‘i Youth Transportation Council member, I am very aware of the fact that transportation is one of our biggest connectors and dividers. It connects us because moving around, and being able to get places, is a central part of human life. However, the need for transportation and connection has risen to a point where our cities are mainly car-centric, and the vast majority of people own cars. This, in turn, contributes to massive carbon emissions being produced. If we can find a way to change this, and keep transportation an option while decreasing its pollutive effects, we might just have a shot at a clean, healthy future.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify

HB-2030-HD-2

Submitted on: 3/3/2026 2:42:50 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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-2

Submitted on: 3/3/2026 2:53:33 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

My name is Summer, I live in Honolulu, and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

This would be imensely helpful for me in order to get new transportation that is healthier for the aina and my community.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

HB-2030-HD-2

Submitted on: 3/3/2026 3:07:31 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

I 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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Virginia

Honolulu

HB-2030-HD-2

Submitted on: 3/3/2026 3:34:13 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

TESTIMONY IN SUPPORT OF HB2030 HD2

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

I strongly support HB2030 HD2.

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 HD2 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 Hawai'i 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 Hawai'i'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 Hawai'i residents.

I respectfully urge the Committee to pass HB 2030 HD2, 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-2

Submitted on: 3/3/2026 3:35:23 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

Aloha,

I strongly support HB2030 HD2, as it 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.

Thank you,

Thomas Graham, Honolulu

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

Strong support for HB2030_HD2

I strongly support HB2030_HD2 because it will expand access for clean vehicles while helping to meet both state climate and energy goals.

Hawai'i must accelerate it's transition toward a cleaner transportation systems by practical, balanced, and inclusive policy solutions.

Thank you for your consideration.

Keith Neal
Waimea

HB-2030-HD-2

Submitted on: 3/3/2026 3:45:55 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

I 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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!
Christine Daleiden

HB-2030-HD-2

Submitted on: 3/3/2026 3:48:51 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Nikos Leverenz	Individual	Support	Written Testimony Only

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and FIN Committee:

I write in support of HB 2030, HD 2, so that Hawaii can expand access to electric vehicles and help meet its climate and energy goals.

This bill will help expand access to electric vehicles by providing an additional rebate for low- and moderate-income households. The rebate also has a revenue stream that is directly related to moving away from the consumption of fossil fuels toward battery power.

As a driver of an electric vehicle, I can personally attest to its superiority in terms of the driving experience and relatively low maintenance costs. I would also like to add that the state should increase the number of EV quick charge powering stations to better serve those who do not have access to residential charging capacity.

Mahalo for the opportunity to provide testimony.

HB-2030-HD-2

Submitted on: 3/3/2026 3:51:00 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Seuta'atia Cochran

Ewa Beach, 'Iolani Schools

HB-2030-HD-2

Submitted on: 3/3/2026 3:52:28 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
TOM DIGRAZIA	Individual	Support	Written Testimony Only

Comments:

Strongly support!

HB-2030-HD-2

Submitted on: 3/3/2026 4:06:55 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

I support HB 2030 HD2 to expand access to clean vehicles. I own an electric trike and have an electric car on order.

Buck Joiner

Kihei, Maui

HB-2030-HD-2

Submitted on: 3/3/2026 4:12:51 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

HB-2030-HD-2

Submitted on: 3/3/2026 4:38:12 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

Aloha Chair Todd, Vice Chair Takenouchi, and members of the FIN committee:

I strongly support this bill because it will expand access to clean vehicles in a revenue neutral manner and help the State meet its 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.

This bill’s rebate system is revenue-neutral (i.e., the rebates place no financial strain on the State’s budget). The bill places a fee on the most polluting gasoline and diesel-powered vehicles (with no fees placed on the most affordable gas/diesel vehicles). These fees provide the monies for the rebates on new and used EVs. These provisions ensure that working families, not just the wealthy, can enjoy the financial and health benefits of EVs.

HB 2030 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo for the opportunity to testify.

Mahalo nui,

Paul Bernstein

Honolulu

HB-2030-HD-2

Submitted on: 3/3/2026 4:45:10 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

I am writing from Kauai. I have owned an electric vehicle since 2017. I strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals.

It'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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Thank you.

Mary Lu Kelley, Koloa

HB-2030-HD-2

Submitted on: 3/3/2026 5:53:58 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

In support of. Thank you.

HB-2030-HD-2

Submitted on: 3/3/2026 6:04:32 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Priscilla Stuckey	Individual	Support	Written Testimony Only

Comments:

Aloha, Chair and Members of the Committee,

I strongly support HB2030, to establish a rebate program for purchase or lease of clean-energy vehicles.

More than half of Hawai'i's carbon dioxide emissions come from transportation. The state spends billions importing gas and diesel. Electric vehicles are a no-brainer for lowering the state's emissions and doing our part to fight climate change.

In line with the Navahine settlement, the state DOT is required to reduce emissions to ZERO by 2045. One important step is increasing incentives for electric vehicles. A clean vehicle rebate makes doing the right thing easier and more affordable for the people of Hawai'i. Widespread use of electric vehicles will help the state reach its legally mandated zero emissions goal.

Please support this bill and establish a clean vehicle rebate program.

Mahalo,

Priscilla Stuckey, Kihei

HB-2030-HD-2

Submitted on: 3/3/2026 6:11:56 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Judith White	Individual	Support	Written Testimony Only

Comments:

We need more EV's; this bill can help support that. Please pass!

Judith White, Kapaa

HB-2030-HD-2

Submitted on: 3/3/2026 7:03:33 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

What a terrific help this bill is! Mahalo for supporting it

Bill & Bobbie Best

Wailuku Maui

HB-2030-HD-2

Submitted on: 3/3/2026 7:15:38 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

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-HD-2

Submitted on: 3/3/2026 8:05:07 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

Mahalo!

Benjamin Narwold, Kapaa, HI

HB-2030-HD-2

Submitted on: 3/3/2026 8:23:25 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

My name is Ron Reilly, I live in Volcano Village, and I am writing in strong support of HB2030 HD2, 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.

This bill will help more gas/diesel vehicle owners become new EV owners who will benefit financially by having no gasoline expenses, and little to no vehicle maintenance costs.

An important societal co-benefit is that 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 HD2.

Thank you, Ron Reilly, Volcano Village

HB-2030-HD-2

Submitted on: 3/3/2026 8:53:49 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

HOUSE OF REPRESENTATIVES
THE THIRTY-THIRD LEGISLATURE
REGULAR SESSION OF 2026

COMMITTEE ON FINANCE
Rep. Chris Todd, Chair
Rep. Jenna Takenouchi, Vice Chair

Rep. Daisy Hartsfield
Rep. Dee Morikawa
Rep. Ikaika Hussey
Rep. Amy A. Perruso
Rep. Sue L. Keohokapu-Lee Loy
Rep. Shirley Ann Templo
Rep. Lisa Kitagawa
Rep. Kyle T. Yamashita
Rep. Matthias Kusch
Rep. David Alcos III
Rep. Mike Lee
Rep. Joe Gedeon
Rep. Tyson K. Miyake
Rep. Julie Reyes Oda

NOTICE OF HEARING

DATE:

Thursday, March 5, 2026

TIME:

2:00 p.m.

PLACE:

VIA VIDEOCONFERENCE

Conference Room 308

State Capitol

415 South Beretania Street

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

My Name is Alan Lennard, I live on the North Shore, I drive an EV and I work in renewables.

I support HB2030 HD2. This legislation will help more Hawaii residents to afford clean, efficient vehicles.

Please pass this measure.

Thank you,

Alan Lennard
Green Power Projects LLC

HB-2030-HD-2

Submitted on: 3/3/2026 9:07:57 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

I strongly support this bill, to encourage more people in Hawaii through a rebate to buy new or used electric vehicles. It will help us meet our climate and energy goals and allow people like me to afford a used EV.

HB-2030-HD-2

Submitted on: 3/4/2026 6:57:39 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Lisa Ferentinos	Individual	Support	Written Testimony Only

Comments:

We owe it to the children of Hawaii to do everything in our power to reduce and eventually eliminate the use of all fossil fuels. This bill helps families make the right choice in purchasing a vehicle. Without this support many families can not afford to make the switch.

Please address climate change as the emergency it is, as if a war was threatening the existence of our keiki.

Mahalo,

Lisa Ferentinos

Waimanalo

HB-2030-HD-2

Submitted on: 3/4/2026 7:11:23 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Wayne Asam	Individual	Support	Written Testimony Only

Comments:

I am writing in strong support of HB2030, which would establish a state clean vehicle rebate program for new and used electric vehicles.

Hawai‘i has set ambitious goals for reducing greenhouse gas emissions and transitioning to clean energy. Transportation remains one of the largest sources of emissions in our state, and policies like HB2030 are essential if we are serious about meeting our climate and energy goals.

With the federal rebate program no longer available to many residents, the upfront cost of electric vehicles remains a barrier for families who would otherwise like to transition to cleaner transportation. A state-level rebate program helps bridge that gap and ensures that clean vehicles are accessible to more people, including working families who rely on used vehicles.

Beyond environmental benefits, expanding EV adoption also keeps more energy dollars in Hawai‘i by reducing dependence on imported petroleum. EV owners benefit from lower fuel and maintenance costs, which can provide meaningful long-term savings for local families.

HB2030 would help accelerate Hawai‘i’s transition to clean transportation, improve air quality, and make clean vehicles more affordable and accessible to residents across the state.

For these reasons, I respectfully urge the committee to support and pass HB2030.

Mahalo for the opportunity to provide testimony.

Sincerely,
Wayne Asam

HB-2030-HD-2

Submitted on: 3/4/2026 7:12:25 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Kai Asam	Individual	Support	Written Testimony Only

Comments:

I am writing in strong support of HB2030, which would establish a state clean vehicle rebate program for new and used electric vehicles.

Hawai‘i has set ambitious goals for reducing greenhouse gas emissions and transitioning to clean energy. Transportation remains one of the largest sources of emissions in our state, and policies like HB2030 are essential if we are serious about meeting our climate and energy goals.

With the federal rebate program no longer available to many residents, the upfront cost of electric vehicles remains a barrier for families who would otherwise like to transition to cleaner transportation. A state-level rebate program helps bridge that gap and ensures that clean vehicles are accessible to more people, including working families who rely on used vehicles.

Beyond environmental benefits, expanding EV adoption also keeps more energy dollars in Hawai‘i by reducing dependence on imported petroleum. EV owners benefit from lower fuel and maintenance costs, which can provide meaningful long-term savings for local families.

HB2030 would help accelerate Hawai‘i’s transition to clean transportation, improve air quality, and make clean vehicles more affordable and accessible to residents across the state.

For these reasons, I respectfully urge the committee to support and pass HB2030.

Mahalo for the opportunity to provide testimony.

Sincerely,
Kai Asam

HB-2030-HD-2

Submitted on: 3/4/2026 7:21:00 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

ALthough not exactly early adopters, potential EV owners still are needing an incentive to purchase an electric car. Supporting this bill will definately promete EV adoption and is a very good thing for our State and the planet as well. Please vote yes!

Lorn DOuglas

Lower Puna

ps I walk my talk and am now my wife and I both have logged over 250,000 gas free miles running our two cars on a solar system

HB-2030-HD-2

Submitted on: 3/4/2026 8:01:41 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

Aloha Chair and Committee Members,

My name is Dr. Kevin Kern, and I am testifying in support of HB2030 HD2. Encouraging zero-emission vehicles is not just environmentally sound—it's a strategic economic shift. Currently, Hawai'i spends significant resources importing oil. By expanding zero-emission options, we reduce that dependence and those costs. However, I'd urge us to go further. Let's ensure that the growth in zero-emission vehicles is paired with investment in local renewable energy—solar, wind, and other renewables—so that we keep those energy dollars here, create local jobs, and strengthen our state's energy independence. Mahalo for your time and consideration.

HB-2030-HD-2

Submitted on: 3/4/2026 8:14:01 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

As an EV owner the potential to lower cost via a rebate is crucial consideration in adsotation to EV

I urge the committee to support legislation for state rebates that encourage mor EV ownership in that state

go green!!!

HB-2030-HD-2

Submitted on: 3/4/2026 8:16:30 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jonathan Guzman	Individual	Support	Written Testimony Only

Comments:

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

My name is Jonathan Guzman, I live in Ewa Beach and I am writing in strong support of HB2030 HD2, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

My family and I have been driving EVs since 2018 and have found it to be a reliable source of transportation. Charging our vehicle with our home solar panels has been helpful in reducing our carbon pollution footprint on the islands. It would be a good thing to let others who are environmentally conscious to have the opportunity to do the same by helping them purchase vehicles such as EVs to keep their carbon pollution footprint low.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

HB-2030-HD-2

Submitted on: 3/4/2026 8:34:05 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

I 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 HD2 is a practical, balanced, and inclusive policy solution. I urge your committee to pass it.

me ke aloha ‘āina,

Nanea Lo, 96826

Carbon Cashback Hawai‘i Member

Hawai‘i Workers Center Board Member

Honolulu Tenants Union Member

Hawai‘i Tax Fairness Coalition

Clean Elections Hawai‘i Member

HB-2030-HD-2

Submitted on: 3/4/2026 8:49:06 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Carol Peacock	Individual	Support	Written Testimony Only

Comments:

Testimony in Support of HB2030 HD2 - Clean Vehicle Rebate Program

Hearing with the House Committee on Finance

Thursday March 5, 2026 at 2pm

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

My name is Carol, I live in Lihue, HI on Kauai and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

We shipped a hybrid SUV to Kauai 17 years ago because of the crazy high cost of gasoline, even at Costco (which is the least expensive). That turned out not to save us enough money, so I finally bought & had an EV shipped here to go with our Solar Panels & Back-up batteries. We love charging up for "free" from our own clean electricity source - the wonderful sunshine we are blessed with year round. We now drive even more cleaner than with the hybrid. We are retired and always looking for anything that will help keep us healthy / well. Reducing road pollution is one of those ways. Now our neighbors are following our choices and making their own by also buying EVs.

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.

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) and with no fees placed on the most affordable gas/diesel vehicles. This ensures that working families & retired 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 HD2.

Mahalo Nui, Carol & Joe Williams

HB-2030-HD-2

Submitted on: 3/4/2026 9:38:53 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

My name is David Durazzo, I live in Waialua, HI and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

Hawai'i has set strong goals for powering our electric goal with renewable energy. These goals will minimize pollution and expand our islands' energy independence. This not only reduces our citizens' pollution from our homes, but with increased electric vehicles reduces pollution from our vehicles. Our federal government has reduced our country's factual foundations of climate change and the renewal funding programs derived from them. The states must step up, including Hawai'i.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

David Durazzo

HB-2030-HD-2

Submitted on: 3/4/2026 9:42:41 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Steve Parsons	Individual	Support	Written Testimony Only

Comments:

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

We strongly support this bill because it will expand access to clean vehicles and help meet our climate and energy goals. AND, it helps a ton with affordable living and promoting CLEAN air. Fossil fuel Pollution is killing our reefs and speeding up Sea level rise. Please be bold and ACT on this Win-WIn bill!

Steve Parsons, Hanapepe KCAC, Kauai EV Lead!

HB-2030-HD-2

Submitted on: 3/4/2026 10:22:34 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Harold Grey	Individual	Support	Written Testimony Only

Comments:

Hawaii should be a leader in clean-energy transportation. I want to strongly support any measures that encourage the further use and adoption of electric vehicles in Hawaii. I strongly support state-level subsidies that encourage the purchase of electric vehicles. I have an EV in Hawaii. I will never buy another internal combustion vehicle. We need to reduce our reliance on fossil fuels, which must be imported and increase the risk of an environmental accident.

Harold Grey
1001 Queen St / Apt 2807
Honolulu, HI 96814

HB-2030-HD-2

Submitted on: 3/4/2026 11:45:52 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

I've owned EV cars since 2020. Making it easier for people to afford an EV will be great for the future of Hawai'i.

HB-2030-HD-2

Submitted on: 3/4/2026 12:08:22 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

I am writing to share my strong support for HB2030 HD2.

As a long-time advocate for clean air and electric vehicles in Hawai‘i, I’ve seen firsthand how many of my family and friends want to make the switch to a cleaner car but are held back by the upfront cost.

Transportation is our biggest source of pollution, and we spend billions every year importing fuel. This bill is a common-sense solution that makes new and used EVs affordable for everyone.

Please support HB2030 HD2 and help make clean transportation a reality for families across the islands.

Thank you for your consideration.

Nanette Vinton

Mililani Resident

HB-2030-HD-2

Submitted on: 3/4/2026 12:13:47 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

My name is Kealii Pang, Ph.D. I live in Kaimukī, Hawai‘i and I write in strong support of HB2030 HD2, which establishes Hawai‘i's Clean Vehicle Rebate Program.

I have driven electric vehicles for the past six years and have had solar panels on my home since 2002. With a home EV charger, I capture the rays of the sun — as Māui intended — and convert them directly into miles driven. My transportation fuel cost is effectively zero. Every dollar I once sent to an oil company now stays in Hawai‘i, supporting local businesses and our local economy.

Aloha ‘āina is not just a saying. It is a way of living in right relationship with this land. For me, cutting my dependence on imported fossil fuels is a direct expression of that value. Hawai‘i sends billions of dollars off-island every year to import gasoline and diesel. That wealth leaves our communities, our families, and our islands. Solar power and electric vehicles return that energy and that money back home — where they belong.

As a retired federal biologist who spent 26 years working on conservation and natural resources across the Pacific Islands, I have watched climate change accelerate its impacts on our coastlines, our native ecosystems, and our most vulnerable communities. Transportation emissions are a direct contributor. Every gas vehicle replaced by an EV is a concrete act of aloha ‘āina — and a real financial benefit to the family making that switch.

Transportation is the largest source of pollution in Hawai‘i, accounting for more than half of our statewide emissions. This bill gives more families the chance to break free from that dependence. HB2030 HD2 creates a revenue-neutral rebate program that lowers the upfront cost of new and used electric vehicles. It prioritizes equity by targeting rebates to non-luxury EVs and including used vehicles, so working families — not just those who already live comfortably — have a real path to the savings that come with driving electric. With the federal EV tax credit now gone, the State must step forward.

Please support HB2030 HD2. Help more Hawai‘i families capture the power of our sun, reduce our dependence on imported fuel, and keep our energy dollars here at home.

Mahalo for the opportunity to testify.

Kealii Pang, Ph.D. Kaimukī, Hawai‘i

HB-2030-HD-2

Submitted on: 3/4/2026 12:45:57 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

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

My name is Travis Counsell, I live in Kailua, O‘ahu and I am writing in strong support of HB2030 HD2, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

I am deeply concerned about transportation's impact on our climate and cost of living. I am grateful for the previous federal clean vehicle incentives and am disappointed these ended. Hawai‘i has the ability to be a leader in this space, again, and continue these incentives. I personally drive an electric vehicle, which is charged from solar panels on my roof. More people should be able to seek energy and transportation independence. This is a very worth while investment in the future.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

Travis Counsell

HB-2030-HD-2

Submitted on: 3/4/2026 1:24:08 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

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

Comments:

As a citizen of the State of Hawaii, I personally believe its important for EV incentives to return. We live in a place where we directly benefit from clean energy and utilizing that energy to power our vehicles makes 100% sense. This is vital for our communities and sustainability of the land that citizens strive so hard to protect. Please provide those incentives so the people can make choices for a clean sustainable Hawaii.

Mr. Joe Calavita
CARB Vehicle Incentive Program Development Lead, Retired

House Committee on Finance
Rep. Chris Todd, Chair
Rep. Jenna Takenouchi, Vice-Chair
Thursday, March 5, 2026
2 pm, Conference Room 308

March 4, 2026

Testimony in Support of HB2030 HD2 - Clean Vehicle Rebate Program

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

My name is Joe Calavita, I live in Windward Oahu, and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

I had the privilege of being the California Air Resources Board (CARB) lead staff in developing and implementing the nation's first voucher program to encourage purchase of clean motor vehicles (i.e., the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, or HVIP), which complemented CARB's (light-duty) Clean Vehicle Rebate Program (CVRP). I support HB2030 HD2 for the following reasons:

- **Budget Neutral:** HB2030 HD2 doesn't require a budget appropriation to generate funds for electric vehicle (EV) rebates. Its self-funded within the transportation sector. In contrast, California's CRVP (2009-2023) was funded by proceeds from California's Cap-and-Trade program. HB2030 HD2 would be more effective than California's CVRP in reducing transportation sector greenhouse gas emissions by also discouraging purchase of gas guzzlers.
- **Progressive Rebate Structure:** HB2030 HD2's fixed rebate amounts per eligible vehicle category is progressive, since a flat rebate amount is a higher percentage of the total cost of lower priced EVs. So someone buying an expensive EV gets a higher rebate than someone buying a lower cost EV. Percentage-based rebates are also more challenging to implement, as dealers may inflate the sale price or sell unnecessary add-ons to increase the (percentage-based) rebate received.
- **Focus on Affordability:** HB2030 HD2 income limits – as well as limiting fees to new internal combustion-powered vehicles over \$32,000 and rebate eligibility to EV's below \$60,000¹ – helps make new car ownership more affordable for Hawaii's low-and moderate-income vehicle purchasers.²

¹ As recommended in the Hawaii Department of Transportation February 10, 2026 comment letter to the House Committee on Transportation.

² Based on vehicles below \$32,000 not being subject to the fee, and ownership costs for EVs are lower than those for their gas-powered counterparts.

I believe HB2030 HD2's intent may be to offer a point-of-sale rebate so that the EV cost is reduced by the rebate amount at the time the vehicle is purchased or leased. If this is the intent, you may want to include clarifying language in Section 196-A(c)(2), (3), and (4) to specify that program rebates are provided at point-of-sale, along with a definition for point-of-sale (or similar term) in Section (k)(1). California's Clean Vehicle Rebate Project ran for 15 years as a traditional "we'll mail you the check" rebate. While this was easier to implement, vehicle purchasers couldn't use the rebate to reduce their out-of-pocket cost to purchase the EV. Instead, they had to wait – sometimes for months – for their rebate check. In 2023, California sunset this approach (along with the CVRP), and is launching a point-of-sale program, called Rebate Now.³ I'd be happy to foster introductions with CARB Rebate Now staff if you'd like to share information and perspectives.

At a time when our federal government has dropped the ball on the issues of environmental stewardship, inflation, and affordability, HB2030 HD2 provides an effective, budget neutral paradigm that other states can emulate.

Mahalo for your leadership and for the opportunity to comment in support of HB2030 HD2.

Joe Calavita

Joe Calavita

³ <https://ww2.arb.ca.gov/news/california-directs-more-clean-vehicle-rebates-lower-income-families>

Testimony in Support of HB2030 HD2 (Relating to Electric Vehicle Rebates)

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

My name is Lyla Berg. I grew up in Kaimuki and now live in Niu Valley. I am writing in strong support of **HB2030 HD2** to establish a rebate program for the purchase or lease of new and used electric vehicles (EVs). This measure not only expresses your visionary leadership, it is also environmentally responsible, economically advantageous, and strategically deliberate for Hawai'i, particularly at this time in world history.

1. Hawai'i's Extreme Dependence on Imported Oil

Hawai'i imports petroleum, thereby making us uniquely vulnerable to global price shocks and supply disruptions. Transportation accounts for the majority of our fossil fuel needs. Expanding EV ownership and usage reduces our dependence on imported oil, strengthens energy security, and keeps more dollars circulating in our local economy instead of exporting them overseas.

2. Hawai'i's 2045 Renewable Energy Commitment

Hawai'i has committed to the goal of 100% renewable energy by 2045. This bill demonstrates the State Legislature's commitment in action. Electrifying transportation — our largest source of emissions — is essential to reaching that goal. Incentivizing both new and used EV purchases accelerates the transition and signals that the Legislature is serious about meeting the clean energy mandate.

3. Hawaii Families Pay the Highest Energy Costs in the Nation

Our residents already shoulder some of the highest electricity and fuel prices in the United States. EV rebates, especially for used vehicles, make clean transportation accessible to working families. EVs significantly lower fuel and maintenance costs over time. This bill helps reduce the cost burden on local households while accelerating adoption equitably across income levels.

4. Real Savings with Solar + EV

Unlike most states, Hawai'i has abundant renewable resources and a growing renewable energy portfolio. I personally lease an electric vehicle and have rooftop solar panels on my home. As a result, I have no fuel costs. I charge my vehicle using the clean energy generated at my residence. The savings are real and substantial. Expanding access to EVs would allow more Hawai'i residents to benefit from this kind of long-term economic relief while simultaneously reducing emissions.

I respectfully urge you to pass HB2030 HD2

HB2030 HD2 is a practical step toward energy independence, economic resilience of working families, and advancing environmental stewardship – all facets of a true sustainability policy. This bill not only supports our residents and strengthens our grid transition, it also aligns directly with Hawai'i's clean energy goals and the commitment to protect our fragile island ecosystems. Additionally, passing this bill demonstrates Hawai'i's leadership in the world.

Mahalo for the opportunity to testify.

Lyla Berg
Honolulu, Hawai'i

HB-2030-HD-2

Submitted on: 3/5/2026 6:40:08 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Leo Cohen	Individual	Support	Written Testimony Only

Comments:

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

My name is Leo Cohen, representing Our Children's Trust as a Government Affairs Intern, writing from Washington DC. I strongly support HB2030 HD2.

My commitment to our climate has been lifelong. I grew up helping maintain my grandparents' off-grid home in rural California, where I learned to value simple things I took for granted back in the city, like the energy required for a warm shower. As I grew older, those memories were eclipsed by the reality of the climate crisis: witnessing ash fall from wildfires, enduring unbearable heat waves and droughts, and seeing the mounting threats of sea-level rise. While I fear losing my home to a wildfire, that loss is already a reality for one Navahine plaintiff, whose home was destroyed by a climate-induced mudslide.

Climate science is real, and these disasters are becoming more frequent and dire. I now focus on securing legally binding climate rights, a mission that is both personal and increasingly urgent.

Transportation is Hawai'i's largest source of pollution. The 2022 Navahine v. HDOT settlement requires the state to achieve zero emissions by 2045 to protect the constitutional rights of children. HDOT's own plan shows that to stay on track, 81% of new vehicle sales must be electric by 2030, yet we are currently stuck at 14%.

HB2030 is a much-needed solution. It creates a revenue-neutral rebate that lowers the upfront cost of non-luxury and used EVs. This ensures that working families, not just the wealthy, can access the savings of clean transportation and help us meet our legal and moral obligations to the next generation. Please support HB2030.

Mahalo for the opportunity to testify,

Leo Cohen

HB-2030-HD-2

Submitted on: 3/5/2026 7:09:08 AM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Keaton S Woods	Individual	Support	Written Testimony Only

Comments:

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

My name is Keaton Woods, I live in Honolulu and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

Transportation is the largest source of pollution in Hawai'i, accounting for more than half of 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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

**Testimony in Support of HB2030 HD2 - Clean Vehicle Rebate Program
Hearing with the House Committee on Finance**

Thursday March 5, 2026 at 2pm

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

My name is Chapin Fish, and I live in Portland, Oregon. I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

I support the Clean Vehicle Rebate Program for three reasons: to stand in solidarity with the 13 plaintiffs in *Navahine v. Hawai'i Department of Transportation*, to advocate for my rights to life, liberty, and a life-sustaining climate system, and to fight for the future of youth in Hawaii around the country and world, a future under siege from the perils of climate change.

As an intern with a nonprofit, I have had the great honor of advocating and learning from the *Navahine* plaintiffs. All the plaintiffs have important stories which have moved me greatly. I want to highlight the story of a plaintiff from Oahu that especially resonates with me and demonstrates the critical nature of this bill. She relies on the Kamehameha Highway, an integral access road to their community. Climate-fueled disasters have caused the highway to flood repeatedly, making it harder for youth, like her, to go to school and fulfill other responsibilities while their communities already struggle from land damage. Moreover, ocean acidification, warming, and contamination of oceans and freshwater are driving coral reef loss and declining fish populations, disrupting their community's fishing practices and bringing both cultural and economic harms. Climate change is not an abstraction for her, other *Navahine* plaintiffs, and youth in Hawai'i, it is a daily reality.

The settlement agreement reached by these brave youths in 2024 represents a chance for the government of Hawai'i to bring justice to its people, and to its youth. This bill, in line with the settlement agreement, will help protect cultural practices and safeguard livelihoods for Hawai'i's communities amid accelerating climate impacts.

But I am also here because this bill, by helping decrease carbon emissions in your state, will benefit youth around the world, for climate change is a threat that knows no borders. As a young person from the Northwest, a vulnerable region, I, too, have experienced similar harms from climate change and fears about my future, just like Hawai'ian youth. My involvement in the climate movement goes back to the summer of 2020, where wildfires led to 15 days of hazardous air quality in my hometown of Portland, Oregon and decimated my state's cherished national beauty. Last summer, I interned at the U.S. Senate to make a direct impact from within my government. I'm here today to continue to fight for my generation, because I felt that I could no longer trust my government to put my interests at the forefront of its decision-making when my generation's lives are at stake.

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 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.

Thank you very much for the opportunity to testify.

Testimony in Support of HB2030 HD2 - Clean Vehicle Rebate Program

Hearing with the House Committee on Finance

Thursday March 5, 2026 at 2pm

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

My name is Bhalpriya, I live in California and I am writing in strong support of HB2030 HD2, which establishes Hawai'i's Clean Vehicle Rebate Program.

I grew up in the Inland Empire and commuted to LA County to go to school. I did this commute every day for 16 years and watched as my community became a sea of warehouses bringing in more and more trucks and more diesel particulate matter into the atmosphere. Now, smog in the Inland Empire from big-rig exhaust is the worst in the nation. I studied genetics, human rights, and public health and joined Berkeley Law's Human Rights Center hoping to find an avenue that allowed me to research health and climate justice.

I also worked with Amnesty International to research the disproportionate effects of climate induced flooding in Pakistan on children. The smog that exists in South Asia has contributed to the increased flooding and heatwaves as well as maternal and infant deaths. The subsequent effects of these climate change driven natural disasters include prolonged periods of time where children cannot attend school and must endure periods of homelessness.

The effects of smog in my hometown in California has the potential to create crises similar to those persisting in South Asia unless legislative change is implemented. I'm writing in support of HB2030 HD2 because of my experiences that relate to what youth across the United States and Hawaii are experiencing. I hope to see legislation that supports the use of EVs and clean air implemented across the United States.

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.

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) and 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 HD2.

Mahalo for the opportunity to testify.

HB-2030-HD-2

Submitted on: 3/5/2026 12:26:00 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Angelica Sanchez	Individual	Support	Written Testimony Only

Comments:

Testimony in Support of HB2030 HD2 - Clean Vehicle Rebate Program

Hearing with the House Committee on Finance

Thursday March 5, 2026 at 2pm

Hello Chair Todd, Vice Chair Takenouchi, and Members of the House Finance Committee,

My name is Angelica Sanchez, I live in New Jersey, and I am writing in strong support of HB2030 HD2, which establishes Hawai‘i’s Clean Vehicle Rebate Program.

Climate change is not a phenomenon to which any of us are immune, but it is one that disproportionately targets vulnerable populations, especially our children. In my work at the intersection of children’s rights and climate rights, I’ve encountered harrowing and heartbreaking stories of the havoc that climate change has wreaked on the lives of children across this country and across the world. I’ve listened to people whose communities now lie underwater, leaving their children homeless and displaced. I’ve worked with families who, as a result of climate change, have experienced severe financial strain, further affecting their children’s nutrition, mental health, and education. I am writing in support of Hawai‘i’s Clean Vehicle Rebate Program because it is imperative that we take action to protect children’s right to a safe and healthy planet.

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.

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) and 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 HD2.

Thank you for the opportunity to testify.

Sincerely,

Angelica Sanchez

HB-2030-HD-2

Submitted on: 3/5/2026 1:12:06 PM

Testimony for FIN on 3/5/2026 2:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Johanna Wermers	Individual	Support	Written Testimony Only

Comments:

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

My name is Johanna Wermers, I live in Rockville, Maryland and I am writing in strong support of HB 2030 HD2 which establishes Hawai'i's Clean Vehicle Rebate Program.

Although I am living in Maryland, my husband and I honeymooned on the Hawaiian island of Kaua'i 37 years ago, staying at the Coco Palms Resort where we fell in love with the beauty and culture of Hawai'i. Four years later, we were devastated to learn that the Coco Palms Resort was destroyed and that much of Kaua'i was heavily damaged by Hurricane Iniki. Hurricanes are infrequent in the Pacific Ocean around Hawai'i, but they are expected to become more frequent, more costly, and more deadly as climate change continues to take hold. By 2050, Hawai'i will likely face significant challenges from rising sea levels, leading to more frequent coastal flooding and beach loss of up to 40%.

That's why the Clean Vehicle Rebate Program is so important for Hawai'i's well-being. Transportation is creating over 50% of Hawai'i's greenhouse gases and greenhouse gases can lead to hurricanes from warmer water and moisture in the air, as well as rising sea levels that will destroy Hawai'i's beautiful beaches. The \$3.1 billion in damage from Hurricane Iniki will be dwarfed by the damage to all of the Hawaiian Islands caused by climate change unless Hawai'i and other states and countries stop emitting greenhouse gases and start driving electric vehicles as one crucial step toward achieving a zero emission transportation sector by 2045. Sadly, Hawai'i spends billions each year importing gasoline and diesel, hurting the local economy and contributing to climate change and public health harms.

Please make clean transportation a realistic option for families across the islands and support HB 2030 HD2.

Mahalo for the opportunity to testify.