

Hawaii Energy Policy Forum

Friday September 28, 2007 - 10 am – 1pm

- **Final Summary Notes**

In Attendance:

Tom Brown, James Burke, Mitch Ewan, Mark Glick, Lewison Lem, Gordon Lum, Francis Keeno, Clyde Omija, Kevin Nakata (for Randy Perreira), Tom Quinn, David Rolf, Peter Rosegg, Gary Slovin, Lance Tanaka, Maria Tome, Richard Torres, Dean Nakagawa (for Glen Soma), Sharon Miyashiro, Chelsea Phlegar, Susan Char, Kim Suman.

I. Recap and Project Update

- Recap of last meeting: The WG adopted vision; and directed staff to research other local, national and international jurisdictions as possible models before developing goals & benchmarks
- Project Update
 - Collected state and county transportation plans; and examined for inclusion of energy issues (matrix of plans distributed)
 - Hired consultant (Lewison Lem, Parsons Brinckerhoff Strategic Consulting Services)
 - To be added: HI2050 Plan; Honolulu Mayor's Energy & Sustainability Task Force Plan; Hawaii Roadmap of Transportation Infrastructure (GE Global Research) Model
- Project Timetable
 - It is a short timeline before the legislative session – Working Group recommendations to be taken to the 2008 Legislature
 - Plan is to develop legislative proposal to fund next phases – foundation and implementation, with longer term work post-legislative session
 - Working Group input is important; need to frame and move forward

- PB will work with project team to develop strategic framework for the study and review other jurisdictions and bring to the Working Group for discussion and adoption before taking forward

II. Presentation: Lewison Lem

- Comments and Discussion
 - Supply-side issues developed/worked on by Maria Tome
 - Need to spend some time looking at demand-side issues
 - Individual states and countries now looking at energy efficiency in the transportation sector
 - At least 25 states are now acting on their own on these kinds of issues
 - Household size and travel demand are closely linked
 - What are driving factors for Hawaii's fuel demand?
 - Growth in no. of vehicles and population are affecting overall fuel demand
 - No. of persons/household is a more relevant consideration in changes to fuel demand
 - No. of persons/household is going down in Hawaii so we are likely to see an increase in fuel demand
 - Carpooling is more viable within the same family; very unlikely outside a household
 - Per vehicle consumption of fuel is not changing in Hawaii
 - Annual change in gasoline demand in Hawaii is +1.8%/year
 - Elasticity of gasoline demand is not as much as would be expected based on change in price (this relationship is loosening in more recent years versus the 1970's)
 - Increasing income level may also correlate to loosening relationship of gas prices versus demand (Colorado study showed this)
 - Visitor gas demand

Hawaii Energy Policy Forum

- Vehicle registrations seem to mirror economy
- DBEDT projects +1.5% annual increase in gas demand
- We should look at Paul Brubaker's presentation that was presented to state legislative budget committee (2 to 3 weeks ago)
 - Identified tax revenues and GET tax
 - May see correlation with annual demand
- Dave Rolf offered to assist in obtaining national auto dealers association data (Jeff Foltz)
- Auto insurance perspective could be very helpful
- Congestion, travel time, and fuel consumption
 - 16 gallons/year per traveler is wasted due to traffic congestion
 - Recent Texas Transportation Institute study showed congestion for Honolulu is decreasing, however with increasing population and the same number of people still sitting on the freeway, this can be misleading
- Possible strategies:
 - Transportation system efficiency
 - Location efficiency – how hard is it to get to places?
 - Vehicle design
 - Operating efficiency
 - Alternative fuels
- Comparison to Asia-Pacific region
 - Japan
 - Signed onto the Kyoto protocol w/ a commitment to 6% reduction from 1990 levels
 - Combined transportation planning w/ land planning
 - TOD (transit oriented development)
 - “top runner” program
 - “green tax” program
 - “eco-drive” program
 - Singapore

- Congestion pricing
- National car registration quota
- Land Transport Authority
- Fuel economy labeling scheme
- Green vehicle rebate scheme
- California Fuel Examples (consider these strategies for Hawaii)
 - Focuses on more consumer choices
 - Alternative fuel vehicles
 - Fuel efficient vehicles
 - Choices in modes of travel
- Southern California – Energy Planning by PB (draft, 2007)
 - Outcomes:
 - Decrease region’s consumption of fossil fuels by 25% from 1990 levels
 - Increase the share of renewable energy generation in the region by 20% by 2010

III. Discussion: Objectives, Goals, Benchmarks and Metrics & Follow-up

Actions:

- Lewison to take all ideas discussed and categorize them appropriately as to objective, goals, actions, benchmarks/metrics, etc.
- Lewison will check other jurisdictions to see what they have done similarly and report back
- Defining objective, goals and benchmarks

Working Group agreed on the following definitions:

- Vision: Our preferred future
- Objective: Timeless intent to act
- Goal: What we want to achieve: our desired outcomes that are measurable and time-based

- Benchmarks/milestones: Performance targets indicating success or progress toward goals/objectives

A. Suggestions for Possible Objectives

- Sustainable transportation system
- More energy efficient strategies
- Reducing energy intensity/wasted energy
- Energy efficient transportation system while still protecting mobility and choice
- Fuel security?
- Carbon emissions?

B. Suggestions for Possible Goals (state in simple measurable terms)

- Increase choice of modes, fuels, under range of fuel efficient vehicles
- Constraints to address issue of cost (consistent with projected pricing)
- Need something in goals to ensure a move toward efficiency
 - Don't downplay energy efficient vehicles
- Create incentives for replacing older fleets with newer and more energy efficient ones
 - Or apply to Hawaii's entire vehicle population
 - Increase fuel efficiency of Hawaii's vehicle population
- Constraints relating to socially acceptable economic consequences
- (remember projected cost effectiveness)

C. Suggestions for Possible Benchmarks and Metrics

- Government incentives/subsidies
- "energy transportation paradise"
 - Attractive not only for residents, but also for visitors as well
- Portland
 - Eliminated half of fleet, uses hybrid zip/flex cars

Hawaii Energy Policy Forum

- Free bus ridership
 - How do we pay for it?
 - 85% county funding, 15% federal (Big Island)
- Fuel tax
 - Captures both residents and visitors in the tax
- Create incentives for zip car operations (may need a bigger market)
- Increase ridership in all transit
 - Increase modal share of all transit-related transportation systems
 - Carpools
 - Van shares
- Create incentives for energy efficient cars—not just hybrids
 - Free parking?
- All new highway construction has to have a bike and HOV lane
- Performance standards versus prescriptive requirements?
- Need to have a huge design component for change
 - Integrated multi-modal system
- Include projection of energy demands in transportation plans
 - Quantify fuel demand
- Institute a regular survey
 - Gauge how we're doing
 - Ex. How do you feel about free bus ridership
- Capture appropriate data from existing data sources
 - Ex. Real data on miles traveled per vehicle

D. Other efforts:

- HNEI/GE comprehensive transportation model for the Big Island
 - Available for use for a fee
- OMPO 2008: Identify Scope of Work – will include bikeways to maximize uses of transportation system (needs to be integrated well with other modes of travel)

Hawaii Energy Policy Forum

- OMPO 2009: Begin to update report with energy components

- Next steps/next meeting
 - Lewison and staff will work on draft of goals, strategies & benchmarks from other relevant jurisdictions for discussion
 - Draft will be circulated prior to the next meeting
 - Next meeting: Friday October 26 from 10am – 1pm at Outrigger Canoe Club