



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

DAVID Y. IGE  
GOVERNOR

MIKE MCCARTNEY  
DIRECTOR

CHUNG I. CHANG  
DEPUTY DIRECTOR

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Statement of  
**MIKE MCCARTNEY**  
Director

Department of Business, Economic Development, and Tourism  
before the  
**HOUSE COMMITTEE ON FINANCE**

Friday, February 25, 2022  
1:30 PM  
State Capitol, Conference Room 308

In consideration of  
**HB 2090, HD2**  
**RELATING TO ZERO EMISSION TRANSPORTATION.**

Chair Luke, Vice Chair Yamashita, and Members of the Committee.

The Department of Business, Economic Development and Tourism (DBEDT) strongly supports this Administrative measure, HB 2090, HD2, which establishes a zero-emission transportation rebate program within the Public Utilities Commission to enable low- and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

This bill will support the equitable decarbonization of ground transportation by providing financial assistance to low- and moderate-income families to adopt zero emission vehicles. It is important that we design programs that support participation of harder to reach customer segments as we will need everyone engaged if we are to achieve a net-negative carbon economy as soon as practicable but no later than 2045.

Thank you for the opportunity to testify.

**Testimony of the Motor Vehicle Industry Licensing Board**

**Before the  
House Committee on Finance  
Friday, February 25, 2022  
1:30 p.m.  
Via Videoconference**

**On the following measure:  
H.B. 2090, H.D. 2, RELATING TO ZERO EMISSION TRANSPORTATION**

Chair Luke and Members of the Committee:

My name is Russell Wong, and I am an industry member of the Motor Vehicle Industry Licensing Board (Board). The Board offers comments on this bill expressing its concern.

The purpose of this bill is to establish a zero-emission vehicle rebate program within the Public Utilities Commission to enable low- and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

The Board would like to express its concern that as written, this bill seems to negate the requirements for licensure set forth in Hawaii Revised Statutes chapter 437. For the Committee's information, pursuant to Hawaii Revised Statutes (HRS) section 437-1.1 and HRS section 249-1, the definition of "motor vehicle" includes, but is not limited to, electric vehicles, motorcycles, and motor scooters. Further, unless otherwise exempted by HRS chapter 437, selling three or more motor vehicles within a calendar year in the State requires a motor vehicle dealer license.

Accordingly, to address this issue, the Board respectfully requests that the Committee amend this measure on page 8, lines 1 to 18 as follows:

"Qualifying vehicle" means a motor vehicle that:

- (1) Is a:
  - (A) New or used light-duty zero-emission vehicle purchased from a new motor vehicle dealer or used motor vehicle dealer as those terms are defined in section 437-1.1;
  - (B) New neighborhood electric vehicle purchased from a new motor vehicle dealer as the term is defined in section 437-1.1;

- (C) New zero-emission motorcycle purchased from a new motor vehicle dealer or used motor vehicle dealer as those terms are defined in section 437-1.1, or from an appropriate entity as identified by the program administrator if the new zero-emission motorcycle meets the definition of "moped" as defined in section 249-1;
- (D) New zero-emission motor scooter purchased from a new motor vehicle dealer or used motor vehicle dealer as those terms are defined in section 437-1.1, or from an appropriate entity as identified by the program administrator if the new zero-emission motor scooter meets the definition of "moped" as defined in section 249-1; or
- (E) New zero-emission moped purchased from an appropriate entity as identified by the program administrator;

The Board also provides the following definitions for the Committee's reference as cited in the appropriate statutory provisions:

HRS section 437-1.1:

"Motor vehicle" includes any vehicle, motor vehicle, or truck, as defined in sections 249-1 and 249-2, except for tractors, trailers, and amphibious vehicles.

HRS section 249-1:

"Motor vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power but which is not operated upon rails, but excludes mopeds.

"Moped" means a device upon which a person may ride which has two or three wheels in contact with the ground, a motor having a maximum power output capability measured at the motor output shaft, in accordance with the Society of Automotive Engineers standards, of two horsepower (one thousand four hundred ninety-two watts) or less and, if it is a combustion engine, a maximum piston or rotor displacement of 3.05 cubic inches (fifty cubic centimeters) and which will propel the device, unassisted, on a level surface at a maximum speed no greater than thirty miles per hour; and a direct or automatic

power drive system which requires no clutch or gear shift operation by the moped driver after the drive system is engaged with the power unit.

Thank you for the opportunity to testify on this bill.

**HB-2090-HD-2**

Submitted on: 2/24/2022 8:41:31 AM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Russell Wong	Motor Vehicle Industry Licensing Board	Comments	Yes

Comments:

Present to testify via zoom.

TESTIMONY OF  
JAMES P. GRIFFIN, Ph.D.  
CHAIR, PUBLIC UTILITIES COMMISSION  
STATE OF HAWAII

TO THE  
HOUSE COMMITTEE ON  
FINANCE

February 25, 2022  
1:30 p.m.

Chair Luke and Members of the Committee:

**MEASURE:** H.B. No. 2090, HD2

**TITLE:** RELATING TO ZERO EMISSION TRANSPORTATION.

**DESCRIPTION:** Establishes a zero-emission vehicle rebate program within the public utilities commission to enable low- and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles. Effective 7/1/2100. (HD2)

**POSITION:**

The Public Utilities Commission (“Commission”) supports this administration bill and offers the following comments.

**COMMENTS:**

The Commission supports this measure and believes that it would help to improve access to zero-emission transportation for low- and moderate-income residents.

Since 2019, the Commission has managed the Electric Vehicle Charging System (“EVCS”) Rebate Program in consultation with electric vehicle stakeholders and in cooperation with the program’s administrator, Hawaii Energy. The program has been met with a robust response and has efficiently allocated funds to expand public charging infrastructure in the state. According to Hawaii Energy, the program to date has issued rebates for 43 new Level 2 EVCS installations, 62 Level 2 retrofits, 1 DC fast charger (“DCFC”) installation, and 1 DCFC retrofit. The program also has 30 projects in the pipeline, totaling nearly \$200,000 in rebates.

The Commission believes that a similar rebate program for zero-emission vehicles could help to facilitate state energy goals, while allowing more Hawaii residents to participate in the financial, environmental, and other benefits of zero-emission transportation. Should this measure be adopted, the Commission will work with Hawaii Energy, the Hawaii State Energy Office, and other stakeholders to ensure that the program is efficiently implemented.

The Commission has recently been alerted by the Department of Budget and Finance that the EVCS rebate program requires a direct appropriation in order for the Commission to expend deposited barrel tax funds, and that Act 75 (2021) does not provide sufficient authority to do so through the following language:

(e) There is established within the public utilities commission special fund an electric vehicle charging system subaccount. The public utilities commission shall expend moneys in the subaccount for the purposes of funding the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73. The funds in this subaccount shall not be subject to the special fund ceiling in subsection (d).

As a result, the EVCS program is currently constrained by a \$100,000 spending ceiling for FY 2022, which was created by the “seed money” deposited from the Energy Security Special Fund through Act 75. To ensure that the Commission is able to expend barrel tax funds as intended, the Commission recommends the following appropriation language, which would satisfy the rebate program pipeline through the end of FY 2022.

There is appropriated out of the electric vehicle charging system subaccount within the public utilities commission special fund the sum of \$250,000 or so much thereof as may be necessary for fiscal year 2021-2022 for the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73, Hawaii Revised Statutes.

The Commission also recommends that similar language be added to account for expected barrel tax funds in FY 2023:

There is appropriated out of the electric vehicle charging system subaccount within the public utilities commission special fund the sum of \$1,000,000 or so much thereof as may be necessary for fiscal year 2022-2023 for the electric vehicle charging system rebate program established pursuant to sections 269-72 and 269-73, Hawaii Revised Statutes.

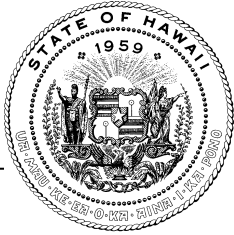
Should the Legislature establish a low- to moderate-income zero-emission vehicle rebate program, as proposed in this measure, the Commission recommends adding similar appropriation language for this program:

There is appropriated out of the zero-emission vehicle subaccount within the public utilities commission special fund the sum of \$1,500,000 or so much thereof as may be necessary for fiscal year 2022-2023 for the low- to moderate-income zero-emission vehicle rebate program established pursuant to sections 269- and 269-73, Hawaii Revised Statutes.

The Commission notes that the appropriation numbers listed above are based on the remaining program pipeline and the estimated deposits from 3 cents of the barrel tax and 5 cents of the barrel tax, respectively. The Commission would be supportive of a recurring or permanent spending authority, should the Committee identify a mechanism by which this could be achieved.

Thank you for the opportunity to testify on this measure.





# HAWAII STATE ENERGY OFFICE STATE OF HAWAII

DAVID Y. IGE  
GOVERNOR

SCOTT J. GLENN  
CHIEF ENERGY OFFICER

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Testimony of  
**SCOTT J. GLENN, Chief Energy Officer**

before the  
**HOUSE COMMITTEE ON FINANCE**

Friday, February 25, 2022  
Time 1:30 PM  
State Capitol, Conference Room 308 & via Videoconference

**SUPPORT  
HB 2090 HD2  
RELATING TO ZERO EMISSION TRANSPORTATION.**

Chair Luke, Vice Chair Yamashita, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports HB 2090 HD2, which establishes a zero-emission transportation rebate program within the Public Utilities Commission (PUC) to enable low- and moderate-income (LMI) families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

HB 2090 HD2 supports the proliferation of zero-emission transportation options, including micro-mobility options, which increase transportation efficiency and can reduce fossil-fuel powered vehicle miles traveled and related transportation emissions.

Program funding available for rebates is estimated to be roughly \$1 million per year. This is a relatively small program designed to make a difference to a specific market segment that is often overlooked. Given the size of the program and importance of the market segment it is important to move forward expeditiously to implement the program.

The relatively small size of the program mitigates concerns that the rebate program would disrupt the EV market here in Hawaii. DBEDT's monthly energy trends, which reports the number of active registrations of taxable vehicles, shows an increase of roughly 4,300 electric vehicles in 2021. If one hundred percent of the funds from the program were used for EVs and the rebate was set at \$5,000 per vehicle the total

number of vehicles it would cover is roughly 200 vehicles. At a \$10,000 rebate per vehicle that number would be roughly 100 vehicles. While small relative to the growing EV market it is a critically important program in reaching the LMI community as exposure is one of the key components for acceptance of clean transportation alternatives. When more LMI consumers see adoption of vehicles in their neighborhoods it will increase acceptance. While LMI customers may not make up a large portion of the new vehicle purchase market, that is no reason to ignore this important community as Hawaii moves to decarbonize the transportation sector. Programs such as this one help to provide equity and opportunity for more individuals to participate in the clean energy economy.

HSEO appreciates the Committee on Consumer Protection & Commerce amendments clarifying that only a new or used light-duty zero-emission vehicle must be purchased from a dealer to be considered a qualifying vehicle, and that neighborhood electric vehicles, zero-emission motorcycles, zero-emission motor scooters, and zero-emission mopeds need not necessarily be purchased from a dealer to be a qualifying vehicle.

HSEO understands that the Motor Vehicle Industry Licensing Board is providing a suggested amendment to the definition of “Qualifying vehicle” to address concerns related to the requirements for licensure set forth in Hawaii Revised Statutes Chapter 437. HSEO supports the Motor Vehicle Industry Licensing Board’s proposed amendment.

In response to concerns raised in previous committee hearings, in particular by the House Committee on Consumer Protection & Commerce in its [Standing Committee Report 599-22](#) regarding the potential tension between flexibility and specificity on the rebate amounts, income requirements, eligible vehicles, and the potential for rebate recipients to quickly resell the vehicle for profit, HSEO offers the following comments with a note for the preference to maintain as much flexibility as reasonable to the program administrator.

Oregon's Charge Ahead Rebate, part of the Oregon Clean Vehicle Rebate Program<sup>1</sup> has required amendments to the original statute for criteria such as income requirements, and rebate amounts, and increased the pool of eligible applicants, highlighting the issue of amending program requirements in statute and the ability of those statutory requirements to keep up with a rapidly evolving market such as electric vehicles.

If the Legislature prefers specificity in statute for the rebate amount for qualifying vehicles, HSEO recommends that the amount be set "up to" a maximum amount such as \$10,000, to allow the program administrator the flexibility to set the amount lower if found necessary to ensure success of the program. HSEO would also recommend that no rebates be allowed in excess of 50% of the sale price of any qualifying vehicle. This ensures that the rebates are available for a greater number of recipients.

If the Legislature prefers specificity in statute for qualifying vehicles, HSEO recommends the new or used vehicle selling price for eligible vehicles to be connected to a maximum MSRP or selling price, such as set similarly to Oregon's Charge Ahead Rebate, which recently raised the MSRP for eligible new vehicles to be up to \$60,000. Used vehicle eligibility could be based on the original MSRP or sale price, whichever is lower.

If the Legislature prefers specificity in statute for income requirements, HSEO recommends that the requirement be set at up to 400% of the federal poverty limit. Using the federal poverty limit provides consistent application across the state regardless of where a rebate recipient lives. One of the goals of the program is to incentivize the marginal buyer to choose an EV over an internal combustion engine vehicle. Including the language of "up to" when setting limits allows the program administrator the flexibility necessary to adjust the program to capture the marginal buyer.

If the Legislature prefers specificity in statute to reduce the likelihood for a rebate recipient to quickly resell the vehicle for profit, HSEO suggests adding the following language:

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<sup>1</sup> <https://www.oregon.gov/deg/aq/programs/Pages/ZEV-Rebate.aspx>

If a rebate recipient intends to sell the qualifying vehicle or terminate the qualifying vehicle lease before the end of 24 months, the rebate recipient shall notify the administrator of the program of the recipient's intent to sell the vehicle or terminate the lease and shall reimburse the administrator for the entire rebate amount.

HSEO would also support prorating the reimbursement amount to reduce the potential burden on rebate recipients.

The flexible approach proposed in HB 2090 HB2 is applying lessons learned from Hawai'i's own existing EV Supply Equipment (EVSE) rebate, which was first established in Act 142 (Session Laws of Hawai'i 2019). By establishing the program at the PUC, the PUC was able to develop an effective, successful program with input from stakeholders in a public process. This year the Legislature is considering HB 1811 HD2 to integrate greater flexibility into that rebate program based on the same lessons learned as proposed in HB 2090 HD2. The PUC has demonstrated that they can effectively administer rebate programs and the Legislature has identified that increasing the flexibility will support more responsive programs.

Should the Legislature establish a low- to moderate-income zero-emission vehicle rebate program, as proposed in this measure, HSEO supports adding appropriation language for this program as proposed by the PUC:

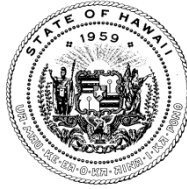
There is appropriated out of the zero-emission vehicle subaccount within the public utilities commission special fund the sum of \$1,500,000 or so much thereof as may be necessary for fiscal year 2022-2023 for the low- to moderate-income zero-emission vehicle rebate program established pursuant to sections 269- and 269-73, Hawaii Revised Statutes.

For Hawai'i to achieve its goal of a net-negative carbon economy as soon as practicable but no later than 2045 it is essential that everyone is afforded the opportunity to participate in the net-negative carbon economy from an equity, economic, and technical perspective.

HSEO defers to the appropriate agencies for comment on the administration and fiscal impacts of this program addition.

Thank you for the opportunity to testify.

DAVID Y. IGE  
GOVERNOR



TESTIMONY BY:

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
ROSS M. HIGASH  
EDUARDO P. MANGALLAN  
PATRICK H. MCCAIN  
EDWIN H. SNIFFEN

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 25, 2022  
1:30 P.M.  
State Capitol, Teleconference

**H.B. 2090, H.D. 2  
RELATING TO ZERO EMISSION TRANSPORTATION**

House Committee on Finance

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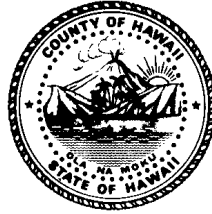
The Department of Transportation (DOT) **supports** this measure that establishes a rebate program within the Public Utilities Commission to enable low and moderate income families greater access to zero-emission vehicles.

The DOT is committed to meeting the state's clean energy goals and supports the wide-spread adoption of electric vehicles. The department's track record includes a significant purchase of light-duty electric vehicles for its fleet in 2021, with plans to continue to convert its fleet over the next few years. Our current electrification contract for these vehicles enables the DOT to install charging stations and the charging service quickly and efficiently with no upfront equipment costs. There are photovoltaic panels installed at DOT field offices statewide designed to power electric vehicle charging stations in the near future. In addition, the DOT pursues strategies to support expansion of electric vehicle charging facilities across the state.

The DOT supports the Public Utility Commission and the State Energy Office in their effort to improve accessibility to zero-emission vehicles for all residents.

Thank you for the opportunity to provide this testimony.

REBECCA VILLEGAS  
Council Member  
District 7, Central Kona



PHONE: (808) 323-4267  
FAX: (808) 323-4786  
EMAIL: [Rebecca.villegas@hawaiicounty.gov](mailto:Rebecca.villegas@hawaiicounty.gov)

HAWAI'I COUNTY COUNCIL  
West Hawai'i Civic Center, Bldg. A  
74-5044 Ane Keohokalole Hwy. Kailua-Kona, Hawai'i 96740

February 24, 2022  
TESTIMONY OF REBECCA VILLEGAS  
COUNCIL MEMBER, HAWAI'I COUNTY COUNCIL  
ON HB 2090 HD2, RELATING TO ZERO EMISSION TRANSPORTATION  
Committee on Finance  
Friday, February 25, 2022 at 1:30pm

Aloha Chair Luke and Members of the Committee:

I thank you for the opportunity to testify in support of HB 2090 HD2. The purpose of this Act is to establish a rebate program within the P.U.C. for the purchase of zero-emission vehicles and to enable low- and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

The electric vehicle charging system rebate program has proven to be very successful. I support this measure for the following reasons:

- The life-cycle costs of zero-emission vehicles are lower than internal combustion vehicles, including maintenance and fueling.
- The range of zero-emission vehicles has increased, the median range of all the electric vehicles offered for sale or lease in the United States in 2020 was more than two hundred fifty miles per charge.
- It is critically important to encourage behavior that promotes lower emissions, reduces congestion, and enhances mobility, while encouraging the adoption of zero-emission vehicles for private and public use.
- An important step toward the decarbonization of ground transportation is to support equal access to new technologies and services, such as electric vehicles, which decrease the energy intensity of mobility and have the potential to greatly benefit low- to moderate-income and underserved populations who would most benefit from the lower maintenance and life-cycle costs.

For the reasons stated above I urge the Committee on Finance to support this measure as well. Should you have any questions, please feel free to contact me at (808) 323-4267.

Mahalo for your consideration.

Rebecca Villegas  
Council Member, Hawai'i County Council



KauaiEV

Kauai Electric Vehicle Association  
302 Makani Rd, Kapaa, HI 96746  
808-652-0591

2022/02/15

Dear Chair Luke, Vice Chair Yamashita and Committee on Finance members,

KauaiEV is in Support of HB2090 HD2

I am writing on behalf of KauaiEV, a grassroots organization with over 100 members on Kauai. Our members are electric vehicle drivers and we believe that EVs are the personal transportation of the future. We are in **strong support of HB2090 HD2.**

Purchase rebates for low- and moderate-income buyers are a great strategy for EV market transformation, and when it comes to vehicle ownership, low- and moderate-income households pay a much larger share of their income on fuel and maintenance. With lower operating and maintenance costs, EVs could significantly reduce the cost burden of ownership for such households

Most cars on the road are bought secondhand: used-car purchases outnumber new by more than two to one. Low income households tend towards purchasing used cars, and households making more than \$100,000 annually purchase nearly half of all new, privately owned cars.

E-bikes are not only more affordable, they also have a smaller environmental and carbon footprint in production, fueling and recycling and are preferable to a larger vehicle.

Purchase rebates are preferable because they ensure equitable access and eliminate a car buyer's uncertainty over whether they will qualify for a tax credit and eliminate the wait.

The only **recommendation** we have is to **shorten the payment period**, or even advance the money, so it could be used as a downpayment. 60 days might be a long waiting time for people who have to budget carefully.

Mahalo, for your consideration,

Sonja Kass, President KauaiEV





Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HOUSE COMMITTEE ON FINANCE  
Friday, February 25, 2022 — 1:30 p.m.

**Ulupono Initiative supports HB 2090 HD 2, Relating to Zero-Emission Transportation.**

Dear Chair Luke and Members of the Committee:

My name is Micah Munekata, and I am the Director 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; and better management of freshwater and waste.

**Ulupono supports HB 2090 HD 2**, which establishes a zero-emission vehicle rebate program within the Public Utilities Commission (PUC) to enable low- and moderate-income families with greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

Ulupono supports clean, alternative fuel transportation 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. To streamline meeting State climate change goals and sustainability efforts, EV rebates at points of sale have proven to be effective at accelerating the adoption of zero-emission vehicles, especially for low- to moderate-income families.

Although the legislation favors a point-of-sale rebate, our interpretation of this legislation is that it may not be a point-of-sale rebate program since applicants submit for a rebate after the purchase or lease and no program details refer to point-of-sale outside of the preamble.

We fully support a genuine point-of-sale rebate that effectively decreases the purchase price at the time of sale so that the price paid is actually lower than otherwise would have been paid without a rebate. Rather than prescribe these details in the program, we recommend the Legislature clearly state that the administrator must implement a point-of-sale rebate program, at least for any new vehicles purchased or leased. Overall, Ulupono

*Investing in a Sustainable Hawai'i*



supports a program that is as streamlined and user-friendly as possible for both the purchaser and the seller of any vehicle.

We also ask the committee to consider adding e-bikes as a qualifying vehicle, particularly since the bill already includes scooters and mopeds. For those that electric automobiles are still economically out of reach, an e-bike can be a much more affordable option that is also less energy-intensive. They also have the added health benefit of allowing the users to incorporate more active transportation modes and be less sedentary in their trips.

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 this opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs



To: The House Committee on Finance  
From: Sherry Pollack, 350Hawaii.org  
Date: Friday, February 25, 2022, 1:30pm

### **In strong support of HB2090 HD2**

Aloha Chair Luke, Vice Chair Yamashita, and members of the Finance committee,

I am Co-Founder of the Hawaii chapter of 350.org, the largest international organization dedicated to fighting climate change. 350Hawaii.org is in **strong support of HB2090 HD2** that would establish a zero-emission transportation rebate program within the Public Utilities Commission to enable low and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles (ZEVs).

The transportation sector contributes more to the climate crisis than any other sector in Hawaii. Providing incentives that promote the adoption of electric vehicles (EVs) is vital in our strategy for reducing emissions and meeting our emission reduction goals. However, upfront vehicle purchase costs remain a significant barrier to EV ownership in low to moderate income (LMI) households. Incentive programs, especially those with equity-focused components, can help overcome financial barriers and expand EV access for lower-income consumers.

HB2090 HD2 increases access to EVs, and will have long-lasting benefits for low-income households. EVs are less expensive to own and operate over time. This savings will be significant for low-income families that spend a greater share of their income on fuel.

The 'Decade of Action' calls for accelerating sustainable solutions to confront the climate crisis. Ensuring equitable EV access will accelerate Hawaii towards our clean transportation future. Allowing these rebates for EVs for LMI households is one very effective strategy to accomplish that.

Mahalo for the opportunity to testify in **strong support** of this important legislation.

Sherry Pollack  
Co-Founder, 350Hawaii.org

**HB-2090-HD-2**

Submitted on: 2/23/2022 9:33:34 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Dave Mulinix	Our Revolution Hawaii	Support	Yes

Comments:

Aloha Committee,

On behalf of Our Revolution Hawaii's 5,000 members & supporters statewide, we stand in Strong Support of HB2090 that establishes a zero-emission transportation rebate program within the Public Utilities Commission to enable low and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles. HB2090 is important because providing incentives that promote the adoption of electric vehicles is an important strategy for reducing carbon emissions to meet Hawaii's carbon emission reduction goals.

Please vote in support of HB2090.

Mahalo for your kind attention,

David Mulinix, Organizer & Cofounder

Our Revolution Hawaii

**HB-2090-HD-2**

Submitted on: 2/23/2022 11:20:20 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
Ted Bohlen	Climate Protectors Hawai'i	Support	No

Comments:

The Honorable Sylvia Luke, Chair and Members of the House Committee on Finance

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

Re: Hearing **HB2090 HD2 RELATING TO ZERO EMISSION TRANSPORTATION.**

Hearing: Friday, February 25, 2022, 1:30 p.m., CR 308 and by videoconference

Aloha Chair Luke and Members of the House Committee on Finance:

The Climate Protectors Hawai'i is a group focused on reversing the climate crisis and encouraging Hawai'i to lead the world towards a safe and sustainable climate and future.

The Climate Protectors Hawai'i **STRONGLY SUPPORTS** this bill. **It will provide low and moderate income people access to electric vehicles, helping both the environment and the people.**

In order to mitigate the destructive future impacts of the climate emergency, Hawai'i needs to lead the world by transitioning from gasoline and diesel vehicles to zero-emission vehicles for ground transportation.

This bill would create rebate incentives to assist low and moderate income families and relevant non-profit organizations in purchasing new or pre-owned zero-emission vehicles. This would help Hawai'i accelerate its transition to clean transportation. This bill is needed environmentally and will benefit low and moderate income families by reducing the barriers to entry into this market.

**Please pass this bill!**

Mahalo!

Climate Protectors Hawai'i (by Ted Bohlen)



## HOUSE COMMITTEE ON FINANCE

February 25, 2022, 1:30 P.M.

Video Conference

### TESTIMONY IN SUPPORT OF HB 2090 HD2

Aloha Chair Luke, Vice Chair Yamashita, and Committee members:

Blue Planet Foundation **supports HB 2090**, which establishes a rebate program to expand access and affordability for low- and moderate-income families to purchase zero-emission vehicles and be part of our clean transportation future.

Although Hawai'i has made substantial progress on policies, programs, and actions to reduce burning fossil fuels in the electricity sector, we are falling short on decarbonizing our ground transportation sector. Just under 2% of all registered vehicles in Hawai'i are electric vehicles.<sup>1</sup> This number is expected to rise exponentially as more electric vehicles come to market, vehicle ranges increase, and the cost of electric vehicles decreases. The number of registered electric vehicles in Hawai'i increased more than 30% during 2021, while the number of registered gasoline-powered vehicles has decreased.<sup>2</sup>

Yet purchasing an electric vehicle—or any new car in general—is financially out of reach for many Hawai'i residents. According to Aloha United Way, nearly half of Hawai'i's families were living paycheck to paycheck even before the COVID-19 pandemic.<sup>3</sup> House Bill 2090 can expand access to the benefits of a clean transportation future to more working families. Unlike a dozen other states that offer financial incentives to make EVs more affordable to a wider range of residents, Hawai'i offers no such incentives.

Blue Planet supports funding the program through Hawai'i's existing barrel tax. It makes sense to tap the source of our problem—imported fossil fuels—to help fund clean transportation solutions.

Thank you for the opportunity to provide testimony.

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<sup>1</sup> DBEDT Monthly Energy Trends, December 2021 (<http://dbedt.hawaii.gov/economic/energy-trends-2/>).

<sup>2</sup> Ibid.

<sup>3</sup> *ALICE: A Study of Financial Hardship in Hawai'i*, Aloha United Way, <https://www.auw.org/alice>.



Heather Cutter, President  
Dave Rolf, Executive Director

Written Testimony by  
**David H. Rolf, Executive Director, Hawaii Automobile Dealers Association**

for the  
**Committee on Finance**  
Friday, February 25, 2022  
Time 1:30 p.m.  
State Capitol, via Videoconference  
providing testimony **WITH COMMENTS on HB2090 HD2**

**RELATING TO TRANSPORTATION**

Chair Luke, Vice Chair Yamashita and members of the committee:

HADA supports the transition to electric vehicles and in the interest of avoiding some of the pitfalls other states have encountered in the process of awarding EV rebates, we offer our COMMENTS, on HB2090 HD2.

The bill addresses the objective of assisting low- to moderate-income individuals and qualifying non-profit organizations, in purchasing electric vehicles, including new or used light-duty zero-emission motor vehicles, new electric neighborhood vehicles, new electric motorcycles, new electric motor scooters and new elect and new electric mopeds.

**The EV rebate will have to be substantial to incentivize low-moderate income level electric motor vehicle purchasers, and that would possibly create flipping.**

Today's car market in some ways resembles the housing market. Used car prices, in some cases, have exceeded new car prices, because of the lack of availability of some new cars.

And therein lies one of the pitfalls of HB2090 HD2.

If the EV rebate is too small....it has little to no effect.

If the EV rebate is too large... it likely will quickly result in “flipping” of the purchased vehicles.

If, for example, the cost of the new electric motor vehicle is \$50,000,

And if, the EV rebate is \$10,000.

And, if the customer also qualified for a \$7,500 federal EV tax credit,

Then, a customer could buy a vehicle, and RESELL the vehicle after 24 months for \$50,000 and make \$17,500 on the “flip.”

**There is also a need to define the bill’s vague reference to “low- and moderate-income” purchasers**

The accompanying chart shows the 2022 Poverty Guidelines in Hawaii  
The yellow bar shows the level of income at 100% of the Poverty Level.

It should be noted that if 400% of the poverty level were to define “qualifying purchasers” then the extreme righthand column representing qualifying 400% of poverty-level income amounts would apply.

2022 Poverty Guidelines: Hawaii

Household /Family Size	Per Year																			
	25%	50%	75%	100%	125%	133%	135%	138%	150%	175%	185%	200%	225%	250%	275%	300%	325%	350%	375%	400%
1	\$3,908	\$7,815	\$11,723	\$15,630	\$19,538	\$20,788	\$21,101	\$21,569	\$23,445	\$27,353	\$28,916	\$31,260	\$35,168	\$39,075	\$42,983	\$46,890	\$50,798	\$54,705	\$58,613	\$62,520
2	\$5,265	\$10,530	\$15,795	\$21,060	\$26,325	\$28,010	\$28,431	\$29,063	\$31,590	\$36,855	\$38,961	\$42,120	\$47,385	\$52,650	\$57,915	\$63,180	\$68,445	\$73,710	\$78,975	\$84,240
3	\$6,623	\$13,245	\$19,868	\$26,490	\$33,113	\$35,232	\$35,762	\$36,556	\$39,735	\$46,358	\$49,007	\$52,980	\$59,603	\$66,225	\$72,848	\$79,470	\$86,093	\$92,715	\$99,338	\$105,960
4	\$7,980	\$15,960	\$23,940	\$31,920	\$39,900	\$42,454	\$43,092	\$44,050	\$47,880	\$55,860	\$59,052	\$63,840	\$71,820	\$79,800	\$87,780	\$95,760	\$103,740	\$111,720	\$119,700	\$127,680
5	\$9,338	\$18,675	\$28,013	\$37,350	\$46,688	\$49,676	\$50,423	\$51,543	\$56,025	\$66,369	\$69,098	\$74,700	\$84,038	\$93,375	\$102,713	\$112,050	\$121,388	\$130,725	\$140,063	\$149,400
6	\$10,695	\$21,390	\$32,085	\$42,780	\$53,475	\$56,897	\$57,753	\$59,036	\$64,170	\$74,865	\$79,143	\$85,560	\$96,255	\$106,950	\$117,645	\$128,340	\$139,035	\$149,730	\$160,425	\$171,120
7	\$12,053	\$24,105	\$36,158	\$48,210	\$60,263	\$64,119	\$65,084	\$66,530	\$72,315	\$84,368	\$89,189	\$96,420	\$108,473	\$120,525	\$132,578	\$144,630	\$156,683	\$168,735	\$180,788	\$192,840
8	\$13,410	\$26,820	\$40,230	\$53,640	\$67,050	\$71,341	\$72,414	\$74,023	\$80,460	\$93,870	\$99,234	\$107,280	\$120,690	\$134,100	\$147,510	\$160,920	\$174,330	\$187,740	\$201,150	\$214,560
9	\$14,768	\$29,535	\$44,303	\$59,070	\$73,838	\$78,563	\$79,745	\$81,517	\$88,605	\$103,373	\$109,280	\$118,140	\$132,908	\$147,675	\$162,443	\$177,210	\$191,978	\$206,745	\$221,513	\$236,280
10	\$16,125	\$32,250	\$48,375	\$64,500	\$80,625	\$85,785	\$87,075	\$89,010	\$96,750	\$112,875	\$119,325	\$129,000	\$145,125	\$161,250	\$177,375	\$193,500	\$209,625	\$225,750	\$241,875	\$258,000
11	\$17,483	\$34,965	\$52,448	\$69,930	\$87,413	\$93,007	\$94,406	\$96,503	\$104,895	\$122,378	\$129,371	\$139,860	\$157,343	\$174,825	\$192,308	\$209,790	\$227,273	\$244,755	\$262,238	\$279,720
12	\$18,840	\$37,680	\$56,520	\$75,360	\$94,200	\$100,229	\$101,736	\$103,997	\$113,040	\$131,880	\$139,416	\$150,720	\$169,560	\$188,400	\$207,240	\$226,080	\$244,920	\$263,760	\$282,600	\$301,440
13	\$20,198	\$40,395	\$60,593	\$80,790	\$100,988	\$107,451	\$109,067	\$111,490	\$121,185	\$141,383	\$149,462	\$161,580	\$181,778	\$201,975	\$222,173	\$242,370	\$262,568	\$282,765	\$302,963	\$323,160
14	\$21,555	\$43,110	\$64,665	\$86,220	\$107,775	\$114,673	\$116,397	\$118,984	\$129,330	\$150,885	\$159,507	\$172,440	\$193,995	\$215,550	\$237,105	\$258,660	\$280,215	\$301,770	\$323,325	\$344,880

Per Month



## **There is a need to define the bill's vague reference to "qualifying vehicles."**

Since the standard relating to the price of the qualifying vehicles is based on Manufacturer Suggested Retail Price (MSRP), then the term "original" would be needed, since USED vehicles do not carry a MSRP.

This also creates a pitfall, though. If "up to \$50,000 original MSRP" were to be listed as the price for a vehicle to qualify for the program, many of the current battery electric and hydrogen fuel cell electric vehicles will not qualify because their MSRP exceeds that amount. Also, many of the USED vehicles with original MSRP of greater than \$50,000 would NOT qualify in the USED category for purchase under this program even though their current used vehicle sale price would be below \$50,000 for example.

HADA appreciates the changes made in the House Draft 2 which addressed our comments about the applicability of the Motor Vehicle Industry Licensing Act—HRS 437.

Also please note that the reference in the bill should be to HRS 437-1.1, not HRS 473-1.1. It should be noted here too, that the motor vehicle industry licensing law also includes licensing of new motorcycle dealers and new motor scooter dealers.

### **In conclusion....**

While there are many questions and concerns that have been raised about HB2090 HD2, HADA believes that working together on the larger question of the transition to renewable fuel vehicles, involves issues that all can be resolved.

We appreciate the opportunity to testify expressing our COMMENTS about this bill. There are many pitfalls to be avoided for such a measure to be effective.

And that is why, HADA requests the establishment of a ground transportation working group to resolve the many issues raised by this measure.



**HB-2090-HD-2**

Submitted on: 2/24/2022 10:50:35 AM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Noel Morin	Big Island Electric Vehicle Association	Support	No

Comments:

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

**Big Island Electric Vehicle Association SUPPORTS HB2090 HD2.**

HB2090 HD2 creates electric vehicle purchase rebates for new or pre-owned electric for low-middle income households. HB2090 HD2 will make the transition to clean transportation more equitable. Thank you for supporting it.

Sincerely,

Noel Morin  
President  
Bi Island EV Association

Hawaii Electric Vehicle Association  
hawaiiev.org  
info@hawaiieva.com



February 24, 2022

**SUPPORT OF HB2090 HD2 (RELATING TO ZERO EMISSION TRANSPORTATION)**

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

**Hawaii Electric Vehicle Association SUPPORTS HB2090 HD2.**

**We support HB2090 HD2 because it creates incentives for the purchase of new or pre-owned electric vehicles by low-middle income households and relevant non-profit organizations.**

Electric vehicles have come down in price and have become more affordable. However, the cost can still be a significant barrier for low to middle-income families. Additionally, these households may not have the tax liability to leverage federal tax incentives that would, otherwise, offset the cost of a new vehicle.

**The rebate proposed by this measure will enable more equitable access to electric vehicles and help Hawaii accelerate its transition to clean transportation.** Of course, it will be essential to address the funding sources for this rebate program and ensure that it does not take away from other critical programs.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Morin", with a long horizontal stroke extending to the right.

Noel Morin  
President  
Hawaii EV Association

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

**Hawaii EV Board**

Noel Morin, President  
Nanette Vinton, Secretary and Treasurer  
Bill Bugbee – Director  
Tam Hunt - Director  
Sonja Kass – Director  
Rob Weltman – Director

**Hawaii EV Clubs**

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



**SanHi**

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 24, 2022

TO: Representative Sylvia Luke  
Chair, Committee on Finance

FROM: Tiffany Yajima

RE: **H.B. 2090, HD2 – Relating to Zero Emission Transportation**  
**Hearing Date: Friday, February 25, 2022 at 1:30 p.m.**  
**Conference Room: 308**

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Dear Chair Luke, Vice Chair Yamashita, and Members of the Committee on Finance:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony **supporting the intent** of H.B. 2090, H.D. 2, which establishes an electric vehicle rebate program for the state.

The Alliance for Automotive Innovation is the singular, authoritative and respected voice of the automotive industry. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents the manufacturers producing nearly 99 percent of cars and light trucks sold in the U.S. Members include motor vehicle manufacturers, original equipment suppliers, technology, and other automotive-related companies and trade associations.

Hawaii has one of the highest rates of adoption of passenger electric vehicles in the nation with more than 17,700 passenger electric vehicles registered in the state. This number, however, represents only a small percentage of the total number of registered vehicles in Hawaii. In addition to charging infrastructure, some of the hurdles facing greater adoption of electric vehicles include consumer hesitancy to embrace new technology and the higher price of an EV. Because electric vehicles can cost \$12,000 more than the gasoline equivalent vehicle, EV rebate programs are an effective way to encourage consumer purchases of electric vehicles by bringing down the relatively higher price of an EV.

There are 14 states that provide consumer rebates on the purchase or lease of electric vehicles, including California, Massachusetts, Connecticut, New York, New Jersey and Oregon. In California, EV purchasers largely indicate that they would not have purchased an electric vehicle without the state rebate. In addition, data from these states indicate that most EV rebates go to consumers with moderate incomes and are used toward the purchase of moderately priced vehicles. For these reasons, automakers support the intent of this measure to establish a vehicle purchase incentive in the form of a rebate that prioritizes low- to moderate-income individuals.

We note that the H.D. 2 was amended to address concerns related to the definition of “motor vehicle dealer” and the Auto Innovators are supportive of this amendment.

We also recognize that there are details regarding the program that need to be addressed as this measure moves forward, particularly with respect to the definition of qualifying vehicle, which type of ZEV vehicles are eligible to participate in the program, and how the other “design features” of the program will be determined and what those features will encompass.

We look forward to the opportunity to work with the legislature, government agencies and others on this bill, and respectfully request the committee to pass this measure to allow continued dialogue between stakeholders.

Thank you for the opportunity to submit this testimony **supporting the intent** of H.B. 2090, H.D. 2.



Before the House Committee on Finance  
Friday, February 25, 2022 at 1:30pm

Testimony on HB2090 HD2 relating to Zero Emission Transportation.

Chair Luke, Vice Chair Yamashita, and Members of the Committees:

Thank you for the opportunity to provide comments on House Bill 2090 HD2. Hawai'i Energy works to empower island families and businesses on behalf of the Hawai'i Public Utilities Commission (PUC) to make smart energy choices to reduce energy consumption, save money, and pursue a 100% clean energy future. Energy efficiency is the cheapest option to help us achieve our 100% clean energy goal by eliminating waste and being more efficient.

Under the Hawai'i Public Utilities Commission's direction, Hawai'i Energy has been managing the electric vehicle charging station (EVCS) rebate program that was initially funded in 2019 by the State Legislature (Act 142), and in 2021, provided continued funding with the passage of House Bill 1142 (Act 75). The incentive was even highlighted by Plug-In America as a main reason why Hawai'i is ranked #14 in its "*Top 25 States Supporting the EV Driver*" report, released last year.<sup>1</sup>

Hawai'i Energy appreciates the efforts made by the State Legislature in this bill to knock down barriers of electric vehicle ownership for low- to moderate-income residents. We support the intent of this bill and encourage flexibility in the program administration, as this would be a new program and there would be the need to determine local market conditions to inform program structure.

We recognize there may be hesitancy around leaving rebate amounts blank at this time. In our practice, our rebates typically cover 10-20% of a measure's cost. Since this rebate program would incentivize a wide range of zero-emission vehicles — from mopeds to passenger vehicles — that carry varying costs, we would recommend an amendment that would prescribe the incentive cover a percentage of an applicants' cost, such as 20%. We also believe the rebate should only cover the cost of the vehicle at the point of sale/lease and exclude any taxes, fees, shipping and delivery charges, extended warranties, and vehicle modifications such as window tinting or cosmetic upgrades.

Thank you for the opportunity to testify on House Bill 2090 HD2.

Sincerely,  
Brian Kealoha  
Executive Director  
Hawai'i Energy

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<sup>1</sup> "*Top 25 States Supporting the EV Driver*," Plug-In America, February 2021 - <https://pluginamerica.org/policy/top-25-states-supporting-the-ev-driver/>



**TESTIMONY BEFORE THE HOUSE COMMITTEE ON  
FINANCE**

**HB 2090 HD 2**

**Relating to Zero Emission Transportation**

February 25, 2022

1:30 PM, Agenda Item #2

State Capitol, VIDEO CONFERENCE

June Chee

Program Manager, Electrification of Transportation  
Hawaiian Electric Company

Aloha Chair Luke, Vice Chair Yamashita, and Committee Members,

My name is June Chee, and I am testifying on behalf of Hawaiian Electric Company **in support of HB 2090 HD 2**, as it seeks to enable families in our community greater access to zero-emission vehicles by establishing a low- to moderate-income (LMI) zero-emission vehicle rebate program. Creating financial incentives specifically for local non-profits and LMI residents will help to ensure equitable adoption of new or used zero-emission vehicles and greater distribution of transportation resources across Hawaii.

Hawaiian Electric Company has a focused support and momentum for the electrification of transportation by providing programs and initiatives such as the Charge Up eBus make ready pilot, electric vehicle (EV) specific rates to encourage daytime charging, a proposal to expand our public charging network, and our recently approved Charge Ready Hawaii pilot that will provide make ready infrastructure for EV charging systems to publicly available commercial properties, fleet owners, and multi-unit



dwellings. These programs were designed to provide products, offerings, and benefits to all our customers and anticipate the charging needs for future EV drivers and riders such as low- to moderate-income families and families in rural communities across our service territory.

As the largest provider of EV fast charging in the state, Hawaiian Electric Company remains committed to EV strategies that are sustainable and help create a bridge to a cleaner, more equitable future. Hawaiian Electric Company is in strong support of this bill as it is pivotal for the continued progress already achieved in decarbonizing Hawaii's ground transportation. Thank you for this opportunity to testify.

**HB-2090-HD-2**

Submitted on: 2/23/2022 2:29:01 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Douglas Perrine	Individual	Support	No

Comments:

HB2090 will assist with Hawaii's planned de-carbonization of the transportation sector. I support HB2090.

**HB-2090-HD-2**

Submitted on: 2/23/2022 3:57:50 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Rob Weltman	Individual	Support	No

Comments:

Both for equity reasons and to increase the pace of decommissioning of fossil fuel ground transportation, we should provide incentives for lower income families to acquire EVs.

**HB-2090-HD-2**

Submitted on: 2/23/2022 4:59:54 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Francine Roby	Individual	Support	No

Comments:

I urge your support and passage of HB2090 HD2. As an electric vehicle owner on the Big Island, my family has experienced the financial, environmental, and peace of mind benefits of switching to an EV but could not have done it without the rebate that was available the year we made our purchase. Low and moderate income families need greater access to zero emission vehicles which would be enhanced by rebates on purchase price. This bill should be passed.

Mahalo.

Francine Roby

Ahualoa, Hawaii County

**HB-2090-HD-2**

Submitted on: 2/23/2022 5:25:38 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Gerard Silva	Individual	Oppose	No

Comments:

This is a wast of Time there is no problem with emisions. Just the Idiots who are promoting this Bull Shit the People Now know this and we are wize to the Fake propaganda!

**HB-2090-HD-2**

Submitted on: 2/23/2022 9:55:41 PM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Nanette Vinton	Individual	Support	No

Comments:

Dear Chair Luke, Vice-Chair Yamashita, and members of the Finance Committee,

I am writing in SUPPORT of HB2090 HD2 which establishes a zero-emission vehicle rebate program within the public utilities commission to enable low- and moderate-income families greater access to zero-emission vehicles by providing a rebate on the point-of-sale purchase price of zero-emission vehicles.

I've been an EV owner since 2013 and I am excited to see the increasing number of EV models coming from new and legacy car manufacturers. While some of these new models offer more affordable options for EV ownership than in the past, the price of an EV may still out of reach for low to middle-income families. The proposed point-of-sale rebate program will help provide more equitable access to EV ownership for these families and help increase EV adoption in Hawaii.

Nanette Vinton

Mililani, Hi

## HB 2090 HD 2 TESTIMONY

To: House Committee on Finance  
Hearing on Feb. 25, 2022 at 1:30 p.m.

From: John Kawamoto

Position: Support

After carbon dioxide is emitted into the atmosphere it stays there for 300 to 1,000 years, according to the National Aeronautics and Space Administration (NASA). What we do now to reduce carbon emissions will benefit many generations to come.

Everyone should be able to participate in reducing carbon emissions. This bill improves access to zero emissions vehicles for low- and moderate-income families and nonprofit organizations that provide services to them. This bill should be among a multitude of bills passed by the Legislature to mitigate climate change.

**HB-2090-HD-2**

Submitted on: 2/24/2022 11:31:56 AM

Testimony for FIN on 2/25/2022 1:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Janet L Pappas	Individual	Support	No

Comments:

Dear Chair Luke, Vice Chair Yamashita and FIN members,

We strongly support HB2090 HD2.

Having driven an EV for the past 10 1/2 years, we can attest that these cars are very reliable and very low maintenance and would be perfect for low/middle income families.

Sincerely,

Jan Pappas and Ronald Yasuda

Aiea, Hawaii 96701