

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

December 19, 2016

**Planning Conference Room
Kalana Pakui Building**

CONVENE: 9:03 a.m.

PRESENT: VOTING MEMBERS:
David Goode, Chair
Elle Cochran, Member
Stacy Crivello, Member
Ford Fuchigami, Member
Don Medeiros, Member
William Spence, Member

EXCUSED: VOTING MEMBERS:
Don Couch, Vice-Chair

STAFF: Raynette Yap, Committee Secretary, Office of Council Services

OTHERS: Lauren Armstrong, Executive Director
Michael Hopper, Deputy Corporation Counsel, Department of the Corporation
Counsel
Liz Fischer, USDOT FHWA Hawaii
Bob Pure
Mike Moran, President, Kihei Community Association
Kelly King
Lee Chamberlain
Evan Dust, Dust Consulting Services
(4) Others

AGENDA ITEM I. CALL MEETING TO ORDER

CHAIR GOODE: . . .*(gavel)*. . . Morning. The Maui MPO is called to order. It's Monday, December 19th, 9 o'clock; and we have quorum so we can get started.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

AGENDA ITEM II. PUBLIC TESTIMONY

CHAIR GOODE: The first item on our agenda will be public testimony. As a reminder, we're taking public testimony at the beginning of the meeting and not on individual items. So those of you that may be accustomed from doing that, say, at the Planning Commission in this room, we're just going to take it all up front. We have a pretty straightforward agenda today. So we'll be taking testimony on the agenda items. And we have a couple people signed up. I have a couple names. So if there's others that wish to sign up, there's forms up in the front. But our first testifier is Bob Pure.

. . . BEGIN PUBLIC TESTIMONY . . .

MR. PURE: Good morning, everyone. Hear me okay?

CHAIR GOODE: We can hear you.

MR. PURE (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): I'll talk loud and I'll be brief. I realize that the MPO process is just beginning. Obviously, you have a lot to cover, a lot to get...all new to Maui. But I just wanted to give you a couple of thoughts...as you probably know, the Lahaina Bypass is something that I've been involved with very heavily. We have a group called LBN. And we managed to get the first phase of the bypass done...make that a reality. As far as the MPO is concerned...bypass moving north from Hokiokio to Honokowai. Vitally, vitally important to the West Side and vitally important to Maui. As you probably know...survey that LBN...35 percent of all the people that work in West Maui don't live there, they commute from other areas. They have to literally change their lives. Plus the visitors make it their destination. Vitally important that...to move the Bypass north...big time priority. The other elephant in the room, you know, it is something that is really never been on the schedule or even on the drawing board...in July the Mayor...myself...program and something...what do we do on the Pali from Olowalu to Maalaea? I pointed out there was a taskforce design to deal with that issue. They came up with numerous proposals, 50 or 60, whittled it down to six with some price tags on it and...so what happens on the Pali has to be something...and I feel that...that could be again the lifeline, because the highway...and it's life threatening...so that has to be, at some point...thank you.

CHAIR GOODE: Thank you. Before we get to our next testifier, I will note for the record that we received written testimony from the Paia Town Association; so you folks have that. And perhaps, not surprisingly, they are interested in the Paia Bypass.

MEMBER COCHRAN: Chair?

CHAIR GOODE: Yes?

MEMBER COCHRAN: Can I ask Mr. Pure –

CHAIR GOODE: Oh I'm sorry, sure.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER COCHRAN: --some clarifying questions? Good morning, Mr. Pure, thank you for being here, and thank you for sharing those thoughts and your priorities which I feel are my priorities also for West Maui. So in relation to...‘cause the bypass as you know, the extension is going forward heading south, but what you brought up from Hokio heading north is priority, and main reason being?

MR. PURE (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): Main reason being, number one...people who work on the West Side, and probably...airport end up on the other side; so that means...go from either Costco or the airport, get on the bypass...Olowalu, and end up somewhere in the vicinity of where the new hospital’s going to be in Honokowai, which will...incredible types of...make it a lot easier to get around to the West side. And...it had been on the STIP for at least five, six, seven years and they would...Ford knows, the DOT announced they were going to spend...major projects...State, which...so that fell off the drawing board and to answer your question, I’m hoping that we get the old process...Feds and...I’m willing to testify to say for myself personally that would be the number one priority...

MEMBER COCHRAN: Thank you. And a second follow-up, Chair, if you don’t mind? And, Mr. Pure, in regards to that Olowalu to Maalaea group, that task force of sorts, do you recall...I mean have you been trying to revitalize that, push it...you know, let State officials drum it back up?

MR. PURE (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): That’s a very good question. That task force...there were a whole bunch of stakeholders...and I believe if DOT might...what we discussed, so what happened was...when they...somewhat feasible solutions...price tag...everybody...because there’s just huge amount of money...so forth and so on, they never had another meeting. And that’s why I disbanded LBN because...bypass...we didn’t have a real good reason to keep going to meetings so I disbanded it. So at that point and the last three years...I have no idea where that stood, what we need to resurrect it, but it never got on the STIP and it never...conversation. And...

MEMBER COCHRAN: Yeah. Well, I agree, and thank you for your time. Thank you, Chair.

MEMBER SPENCE: Mr. Chair?

CHAIR GOODE: Mr. Spence?

MEMBER SPENCE: Hey Bob. I don’t know where the task force information would be located. You have copies?

MR. PURE: No.

MEMBER SPENCE: Okay.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MR. PURE (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): ...it never moved forward.

MEMBER SPENCE: Okay. We can check with the local DOT office.

CHAIR GOODE: Okay. Any other questions? Okay. Next testifier is Mike Moran.

MR. MORAN (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): Aloha, Chair Goode. Holiday greetings to all. First, I wanted to say, mahalo, to Lauren for including us in the e-mail announcement...including us in the e-mail announcement of this morning's meeting and very inclusive volume of information beyond the agenda. Of course our focus is on South Maui, so we are pleased that the North-South Collector Road is listed first in your report, IV.B. Modernization Projects. For years we have championed for this road's completion as a "complete street" following the segment extending from Waipuilani now to our community park, to be extended both north and south...we continue to express our appreciation to Department of Public Works for updates and explanations on statuses. Currently, we believe what may occur next would be the extension of just the bike path across this park to Welekahao judiciously placed to fit with the roadway built later, followed by the extension of the roadway north...extending north to Kulanihakoi and then ultimately to Kaonoulu. Thus, we are most interested to hear that this is so. We did note that the STIP seems to indicate construction in 2019, and we are hoping to hear sooner in this report. In addition, we see item IV.C. is review of STIP revision 8. Within we note another KCA concern, the Waipuilani bike path. According to our records, this was supposedly ready to go with approved funding back in 2014, but was deferred to 2018 due to permitting issues: SMA, Coastal Zone, et cetera, and the fact that the project has only a preliminary alignment laid out. So we felt we lost four years. Distressingly we now note the STIP shows it pushed out to 2019. We are unclear how specific this STIP review will be this morning, but we want to express our concern on this single item. We continually go back to the Kihei Makena Community Plan, now almost 18 years old, riddled with references to a walkable-bikeable community, so we continue to advocate for this concept. Complete streets with sidewalks and bike paths or minimally bike lanes. Our hope is this newly formed entity may help to expedite reaching this goal. Mahalo.

CHAIR GOODE: Thank you, Mr. Moran. Any questions to the testifier? Okay. Seeing none, is there anybody else wishing to testify that hasn't signed up? Ms. King?

MS. KING: Aloha.

CHAIR GOODE: Aloha.

MS. KING (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): ...good to see all familiar faces here...I have some thoughts on...first of all, I want to reiterate what Mr. Moran said about the north-south collector road...I happen to live on that...and I lived on that road for thirty years...aside from the...I had something...I was...two-thirds of that is spent...I'm not sure why...this

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

came down from the Policy Board...Policy Board...thousand dollars...so my concern is that when I see this happening...I want to caution about that, about the process of how to...

CHAIR GOODE: Alright. Thank you. Any...

MS. ARMSTRONG: Can I just respond to clarify on that point, on the budget within our annual progress report to the Legislature and the County Council? So I'm going to review in some detail later, but just wanted to point out that the fringe benefits for the personnel is based on a countywide employee fringe rate; so that's something that was approved and, you know, I have...I can share with you later the documentation on that, but that is a countywide policy and not a decision that this Board made. However, another point of clarification was that the progress report is not approving the budget, it's merely reporting on the funds that have been expended and the activities conducted since the MPO began this year. And so that budget was already approved in the Unified Planning Work Program. And the Technical Advisory Committee is just recommending to the Policy Board that, you know, they have seen which tasks have been completed and they agree and recommend approval.

MS. KING (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): Okay. I understand that...ongoing process...

CHAIR GOODE: Okay. Thank you. And as further clarification, the budget was discussed here at least twice and was voted on. So I think if you go back and look at the previous minutes—I'm not sure if our minutes are on the Internet—but that would be a place where, you know, people in the public can go back and look; so if you...at any time you enter the process, you always have an opportunity to go back and see. So rather than we have to go over the process every time. But and then that plan was then sent for the Feds for approval...twice?

MS. FISCHER: Once, if I may. It's also—so that everybody in the room understands that everybody at the table knew that this was the first budget, the first UPWP for Maui MPO and that there were numbers in there that would placeholders until Lauren came on board, because this budget was actually developed prior to her sitting in her seat. So we knew that there was going to likely have to be some amendments to it. So please understand this is the first time, it's a first out-the-door Federally, State, local MPO. Everybody's with the understanding this will have to have some changes done, but we needed to get this body up, moving, and operating ASAP after few years of working to get here.

CHAIR GOODE: Yeah. Thank you, Liz, thanks for your help on that. Okay. So that...anybody else wishing to testify? Mr. Chamberlain?

MR. CHAMBERLAIN (*Testifier microphone was not working. Testifier tried to speak louder; however, parts were still inaudible.*): Good morning, Chair and everyone. My name's Lee Chamberlain. I wasn't really planning on making a presentation today because...of Bob here and Mike Moran, I was...to come up here and say a few words

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

relative to West Side Greenway. Many of you know that I come...of the Maui Planning Commission and I was decided by the fact that there wasn't great response in...West Maui Greenway. As most of you probably know that West Maui Greenway was more than \$300,000...the construction was the new bike path. But...he went ahead and supplied me with a solution to the potential barrier that the bypass was creating with the West Maui Greenway. So I want to just...I've already sent copies of that to David Goode...making sure that...make record of the fact that we do have a solution. So I would encourage the Board to at least consider moving forward...West Maui Greenway...we really feel that the West Maui Greenway is an opportunity to first of all show that there could be benefits to having greenways in Maui...show data...

CHAIR GOODE: Okay. Thank you.

MR. CHAMBERLAIN: Thank you.

CHAIR GOODE: Thank you, Mr. Chamberlain. Any questions? Okay. Seeing none, anybody else wishing to testify? Okay. Seeing none, without objections, public testimony is closed.

MEMBERS: No objections.

CHAIR GOODE: Okay. Public testimony is closed.

. . . CLOSE PUBLIC TESTIMONY . . .

AGENDA ITEM III. APPROVAL OF MINUTES – September 19, 2016 Meeting

CHAIR GOODE: Okay. Alright, Members, our next item on the agenda is approval of our minutes from our September 19th meeting. Those were handed...part of your packet. Are there any clarifications or changes requested in the minutes? No? Seeing none, if...accept a motion and a second.

MEMBER CRIVELLO: I'm sorry, I wasn't there, so I can't.

MEMBER COCHRAN: I'll move to accept the meeting minutes of September 19, 2016.

CHAIR GOODE: Okay. Do we have a second?

MEMBER SPENCE: Second.

CHAIR GOODE: Okay. It's been moved by Ms. Cochran and seconded by Mr. Spence to approve the minutes as distributed. All in favor, say, "aye."

MEMBERS: Aye.

CHAIR GOODE: Any "nays"? Okay. Hearing none, motion passes, six, nothing.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

**VOTE: AYES: Chair Goode, Members Cochran, Crivello,
Fuchigami, Medeiros, and Spence.**

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: Vice-Chair Couch.

MOTION CARRIED.

**ACTION: APPROVED minutes of September 19, 2016
meeting**

AGENDA ITEM IV. EXECUTIVE DIRECTOR REPORT

CHAIR GOODE: Okay. Our next item is our Executive Director's report. And this is really the first opportunity, I think, for Ms. Armstrong to provide a report. This is going to be, I think, a fundamental part of...she has a lot to report on even though she was out on preapproved leave. And we welcome you back, Lauren, and you have a lot to report so I'll hand it over to you.

MS. ARMSTRONG: Thank you, David. So if we could turn to the Executive Director's report, and it looks like this. I just wanted to give an update on some of the accomplishments of the MPO since our last meeting in September. One was our Technical Advisory Committee. Our second meeting was held on December 7th. The TAC was able to adopt their bylaws with a few modifications, one being a revised mission and vision statement for the MPO. I thought we could review that in January as the starting of the new year. And then, also, to expand the TAC responsibilities to also included, you know, content from the Maui Island Plan and Community Plans. So as part of our effort to integrate land use and transportation planning, members of the TAC thought it would be important to consider that as well. And, also, risk from natural disasters, they wanted that to be part of their conversation as they discuss transportation options. So our TAC bylaws will be available on the MPO website, which we plan to have up in February of 2017. Are there questions?

CHAIR GOODE: Who's the TAC Chair and Vice-Chair?

MS. ARMSTRONG: Yeah, oh, they also...so back in September...and I'll just note that typically, TAC meetings would be held two weeks prior to the Policy Board meetings and that's, you know, the TAC makes recommendations to the Policy Board. In September, we had our first TAC meeting after, and so they actually elected as Chair, Pam Eaton the head of our Long Range Planning Division; and, as Vice-Chair,

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

Nolly Yagin from Department of Public Works. So they will serve as the Chair and Vice-Chair for this year.

MEMBER FUCHIGAMI: Chair, would it be possible for us to get the minutes from the TAC meetings prior to our Policy Board meeting?

MS. ARMSTRONG: Yes...well, they have to approve the minutes at their next meeting; so, technically, it's not finalized, but I can ask the TAC about distributing draft minutes.

MEMBER FUCHIGAMI: I'd just like to be able to see if there's going to be recommendations by the TAC given at our Policy Board meeting. I'd like to see if there's any discussion points outside of the recommendation that is coming. So I don't know how you would do that, but if you can have that, that would be most helpful.

MS. ARMSTRONG: Yeah. Sure. So that's a great suggestion. And also, in the Executive Director's report, I pulled a lot of relevant discussion points from the TAC meeting into that report; so that's a way for you to get some information.

MEMBER FUCHIGAMI: Okay. Thank you.

MS. ARMSTRONG: Sure. Okay. So one of the next items that we posted, the Sustainable Transportation Forum here on December 7th, and I want to thank everyone here who was present at that. And it was a really interesting dialogue, a way to share some of the obstacles and opportunities for planning here on Maui. So some of the actions items that came out of that were really to improve collaboration between the various agencies. So between State and County and then within County departments. So one potential idea is to host a peer-to-peer workshop with County of Kauai, and that would be a chance for us to discuss some of our common challenges, you know, that we face on the different islands. So that's something that we will be potentially moving forward with. Another training that the MPO participated in was the practical solutions and multimodal workshop over in Honolulu, and this was hosted by the State Department of Transportation. We had consultants from SmartGrowth America. And so there was a lot of discussion about practical need-based approaches to transportation planning. And really, you know, as Bob Pure mentioned, just the State emphasizing the need for us to live within our means that there's very limited funding for these large-capacity projects, and so there was, you know, a lot of emphasis on smaller improvements that could collectively alleviate congestion, give people more multimodal options. And so that's something that I think will be important as we move forward with the MPO and with our collaborative work between State and Counties to be mindful of that emphasis. Just from an administrative standpoint, we received several applications for our MPO Financial Specialist; so I anticipate hiring for that position in January. So that would be great to have another person to help with our budgeting and with staffing these meetings. So and I wanted to thank our Office of Council Services for all of their support up to this point. Thank you, Rayna. And this will be the last meeting that they're able to support the MPO. And then in terms of our logo and website, we have a couple of different logo design options, and we will be developing our website by February 2017. Any questions or comments?

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

AGENDA ITEM IV.a. EXECUTIVE DIRECTOR REPORT, Consider approval of MPO Progress Report to State Legislature and County Council

MS. ARMSTRONG: So next, we'll move to our annual progress report. And this is required by Act 132, and it is reporting on all of the activities of the MPO for the calendar year prior to the Legislative Session. So this is due on December 30th. And if you would like to follow along, the cover page looks like this. This is our interim logo.

CHAIR GOODE: Very interim.

MS. ARMSTRONG: Yeah, very interim. So the report basically outlines some of the agreements that the Policy Board has adopted since forming. This includes an interim finance supplemental agreement and distribution of the planning funds. Since Oahu and Maui MPO share planning funds from the Federal Government, we had to identify the distribution. There's also a data sharing agreement, the Policy Board Bylaws, and our Unified Planning Work Program. So a lot of the tasks that I'm going to outline in this report are from the Work Program. So looking on Page 2, our first task is Program Administration. So we've held a number of Policy Board meetings and TAC meetings. I came on as Director in late August, and we have been working on getting up and running with our location. So you can see that first table...well, the second table on Page 2 actually shows the amount of funds expended so far. And this will be updated before December 30th; so I'm asking the Policy Board to approve with potential changes. And also just an outline of the tasks completed. So we've started compiling our public distribution list, we've attended various trainings to make sure that the MPO is complying with all Federal requirements and we'll continue to build our public outreach. So that Task 2 is actually, to develop public participation plan. And this Policy Board will review a draft in January, and then that will have a 45-day public review period. So I'm thinking it's a really great chance to go out to different community groups and really share, you know, information about what the MPO is and also how we plan to engage the public, because that is really fundamentally what the MPO is about, just having more public involvement and transparency. So, again, you can see the finances that have been expended for that task. Done some preliminary public outreach. We have some other engagements lined up. So and I really appreciate members of the public who have taken the time to meet with me and share their information. This is really kind of a building time for the MPO; so I really appreciate that. Task 3, the Long-Range Transportation Plan, this is our long-range guiding document that we'll be working to develop over the next few years. So the really...we do have Federal Aid Highways 2035 Plan that can serve as the basis, but we really need to work on including performance measures; this is something coming down from the Federal level, from the Map 21 Legislation. So to really have a data-driven planning process to identify targets, you know, for safety and surface quality. I'll go over a few others later, but it's...I think the Long-Range Transportation Plan will be a good opportunity for us to shift some of the focus to more multimodal projects.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER COCHRAN: Chair?

CHAIR GOODE: Ms. Cochran?

MEMBER COCHRAN: Can I...I have questions.

CHAIR GOODE: Sure.

MEMBER COCHRAN: Going back, though, to Task 2, Public Participation Plan, it shows ongoing where you've already done some preliminary meetings, Maui Nui Marine Resource, Paia Bypass, or whatever, yeah, community association. So minutes from those particular meetings, was that incorporated in your final report to us or are you just going to kind of summarize what was discussed and high points, bring it into your meeting and then that's what trickles down to us? How's that work?

MS. ARMSTRONG: I think that's a really great question and something that we should articulate in the public participation plan so when we review that in January maybe we can...I'll make a suggestion on how that process should go and...

MEMBER COCHRAN: Yeah. I mean I think it'll be helpful that we know what was, you know, discussed in those outreach community meetings, then you folks discuss it, then it all comes to us, you know, if we're not so fortunate to actually attend these personally. So I'd personally would like to know what, you know, how you came about with your highlights out of those particular group...community meetings and what have you. And then, secondly, so thank you for that. Secondly, on Task 3, the Long-Range Transportation Plan, in your like third block under Task...but I guess all of 'em. So really your efforts will only be in MPO area?

MS. ARMSTRONG: That's correct, that's island of Maui.

MEMBER COCHRAN: 'Cause...the whole entire island or is it just in that designated line, you know the urbanized line?

CHAIR GOODE: No, our planning area is the whole island.

MEMBER COCHRAN: Oh, okay, very good.

CHAIR GOODE: So, yeah, we...that was one of the original actions we took I think in our first meeting is to confirm that. But, yeah, we really felt...I mean just central by itself -

MEMBER COCHRAN: Right.

CHAIR GOODE: --isn't...I mean just by the testimony today, it's clear it's beyond central, right?

MEMBER COCHRAN: Yeah.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

CHAIR GOODE: So just so everybody knows, we designated the entire island, but not Molokai and Lanai, but island of Maui as our planning area.

MEMBER COCHRAN: Oh, okay, very good. That was concerning me if it was just in that urbanized new line –

CHAIR GOODE: No.

MEMBER COCHRAN: --the Federal Government drew around us. Okay. Just double checking.

MS. FISCHER: Chair, if I may real quickly add to that point for Councilmember? Part of the Federal regulations is that MPO boundaries are determined not just by the US Census identified area, which by the way was Paia, Wailuku, Kahului, but also what is expected to come into that area in 20 years; therefore, that would be Kihei as well as Lahaina, Kaanapali. So that's why the island was selected, there was actually a legal basis for it.

MEMBER COCHRAN: Great, okay.

MS. FISCHER: So thank you.

MEMBER COCHRAN: Great, thank you. Just want to make...double make sure. Thank you. That's all.

CHAIR GOODE: Okay. That's good.

MS. ARMSTRONG: Okay. So Task 4 is our Transportation Improvement Program, and that's a process that we are currently in a streamlined process that the County will submit its projects to the State for inclusion in the Statewide Transportation Improvement Program. And the State does a fiscal constraint analysis and then conducts the public participation process. So what we'll be moving toward in the future is having the MPO actually receive requests for revisions from the different agencies, and then we will submit that to the State. So that's regarding revisions, but for amendments which are more...well, that's a significant revision. And then when we do the actual TIP update, so that's programming projects for 2019 through 2022, that's a process that the MPO will be conducting a public outreach and discussion here in our meetings. So we're planning to come up with the TIP policies and procedures in early 2017 and that'll be a chance for us to discuss more of the nuances of how all of that will work, because that is really kind of where the rubber hits the road with the MPO. So I would like to ask the Policy Board to approve submittal of this report to the Legislature and the County Council and to the Federal agencies: the FTA and FHWA. And just as a point of clarification, I, being new in this position, thought that for your information we would review the report. In talking with Oahu MPO, it's not technically required for the Policy Board to approve this report. It can be submitted as an administrative item.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

So we've come this far and I wanted to share all of this information with you. So, for today's meeting, I'm asking for your approval. Might not be necessary in the future.

MEMBER CRIVELLO: Chair, so move.

CHAIR GOODE: Yeah?

MEMBER CRIVELLO: I move to accept this report.

CHAIR GOODE: Okay. It's been moved by Ms. Crivello. Any seconds to discuss?

MEMBER SPENCE: I'll second.

CHAIR GOODE: Okay. Thank you. Mr. Spence with a second. Any discussion on the draft report?

MEMBER COCHRAN: Chair?

CHAIR GOODE: Yes?

MEMBER COCHRAN: Well, in regards to her last comment, I think this is helpful for us to know what's going through from this level to the State level, and if there's any way to...just 'cause it's not normally done or isn't needed to be done, I'd like to see it done on our level just to be more, yeah, the transparency part of it and just being more in the loop, you know, on what you folks are doing and what's, you know, the dialogue going on. I like that.

CHAIR GOODE: Yeah. Okay.

MEMBER COCHRAN: So just a, I guess, a recommendation or something to Lauren and you.

CHAIR GOODE: I think, if I could speak to that, I think that we have, you know, as a brand new board, we will be establishing policies going forward. In fact, she just mentioned one of the important policies are TIP amendments, which we'll discuss. Oahu MPO, who Lauren's been spending a fair amount of time with their folks 'cause they've been doing it for 20-plus years. You know, they have a pretty good idea, we can learn from them what they've, as a board, have decided. And I would agree, I think it's really helpful to go through this 'cause it's a reminder to all of us who are new, especially...in fact, we're all new, it's like, what are we doing here, you know. I mean we have stuff on our agenda, but she's got stuff going on constantly, right? So to know what's going on, I think, is really important and how that's reported to the local legislature and the Council's important. So nothing we ought to do at this time, but we can certainly discuss it, how we want to do it going forward.

MEMBER SPENCE: Yeah and, Mr. Chairman, if I could just comment? Yeah, I think that's critical that we have all this information and I'm sure it will be going forward. We can discuss whether we need a formal motion to approve it sometime in the future, but,

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

yes, this, I mean, this is the information that the advisory...or the...excuse me, the Policy Board is supposed to always have anyway. So as we go forward I'm sure there'll be lots of procedures that we approve or change or adopt or whatever.

CHAIR GOODE: Okay. Any other comments? Okay. We have a motion by Ms. Crivello, right and second by Mr. Spence. So all in favor, say, "aye."

MEMBERS: Aye.

CHAIR GOODE: Nays? Hearing none, motions passes six, zero. Thank you for that.

VOTE: AYES: Chair Goode, Members Cochran, Crivello, Fuchigami, Medeiros, and Spence.

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: Vice-Chair Couch.

MOTION CARRIED.

ACTION: APPROVED submittal of report to the State Legislature, County Council, FTA, and FHWA

MS. ARMSTRONG: Okay. Thank you.

AGENDA ITEM IV.b. EXECUTIVE DIRECTOR REPORT, Review transportation planning task updates

MS. ARMSTRONG: Okay. So going back to the Executive Director's report, back in September, we had asked the TAC to look into some of our transportation planning tasks. So those included multimodal projects, our performance measures, modernization projects, and funding, and climate change; so I just wanted to share back some of the information that the TAC members shared in December. So on multimodal projects, there was a general discussion about the importance of mode shift. So getting away from single-occupant vehicles and trying to move toward making a variety of transportation options more attractive. So continuing to invest in our excellent bus system and bikeways, complete streets, pedestrian environments, that was a very importance piece. We also reviewed a couple of our existing multimodal plans. So one is the Maui Bus 2017 to 2022 short-range transit plan. So they identified, you know, through rider surveys and stakeholder interviews, kind of identified some of the barriers for people to ride the bus more. And, from that, came up with a three-pronged approach to increasing ridership. So one is to modify the

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

routes, to actually serve new areas. Another is to just expand hours on the current routes. And another is to kind of expand the existing routes to reach farther. So they're also investing in technology upgrades through a CAD AVL system; so that will help them collect more detailed information about ridership. On the bicycle front, the Hawaii Bike Plan was updated in 2010...

MEMBER COCHRAN: Chair? Can I—sorry—can I ask a question --

CHAIR GOODE: Go ahead.

MEMBER COCHRAN: --or a comment in regards to the Maui Bus System? And I'm sure Director Medeiros knows, but we have a huge issue with the influx when these cruise ships come in. The ridership increases exponentially, and actually our regular professional people trying to get to and from work and what have you have been booted off this bus because the visitors have come and just taken it over, so to speak. I know we put new bus routes in West Maui, but I'm hearing this in Kahului now, because the cruise ships that come into the harbor. So this has nothing to do with, you know, changing how our local people do business. It is our visitors, especially the cruise ships that come in and just bombard us, you know, displace our people and that's where I think there's a huge disconnect and nobody really talks about it. So I don't know if this is like out of the parameters of what this body is supposed address. And I think it has something to do with the whole system in itself and the way it's run and used, the ridership and everything. But I've just been hearing this more and more and more, and I don't see any light at the end of the tunnel of anyone trying to address these situations.

CHAIR GOODE: Okay.

MEMBER COCHRAN: So I...

CHAIR GOODE: I think to a degree it's an MPO matter. We can look at it or have the TAC look at it, but my hunch is that's going to be a Council matter for sure.

MEMBER COCHRAN: Oh, I'm on it.

CHAIR GOODE: You can discuss his budget, right?

MEMBER COCHRAN: Right.

CHAIR GOODE: And he's probably got a bunch of ideas and tricks up his sleeve.

MEMBER COCHRAN: Well, I'd like to get cruise ship being accountable for their people to shuttle them around, where they want to go when they visit, somehow. Anyways, I just wanted to interject on this whole bus ridership part. Thank you.

MS. ARMSTRONG: Thank you. So on the Hawaii Bike Plan, it was updated in 2010. In the next round of updates, the State DOT is envisioning us being a lot more grassroots.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

So potentially including Community Plan updates including bicycle planning in that. So that's something we'll continue to discuss with our Planning Department and particularly the TAC Chair, Pam Eaton. The Central Maui Pedestrian and Bicycle Master Plan was prepared in 2012 and identified some, you know, desired bike and pedestrian improvements for Kahului and Wailuku. And our Public Works Engineer reported that in 2016 the County funded implementation of some of those recommendations for Papa and Waiale Road; so they have a consultant working on Waiale and they will be conducting walk audits with potential stakeholders. So I think this is a great example of taking the planning phase into an implementation and something that, you know, as the MPO, we can kind of share what Public Works is doing on that front and also kind of open up for opportunities for collaboration with different agencies. Are there any comments on those items? Okay. So the next task to give an update on were the performance measures. And this is something from our FAST Act, which is the latest Federal legislation. And this is requiring a performance-based approach to investing resources in projects that help us increase mobility for people and goods. So the performance measures are safety, condition, congestion reduction, reliability and efficiency, freight movement and economic vitality, environmental sustainability, and reducing project delivery delays. So this is our broad framework and I think that the MPO is going to work with Hawaii Department of Transportation and Oahu MPO to really operationalize that. So decide on what specific data we'll be using to support, you know, our tracking of performance measures. So I think a lot of that is going to be worked on through the long-range planning. So for our modernization projects, I just wanted to note that this list is not all inclusive. It's also not meant to indicate priority or actual planned implementation. So it's just, you know, I think we're walking a fine line with the MPO of wanting to have a data-driven process but also address some of the frequently asked questions and so these are kind of, you know, key projects that people are interested in getting a status update. So the Kihei north-south collector road, that is under way. There's a...split into two phases or two segments. And they're currently working on the design phase for the northern segment, and that would include a two-lane road with sidewalks, greenway and two bridges. And so the estimated cost is \$8 million. I think that there's a lot of community interest in continuing that project. I know there are some complications, but that's the update we have from our Public Works Department at this point. And then on the Waiale Road extension, the County's currently working to acquire the parcels needed for the right of way. And that would extend Waiale Road to meet Honoapiilani Highway, and that would serve our current and future neighborhoods in that area. So that process is currently under way. For the Paia relief route, we got an update from our State DOT that the environmental impact statement is due out mid next year. There was a delay due to archaeological surveys. And they had looked at a variety of alignments. They consulted the public task force and the development of the alternatives and, you know, I think going along with the conversation about very limited funds for large-capacity projects, I think it would be important for the MPO to consider a lot of maybe smaller options as well to reduce congestion instead holding our breath for a big savior. But, you know, that project is fairly far along in terms of environmental review. So that's what we know now. For the Honoapiilani Highway, I wanted to ask Director Spence to give a brief update on the Phase I B2.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER SPENCE: Thank you, Director. Last Tuesday, the Maui Planning Commission approved an SMA permit for that portion of the Honoapiilani Highway realignment. There were...and my understanding, this is supposed to be starting construction early 2017. So this is well under way and I'm not familiar with all the plans and permits also were in with Public Works, but I'm...it sounds like they're at least up and running.

CHAIR GOODE: If I could interject real quickly, Will, I got a call from the Mayor's Office saying, someone from Hawaiian Dredging had a grading permit and wanted the Mayor to sign it.

MEMBER SPENCE: Cool.

CHAIR GOODE: So I told them they could come down here, but they're anxious.

MEMBER SPENCE: Yeah, yeah. They're moving very quickly.

CHAIR GOODE: So that's the message.

MEMBER SPENCE: There was four main issues: one was beach access with the realignment and the one community they're like going, hey, are you going to cut us off from the beach? No, that's not the case. They're going to maintain beach access. Where's the location of that beach access? That's...we have a general location where that's going to be located. But if we locate it a little bit further north, there'll be less environmental impacts. But the applicant, DOT, was very concerned that if we move it too much, it's going to trigger additional environmental review that would take a year or whatever and possibly the funds would then be unavailable to complete the project. And there was a big concern about the greenway transition that's proposed for that area and so we're going to be working with those things with the applicant, also the stoplights. Everybody was all worried about the stoplights. I'm pretty concerned about the stoplights. I'm convinced it's going to be an improvement. They're still going to do lights, they're going to be SMART lights, so that the lights themselves will monitor traffic conditions so it's not just on a timer, which I think that's going to be a huge issue. I think there's going to be a big improvement with, right now, at Kai Hele Ku. There's, you know, people press the button to cross the street, the traffic stops, totally backs up on Honoapiilani. And I think just moving it mauka, you're going to have that buffer area, you're not going to have such a backup of traffic, such a volume of traffic going through that crossover just for, you know, to get to Launiupoko Park. But I think, overall, there's going to be a big traffic improvement. It's not perfect, but it's going to be...I think it's going to be a lot better than what it is now. And it does have...it did secure enough right of way for four lanes. So it'd be two lanes to start with and four lanes...we have room for four lanes in the future. And I can...if the Director would like, I can forward the approval letters and stuff like that to you.

MS. ARMSTRONG: Yes, that would be great, yeah.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER SPENCE: Okay. And the maps and whatever. And my goal, I'll just say, one of my goals as Director...this project was well underway before the MPO started; but in the future as we get any kind of permitting that comes through Planning for transportation projects: SMA permits or probably about the only thing that we would see, we would forward them to the MPO. I'm not sure what action we're going to take on 'em or what review, but I think it would be important for this organization to have that information.

MS. ARMSTRONG: Thank you. And then regarding the southern section of Honoapiilani, so south of Olowalu where the 1B2 will meet. My understanding from State DOT is that in the near term, they will pursue sort of a small scale realignment for real-problem areas and to repair existing seawalls but not construct any new seawalls. I think that the phasing and financing of any larger scale realignment is something that this group will need to look carefully at. I think that it goes beyond just a capacity project. It is the lifeline to Lahaina and from an environmental perspective that the highway faces a lot of...is very vulnerable. That's something we'll ask our TAC to continue working on. Any comments or questions?

MEMBER SPENCE: Mr. Chairman?

CHAIR GOODE: Yeah, Mr. Spence?

MEMBER SPENCE: I want to make a comment just for the general public. You know, this is a very new organization and we've already heard a lot of testimony on, you know, which projects are most important to the public: realignment of Honoapiilani, north-south collector, Paia Bypass, and Waiale. I think as...I can just say as Planning Director—I won't speak for David Goode but I'm sure he hears this plenty since he's pretty much in charge of transportation projects, construction—we're really aware, we're really aware that these are issues in the community they come to us over and over again. I mean constantly we listen to the Kihei Community Association, we listen to members of the public, we listen to Bob. We hear these things...these are all so very much on our minds. These are issues that are dealt with constantly in Planning and Public Works. I'm sure the Councilmembers hear this a lot: please do this, please do that. So we're very aware, but we also, you know, there's a whole lot of things we're not aware of. We totally look forward to working with the community when...as these things come forward for some kind of action. So I just wanted to say that for the record.

MS. ARMSTRONG: Thank you.

CHAIR GOODE: Thank you, Mr. Spence. Anybody else? Ms. Cochran?

MEMBER COCHRAN: And thank you, Director, for being at that meeting the other day, and I missed most of it, and forwarding information. So I think whatever information you have for the Lahaina Bypass to Director would be very, very helpful. Yeah, it's kind of unfortunate. So I know we're trying to make the best out of what's given to us, 'cause that's kind of what it is. And I think we're just moving the congestion just a little

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

further south. It's not going to happen there by Launiupoko Beach Park now, it's going to happen down there by Cut Mountain instead. So, for me, it, you know, all we can do...a billion bypasses, but what are we going to do? Just as Mr. Pure mentioned, we're all going to bottleneck at that Pali. And there's...I was at those taskforce and it is very, very disheartening that the ball was dropped. Why? Because the money. Oh my God. It's just too much money, we can't afford it, and nevermind. Nevermind? It is the root of why we have all these issues or headons, I mean you name it. So you want to look at this list of the points of fixing America's surface transportation, the FAST Act? Just about all of those relate to the Pali section of our highway. So I think that is number one and very, very key to all our congestion and issues on traffic and transportation in West Maui right now. So all of these mini bypasses going all over the place, fine, but here we are bottlenecking right to the root of the problem anyways and everyone's just wanting to ignore that because of the money. Well, you know, how do we get around that? I don't know, but I think we got to talk about it. We've got to try and figure it out. And the...I want to know, if we have this capability now of SMART lights, can we change these timed dumb lights into the SMART lights now? Because that is the reason. People aren't pushing buttons all day long at Launiupoko. It's the timing of that light that has triggered it to Hokiokio, triggers it to Shaw, triggers it to Dickenson, on and on down the highway. Pulelehua comes online, five more lights out...it's...again, it's just this chain reaction right now.

MS. ARMSTRONG: Yeah, thank you. I'll put that question to our Technical Advisory Committee about the SMART lights, 'cause I think...

MEMBER COCHRAN: Yeah, if we can just convert existing...if that's going to assist, then let's, you know, retrofit existing because it's a huge issue. People are sitting there with no one going by and still sitting, traffic's backing up. It's ridiculous. So just saying it. I am in it every day, I know. I don't need someone to come and tell me about it, I'm in it.

MS. ARMSTRONG: Okay. So on the topic of money, we have some ideas for funding for transportation improvements since the amount of Federal dollars is limited, only about \$150 million for the entire State for State projects in a year. Kind of looked at some examples from other places and how they have funded transportation improvements. One was the idea of a mileage-based user fee, and I know that State Department of Transportation is doing a pilot project. Director Fuchigami, could you comment on that a little?

MEMBER FUCHIGAMI: Again, funding is a major issue, and I think everybody knows here that, you know, there were a lot of comments made about me because the fact that this year was an election year, and despite being an election year, I tried to raise funds so that we can go ahead and make some improvements to our roads. To be honest with you, I went down in flames. Nobody wanted to even hear it. I told everybody that, you know, for right now, we wanted \$70 million based on our resources, meaning the staff, we could move some projects forward, but it didn't go anywhere. We're going to try again; we're going to try again this year. One of the things that we did was that we went out Federally to see where we can get additional funds. The FAST bill that

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

was passed in December of 2015 actually gave us an additional 5 percent. We went from \$163 million a year to 171- within the next five years, we'll get an additional 24 million, of which 20 percent basically goes to the Counties. Now that being said, I'm responsible, the DOT Director's responsible for the money that goes to the Counties as well. If that money is not spent in a timely manner then basically the Federal Government...Liz will come and she'll chase me, she doesn't chase the Counties. So that's the reason why I'm very careful in terms of what projects move forward on the State side and, again, we kind of monitor and we work very closely with our County partners. That being said, the one point I want to make is that we need to stabilize the Federal. When Governor Ige came into office, the backlog or as we call it—it's a pipeline because you have Federal funds coming in and you have Federal funds going out—the pipeline was at \$757 million. Federal Government basically said, here's your four-year plan. By year one, we want you to be at 680-; by year two, we want you to be at 600-; by year three, we want you to be at 525-; and by year four, you need to be at the baseline of 450-. Year one, we achieved the goal; year two, which is the year that we just passed in September of 30th of 2015, we're at 548-; and we're supposed to be at 600-. Now, next year, September 30, 2017, we need to be at 525-. We're almost a year ahead of schedule. Because of that, we were able to get a TIGER grant for Kauai County, about 15.3-. Now, this is amazing considering there's only about \$500 million in a TIGER grant for the entire nation. And if we were doing what we were doing in the past, we would have never...they would never have given us that money. Now that they're seeing that we're spending the money, they're going ahead and they're giving us discretionary dollars, which is very important to us. What we're talking about is a mileage-based user fee, okay. We applied for a grant, we got—of all things--\$3.998 million. We were hoping for four, they gave us 3.998; but that's okay, we're still happy. We got the largest grant out of all the applicants. It is a mileage-based user fee demonstration project. We did a meeting with all the stakeholders that are involved with this. We brought in all the different modes. And, again, this was not really a meeting whereby everybody was onboard. There are some concerns about electric vehicles, the fact that will we penalize some of the benefits when it comes to electric vehicles. There were questions about if you live further distance from you work are you going to be penalized? I don't know how much you know about Oahu. I live in what's considered a rural area of Kapolei. I work in town. I drive a...in fact, they use my vehicle as a demonstration. I drive a 2007 truck. Under the mileage-based user fee scenario, I would actually pay less than I would be paying for fuel tax because my car is not fuel efficient, it's heavy. The fact that I'm idling in traffic. All these worked against me when you have a fossil-fuel vehicle; and for that particular reason, we're going to be moving forward, we're going to be...now that being said, this project probably won't be done in another five years. But also, we've also put in a second application for this. The reason why we feel that we're successful in achieving this largest grant out of the entire nation was because the fact that the State DOT actually used its own money. And, again, we are special funded, meaning that we don't get public funds. When I say, public funds, we don't get GET tax, we don't get anything else. Everything we get is from user fees. In other words, if you don't own a car, we won't get anything from you. If you go through public transportation, we don't get anything from you. With that being said, we took some of our funds because it was important and we did a feasibility study. The fact that we

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

had done a feasibility study and the fact that the State of Hawaii was willing to commit its own funds to see a project like this move forward, I think helped us get this Federal fund and will help us in the future. But the mileage-based user fee is something that California's doing right now in a demonstration project, Oregon is doing it, there's several other states that are doing it. It's going to be very important on how best to move this forward. I think everybody knows right now retail fuel is actually going up again, you know, the barrel tax I believe will help us. We will go back this year for more Federal dollars. In fact, the 70 million is now 100 million. And, again, we're not just talking about the realignment of Honoapiilani Highway, we're talking about basically Kaaawa on Oahu falling into the ocean. We're talking about the Kapaa Bypass on Kauai. Every community has an issue. Highway 130 on the Big Island, you know. So again, given the opportunity, I would like to see not only the Maui MPO try to raise its own funds, there was an opportunity. If you take a look at the rail, there's a 0.5 percent tax that is actually being put on all Oahu residents to fund the rail. This year when they extended the tax, basically for another five years, they gave also the Counties the ability to do the same thing; no county took that up. And I think that's something that it should be looked at. And I'm not saying that, you know what, what's going to happen forward here but if you could take a look at it and take a look at possibly doing a 0.5 percent or similar and using that money solely for the realignment or for a specific project similar to what they did in Honolulu, you know, you might be able to go ahead and move these projects along much quicker. But at the end of the day, no funding, I can't do anything. And I think that's not limited just to transportation, it's basically every single entity, State entity, County entity, without the money, you won't be able to do things. We'd like to be able to help you, but at some point in time, you know, like I said, we can get as much Federal dollars as possible by again being efficient when it comes to the Federal money. But even with the Federal dollars, the additional 24 million, 25 million dollars, again, I still need to come up with my 20 percent matching; so does the Counties. Without that, it doesn't make sense for even us to have that. So for my things, and I don't want to make this a commercial, but when you see my highway fees come through to raise, it's not because the fact that, you know, we just want to do that, it's because the fact that we want to make improvements and we want to go ahead and move some projects forward. And the only way I'm going to be able to do that is with more funding. Thank you.

MS. ARMSTRONG: Great. Thank you.

MEMBER COCHRAN: So thank you. And thank you, Director Fuchigami. Mileage-based, so was it kind of to help assist in the electric vehicles because we don't get...they don't get gas so there's no gas tax off of them, or is this just the more you use the road, the more you're going to pay?

MEMBER FUCHIGAMI: Basically, the more you use the road the more you're going to pay, but the bigger is that—and I think some of the Members here know this—the Sustainable Transportation Committee that they're talking about, we formed it, I formed this when I came in office in 2015; that's because the fact that the State of Hawaii, as you well know, has a goal to be 100 percent renewable by 2045.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

Sixty-five percent of all the consumption of fossil fuels is through transportation, whether it's automobiles, jets that fly here, or shipping companies. I've made tremendous leeways with the shipping companies: Pasha, Matson, and even Young Brothers are looking at more efficient vessels. In fact, Matson and Pasha already ordered these vessels; and so it's going to reduce the fossil fuel uses there. The airlines are already looking at biofuels, again reducing. Unfortunately, when it comes to cars, cars are run by gasoline, and we have to get those...hybrids do very well: fifty-six miles per gallon versus the twenty-two that we get with regular vehicles. Electric vehicles basically does a wonderful job; again, they're not paying anything. We need to figure out a way, besides registration fees and highway weight tax, for them to contribute to the program. Under a mileage-based user fee, based on the number of miles that you drive, that's what you'll be charged. I believe in Oregon it's a penny and a half per mile. So if you don't want to pay it, you'd assume drive as much. You can take public transportation. You could use other modes. We've also put out basically van pool: Oahu put up \$500,000 this year; 500,000 next year to assist with that. Again, Complete Streets when it comes to bicycle ways. But the goal, basically, is to say, as long as you drive, you need to pay your fair share, and that's going to be true mileage.

MEMBER COCHRAN: And so this is additional tax on top of your registration fees –

MEMBER FUCHIGAMI: That's correct.

MEMBER COCHRAN: --your car registration? 'Cause I was hoping somebody like my husband who drives like a '65 4x4 truck; so you can imagine it's old, it's heavy, it's a gas guzzler; but he only drives like eight miles a day. He lives four...not even four...six...three miles from his job. But yet, you can imagine the weight tax he pays on that truck. So, you know, he doesn't beat up the road 'cause he's only traveling three miles. But yet, he pays top dollar because of the weight. So now, you know what I mean, so I was hoping to help the people, you got your old classic car people. I hear it all the time, they only drive it on the Saturday cruise around the island day, but they still got to pay all that tax on those heavy old classic type of cars. So, you know, but they only maybe twenty miles a year on this car, you know. So I was hoping this could assist those people who actually are on the other side of the spectrum who can hopefully benefit by not paying the full-bore amount that others do when they don't even hardly use the roads with their vehicles.

MEMBER FUCHIGAMI: The mileage-based user fee was...is being looked at to remove the gas fuel tax, because the gas fuel tax is actually what is depleting because of the more efficient hybrids that are out there. Gas fuel, the 18.4 cents that the Federal Government charges has been around since 1993, they haven't raised it since 1993, and for that particular reason, that's the reason why Federal funding is becoming more and more difficult. State of Hawaii, 16 cents, you know, unfortunately I think Maui County has the highest. But, that being said, if you don't raise that, costs to maintain roads go up every single year. Asphalt, because of the oil prices, goes up every single year. We, meaning the State Department of Transportation, at one time, concrete was too expensive. Even though we use concrete to get longevity in terms of

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

life, asphalt was...you could...it cures quicker, you can get people back on the roads quicker and it was cheaper; that's not the case anymore, you know. The State of California through their assistance, they've brought some people over, we're doing what's called PCP, precast concrete panels, where you just drop the concrete panels, you grout it, next morning, you're ready to go, you know. You don't have to wait for the long curing times that we had to before. So, you know, in taking a look at the revenues that come to the State of Hawaii: registration, weight tax, and fuel tax, we have to hit these things one at a time. The one that were hitting now is the fuel tax only because that's the one that's depleting the quickest; so that's the one that we have to basically address as soon as possible, and that's the reason why we're looking at this mileage-based user fee.

MEMBER COCHRAN: Okay. Thank you.

CHAIR GOODE: Glad to have that conversation. Real quick, so the County participated in the meeting that DOT held with stakeholders. We had Finance there, some people from DMV, and ourselves. And we look forward to participating. I did ask them to come address the County Council, and then so as they move through the various counties, and then will be a pilot program. So I personally want to participate. They'll basically give you a mock bill. Like here's what I drove, they can track you and say, well, instead of paying...for instance, our County fuel tax is 23 cents per gallon. If it was implemented here in Maui County, we'd take the State's 16, hopefully going up so you can pay for your programs, and our 23, 39 cents, actually, the price at the pump would be 39 cents less, but we get a subsequent bill based on your mileage, and how that's done and how that's implemented is the purpose of the almost \$20,000 short of \$4 million they got. So we want to participate, and personally, I hope we participate. I just have a feeling a lot of people in this room, they're interested in transportation planning will probably participate and get some mock bills. But having a system set up does allow eventually it to get to the issue you described where if you have kind of like, you know, the classic car thing and you're paying...so now you're paying...you look at your overall bill, you're paying a lot for a little bit of miles. And eventually, when you have the system and the technology ready to go and implement, you can move on to the next step. So we're excited to participate. Maui County's facing the exact same pressures Director Fuchigami described. Our overall funding, we've been working with the Council, obviously, to raise some of those rates so that we can match. If you look at overall fuel revenue, you look at our...we get revenue from Maui Electric. It went down \$2 million last year. So we're constantly challenged to work with our base cost and simplify and get things more efficient while we have increasing needs. So we look forward to working with the State and this mileage-based user fee pilot.

MS. ARMSTRONG: Alright, excellent. So some other ideas for financing our public/private partnerships so the Hawaii Bike Share is a good example of that. Also, right of way acquisition is often a big cost in transportation; so looking at donated lands. And then also the idea of flexible surface transportation program block grant. So those can be shifted to different transportation priorities, for example, transit. Okay. So climate change adaptation, Pam Eaton serves on the statewide interagency climate adaptation

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

committee; so she noted that there will be a sea-level rise vulnerability assessment coming out in December of 2017. And, you know, the update was generally the climate change through flooding, erosion, extreme events will have significant impacts on the transportation system and therefore we should consider it in our planning. So I know that Oahu MPO is considering climate resiliency in one of its performance measures; so that's something we can discuss in the future.

AGENDA ITEM IV.b. EXECUTIVE DIRECTOR REPORT, Review Statewide Transportation Improvement Program (STIP) Revision

MS. ARMSTRONG: Okay. So our final item is the STIP revision; so this was submitted by Department of Public Works on November 28th. There's an attachment for Policy Board Members--let's see--that was included in your packet. So this is revision number eight for Maui County. And you can see that most of the revisions are engineering cost estimates that got updated; so these are typical changes that happen during the course of a project. Certain projects get deferred due to delays and permitting and right of way acquisition. And, at this point, the MPO is being asked to review kind of as an FYI, and as I mentioned, will be moving into a more rigorous process where the MPO will actually approve the revisions before submitting to the State. But for now, this is our process. So are there any comments or questions about STIP revision number eight?

MEMBER COCHRAN: Yeah.

CHAIR GOODE: I'll start your question then I can add to it, Ms. Armstrong stated.

MEMBER COCHRAN: Okay, yeah, thank you. As Chair for Infrastructure and Environmental Management, I've seen a lot of these items come through my committee; so I'm like, what, what, why? So I see ten items and so I guess for more Director Goode or, you know, as in the ones that say, deferred due to financial... 'Cause I think some of these County has already given funding or I think if you're in the process of asking for some of these, I would be more than happy to see how it can be managed through this upcoming budget perhaps. My first glaring one is number nine the Waiale and Wainu Road, that intersection is a total...it's just horrible right there, and I think it needs some kind of freeway or something, light, signalized, I mean that is like really bad right there. And so I don't think this ever came across our desk to seek funding. I think I spoke about it last I don't know if it was during this year or maybe last budget. So I mean if...

CHAIR GOODE: Yeah, so if I could –

MEMBER COCHRAN: Yeah.

CHAIR GOODE: --that particular one, Waiale and Wainu, is actually...the reason you haven't seen it is because it's a...the design is a requirement of Maui Lani Development; so they've initiated the design work and they're working with RTM. We

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

had some pretty interesting right of way issues over there. Difficult geometry, existing driveways and, so we're going through...working through that even looking at some rather odd looking roundabouts that might work. So the funding constraints really...don't have to do with County funds or even Maui Lani's commitment, it has to do with if certain projects—you noticed one in particular, Kaupakalua Road increased by about \$2½ million. So if the funding constraints actually came from other projects getting bigger and pushing out other projects. So this was a good one to defer because the actual design has a lot of challenges. So until we're able to resolve some of those design, that was an easy one to push out. So we agree, we definitely want it done, but until it's really ready. So the funding constraints wasn't because it was County funding or even Federal funding, it was just due to just Kaupakalua Road which is a big priority for us and the cost increase there. So they updated the engineer's estimated. This, I mean, in general, all these items it's good for the body to know a couple things. One is that things change. So while we would in our next TIP say, okay, well these are the projects we're going to do, depending how far along they are in design, say, and as the design goes through and soil studies are done and elevations are taken, engineers have a pretty good idea of saying, well I think that's about a \$10 million project and give us a good intent. Then you get working on it and it could be 12 or 15 or it actually go down like in the case of the Iao Valley Stream Bridge. It turned out the workout was actually fairly simple and to go through the Federal process actually it didn't make sense so we actually deleted it. So we have a pretty good idea in general to have a order...maybe a little better than an order of magnitude. But as we go through design, numbers change. So you can see this is revision eight for a STIP that was Federal Fiscal Year '15 to '18; so these happen pretty often. And so the dilemma I had, second item to address here was. And since we have an MPO and we have an existing TIP, how do we get these things through quickly, because the pressure I'm getting from DOT and I've worked with Ford's staff on this and as you know we need to get this done so they can roll it up to their amendments to the Feds. So working with DOT and I know Liz folks were in the conversation, we felt comfortable moving ahead on the County level given that the...this is essentially the TIP we're working in is the County TIP, it's not an MPO tip. It was done a few years ago. But going forward, how do we involve the MPO in these revisions? And there's different levels of revision. Yeah, you can move something out, but if you significantly change the scope of a project, perhaps even delete a project, that could be a significant amendment. It's viewed differently by Ford's staff. And so this is one of the opportunities Lauren took to OMPO and said, okay, well how do you folks do it? You've been doing STIP amendments for years. And they have a policy which we'll discuss at future meetings. At what level will this board want to, you know, weigh in; and what is really just an administrative amendment? I think this gives...this transmittal today and discussion I think will help you think about it as we come into the next year more. But these kind of changes happen pretty regularly and it's a fluid process, and we need to be able to adapt and be ready, you know, stay in line and get those funds. But we also need to have the MPO weigh in where appropriate. So it's one of those ongoing challenges that we have and...so for this particular one, after weighing all that information, I went ahead and signed the letter and sent it to Ford folks, and I think it's basically been accepted.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER FUCHIGAMI: Yes.

CHAIR GOODE: 'Cause we try to...we know what the funding constraints are already, we're not going to send 'em something we know that's going to get kicked back. So that's kind of how we've been doing it.

MEMBER COCHRAN: So, Director Goode, the Iao Stream Bridge repairs then will be still going on, but just not seeking Federal funds for...funding for it, State funding for it.

CHAIR GOODE: Correct. Yeah, we can do that...

MEMBER COCHRAN: 'Cause you found that it wasn't as much as anticipated.

CHAIR GOODE: Yes, and so it's a smaller project. It's actually way more efficient for us to do it as a County project. So even though we may not get the 80 percent Federal funds, if you look at all the strings that are attached, reports that are required, additional administration, flexibility, time, et cetera, smaller projects, it's better to do it in house. So this is one we decided we could move out and let somebody else come in.

MEMBER COCHRAN: Okay. And I guess just overall in general, a lot of these roads are technically County roads; so I didn't realize that State was there to help assist us in funding our County projects, you know. Onehee, Kea, pavement reconstruction...

CHAIR GOODE: Yeah, they're not—if I may—they're not funding it, but current TIP basically has, here County, here's your funds for Maui island and State DOT, Freddy folks, here's your funds for Maui District, they're separated. Going on to the next TIP, we're going to put 'em all together, okay. So all the State's asking for from us is the stuff that's relevant to us. Well we did ask, when we met, is there anything to enlighten the MPO about as far as State projects go, and we understand there's no amendments for STIP eight by Maui DOT folks.

MEMBER COCHRAN: Is there a way...is there like a list of the STIP...I don't know, the different...is there spreadsheets that show, you know --

MS. ARMSTRONG: Yeah.

CHAIR GOODE: Yes.

MS. ARMSTRONG: Yeah, the State, yeah.

MEMBER COCHRAN: --who's proposing what and when and what year is it in and what year...I don't know, I mean I'm just kind of stickler for things like that. Knowing what we're talking about here, where did it come from, where is it...and goal for it, where are we at in the process, kind of all those kind of stuff, so anyway.

MS. ARMSTRONG: I agree, that would be very helpful to have all in one place. So the STIP information, they have on State DOT website. And so that has the listing of each of

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

the revisions that have been made. And it kind of shows the revised numbers in red. But still it's quite a lengthy document, you know, it's a huge spreadsheet. And I noticed with Oahu MPO, they keep a list of their revisions for Oahu's specific projects. So that's something that the Maui MPO could look at developing on our website, just have that readily available.

MEMBER COCHRAN: Yeah, thank you, that would be helpful. I think not just ourselves but the general public.

MS. ARMSTRONG: Sure.

CHAIR GOODE: Liz?

MS. FISCHER (*Crackling noise in room's audio system rendered speaker inaudible at times*): Technical awareness for everyone is that the Metropolitan Planning Organization TIPs are included in their entirety, unchanged to the State's STIP. The State is not allowed to change...and their conversations at HDOT level...

MR. SPENCE: We're looking at changing the system.

MS. FISCHER: Just to quickly clarify is that to do something that would actually simplify more is to actually make something called an ETIP and an ESTIP, which these things are. It's a giant database, but it's a lot easier to access. And it's already in progress, Oahu's got a pilot that's already been tested. Thank you.

AGENDA ITEM V. ANNOUNCEMENTS/AGENDA ITEM VI. DETERMINE 2017 MEETING DATES

MS. ARMSTRONG: Okay, great. So I think we'll talk more about TIP policies and procedures in our upcoming meetings in 2017. And I just wanted to talk about schedule for 2017 meetings. We had our TAC Committee tentatively wanting to hold meetings on second Wednesdays of the month; that would make Policy Board meetings if they're two weeks later, would be on the fourth week of the month. And I wanted to get some feedback from Members at this point about which day of the week might be the best. I know that we're waiting on Council's schedule and...but at least to get a January meeting. So I'm going to suggest the Monday, January 23rd does that raise issues for anyone? So not Wednesday, I guess there's a Public Works conflict on Wednesday, the 25th, so it's actually Monday, the 23rd at 9:00 a.m.

MEMBER COCHRAN: Or what was your other dates?

MS. ARMSTRONG: There could be, I mean, looking at the fourth week in January, is there a day that works better for folks? Tuesday or Thursday?

MEMBER COCHRAN: Yeah, doing a kind of a family reunion on Oahu that weekend into the early week, personally, but...

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER CRIVELLO: How about Tuesday?

MS. ARMSTRONG: Tuesday?

MEMBER COCHRAN: Does that conflict...what did you have?

CHAIR GOODE: We have our Public Works Commission on fourth Wednesdays so that would be the 25th. You have Planning Commission?

MR. SPENCE: On the 24th.

CHAIR GOODE: On the 24th.

MR. SPENCE: Planning Commission.

MS. ARMSTRONG: So Thursday, the 26th?

MEMBER COCHRAN: Yeah, is there a way to go Thursday? That'd be better for me.

MEMBER CRIVELLO: Okay.

MR. SPENCE: Oh, it's good.

MEMBER FUCHIGAMI: I'm going to have to look at it.

MS. ARMSTRONG: Okay.

MEMBER FUCHIGAMI: You know, opening of the Session is the 18th of January, they'll come out with the Committee meeting dates. Obviously, I can't miss my Transportation, Senate, and House, and of course Finance. Real important this year. So I think once that comes out, I can make a better determination, but you can go ahead and schedule it for right now.

MS. ARMSTRONG: Okay.

MEMBER FUCHIGAMI: I'm not quite sure how they're going to do it.

MS. ARMSTRONG: Yeah, tentatively for Thursday the 26th at 9:00 a.m. I also wanted to point out that Oahu MPO schedules eight regular meetings in a year; so it doesn't have to be every month. And I think once we get into 2017 we can look more specifically at which months we would take off. But on that note, if we think it's best to not meet in January, that is an option. But my preference is to meet; so we'll just stick with the...yeah, we'll stick with the 26th.

MEMBER SPENCE: Mr. Chairman?

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

CHAIR GOODE: Yeah?

MEMBER SPENCE: My thought is that we, I mean, we can certainly play it by ear, the...if we have information or things that we must do, monthly's just fine with me. I know, my Department with eight boards and commissions, sometimes those boards and commissions have nothing to act on so we just, you know, we cancel meetings or whatever. So, you know, there is some...we should exercise some flexibility.

MS. ARMSTRONG: Chair? Yeah so my thought was to schedule eight regular meetings and then we can always add more as needed.

MEMBER SPENCE: Sure, that sounds good.

CHAIR GOODE: And so what we'll work on is...the key thing for schedules I think is knowing the Council calendar. So as the new term starts, we're going to eventually get that calendar. And then I kind of look to Mr. Spence's calendar with his eight boards and commission, and Mr. Fuchigami's calendar. And then basically Don and I, we just go whenever you guys...whenever it works out. I think that's how...so once we get all those calendars, but I'm glad we can be able to set a date for our first meeting next year.

MEMBER SPENCE: And certainly with...I mean just for my calendar, if we know far enough in advance, I can get somebody else to take a meeting. I don't need to attend all the Planning Commission meetings. We can get the Deputy or the Division Head if there's nothing, you know, critical on those hearing dates, so we can get them...so I could probably make myself available. That's why knowing far enough in advance would be really helpful.

CHAIR GOODE: Any other announcements? Okay. I think one other announcement I'd like to make is, you know, the Member that couldn't make it today is Don Couch. Councilmember Couch is our Vice Chair. This would have been his last meeting. As you know, he's not returning to the Council; so not going to be one of the appointed members by the County Chair. I just wanted to thank Don for his work. He's always very eager to tackle transportation issues. As Vice-Chair, I did, you know, consult with him from time to time on certain matters regarding the, you know, what the Chair and Executive Director's got to do. You know, he worked hard on the hiring process for the Executive Director. So I just want to send my personal thoughts. I know he would have attended today, but he had a pretty urgent family matter to tend to on the Mainland. But I just wanted to personally thank him for his hard work. Elle?

MEMBER COCHRAN: Yeah, thank you for those comments and I concur. So thank you. So how do we...what's the process now, though. This body has to be made up of three Councilmembers, is that correct?

CHAIR GOODE: Right.

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

MEMBER COCHRAN: So less Mr. Couch, who decides, who appoints, how does that work now?

CHAIR GOODE: Right. So under the County Code, as I recall—Lauren, correct me if I'm wrong—but the Council Chair appoints three Members. So I think once the Council Chair and the Council adjourns...excuse me, starts up, whatever the opposite of adjourn is, I'll think of it in a minute. It's Monday morning.

MEMBER SPENCE: Convene.

CHAIR GOODE: Convenes, thank you. We would expect to get that. I did correspond with the current Chair's staff, 'cause they had asked and I said, yeah, we do need names. So we do need that; so now we have a meeting date for the end of the month so I think we've got plenty of time to get that going. So on that note we look forward, hopefully, to your return and Ms. Crivello's return. The work you folks have done. I know the current thinking was that the...like you said, you had the Infrastructure and Environmental Management Committee, Mr. Couch had Planning, Ms. Crivello has committee related to transportation; so that the three subject matter Chair is what made some sense so we look forward to that. The ordinance does say, three Councilmembers; so that's the way we'll proceed. Okay.

MS. ARMSTRONG: Okay. Well thank you Policy Board for all your work this year. And Director Spence?

MEMBER SPENCE: Oh, I was just going to say that, you know, we have...all the Members of this board are either elected or appointed so we're going to see some shifts from time to time. One thing we do for like our Planning Commission Members is we pass resolutions, just something nice with a certificate, you know, thanking those members for serving on whatever commission or board. And I know that certainly those outgoing members appreciate that. It'd be nice to be able to do something like that for Don and as we turn over.

CHAIR GOODE: Okay.

MEMBER SPENCE: Just a suggestion.

AGENDA ITEM VII. ADJOURNMENT

CHAIR GOODE: Okay. I think we can do that. Okay.

MEMBER CRIVELLO: Good thoughts.

CHAIR GOODE: Being there's no...yeah, we did thank Mr. Couch while you were gone, sorry. I know you read the reso for him in the Council I saw that so...okay, being there's no further business, this meeting is adjourned. . . .*(gavel)*. . .

**MAUI METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

December 19, 2016

ADJOURN: 10:18 a.m.

APPROVED:



DAVID GOODE, Chair
Maui Metropolitan Planning
Organization Policy Board

mmpo:min:161219:rmy

Transcribed by: Raynette Yap