



**Maui Metropolitan
Planning Organization**

Technical Advisory Committee (TAC) Meeting

Thursday, July 12, 2018
9:00 AM

Planning Conference Room
Kalana Pakui Building
250 South High Street
Wailuku, Hawaii 96793

AGENDA

- I. Call to Order**
- II. Public Testimony**
- III. Approval of June 14, 2018 Meeting Minutes**
- IV. Maui Bus update**
County of Maui Department of Transportation (MDOT) update on CAD-AVL data collection capabilities, electric buses, and new Waihe'e route.
- V. Maui MPO TAC members report attendance**
Long Range Transportation Plan project team coordination calls on June 19 and July 3, 2018.
- VI. *Hele Mai Maui 2040: Long Range Transportation Plan update***
Review pop up planning dates through August 2018.
- VII. Announcements**
 - a. Next TAC meeting August 30, 2018**
- VIII. Adjournment**

AGENDA ITEMS ARE SUBJECT TO CANCELLATION. For a confirmation of the meeting date and time, please contact the Maui MPO, 200 S. High Street, Wailuku, HI 96793, (808) 270-8216, (808) 270-7505 (fax).

ORAL OR WRITTEN TESTIMONY on any agenda item will be accepted at the beginning of the meeting and shall be limited to three (3) minutes. TESTIMONY MUST BE LIMITED TO ITEMS ON THE AGENDA. If written testimony is submitted at the meeting, 15 copies are requested. INDIVIDUALS WHO INTEND TO ATTEND THE MEETING AND WHO HAVE DISABILITIES REQUIRING SPECIAL ASSISTANCE should call the Maui MPO at (808) 270-8216 at least five (5) working days in advance of the meeting.

Minutes of the
Maui Metropolitan Planning Organization
TECHNICAL ADVISORY COMMITTEE

Thursday, May 10, 2018
Mayor's Conference Room
200 South High Street, Wailuku HI 93793

Members Present:

Pam Eaton, Planning Program Administrator, Dept. of Planning
Robin Shishido, Maui District Engineering Program Manager
John Smith, Highways Division Chief, Dept. of Public Works
Marc Takamori, Transportation System Analyst, Maui Dept. of Transportation
Nolly Yagin, Engineer, Dept. of Public Works
Cary Yamashita, Engineering Program Manager, Dept. of Public Works

Excused:

Kathleen Aoki, Administrative Planning Officer, Dept. of Planning
Ken Tatsuguchi, Planning Branch Program Manager, State Dept. of Transportation

Others:

Lauren Armstrong, Executive Director, Maui MPO
Karen Tamaki, Financial Specialist, Maui MPO
Michael Hopper, County of Maui Deputy Corporate Counsel

I. Call Meeting to Order (1:11 pm)

Maui MPO TAC Chair Pam Eaton called the meeting to order at 1:11 pm.

II. Public Testimony (1:11 pm)

Chair Eaton opened public testimony and invited John Seebart to testify.

---Public Testimony Open---

Mr. Seebart indicated that he would be testifying to Agenda Items III and IV. Mr. Seebart opened with testimony regarding alternative funding for transportation projects and noted legislation has gone to the Governor for signature. There continues to be some confusion in the community with legislators telling the community that funding was to be used for the Lāhainā Bypass. Mr. Seebart asked for clarification and status of letter to legislators on this subject.

Mr. Seebart reiterated that Maui did not want to be in the same situation as Kaua‘i which after a disaster, now has to have a temporary road because there is no plan for an alternative road. Mr. Seebart asked for a plan for Highway 30 with secured rights of way then if there is a disaster, a plan is in place and federal money could be used to execute the plan and not used for temporary solutions.

As a final point, Mr. Seebart would like to see a second hub at the airport. The buses at the airport do not go to Wailea/Kihei or West Side which is where the rental cars go. It would take a lot of cars off the road if buses could carry people with luggage, groceries and the disabled.

Chair Eaton asked if there were any questions for Mr. Seebart.

Ms. Armstrong responded to Mr. Seebart's testimony regarding alternative funding. The state legislators cannot appropriate federal funds. That is why there is the MPO and State DOT. The Policy Board reviewed a draft letter that explained the status of the Lāhainā Bypass and that draft letter is available on

the Maui MPO website. The Board wanted to hold off on releasing the letter to the newspaper until there is a final TIP document and the Governor has approved the legislation.

Mr. Seebart added that the MPO process is new to the community on the West Side. The process has not entirely gelled. Some members of the West Maui Taxpayer's Association are under the impression that the MPO is a small group of three that makes all the decisions despite Mr. Seebart's effort to inform them otherwise. Mr. Seebart is supportive of the MPO and acknowledges that can be slow to grasp this new process. The residents are simply frustrated because they had their hopes on the northern portion of the Lāhainā Bypass being high on the priority list.

Chair Eaton added that during the West Maui Community Plan update, she did visit many of the organizations and that there are two good websites which explain the process. Chair Eaton thanked Mr. Seebart for his efforts in working with the community to explain the MPO.

Chair Eaton asked if there was any other public testimony. There being none, public testimony was closed.

--- Public Testimony Closed---

III. Approval of May 10, 2018 Meeting Minutes (1:18 pm)

Chair Eaton requested a motion to approve the May 10, 2018 minutes. *Member Yagin motioned, seconded by Member Shishido, to approve the minutes from the May 10, 2018 meeting. There being no discussion or comments on the motion, Members voted and the motion was passed unanimously.*

IV. Final Maui Transportation Improvement Plan (TIP) 2019-2022 (1:19 pm)

Chair Eaton asked Ms. Armstrong to review the next item on the agenda with the ultimate goal of TAC to recommend the final TIP to the Policy Board.

Ms. Armstrong began by referring members to the document with the disposition of comments that were received on the draft. Most of the comments were minor with three comments expressing disappointment that certain projects were not included in the TIP. Those comments have been sent to the Policy Board Chair and Vice-Chair. These comments will continue to be addressed in the long-range planning process as high priority but were not able to fit in the four year budget.

Ms. Armstrong also shared a letter that she received from Ken Tatsuguchi at State DOT, along with a cover memorandum from Ms. Armstrong to the TAC to give context to the letter. Mr. Tasuguchi's letter to Ms. Armstrong informs that the state does not consider the draft TIP to be financially constrained in years 2021 and 2022. Under federal regulation, the State and MPO are to come up with cooperative funding arrangements. In October 2017, the State and MPO agreed that the target would be \$25 million a year over for years for a \$100 million total. Ms. Armstrong's understanding is that the State DOT proposed fewer projects than it would have because it has prior commitment to support advanced construction for O'ahu projects. The TAC and Policy Board then went through a process to program more County projects to get the MPO close to the \$100 million target. The draft TIP currently is at \$97 million. The State requested that the MPO use advanced construction funds to financially constrain 2021 and 2022. The MPO would borrow approximately \$9 million in funds from 2023. Ms. Armstrong noted that the projects to be affected would be from the County DPW asset management programs and asked members from the County DPW to comment.

Members Yagin, Yamashita and Smith all concurred with the State's proposal and added no further comment.

Ms. Armstrong added that she does not think that the State DOT is giving the MPO much choice at this point; however, it is important to keep the process transparent and get the support as to why changes are being made to the final draft TIP.

Chair Eaton noted that Mr. Tatsuguchi is not at the today's meeting. She indicated that she is not comfortable with this, does not understand it and does not expect Member Shishido to provide further comment on the letter. Chair Eaton asked if this should be considered at the Policy Board meeting with someone from the State, like Mr. Tatsuguchi, to further explain the letter that was written to Ms. Armstrong. Once again, Maui is having projects deferred because of O'ahu projects and that does not sit well with Chair Eaton. This is in addition to others in the community who are already frustrated because their projects are not being considered.

Member Shishido commented that projects are not being deferred – it is just advanced construction and the projects will still happen. Chair Eaton confirmed that using the advanced construction will make the TIP financially constrained.

Ms. Armstrong added that what all this means is that when the MPO goes to the next TIP cycle, the MPO would most likely have \$9 million less to program for other projects – which Member Yamashita agreed. Ms. Armstrong noted that the MPO should look to putting together a more formal agreement with the State DOT about the federal funds target. As a result, things could change by the time the MPO goes through the TIP process again.

Member Shishido added that at times there may be money from other jurisdictions that does not get used which could then be brought to these projects. Chair Eaton stated that may be so but there is no mechanism to track that and typically such funds go to O'ahu. Member Shishido noted that to ensure money does come to Maui, the County must have the projects ready to go. As an example, Member Shishido noted that at the end of last fiscal year, projects went to Kaua'i as those were ready to go.

Ms. Armstrong moved on and noted the final Title VI maps to be added to the final TIP as Appendix D. These maps show the TIP projects with various demographic data overlaid to show Title IV federal compliance in the TIP process. This information is also useful in the long range planning process.

At the request of Chair Eaton, Member Shishido made the a motion to recommend Policy Board approval of the Final Maui Transportation Improvement Program (TIP) 2019-2022 with the revision for option 2 of the letter from Mr. Tatsuguchi and the inclusion of the Title VI maps as presented at the meeting. The motion was seconded by Member Smith. Chair Eaton asked if there was any discussion on the motion. There being none, a vote was called and the motion passed unanimously.

Ms. Armstrong, at the request of Chair Eaton, provided the date of the Policy Board meeting at June 28th 9 am at the Kalana Pakui Building.

V. Maui MPO TAC members report attendance (1:28 pm)

Chair Eaton moved to the next item on the agenda and asked Ms. Armstrong to let the meeting know what happened at the Kahului Walk Audit on May 30, 2018.

Ms. Armstrong noted that this item is on the agenda to report, in compliance with the Sunshine Law, which TAC members were at the event. The walk audit was a partnership with Blue Zones and the Healthy Eating Active Living Coalition. The audit looked at ways to make Onehe'e and Kea Streets safer for cyclists and pedestrians in addition to ways to incorporate transit when these roads are reconstructed in 2019. Ms. Armstrong asked members to identify themselves if they attended the walk audit. Chair Eaton, Member Yagin and Member Takamori identified themselves as having attended.

Ms. Armstrong carried on to reporting Chair Eaton and Member Yagin from TAC attended the Long Range Transportation Plan coordination calls with the consultant.

VI. Hele Mai Maui 2040: Long Range Transportation Plan update (1:29 pm)

Chair Eaton moved to the next agenda item and invited the project team to provide an overview and presentation.

Ms. Armstrong introduced this item on the agenda with some background. In October 2017, an RFP was issued to update the Long Range Transportation Plan 2040 and the consultant selected was Nelson Nygaard in partnership with Munekiyo Hiraga. Consultants from Nelson Nygaard are on Maui this week to do focus group interviews, site visits and have a first meeting with the community think tank. The Maui MPO TAC is serving as the technical committee for the long range plan and this is one of the first meetings to get TAC input into the 20 year vision of multi-modal transportation system.

Ms. Armstrong turned the meeting over to Jennifer Wieland, Principal, from Nelson Nygaard which is a multi-modal transportation planning firm. Most of the work that Nelson Nygaard has done is to assist communities in planning for how they want their transportation system to look in the future.

Ms. Wieland noted that Pam Eaton and Nolly Yagin have been serving as part of the internal project team. The team meets approximately every two weeks with Chair Eaton and Member Yagin helping to shape and steer the project. Maui MPO TAC will be engaged over the next number of months to give input and advice to the project team.

The rest of the Nelson Nygaard team at the meeting introduced themselves: Lilly Shoup, Brie Becker and Roger Pardo.

Ms. Wieland reviewed with the TAC what is included in the project – what is intended to be accomplished over the next 12 months? She will be looking to the TAC to let the team know what the TAC hopes to see from this project and what key resources are available to the team.

The project has an identity and name: Hele Mai Maui 2040. The project page is up on the Maui MPO website. The project will also have input from Bonnie Nelson, co-founder of Nelson Nygaard, who makes a part time home on Maui. Additionally, Charlene Shibuya and Mark Roy from Munekiyo Hiraga will provide support on community engagement. Smart Growth America is working with HDOT on performance measures so Smart Growth America has been included on the team as well.

An initial set of goals for the project has been set to frame up what a long range plan needs to include. As the plan goes to 2040, the challenge is to think of a plan through growth. There has been sizeable population growth and increased number of visitors to the island. The project, however, will focus on the residents of Maui with multi-modal travel options – cars, on foot, biking, transit – and how does that look as things change in the future – electric vehicles and autonomous vehicles.

Since this is an island, resiliency is a huge factor for consideration in the long range plan. Ms. Wieland acknowledged that this is being dealt with in the West Maui Community Plan and a lot of work has been done given the vulnerability of the current infrastructure.

Fiscal constraints will also be part of the plan. The 2035 plan has a list of projects costing \$3.7 billion, which is an amount of funding that is unattainable over 20 years. The plan will have to help to prioritize projects beyond the four year prioritization that has just been done with the TIP. The mix of projects may differ and options will be provided to people so that there is a fiscally constrained plan that offer solutions that can be achieved.

Ms. Wieland moved on to describe the project scope which has four phases that run concurrently. The first phase presented was Discovery. It includes review of existing planning work done to understand what projects have been discussed and what the priorities are for each. The best practices are taken from Smart Growth America which uses performance-based planning to get federal dollars. The Discovery phase will culminate in a Maui Fact Book which will be an existing conditions report of what is working and what is not working in transportation. It will outline demographics and travel flows.

Another key piece is public outreach and community conversations to find out what people value to move about the island. This will help to shape the goals for the plan which will be used for project priority decisions and scenarios. This week the team has been out walking and driving different parts of the island and held six topic focus group meetings. These meetings have provided information on the history, issues and opportunities in transportation.

Ms. Wieland then presented information regarding public involvement to determine what the community desires in its transportation system. An outreach program has been developed for in person and digital engagement over the course of the plan. The community think tank is a group of Maui leaders that will meet with the team to help represent different perspectives. Pop up events will be held for broader community conversations.

An evaluation framework will be built this fall based on the values and the goals the community helps to set. This is the beginning of thinking about priorities and what needs to come first. The team will be able to build on what has already been done in other plans.

The final product will be a long range transportation plan that is very clear about where Maui wants to go over the next 20 years, to keep people moving on the island and to help people make connections. That has to have a performance monitoring piece to it by federal requirement but also a financial plan. Federal funds will be a piece but there will be local funds and maybe other types of funding sources in the future.

The project timeline is 12-14 months with the existing conditions piece being done by early fall so that it can be shared back at that time. Then move into the evaluation and project identification in the winter with a visit in the spring to review with funding discussion and a draft plan in the summer of 2019.

Chair Eaton noted that the team has done a good job reaching out the public and asked if the team would be reaching out to the councilmembers. Ms. Wieland stated that she would like the TAC's advice on that given her understanding that there are elections coming and there will be changes in council. The team has already heard through focus groups this week that the dynamism of the political system and the political will to move forward on projects is a key piece of the puzzle. The team would welcome the opportunity if so advised.

Chair Eaton noted that it is tricky given the upcoming election and suggested meeting with council to educate them on what the plan is and what it is not - as projects are then identified, and there is a need for county match, so that they understand what the TAC is doing. Chair Eaton is not sure how to advise

because the consultant could be talking to people that will not be here next year but it is very important to include them in this process. For example, there may be consideration giving a presentation to the IEM Committee which include infrastructure. Mr. Hopper added that he can see this plan covering multiple committee areas and not just IEM. Chair Eaton relayed her experience in not making presentations to the entire council but rather to the various committees as long as no decisions are made. Mr. Hopper clarified that if the presentation is to a council committee, the item would need to be on the agenda and generally it is ok to meet with individual councilmembers as long as there are not more than two members at a time. Chair Eaton commented that it would be beneficial for committee members to learn about the long range transportation plan and that it is being done in a transparent process which is very important on Maui.

Chair Eaton followed up with another question as to what criteria would be used to prioritize projects. Ms. Wieland stated that the criteria to be used on Maui will come from the values that are being gathered from people right now. Her experience is that when values are used in the decision process, the decisions seem to stick as those reflect what is important to the community. Over the next few months, her team will be asking what values are important – affordability, connectivity, sustainability. Those are types of values that her team then turns into metrics. For example, if the value is that people want choices in how they travel, that might translate into an evaluation criteria that says “is this a project that supports multiple modes of transportation – walking, biking, taking transit and driving?” That process will happen over the next few months but will be place-based and values-driven.

Chair Eaton stated that it is important when working with focus groups and community think tanks that they understand the framework of how projects will be prioritized - going in – or else they will provide a Christmas list. Ms. Wieland acknowledged Chair Eaton’s comment and noted it for the meeting with the community think tank.

Ms. Wieland moved on to ask the TAC members what the number one thing they hoped the plan would accomplish and what would make the plan successful.

Member Yagin commented that in the past, these types of plans were really the plans of whoever was on the various committees working on the plan. Even in his department, people hear about a project at the time of construction. Given social media, it is really important that the outreach really gets out there and not just to committees. Some outreach, say for example in the mall, is there but people just seem to go about their business and ignore it. The public needs something to draw them in and people here may have ideas but do not want to share them – they would rather write down the idea and walk away rather than deal with questions.

Member Shishido stressed the importance of the financial plan because without the resources, nothing can be built. Identifying sources of funding is important. Ms. Wieland concurred that broadening the pool of resources that can be pulled from will be important.

Chair Eaton reiterated the importance of the framework for project prioritization so that it can bring some reality to the process and people can understand what can and what cannot be done. Chair Eaton also commented on Ms. Wieland’s observation that there are a lot of plans on Maui and this could be an opportunity to embolden what is trying to be done on the new community plans, of which West Maui is the first, with regard to multi-modal transportation concepts – complete streets, connectivity, and choices. Having these concepts in the long range transportation plan will help with the consistency of other plans.

Member Takamori added that it is important to make certain that as Maui develops there are corridors necessary to expand bus services. Chair Eaton commented that the idea of corridors goes back into land use, road classifications, and community planning – which makes Member Takamori’s comment very critical for consistency amongst plans.

Member Yagin provided further comment that it would be great to see smaller projects in the \$200,000 range which are not necessarily always identified in project lists. Smaller projects should also show up because sometimes they end up being long-term projects. Ms. Wieland offered that Member Yagin’s point is good because a long-term plan does not mean that the project will take 20 years to deliver and does not have to be large dollar. Smaller projects as to dollar amount and geography can have a huge impact and programmatic elements can help to group smaller projects so that they have a home to live in to go forward. It is important to have these smaller projects so that when funds are available, the plan informs on what to do with that funding.

Ms. Wieland asked TAC members to share anything else that comes to mind. She also asked that if there are any plans or individuals that the team should talk to for information, to let her know or pass the information through Ms. Armstrong.

Ms. Wieland concluded with a presentation on outreach and engagement. In the public involvement plan, Nelson Nygaard is focusing on a few key principles when working with the project team to review and develop the outreach. Tools and techniques will be used that are effective but also convenient for people to participate. People should not have to take an entire evening to attend a public meeting – they should be able to spend a couple of minutes online, or walk past a pop-up booth and participate really quickly and in a meaningful way. The outreach should also engage a full range of stakeholders. There are professional public meeting attenders which is important to the process but it is also important to hear from the people that are not going to attend a public meeting or share information in that way. Focus groups are being used as a way to start the conversation. Education is also important. New types of projects and approaches to street design may be different and so it is important to educate. Collaboration is needed with other departments and agencies so that the long range plan is consistent with the Maui Community Plans and vice-versa. These are the principles that guide engagement.

This week, Nelson Nygaard is starting with launching an online survey to be pushed out through social media and email blasts. In person engagement is being done with pop-up activities at Makawao Third Friday and QKC on Saturday afternoon. As the process moves forward, community forums, events and existing meetings will be approached. Also, a demonstration project could be set up to see how people react to it.

The online survey, and on paper, focuses on what works and what does not work when it comes to transportation. The second piece is to ask for values using a color wheel and ask people to pick three values that will create a community tapestry. That is the start of the evaluation framework. People can also show with a pin on a map where the hot spots are for traffic, need of bus shelter, hard to walk. There will be about 8 pop ups over the next few months.

Ms. Wieland asked if there were any questions and there being none, turned the meeting back to Chair Eaton.

VII. Announcements (2:00 pm)

Chair Eaton announced the next meeting for TAC is July 12, 2018.

Ms. Armstrong announced that the September meeting was moved back to August 30th and that there would be no meeting in September.

VIII. Adjournment (2:02 pm)

There being no further business, Chair Eaton adjourned the meeting at 2:02 pm.

APPROVED:

PAM EATON, Technical Advisory Committee Chair
Maui Metropolitan Planning Organization

DRAFT



hele mai maui

Long-Range Transportation Plan 2040



Phase 1 Pop-Up Planning Events

Maui MPO will be hosting an activity booth at the following events to gather public input for Hele Mai Maui, the Long-Range Transportation Plan for 2040. Which areas are of concern for walking, biking and traffic? What values are most important to the community as we plan for the next 20 years? Share your input!

Pā'ia Mantokuji Bon Dance

Friday, July 13, 2018

6:00-8:00 pm

253 Hana Highway

Kihei 4th Friday

Friday, July 27, 2018

6:00-9:00pm

Azeka Mauka, 1279 S. Kihei Road

Wailuku 1st Friday

Friday, August 3, 2018

6:00-9:00pm

Market Street

Lāhaina 2nd Friday

Friday, August 10, 2018

6:00-9:00pm

Front Street



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