

## **Results and Implications of the Census**

- ***Can you help us better understand the recent census data?***

The recent data release shows county-level data on the resident population. The next census release (in a couple weeks) will be more detailed.

- ***Were you surprised by the census data showing that Kaua'i experienced the highest rate of growth (9%) in the State? Does the 73,000 (daily) residents include part-time homeowners? What were Kaua'i out-migration numbers?***

No, we were not surprised. The 2020 population count of 73,300 is slightly lower than our General Plan projection of 74,700, but recent population estimates indicated that our population growth was slowing down. According to most recent data from DBEDT, our population growth over the past decade is attributed to natural increase (55% of total growth) and foreign migration (45% of total growth).

- ***Does the County have more current numbers (post-COVID) of residents and daily visitors (27,000+ in 2010)?***

The Census is the most current available data on the resident population. The Hawaii Tourism Authority will provide the average annual daily visitor count for 2021 at the beginning of 2022.

- ***What is your current thinking on managing the carrying capacity of the island?***

We understand the dialogue about carrying capacity. Carrying capacity can be looked regarding population and regarding tourists. While we have made steps to not have tourism growth run uncontrollably like cracking down on TVRs, not having room for our residents to grow and be prosperous must be also considered.

## **Fiscal Situation**

- ***Do you have plans for the use of the new TAT tax proceeds?***

To be clear, these TAT proceeds are not new. In recent years, that has amounted to nearly \$15,000,000 annually that funded general fund operations. However, we no longer receive TAT proceeds from the state, and this taxing authority is simply to replace our fair share. The anticipated revenues are meant to bring us back to a position where we are not drawing from the reserve.

- ***Can you give us a summary of how the County funds major infrastructure?***

One major source of funding major infrastructure projects is via the federal highways program. We participate through the state in the state transportation improvement program STIP where approved projects receive 80% funding with a 20% county match. This is a tremendous leveraging of our county tax dollars, so we take every opportunity to utilize this funding source, particularly for major infrastructure projects.

Before we collected GET revenue, the average actual amount put towards road resurfacing annually was approximately \$1 million. Since we started receiving proceeds from GET, that number has increased to an average of \$12.45 million towards road resurfacing every year. Since GET increased in 2019, we've spent about \$37.35 million towards resurfacing and repaving and other road infrastructure projects. FY 2022, we will spend another \$17 million on road repaving and other road infrastructure projects like repairing county bridges.

Before our administration, 16 miles of roads were paved with \$5 million spent. This past year, we paved over 26 miles of roads and invested \$10.7 million. Next year, we estimate to pave 27 miles and invest \$16 million into the economy.

Another source of funding has been through the issuance of Bonds. The bond funding is used to predominantly support county vertical projects and also matching funds for federally funded projects. Relief monies from the 2018 Flood, including those monies from the state and federal governments, will also be funding a lot of our vertical construction including our recent renovations at the Hanalei Baseyard, and the new resilience center in Wainiha.

### **COVID**

- ***You've been lauded and hugely appreciated for keeping tight restrictions during the initial months of the pandemic -- more stringent than the State. In light of the current number of rising local cases, even amongst students and other keiki, what do you intend to do?***

We are at a critical juncture. Our cases have spiked. Luckily, we've managed up to this point. And while we are concerned about our health care system, so far on Kaua'i, our hospitals remain stable. However, we know the writing on the wall if we can't flatten this curve on our own.

We on Kaua'i know first-hand what hard restrictions on our island will mean for our people. We've done it before, when there were no vaccines and no other tools to ensure our community's safety. Back then, our plan worked. But it came with severe sacrifice. We know that any restriction comes with a consequence. No matter what restriction – seemingly big or small – it will impact our quality of life.

So, before we look at restrictions, we have to give our community the best effort to come together on their own. Kaua'i has done it before. We want to send a clear message that we should not need government restrictions by now. We know how to prevent the spread of COVID-19 and how to stay safe.

We have been pushing public six (6) basic principles of disease prevention for public resilience:

- Get vaccinated.
- Wear masks – whether you're vaccinated or not.
- Avoid large gatherings.
- If you do gather, find ways to mitigate risks – go outside, wear masks, social distance as much as possible, no shared food, get tested before you go.
- Stay home if you're sick.
- Avoid unnecessary travel

## Housing

- ***Kīlauea’s primary need, which was articulated in our sub-area master plan in 2006, is the development of affordable housing, which can provide long-term security. We know that housing is a priority for you and your administration as well. What do you see in the immediate future for housing here?***

Our Housing Agency is exploring the potential for affordable housing in the Kīlauea area. We recently went to Council to authorize the land acquisition of a roughly 24-acre parcel in Kīlauea to construct future affordable housing and promote the gradual expansion of the Kīlauea Town Core as called for in the Kīlauea Town Plan.

The County Council Public Hearing on the potential acquisition is set for Sept. 15 at 8:30 a.m.

As the potential project proceeds, the County will set up meetings with both the Kīlauea Neighborhood Association and the general public to provide ample opportunity for community input.

Our preliminary vision is to provide a mix of rental opportunities as well as single-family homeownership options serving not just “low income” families but also the workforce or “gap group” who earn too much to benefit from typical housing programs but who are still priced out of today’s housing market.

The goal is to provide essentially “permanent” affordable housing units, not homes that are affordable for 10-years, and then leap to market rate. Note this is what happened with the last project in Kīlauea in the Titcomb subdivision, and it is a point of contention for the community.

Housing is working with DOW to expedite water system improvements to make this potential affordable housing project possible

There are no other County Housing Projects on the North Shore. Still, we are aware that the non-profit group Permanent Affordable Living (PAL) is trying to put together an 11-unit affordable project in Kīlauea. The Housing Agency is exploring opportunities to help them but has not yet become directly involved.

## Water

- ***The Water Department has stated that increasing Kīlauea water capacity by developing a new well and distribution will occur within three to five years. DOW has set the same timeline (3 to 5 years) for ten years now. What will it take to get additional water to Kīlauea, especially to service future housing?***

Siting a new groundwater source is a complicated process. DOW staff works with hydrologists to identify sites with a high potential to construct a productive well, in a location that is not impacted by cesspools or other potential contamination sources, and can be cost-effectively integrated into the existing water distribution system. Once a potential location is selected, the Department must work with the landowner(s) to obtain Rights of Entry (ROE) to conduct

exploratory well drilling and testing. If the exploratory well is found to be productive, the Department will work with the landowner(s) for rights to utilize the land (acquisition and/or perpetual lease) and begin the design and construction of a pump facility.

Obtaining a ROE continues to impede DOW's efforts to develop new water sources in Kilauea. DOW is currently working with a third property owner to obtain the necessary ROE for an exploratory well to confirm that the selected source site will be able to produce an adequate amount of clean water to justify the cost of designing and constructing a production well. The three to five-year time period begins once the ROE is in place. The three to five-year cycle starts all over again if the test well does not meet the minimum production requirements.

### **Wastewater**

- ***Can you give us an update on wastewater treatment planning for Kilauea: a) for future housing, and b) to replace cesspools, which is now mandated by 2030? Without community wastewater treatment, we can neither develop affordable housing nor participate in building ADU for affordable rentals on existing lots.***

There are currently no plans for the County wastewater division to develop any treatment system in Kilauea. However, we will continue to assess the community's needs for wastewater infrastructure.

### **Restroom Access**

- ***The bathrooms at Black Pot are new and beautiful but not being used yet. Why is that?***

The bathrooms were designed uniquely because of the zoning and SMA requirements at Black Pot. Due to the facility's unique design, some plumbing issues surfaced after testing the system when construction was completed. With the high volume of use expected at the facility, the Department wanted to ensure that the plumbing could handle such use, and modifications were made. The Parks Maintenance and Facilities Maintenance staff were recently trained on how to repair and maintain the trailers (electrical, plumbing, and components/fixtures). The bathrooms opened Tuesday, Aug. 31.

- ***Many of the busy beaches on the island have no bathrooms (Kauapea) or have portable toilets that are not regularly maintained. What can be done to address this?***

This is an issue that needs to be discussed with the State Department of Land and Natural Resources.

### **Neighborhood Associations**

- ***What do you see as the roles and responsibilities of the Neighborhood Associations, particularly to citizen input in planning and development of their areas?***

Some Associations are more active than others. We recognize that the KNA is one of the most active— if not the most active Neighborhood Associations—on the island. The KNA plays a vital role in providing input and analysis for any development in Kilauea. The Planning Department does by practice request that all applicants for Use Permit applications go to the KNA prior to submittal to the Planning Commission for review and action.

- ***Do you happen to know when the North Shore Community (Development) Plan will be updated? Will it be done “in-house” like the Waimea Community Plan or by consultants?***

The North Shore Community Plan and the East Kauai Community Plan updates are due for updates in the next few years.

Currently we are focusing on planning for climate change. The Planning Department has just launched its outreach for the Island’s Climate Adaptation Plan. With the rise and continued effects of storms, flooding, and sea-level rise, it has become clear that prior to looking at any further community plan updates, we need to understand impacts and community-based strategies in responding to climate change. We anticipate our Climate Adaptation Plan being complete by the end of 2022.

### **Agriculture**

***Kilauea is hugely lucky to have a County Agricultural Park, which is managed in a stewardship agreement with the County and works toward island food security and public health.***

- ***Do you foresee some regular financial underpinning support of area ag parks as a regular item of the County budget?***

With support from OED, Aina Hookupu O Kilauea is also standing up a project that addresses two of the biggest challenges to farming on Kauai, cost of labor and inputs. The primary focus of the FarmTech project is on the application of drone and software technology to analyze farm efficiencies. To this end, the project includes installing weather stations, learning the appropriate remote sensing software, and training individuals to become certified FAA drone operators. This project will improve farmers' ability to promptly assess conditions on their farms and make informed decisions for activities like irrigation, fertilizer application, and pest and disease management. Like AHK, the County of Kauai shares the thought that intelligent technology will be critical for the future of farming and, ultimately, our economic diversity.

This past spring, OED assisted the Hawaii Department of Agriculture in bringing the Micro-Grant for Food Security Program to Kauai. This program provided households and faith-based organizations facing food insecurity with grants of up to \$5,000. The goal was to increase locally grown food quality and quantity through the garden and small-scale

- ***Our ag park has two large pavilions that could be used occasionally for recreational purposes such as roller-skating. Would you endorse that? What would be needed?***

The County will need to discuss the possibility with Aina Hookupu as they currently hold the lease to the property.

### **County Roads**

**Can you give us a status update on:**

- ***The pedestrian and bicycle improvements, including safety measures, from Kolo Road to the Kīlauea Point National Wildlife Refuge?***

Due to the presence of the wildlife refuge, the Kīlauea Road and Kolo Road Resurfacing and Multi-Modal Access project has a complex funding structure, including the following:

- Federal Land Access Program (FLAP) funding – the amount is limited as the State of Hawai‘i only gets a small amount of funding each year.
- Federal Lands Transportation Program (FLTP) funding will be used to match FLAP funds for the portion of the project that is within the federal property at the lighthouse overlook at the end of the road.
- Federal Highway Administration (FHWA) Statewide Transportation Improvement Program (STIP) funds will cover 80% of the project costs that are not covered by FLAP and FLTP.
- County funds will be used to match the STIP funds and a portion of the FLAP funds.

Because the project is partially funded by FLAP funding, FHWA Central Federal Lands (CFL) staff are managing most of the project for the County, and the schedule is primarily based on their processes. This project is scheduled to have the final design process begin by November 2021, with construction anticipated to start in summer 2023. The project includes the following scope:

- Pavement resurfacing and reconstruction as needed
- A mini-roundabout at the intersection of Kīlauea Road with Kolo Road
- A mini-roundabout at the intersection of Kīlauea Road with Keneke Street and Ala Namahana Parkway
- Pedestrian and bicycle facility improvements between Kūhiō Highway and the Kīlauea Lighthouse
- Pedestrian crossing improvements of Kīlauea Road at several locations
- Parking and pedestrian improvements at the Kīlauea Lighthouse Overlook.

- ***The planned mini roundabout at the intersection of Kīlauea Road and Ala Namahana Parkway?***

The permanent installation is part of the Kīlauea Road and Kolo Road Resurfacing and Multi-Modal Access project described previously. At this time, there is no funding set aside to implement a temporary roundabout at this intersection.

• ***Safe Routes to Schools measures at Kolo and Kīlauea Road, and Oka and Momi Streets?***

The Safe Routes to Schools (SRTS) improvements proposed at the Kolo Road and Kilauea Road intersection are included in the Kīlauea Road, and Kolo Road Resurfacing and Multi-Modal Access project described previously. Those improvements include a mini-roundabout, new crosswalks, and pedestrian sidewalks on Kolo Road from Kīlauea Road to Kūhiō Highway and on the east side of Kīlauea Road from Kolo Road to Lokela Street.

At this time, there has been no funding set aside to implement SRTS improvements at the intersection of Oka Street and Momi Street or sidewalks along Momi Street.

• ***Will you support putting Ala Namahama Parkway on the next STIP list?***

Extending Ala Namahana Parkway to connect from Kīlauea Road to Kūhiō Highway is still a planned project for Public Works. However, the focus for the recently-drafted FFY 2022-2025 STIP is on repairing and improving the County's existing federal aid routes.

The previously-mentioned Kīlauea Road and Kolo Road Resurfacing and Multi-Modal Access project is one of 11 similar projects that are currently listed on the FFY 2022-2025 STIP. These projects include features like pavement repairs, bridge replacements, sidewalks, bicycle lanes, paved shoulders, and congestion management treatments like roundabouts and turn lanes on streets in all five districts of Kaua'i.

Unless there is a large influx of new federal funding to the State of Hawai'i, we do not anticipate being able to add projects for new roadways on new alignments until Federal Fiscal Year 2028 or later. The draft FFY 2022-2025 STIP can be found here (County projects are labeled KC1 through KC16): [https://drive.google.com/file/d/1Su7uuK\\_rdwdwUKBTO0h4Sq3uNk78eHV-/view](https://drive.google.com/file/d/1Su7uuK_rdwdwUKBTO0h4Sq3uNk78eHV-/view).

### **Open Spaces and Beach Access**

- ***The HTA Kaua'i Destination Strategic Action Plan did not mention expansion of open space (both recreational and cultural places) as a means to provide for resident needs while offering something to visitors. If you could, where would you like to see parks expanded or new areas conserved?***

One of the avenues we use to increase our open space is the Public Access, Open Space and Natural Resources Preservation Fund, which each year receives a minimum of one half of one percent (0.5%) of the County's real property taxes. In 2003, our charter established the nine member commission to develop (along with the Planning Department) a biennial list of recommended priorities of lands to acquire. One of the most recent purchases with these funds was the Sheehan property which expanded Black Pot Beach Park.

At this time, we are focused on improving our ability to care for the parks that we have rather than new facilities.

***Access to beaches has long been a hot issue on the North Shore. Here are some current concerns that we hope you can give us updates on:***

- ***The culvert repair of Rock Quarry Road. We know that the County has obtained a FEMA disaster declaration for what occurred in March 2019. We know that the adjacent landowner has worked with a private engineering firm (Esaki) for repairs. What is the status of this project?***

This is a FEMA disaster grant-funded project within the County's beach access easement on private land. FEMA is conducting its environmental review of the project, which must be completed before project construction can proceed. FEMA's EHP review covers the endangered species act and historic preservation agency consultations/reviews, which involves more extensive and time-consuming reviews if the project is located in a sensitive area. FEMA determines the timeframe required to complete its EHP review, and County cannot shorten the review period.

The landowner is responsible for work and associated costs to complete the design, including construction (CON) plans and specifications, subject to review and approval by the County. The landowner is also responsible for paying for all Construction costs over and above costs paid for by FEMA funds, including matching funds for the FEMA grant and any ineligible costs related to the project. We are awaiting a recent response from the landowner regarding an update on the progress of the project design.

- ***We understand that the remodeling of the Princeville Hotel has closed the access to Hideaways Beach, a public access with reserved public parking for that, and an access to the beach below the hotel. Members of the public have continually repaired the stairs and trail going to Hideaways. What will you do to assist us with reopening? We feel that the reconstruction of the hotel should not affect access to Hideaways.***

Puu Poa Condos is the trail owner and is preparing a deed to give the beach access to the County. The County then intends to go to Open Space Commission to request funding to make more permanent repairs to the trail.

- ***What is the status of the County lawsuit about public access to Third Kauapea Beach?***

The trial is currently set for next year, but it will likely not occur due to Covid-19. Most civil cases are being scheduled at least two years out. Our attorneys are still working on this case.



## **Solid Waste**

A couple of items regarding our transfer station.

- ***We deeply appreciate the ramp that was added for green waste disposal. This was a concern that we previously shared and the improvement makes it much easier for community members. Mahalo nui loa!***
- ***The cardboard and paper recycling containers are often filled to overflowing in one day and are only changed twice weekly. Would it be possible to increase the number of times they are emptied?***

The schedule for hauling the Kaua'i Recycles drop bins varies by site. In Hanalei the bins are hauled eight times a week. The only day they are not hauled is Sunday. The Contractor will do extra hauls if the bins are overflowing. Please get in touch with the Recycling hotline at (808) 241-4841 to report overflowing bins.

- ***Is Kaua'i going to get a new landfill? If so, where?***

With the vertical expansion, the Kekaha Landfill has a capacity of 8-9 years. We will be entering into permitting and design contracts this fiscal year for the expansion.

We are continuing to address questions with the Agribusiness Development Corporation and the State Department of Transportation Airports Division in our attempt to gain control of the property at Maalo in Hanamaulu. These agreements are critical toward moving forward with permitting and construction.

We are also engaging in a waste-to-energy study to explore the feasibility of implementing these technologies here on the island as an additional strategy for waste management

## **Climate Change**

- ***What are your thoughts about how to retreat from vulnerable coastal and floodplain areas?***

This question provides a glimpse why we are prioritizing a climate adaptation plan before moving forward on other community planning. We have one of the most robust shoreline setback ordinances that restricts further development in coastal areas vulnerable to coastal erosion. The Planning Department is currently working on folding specific sea-level rise modeling and metrics into the ordinance to further restrict development based on sea-level rise projections.

Retreating existing communities more mauka is either going to be an extremely litigious process or an extremely costly one (realistically a combination of both), so this is a process that must be employed strategically. We have to assess the risks and benefits for each coastal area and its respective structures and infrastructure.

• ***Should we allow or discourage rebuilding after disasters?***

Repairing structures after a disaster are allowed as a basic land use right. Rebuilding structures (which surpasses repair when the proposed improvements are worth more than 50 percent of the appraised value of the respective structure) is a trickier topic. We want to initiate discussions with the community on this issue in the Climate Adaptation Plan.

• ***KIUC has done an excellent job of moving us from fossil fuels to energy. In addition, the County's Transportation efforts will take some cars off the road. What do you see as the next important issue(s) to tackle for Kaua'i to reduce its contribution to carbon and methane load?***

Carbon load:

We acknowledge the great strides KIUC has made in sourcing power from renewable energy. We feel the next important issue for Kauai to tackle to reduce our carbon load is ground transportation, which takes up 62% of the island's greenhouse gas emissions. (*2015 Kaua'i GHG Inventory*)

The County's General Plan identifies goals to reduce carbon emissions in the transportation sector by 2045. The recently completed Kauai HTA Destination Management Action Plan also establishes goals to encourage low-impact green rides and meet climate action goals. Specifically, we are interested in promoting both electrifications of transportation and transportation mode-shift. We want to encourage people to consider utilizing various modes of transportation for multiple trips around the island, such as the Kauai Bus, shuttles, biking, and, eventually, car share. We don't want every traveler to always choose a gas-powered vehicle as their primary mode of transportation.

We're currently making strides towards electrification in transportation, and our transit agency is collaborating with the State and beginning work on a Zero-Emission Bus Pilot.

Related, we are also working on establishing more electric vehicle charging infrastructure and providing the public more resources to quickly charge their electric vehicles around the island,. The County submitted a congressional funding request for 6-8 public-use electric vehicle fast chargers, which we will learn in the new year if we are awarded.

Methane load:

The County is attempting to address our methane load by supporting legislation for increased composting operations, funding local small-scale composting projects, and passing policies to decrease our contribution to the landfill.

In 2020, the County submitted testimony in support of the Department of Health to adopt rules to establish a classification system for composting facilities to increase composting operations. Composting has many essential benefits, including improved soil health, reduced methane emissions, and sequestered carbon.

We have almost zero permitted food waste composting operations in Hawaii. One of the reasons for this is the difficulty permitting, and operational requires impost on food waste composters by DOH.

Another way our County is tackling methane emissions is by funding local, small-scale composting projects through sustainability grants from our Office of Economic Development. In 2019, Zero Waste Kauai applied for funding for compost tumblers, which they lent to schools and directed students to add food waste from their school lunches..

Additionally, in 2019, the County passed a single-use plastics ban, mandating the County shall prohibit the purchase, use, or distribution of disposable plastics with County funds, at County permitted events, by County employees, or by County Facility Users.