

Biofuels and Transportation Stakeholder Meeting

Date: April 28, 2009

Attendees

Stakeholders:

Norman Anderson, *Renewable Electronic Transportation, Inc.*

Lea Kaiaokamalie, *Kauai County Planning Department*

Mary Lu Kelley, *Oceanit*

Tony Locricchio, *Renewable Electronic Transportation, Inc.*

William Maloney, *Pacific West Energy, LLC*

Joel Matsunaga, *Hawaii BioEnergy*

Ron Morin, *Senter Petroleum*

Thomas Noyes, *Kauai Path*

Janine Rapozo, *Kauai County Transportation Agency*

Jon Robinson

Jiro Sumada, *State Department of Transportation, Highways Division*

Ken Taylor

Maria Tome, *Hawaii Department of Business, Economic Development and Tourism (DBEDT), Renewable & Transportation Energy Program*

Marie Williams, *Kauai County Planning Department*

SENTECH Hawai'i Team Members:

Diane Zachary, *Kauai Planning & Action Alliance*

Douglas Hinrichs, *SENTECH Hawai'i, LLC*

Rayne Regush, *Kauai Planning & Action Alliance*

Notes

State Department of Transportation Presentation

- HOV lanes? Are they part of States new plan for Kauai? (No)
- Why is State DOT against Complete Streets bill?
- Do support bill, but their focus is on Green Roads as answer.
- Can we view Scope of Work for statewide pedestrian plan?
- Does State have examples of road widening highways worldwide that work to reduce traffic?
- Young families going two directions to work; if we had better public transport options, 1 individual can let go of need for car- saves \$4-5,000 in their pocket offering, economic benefit to economy. Is State looking at this as option?
- State cannot build roads fast enough to meet demand. It is charged with providing safe roads and keeps up with demand to reduce congestion; they are not going to limit number of roads people can have. Don't know if State should spend money to move towards transit options. Mass transit is not reliable on neighbor islands.
- Nationwide 2.3 cars/family; Hawaii has highest percentage of working spouses, we have 3-4 cars/family. Any kind of State plan for mass transit on Kauai? Long range plan?
- Based on nature of housing in Hawaii- changing social network, cost of housing has skyrocketed and forces families to live together longer. This results in an increased number of cars per home.

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- State only promoting vanpooling/carpooling to reduce single occupancy. State Transit deals more with mass transit issues.
- Does State have information on how much tourists add to the number of cars on road? How do we deal with alternative transportation issues for tourists?
- We need a systems approach at County and State levels. On Kauai, the destination determines where we drive. Also, the way roads get built is based on conditions of permits for development. It happens incrementally. What is State DOT's ability to recommend alternative options to process and review permits? Does State DOT have an office here to offer help our planners by offering alternative recommendations for road permitting? How many people does State DOT have here on Kauai to help County planners? A lot of development/building is happening on Kauai, does State DOT have ability to recommend multi-modal transit options - what kind of support can you offer us?
- State has 2-3 people to support Kauai County for land use reviews.
- Problem on Kauai is we have an outdated long range transportation plan (1995). State does have consultant to help with new plan. County has new RFP that focuses on multi-modal transit options. Although we are headed in that direction, it's going to take some time to shift the focus from widening and increasing highways to multi-modal. Most engineers are focused on highways.
- State DOT does have ability to make suggestions to County to promote interconnectivity of land use projects, such as creating alternative routes connecting subdivisions. This is really a smart growth issue.
- Tons of homes are being built here on Kauai. Does DOT encourage and do they have influence on promoting infill development (mixed use) for communities?
- Yes, can add conditions to planning commissions, but zoning is the bigger picture.
- Lofty goal to have mixed use, but don't know that people can afford houses and will work in an industrial area.

Biofuel Presentation

- Is the County interacting with the State's Bioenergy Master Plan, and how?
- Is the effort to dissolve DBEDT still alive and what legislative plans are being made for the biofuels?
- We're waiting to see where legislative action goes but we're still moving forward with our plan.
- Do you have information on increasing electricity use in the plan?
- Ethanol- how much are we using on island? Are we making any? Where are we buying it from?
- We use about 10% in Hawaii, approximately. 4 million gallons. Not producing it locally, shipped in from central America, El Salvador, some from mid-west, California
- There is a world-wide conflict – biofuel land vs. growing food on land, what are your thoughts?
- Question is “How do we have viable ag that supports both food and biofuel production? Ag is vulnerable to higher fuels costs, but we need to focus on using

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by-products from biofuel crops to support food crops and vice versa to create a more synergistic effect, where waste from one acts as an input for other. We should focus on health of Ag industry considering economy of scale and critical mass. A healthy Ag industry needs to include infrastructure, e.g. water.

- You listed potential crops, but many were invasive species. Do you have any local species that are non-invasive?
- One of trees on the list is seedless, so not invasive.
- Referring to the bio-jet fuel referenced in presentation - how much land over how much time is needed to fly a jet from here to mainland?
- Crops we use today are not enough – jets have high demands for fuel. There are no technologies today, but military is looking into that. There is lots of potential, but no answers – just starting to look at it, very tricky, many factors. Focus is on cars for now because that is more readily achievable and there is a ready market of users.
- One bioenergy group is working on bio fuels for jets.
- Planning Department is working on the Important Ag Land project- is GIS data available? Yes.
- Have you looked at hemp? It can have multiple, holistic uses - fiber, ethanol, etc.
- Yes, but there is major lack of data. Hemp has so much more value for uses other than energy.
- Happy to transport biofuels.
- Does the Bioenergy Master Plan have island-specific information or is it just statewide? If island specific, it might save Kauai from having to do its own plan.
- Some of it is county by county, but contact HNEI to confirm (bionrg@hawaii.edu).

Electric Vehicles

- How much does conversion of a hybrid vehicle, such as a Prius, cost?
- About \$10,000. They have to fly people over from the mainland; it's not very cost effective presently.

Vision

- Need to be more direct, e.g., reduce percent of motorized vehicle trips, or increase number or percent of human-powered trips.
- Add something about shifting mode share – multiple ways to move through community.
- As stated in today's earlier discussion, we don't want to add more cars to the road and right now we can't supply enough highways to meet demand. Solution is mass transit - on Kauai that's been translated as van-pooling. What we need is a personal/mass transit system developed specifically for Kauai. For instance, people on Kauai have the ability to travel via the existing transit line, but then have problems getting to their specific location; there's no feeder system to the main bus line. Energy – lot of talk of long range systems to produce long-range fuels, however we don't have plan at State level. We are importing bio-fuels and we need to ask what are the real cost savings? Need to look at solarization- which

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is a community to community-based system. For instance we need to create our own energy in each separate community, Lihue, Kapaa, Kekaha, etc. We should create our own fuels in front yard. The bottom line is we need a plan to coordinate an independent Kauai-based system to produce energy. Examples include solar orchards as a new way of looking at Ag. Visions statements are usually general, look at larger picture and then we need to get detailed in the goals.

- Several bullets talk about Ag in vision statement – need some emphasis or central principle for mass transportation.
- Ability to move around island without negatively impacting environment-sustainability.
- Energy efficient vehicles are good but don't tie in mass transit with the sustainability factor; that has to balance food and bio-fuels.
- Kauai is at the end of a long transportation line of shipping goods and services coming to the islands; in terms of sustainability, we need to shift that shipping transport system to include wind-assisted power on the oceans.
- Overall energy picture- vehicles not a big part of the focus in the vision right now, but they are connected to goals and need to include more of a focus on their role.
- Reduce energy demand – focus on using less.
- Have a visual of the costs of taking no action.

Goals

- Separate goals for transportation and electricity? Response to that question is yes. Change title to “vision for self-sustainability.” Political realities of mega-utility companies and the local utilities is that they pass on major debt in their cost of energy.
- UN Commission study to compare utility companies around world - best ratings are given when utilities are controlled by consumers. That gives lots of power to the community. Study showed people have say and power and that's why we have the best utility company systems.
- KIUC model not in-line with carbon footprint. It will be painful to change, especially financially.
- Problem with renewables – State PUC cannot approve the contracts for renewables, since the cost is more than oil. , need to change their rules to give them more flexibility in rate rules. PUC not allowed to sign contract b/c inhibited by rate rules, and since renewables cost more, they are automatically thrown out b/c PUC don't have ability to change the rules.
- People have to decide if they are prepared to pay more for renewables today to see cost savings down the road in 20 or 30 years.
- Have to look at best interest. Kauai is the people; we should pay more for electricity so we can bring in renewables, look at total benefit, create more green jobs and support local economy. We can't look at issues separately.
- It's easy to create a plan, but very challenging to actually make it happen. Not lots of land to obtain to implement energy projects. This challenge is availability of land.
- Wind has lots of issues, such as bird issues, and the visual look of it.

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- People need to overlook the aesthetics of windmills; we've all gotten used to power lines, etc. and they will get used to windmills. Public will have to get used to change in look of land.
- Legislation is the number one key issue to getting these projects going. Not a single thing is moving forward in the state due to legislation.
- Bill being considered - HB1270 – and may pass. (Doug will get info and e-mail it to group.)
- Who is responsible to implement and monitor the plan once it is approved and who will be interfacing with public?
- Private sector, KIUC, and hopefully coordinated by County- don't have definite answer.
- The Council is looking for policy recommendations from the plan, areas where they can help. Also, planners should take the info back to Planning Dept and share with other staff and supervisors.
- Need to build the plan's afterlife into the plan. Could waste monumental effort if it's dumped on one person. Recommend building into plan election of an Implementation Commission to advocate for and check in with people who are tasked with implementing plan to make sure it gets done. Otherwise plan will get fractionalized; plan's power is across agencies and inter-dimensional. Have it above the political – create model so the Commission is not tied to politics.
- For transportation goals, take into account specific district plans; make it site-specific.