



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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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.