

Hawaii Energy Policy Forum

Act 254 Working Group Meeting

- November 30, 2007 - 10:00 am to 1:30 pm - Outrigger Canoe Club

In Attendance:

Bob Arrigoni, Tom Brown, James Burke, Mitch Ewan, Mark Glick, Darren Kimura, Francis Keeno, Kal Kobayashi, Don Medeiros, Clyde Omija, Sharon Miyashiro, Kristin (for Dave Rolf), Janine Rapozo, Gary Slovin, Glenn Soma, Robert Tam, Lance Tanaka, Maria Tome

Staff: Chelsea Phlegar, Kim Suman, Susan Char

By Telephone: Lewison Lem and Kathy Leotta, PB Strategic Consulting

Today's Meeting Plan

Discuss:

- Draft Report
- Legislation
- Budget for Phase II

Comments on Draft Report

A preliminary report was provided to the UH Chancellor on Nov. 26th as requested by the Chancellor.

Comments:

- Too long, redundant and verbose, legislators might have a hard time connecting the dots. Needs to be more tuned in.
- Even with an executive summary, may not be short enough. There are a lot of citations of what has been done in other places (need to shorten). Need to identify where the other citations come from (for policies that are described).

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- PB – If members can review the draft and comment back, these comments from the WG can be incorporated into the report. Should we categorize the report? We started with 5 categories of energy efficiency in transportation strategies and narrowed it down to 3 categories. The WG agreed this was ok.
- The length of the report should be no more than 20 pages with a 2 page executive summary. It was agreed that a lot of info should be in appendices. The style of the report can be more like a “GAO” report as described by Lewison and agreed to by Mark Glick who is familiar with such a report format.
- Sharon Miyashiro met with Senator Menor recently on three bills submitted by the HEPF, including this one to continue working towards energy efficient transportation for Hawaii. Sen. Menor wanted to know what we are going to fund and what is the benefit to the community. He also wanted to know what we will deliver if funded.
- It was suggested that we need this database and the system to track the data collected. Without this information, everything is subjective, it is not actual data. Setting up the database and the system to track the data needed will not be inexpensive. Sufficient funding will be needed to do it right.
- Next meeting is on 12/14, two weeks from now. We will work with PB on the final report in order to finalize it by then. We need WG to add their additions during the next 2 weeks but no later than 12/7. Please send to Sharon Miyashiro and Lewison Lem at PB and we will work together to finalize.

Bill/ Budget

- The draft bill has been submitted to HEPF and to Senator Menor and Representative Morita.
- Page 3 of the Bill is the basis for our funding. The benchmarks and goals of the current law cannot be completed/developed w/o a baseline. Senator Menor understood this in the meeting this week. For example, vehicle miles

- traveled (VMT), etc. from car registrations and safety checks cannot be collected without funding to set up a system to collect this information. This may require updating the computer system of the City and County. However, it was pointed out that we only need a “statistically significant sample” to evaluate, we do not need information on all cars. It was also pointed out that most autos store this information on a chip in the vehicle system so we might be able to collect this information by actually downloading from the auto.
- A scan machine could be used as part of the vehicle inspection to collect the data normally just entered onto the form. This would be similar to a scanner used at the rental car return lots; or stamp cards.
 - James Burke reported that the DMV is currently upgrading but he was not sure what the status is. He indicated he would check into the status.
 - In general, we need to determine what it is that we should have but is not available now.
 - Senator Menor wanted to know if the \$250,000 was a hard or soft number. He was advised that it was a soft number but there is a meeting this Friday to firm it up. His interest was “is this going to be needed every year or for just one year?”
 - What might we do over the next two weeks to determine the cost/budget?
 - Mobile sources are not tracked currently by the DOH but we may need to collect them in the future (for an emissions inventory). Robert Tam from DOH will check and get back to the WG on this. This is currently required by the EPA separately from the GHG inventory. DOH might have preliminary information (estimates) on vehicular emissions, however not sure how good the data is.
 - 3 years ago the County of Hawaii collected info on mass transit, vehicles, rental cars, electric vehicles/electric grid, fuel consumption volumes, etc. This one-time effort took 6 months and was done for \$50k using inexpensive graduate student hours. The County did not want the data gathering to become an institutional data gathering effort. The County

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- wanted a snapshot only. We should not create a system that has to be “fed” each year.
- Why is this info collected? Can it be collected differently (i.e. a card reader) for our use? Our data collection may require interviewing the large energy consumers in our state. The question asked PB was “are there any other states already doing this?”
 - It was pointed out that the State of Hawaii spends \$1.7 billion on diesel and gasoline annually. If the State could save only 1% of this cost, that would more than pay for this data collection effort.
 - It was suggested that we could collect actual data for one year (current year inventory) and then forecast for a horizon year and look at trends instead of collecting data every year. This could be an incremental step instead of a final objective; don’t think our objective is to create a data monitoring system.
 - The question was asked, “would we then work off of simulations after the baseline year?” It was argued that we should be able to set up a system to provide yearly data.
 - There is a difference between collecting new data from individuals and making existing data usable (move money involved)
 - A pilot program in Oregon was described where they are shifting to taxing vehicle miles instead of a volume tax on fuel. While fueling, info is downloaded re: VMT reading and compared to the last reading to build up data over time. Apparently, people volunteer to participate in this data collection effort. It was suggested that PB report back on the possibility of such a pilot program here in Hawaii.
 - It was suggested that Gary Slovin look into this also. There could be privacy issues and it would only be on newer cars. Also, it was asked “who should have access to this info?”
 - The City and County of Honolulu has very good info on fleets and buses. To get information from individuals, \$250,000 does not appear to be nearly enough, this amount may need to increase. To set up safety checks

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electronically, this would not be inexpensive. Currently, the State's safety inspection program is administered by the city. Fuel sales volumes are already reported by DBEDT in the Hawaii State Data Book. This information comes from the county fuel tax revenue.

- Information such as VMT, efficiency of the vehicles, efficiency of the transportation system can all be determined but we need info/data to determine this. We should also be looking at the emergency preparedness side as well as how we can save energy quickly, i.e. when price spikes occur. Also, we should project how much fuel will be needed in the future. If we could get the vehicle identification number (VIN), a lot of information could be determined. We do not even need the owner's name.
- The County of Hawaii data collection effort 3 years ago looked at total fuel consumption and total miles traveled but did not look at miles traveled by individuals.
- Among the areas of energy efficiency, foreign oil and emissions, what are our priorities?
- The question was asked "does the DOH collect any data?" Robert Tam reported that the DOH only estimates based on modeling but does not collect data.
- From each of the agencies, we need to know how each might contribute to this process. In other words, what does the agency have or what could they develop? We need to get to the real work of developing initiatives and tracking our progress in implementing the initiatives.
- What kind of fuel data could be made available or is now required by the new transparency laws? Lance Tanaka will look into what information is made public. Right now, inventories, customers and profit/loss are reported to the PUC. Most of Tesoro's volume is sold to distributors so from there they do not know how it is sold or used.
- The real need is to look at energy demand in our transportation plans, not look more at transportation demand.

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- Working group members were asked to look at the draft report and also get back to Sharon/PB by 12/7 with the information that each agency can provide. Also, support is needed for testifying on each part of the bill during the upcoming session. The energy briefing to the energy committees of the Legislature is on January 17, 2008.