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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON
GOVERNMENT OPERATIONS
AND
ENERGY AND INTERGOVERNMENTAL AFFAIRS**

Tuesday, March 17, 2026
3:00 PM
State Capitol, Conference Room 225 and Videoconference

Providing Comments on
HOUSE BILL NO. 1980, HD1

RELATING TO ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

Chairs McKelvey and Wakai, Vice Chairs Gabbard and Chang, and Members of the Committees, the Hawai'i State Energy Office (HSEO) offers the following comments on House Bill No. 1980, HD1, which establishes a goal to retrofit state facilities to be electric vehicle (EV) charger-ready. It requires at least twenty-five per cent of parking stalls at new state-building constructions to be electric vehicle charger-ready, to conduct a survey to identify high-priority state facilities for retrofitting and appropriates funds to assess electric vehicle charging systems at high-priority state facilities.

The HSEO acknowledges the critical need for expanded EV charging infrastructure to support the growing adoption of electric vehicles. Transportation emissions make up the largest share of Hawai'i's energy-related greenhouse gas emissions, with ground transportation alone accounting for 36%, according to the most recent Greenhouse Gas Emissions Report.¹ For Hawai'i to meet its statutory target to sequester more greenhouse gases than emitted by 2045, programs that support the

¹ State of Hawaii, Department of Health. Greenhouse Gas Inventory: [Hawaii Greenhouse Gas Emissions Report for 2020 and 2021 \(hawaii.gov\)](https://www.hawaii.gov/energy/2020/03/2020-and-2021-greenhouse-gas-emissions-report/)

adoption of cleaner transportation options will be necessary. HSEO's Hawai'i Pathways to Decarbonization report, submitted to the Legislature in December 2023 pursuant to Act 238 (2022), emphasizes the transition to Zero Emission Vehicles (ZEVs) as a key strategy to meeting the 2045 target.²

Currently, Hawai'i has approximately 44 registered EVs per public charging port statewide³, the second worst ratio in the nation. According to the US Department of Energy's (DOE) Alternative Fuels Data Center, supporting an additional 100,000 electric light-duty vehicles would require approximately 86,600 charging ports, including roughly 78,000 charging ports in single-family homes and 3,200 public level 2 charging ports.⁴ The shortfall in charging infrastructure highlights a critical gap in adequately supporting continued EV adoption. Furthermore, Hawai'i needs to expand access to EVs and EV charging beyond the early adopters in single-family unit dwellings. By enabling charging at State facilities, HB 1980, HD1 supports the adoption of EVs by employees living in multi-unit dwellings who often lack reasonable access to regular charging and fosters increased access and equity in EV adoption.

We also ask that the Legislature keep in mind that the HSEO does not control or manage State facilities and does not have the authority under current laws and regulations to require other State agencies that control or manage those facilities to install charger-ready retrofits or electric vehicle charging systems.

The HSEO notes that if the State were to adopt the findings from the detailed cost assessment of priority parking facilities, direction and funding could be provided to implement the recommendations of the report.

Thank you for the opportunity to testify.

² Hawai'i State Energy Office (2023). [Hawai'i Pathways to Decarbonization, Act 238 Report to the 2024 Hawai'i State Legislature \(Act 238 Report\)](#)

³ Alliance for Automotive Innovation: [Get Connected Electric Vehicle Quarterly Report, Second Quarter 2025](#)

⁴ <https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports>