



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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

Telephone:
Web:

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICE

(808) 451-6648
energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON TRANSPORTATION

Tuesday, March 12, 2024
10:30 AM
State Capitol, Conference Room 312 and Videoconference

In Support of
SB 3183, SD2

RELATING TO ROAD USAGE CHARGE PROGRAM.

Chair Todd, Vice Chair Kila, and members of the Committee, the Hawai'i State Energy Office (HSEO) supports SB 3183, SD2, which provides authority for a county to impose a mileage-based road usage charge, provides for disposition of funds of county mileage-based road usage charge, clarifies the disposition of funds of state mileage-based road usage charge, and repeals the maximum amount a driver will pay in a mileage-based road usage charge on June 30, 2028.

HSEO's comments are guided by our statutory mission to promote energy efficiency, renewable energy, and clean transportation as laid out in HRS §196-71 and the specific duties of the Chief Energy Officer pursuant to §196-72 relating to clean transportation as well as the interface of clean transportation in the overall energy ecosystem.

Securing sustainable funding for roadway maintenance is crucial to Hawai'i's economy and the safety of those using state- and county- maintained roadways. The Legislature required the Hawai'i Department of Transportation to develop a plan to transition all vehicles in Hawai'i to a per mile road usage charge by 2033. Transitioning from the motor fuel taxes to a per-mile road usage charge is proposed to promote fairness and guarantee a continual and equitable source of funding for highway maintenance as the state works towards decarbonizing ground transportation.

HSEO stands ready to collaborate with the Department of Transportation and counties to achieve the State's decarbonization policy objectives and transition to a sustainable funding framework for an evolving transportation system. We believe that advancing the State's mileage-based road usage charge program at the county level is a logical progression that ensures consistency, financial sustainability, and administrative efficiency.

Thank you for the opportunity to testify.