













STATUS	POLICY	POLICY AREA	POLICY CATEGORY	YEAR ENACTED
 Not Enacted	<b>Low-Emission Vehicle (LEV) Standards</b>  Under Section 177 of the Clean Air Act, California has the unique authority to establish vehicle emission standards more stringent than federal standards, and other states may adopt California's standards. These Low-Emission Vehicle (LEV) standards control tailpipe emissions of criteria pollutants and greenhouse gasses from light-duty vehicles.	Transportation	Light-Duty Vehicles	
	<b>Zero-Emission Vehicle (ZEV) Mandates</b>  Zero-Emission Vehicle (ZEV) mandates, also known as "clean car standards," require automakers to produce and sell a certain percentage of zero-emission light-duty vehicles each model year based on total new vehicle sales. The most stringent ZEV mandates require 100% of new vehicle sales to be electric by 2035 and are known as "Advanced Clean Cars II".			
	<b>Electric Vehicle Rebates</b>  Electric vehicle rebates offer rebates to make light-duty electric vehicles more affordable to increase their adoption in a state.			






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 Not Enacted	<b>Low NOx Omnibus Rules</b>  Low NOx Omnibus Rules establish stringent tailpipe emission standards for heavy duty vehicles, updated testing procedures, and technology-neutral compliance mechanisms to reduce nitrous oxide (NOx) pollution. The regulation must be adopted first by California, and other states may adopt the regulation under the federal Clean Air Act.	Transportation	<b>Medium- and Heavy-Duty Vehicles</b>	
 Not Enacted	<b>Medium- and Heavy-Duty (MHD) Zero-Emission Vehicle (ZEV) Mandates</b>  Medium- and heavy-duty (MHD) zero-emission vehicle mandates, also known as "Advanced Clean Trucks", require automakers to produce and sell a certain number of zero-emission MHD vehicles to fulfill a quota based on a percentage of total sales in states.	Transportation	<b>Medium- and Heavy-Duty Vehicles</b>	
 Not Enacted	<b>Medium- and Heavy-Duty Electric Vehicle (EV) Rebates</b>  Medium- and heavy-duty (MHD) electric vehicle rebates consist of programs and policies that offer rebates to make MHD electric vehicles more affordable to increase their adoption in a state.	Transportation	<b>Medium- and Heavy-Duty Vehicles</b>	

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 Enacted	<b>Public Fleet Electric Vehicle (EV) Procurement Targets</b>	Transportation	Lead by Example	2021
	30% of the state's light-duty vehicle fleet are ZEVs by 2025   60% are ZEVs by 2030   100% are ZEVs by 2035			
	Establishing Policies <ul style="list-style-type: none"> <li>• <a href="#">HB 552 (2021)</a></li> </ul>			
 Not Enacted	<b>Electric Bus Procurement Targets</b>	Transportation	Lead by Example	
	Electric bus procurement targets require that a certain percentage or number of school buses and/or transit buses purchased or leased by the state, transit authorities, and/or school districts must be electric or zero-emissions.			
 Not Enacted	<b>Electric Vehicle (EV) Charging Infrastructure Requirements</b>	Transportation	EV Charging Infrastructure	
	Electric vehicle (EV) charging infrastructure requirements establish mandates for the installation of EV charging infrastructure in new construction or developments, such as residential or commercial buildings, and public parking lots.			



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 Enacted	<b>Electric Vehicle (EV) Charging Infrastructure Rebates</b> <p>The EV Charging Stations rebate program offers rebates for the purchase and installation of EV chargers for commercial entities, workplaces, and multifamily dwellings, up to \$4,500 for Level 2 and up to \$35,000 for direct current (DC) fast chargers.</p> <p>Establishing Policies</p> <ul style="list-style-type: none"><li>• <a href="#">HB 1585 (2019)</a></li><li>• <a href="#">EV Charging Stations rebate program</a></li></ul>	Transportation	<b>EV Charging Infrastructure</b>	2019
 Not Enacted	<b>Electric Vehicle (EV) and EV Charging Infrastructure Plans</b> <p>Electric vehicle (EV) and EV charging infrastructure plans are documents that provide a framework to guide the development, coordination, and adoption of EVs and EV charging infrastructure.</p>	Transportation	<b>Transportation Plans and Targets</b>	
 Enacted	<b>Transportation Greenhouse Gas Emissions Reduction Targets</b> <p>Net-zero emissions by 2045</p> <p>Establishing Policies</p> <ul style="list-style-type: none"><li>• <a href="#">SB 1024 (2023)</a></li></ul>	Transportation	<b>Transportation Plans and Targets</b>	2023

STATUS	POLICY	POLICY AREA	POLICY CATEGORY	YEAR ENACTED
 Not Enacted	<b>Low Carbon Fuel Standards</b>  A low carbon fuel standard (LCFS) is a market-based mechanism to reduce the carbon intensity of transportation fuels and account for the fuel's life cycle greenhouse gas emissions.	Transportation	Transportation Plans and Targets	
 Partially Enacted	<b>Bicycle Friendly States</b>  Hawai'i is ranked 25th out of 50 in the 2024 Bicycle Friendly State rankings by the League of American Bicyclists.	Transportation	Public and Active Transportation	
	Establishing Policies <ul style="list-style-type: none"> <li><a href="#">Hawai'i Bicycle Friendly State Scorecard</a></li> </ul> Policy Components <div>  </div> 4/5			