

MULTIMODAL TRANSPORTATION COMMITTEE
Council of the County of Maui

M I N U T E S

Council Chamber

February 25, 2019

CONVENE: 9:02 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Riki Hokama, Vice-Chair
Councilmember Tasha Kama
Councilmember Kelly T. King (in at 9:03 a.m.)
Councilmember Alice L. Lee
Councilmember Tamara Paltin
Councilmember Shane M. Sinenci

STAFF: James Krueger, Legislative Analyst
Stacey Vinoray, Committee Secretary
Nicole Siegel, Committee Secretary

Zhantell Lindo, Council Aide, Molokai Council Office (via telephone conference bridge)
Denise Fernandez, Council Aide, Lanai Council Office (via telephone conference bridge)
Mavis Oliveira-Medeiros, Council Aide, Hana Council Office (via telephone conference bridge)

ADMIN.: Michael J. Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel
Rowena Dagdag-Andaya, Deputy Director, Department of Public Works
Marc I. Takamori, Director, Department of Transportation
Michael B. Du Pont, Deputy Director, Department of Transportation

OTHERS: (2) others in the gallery

PRESS: *Akaku Maui Community Television, Inc.*

CHAIR SUGIMURA: . . . (*gavel*) . . . Good morning, everyone. Welcome to the Multimodal Transportation Committee meeting. Today is February 21st and it is 9:02, well 9 o'clock according to my phone, but 9:02 according to the phone [*sic*] on the wall.

COUNCILMEMBER KING: Chair, for your information that clock is going to be changed out for an atomic clock so it will match our cell phones.

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CHAIR SUGIMURA: Good job. Welcome, everyone. I would like to remind all of you to silence your noisemaking devices and welcome to the meeting. My name is Yuki Lei Sugimura. I have my Vice-Chair here, Mr. Hokama.

VICE-CHAIR HOKAMA: Good morning.

CHAIR SUGIMURA: Good morning. We also have Shane Sinenci from Hana.

COUNCILMEMBER SINENCI: Good morning, Chair.

CHAIR SUGIMURA: Good morning. Alice Lee from Wailuku.

COUNCILMEMBER LEE: Morning, Chair.

CHAIR SUGIMURA: Good morning. We have Tamara Paltin from the west side.

COUNCILMEMBER PALTIN: Good morning.

CHAIR SUGIMURA: Kelly King out of Kihei.

COUNCILMEMBER KING: Aloha, good morning.

CHAIR SUGIMURA: Good morning. And Tasha Kama from Kahului.

COUNCILMEMBER KAMA: Good morning, Chair.

CHAIR SUGIMURA: Good morning, everyone. We have a full house in terms of 100 percent attendance. Thank you, everybody, for being here. Today, I'm excited to go through our agenda. We're gonna be having a presentation from Complete Streets with Rowena Dagdag, as well as we have Department of Transportation, Marc Takamori, and we have Michael Du Pont here to talk about our second item, which is the bus hub. From Administration, appreciate also having Michael Hopper, my Corp. Counsel attorney. And good morning. And, James, thank you very much for your hard work to get us here and Stacey Vinoray. So, I appreciate all that. Our District Offices are fully staffed, Members. I would like to begin public testimony. Do we have anybody signed up for public testimony?

MR. KRUEGER: Chair?

CHAIR SUGIMURA: Yes.

MR. KRUEGER: There is no one in the Chamber signed up to testify.

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. . . BEGIN PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: Okay, today's agenda, we have MT-10(4), Overview of Complete Streets; MT-9, which is Kahului Civic Center Mixed Use Project/Central Maui Transit Hub, is the item in my master agendas. We have no one here in the Chambers to testify. I would like to find out if anybody in the District Offices have anybody signed up to testify. From the Hana District Office, Mavis Oliveira-Medeiros, anyone there to testify?

MS. OLIVEIRA-MEDEIROS: Good morning, Chair. This Mavis Oliveira-Medeiros from the Hana Office and there is no one here waiting to testify.

CHAIR SUGIMURA: Thank you, Mavis. Lanai, Denise Fernandez?

MS. FERNANDEZ: Good morning, Chair. This is Denise Fernandez at the Lanai Office, and there is no one waiting to testify.

CHAIR SUGIMURA: Molokai Office, which is Zhantell Dudoit Lindo?

MS. LINDO: Aloha, Chair. This is Zhantell at the Molokai District Office. There is no one waiting to testify.

CHAIR SUGIMURA: Thank you. Looks like we have no testifiers in the Chamber and none from the District Office. Thank you. Members, today on our agenda the two items I'm gonna be deferring it after we we're done with public testimony...after we're done with the presentations and discussions, so that we can look at it at a later day.

MT-10(4) OVERVIEW OF COMPLETE STREETS

CHAIR SUGIMURA: And at this time, we have an overview of Complete Streets from Rowena Dagdag from Public Works. Thank you.

MS. DAGDAG-ANDAYA: Thank you. And aloha and good morning, Councilmembers.

MR. KRUEGER: Oh, excuse me, Chair. Sorry to interrupt. Staff would just like to know how you would like to...would you like to keep testimony open?

CHAIR SUGIMURA: Oh, close public, yeah. Can I close public testimony?

UNIDENTIFIED SPEAKER: Yes.

CHAIR SUGIMURA: Yes, since there's nobody here it's kind of...okay, thank you.

. . . END OF PUBLIC TESTIMONY . . .

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CHAIR SUGIMURA: Thank you, Rowena.

. . . BEGIN PRESENTATION . . .

MS. DAGDAG-ANDAYA: Yes, thank you. And so as Councilmember Sugimura had mentioned earlier, she had asked to hear a presentation this morning on Complete Streets. So, I will be going over the following with you this morning touching upon what Complete Streets are, the benefits of Complete Streets, some background information as to how we got here, implementation, and next steps, and some project examples that we have, that we hope to work on in the year ahead. So, to begin this morning I wanted to share some photos depicting the street environment on Maui over the last century. These photos were taken on Market Street in Wailuku and in Kahului or the following pictures that I have in the presentation have been found in Central Maui and were found off the internet. There's a group called wegrewuponmaui.com [sic] or a Facebook page. And I like referring to it because it shows a lot of our history through photos. And so this morning I wanted to share that with you. I wanna also state that none of these photos are my own. So, to begin, I just wanted to share with you a photo that was likely taken in the early 1900s, around 1901, when transportation involved horses, carriages, people walking. And if you notice there's no paved roads. This is a portion of Market Street looking towards Main Street. In the next photo, we have the street environment kind of becoming more dense and becoming much more different when the automobile was introduced. This is another view of Market Street looking towards Happy Valley. In various parts of the island in the early 1900s, trains were used to transport people and goods. I remember my husband telling me that his father once worked for the Kahului Railroad. And, I believe, this is a photo taken along where we would consider Kaahumanu Avenue today. And back then trains were used to transport people. I found another photo of school children taking the train to school and not only was it centralized in Central Maui, but there were also trains in Hana and various other parts, I believe, Lahaina as well. This was Maui's first transit system. And I thought this side-by-side comparison was also very interesting showing Kaahumanu Avenue before the 1950s and what it looks like today. I also need to thank my friend, Ron Rivera, from the Department of Environmental Management for sharing this photo. He took the photo at the bottom obviously, but back then I don't know who took the photo at the top. But that's one of the other photos that were shared on the internet. Now, here's a photo of that same road, in the morning, on a weekday, and this time it's fronting Baldwin High School. If you notice there's no single pedestrian or bicyclist even with the facilities there. We do have bike lanes and we do have sidewalks, but changes in our transportation system have evolved over time to address the growth in our community. The automobile has made it very convenient for us to travel great distances to get to work and school. And as a result, many of our roads and communities were designed with the automobile in mind. Instead of having this kind of result in our communities, the Department of Public Works in partnership with the Departments of Planning and Transportation have taken a Complete Streets approach in how we plan and design for future roads and retrofit projects, so that hopefully some day we can eliminate this kind of traffic in the morning and be able to incorporate more of an active transportation system, which includes biking, walking, connecting people to places instead of just being so reliant

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on the automobile to get us from here to there. So what are Complete Streets? The term "Complete Streets" might be new to some of you, but the way we within our Departments describe Complete Streets is this: Complete Streets are designed and operated to be safe and accessible for pedestrians, transit riders, bicyclists, and drivers; all users, regardless of age or ability. Just because you have a road doesn't mean that it's only for automobiles. Our travel ways are meant for people. Our travel ways are what we believe accommodate all modes of transportation. Additionally, Complete Streets is not a one size fits all or cookie-cutter approach. Rather streets are designed for the environmental, cultural, and historic context. So, a Complete Street element in Central Maui is not going to be the same as in Hana or Molokai or even in Kihei. There are different types of elements that we incorporate into Complete Streets to calm streets down, but it's not...we're not always going to have the same...Complete Streets is not the same in every district. We need to be very mindful of the existing environment, the cultural, and historic context. So, Complete Streets, people think it's a product. It's really not. It's more of a process in how we approach our planning and design. We use performance measures to define our success. We also create design features and recognize different limitations in our existing rights of ways and try to accommodate all modes of transportation. Again, we find opportunities for biking, walking, and also considering in mind those who are...who need to get around in a scooter or a wheelchair. Design and detail. So, instead of just approaching it as oh this is a 40-foot right of way what goes into that 40-foot right of way? Sidewalks, bike lanes, the travel ways, and it's also a phased approach. So, over time you add elements into our right of way to improve it. It's not...it doesn't end with just one project. But it should be approached incrementally. So, the opportunities that we find in order to build Complete Streets is when we have transportation projects that include resurfacing, reconstruction and other safety improvements. So, when we're doing maintenance work we find that opportunity to put in a bike lane or to stripe it so that the pedestrian path is clear. We also consider opportunities to build when we have utility projects that involve digging up a roadway. One good example of this in Lahaina when the Department of Environmental Management had a, I believe, they had a sewer line project and they worked together with the Department of Parks and Recreation to create a walking path over that. So, you see in Wahikuli a really nice path that was in combination with Department of Parks and Environmental Management. And we also work with development projects that require mitigation for impacts to vehicular traffic or pedestrians or bicyclists. So, these are the different types of...different opportunities for when we can incorporate Complete Streets. Oh, we also have to be careful that not one specific Complete Street element will solve a particular problem or issue. So, project planning in the Department of Public Works and our Engineering Division, even in Highways involves this, we need to consider the context, the environment, the existing land use, and also consult with our different partners, the community. We determine who the potential users are of the travel way. We assess transportation facilities in the surrounding area. Is there an opportunity to include transit? Is there a bus stop in the area? And how do we make sure that access to these types of facilities are included in our improvement project. We consider other factors that might pop up in our planning. We also select the appropriate Complete Streets elements. And one such element that comes in mind are those flashing pedestrians signal. Now, that's not...the signals are not going to always

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be the answer. We also need to consider is the crosswalk too wide? Is there an opportunity to narrow down the crosswalk by extending the curb and creating these what we call bulb-outs? So, we had a project in Kahului couple of years ago and I'm just kind of going off this slide here, but in Kahului, we had a reconstruction project on Lono Avenue right next to Maui High School. And at the intersection, we noticed that the crosswalks were wide and that residents in the area who were walking, either walking to school or walking for recreation were having a difficult time trying to cross the crosswalk. So, what we did was we extended the curb and made the distance of the crosswalk shorter and so that seemed to help in the area. We consider costs. We consider impacts and benefits as well. And, of course, we document our decisions and report. So, the benefits of Complete Streets, it increases safety, improves personal health, improves transportation choices, and that's one of the goals too of Complete Streets, is to provide people with different transportation choices, so that they're not just relying on the vehicle. There's what I consider transportation equity, when you have and consider the needs of these different socioeconomic groups, not everybody is going to be able to afford a car. However...or be able to access a car. So, we need to provide people with different ways to get to and from places of work, recreation, services, their doctor's appointments. Ability for our kupuna to live independently, this was one that struck a chord with a lot of our Engineering staff because one of our engineers recognized that his grandfather really...he couldn't drive anymore. So, for him, what drives his work in Complete Streets is this ability to create change so that seniors are able to access different modes of transportation, not be so reliant on the automobile. Ability for keiki to walk independently and safely as well, it fosters sustainable growth, improved access for people with disabilities, reduce per capital health and transportation costs, and also strengthened neighborhoods through enhanced socialization. That last one strengthening neighborhoods through enhanced socialization. Sometimes we spend too much time in our cars and when we get into our neighborhoods, that's it, you go into your garage, close the door, and that's it. But what about the ability for our kids to get to know each other, for us to be able to walk to our neighbors and be able to say hello? You know, just those kinds of things. Complete Streets can also help improve this, enhance socialization in our communities. So, just a bit of background, although Complete Streets is kind of a concept that has been around for a long time it was pretty much solidified in 2009 with Act 54 where it states, it requires that the counties adopt a Complete Streets policy that seeks to reasonably accommodate convenient access and mobility for all users. This includes all modes of transportation, pedestrians, bicyclists, transit users of all ages and ability. And Complete Streets is also found in our Countywide Policy Plan with these policy statements; that last one, require development to be designed with pedestrian in mind. Some of that has been missing in the picture for many years now and that's what we've been working with our staff, giving them training so that they design with the pedestrian in mind. Support the development of a Countywide network of bikeways, equestrian trails, and pedestrian paths, and so on. All of this is in our Countywide Policy Plan. So, it makes sense that the County continue on with that work of Complete Streets. In 2012, we had Resolution 12-34 incorporating Complete Streets into all relevant County actions, including budgeting, planning, and development services, unless prohibited by law. And like I mentioned earlier the resolution also stated the support as the policy of the County of Maui, the

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implementation of Complete Streets is consistent with Act 54, with the State law, and also with the Countywide Policy Plan. So, for the past few years Public Works has been...we've kind of created this internal policy that when we design streets for either retrofit or for new projects that we also redesign with the pedestrian in mind. We've worked with Planning Department and with our Department of Transportation to really think these projects through. So, we start out with policy and you'll be learning more about that in the months ahead. Guidelines, we've begun work or actually almost complete...we're almost complete with the work on a Complete Streets design guideline that gives a more, gives greater detail as to what our expectations are with Complete Streets. The next step, start to develop standards and also to make changes to our existing land use zoning codes and subdivision codes through ordinance. In the meantime, we are measuring our performance with Complete Streets, measuring the number of sidewalks, the lane feet of bike lanes. We're also measuring how we...the number of crosswalks that we stripe, the number of lane miles that we stripe. We also provide professional development and training for our staff and that's an ongoing, continuing thing 'cause transportation there's a lot of changes in Complete Streets and transportation. Project planning and development and we're also always looking at other sources of funding. So, not only do we want to rely on Countywide General Funds or Highway Funds, there's also grant monies out there that we can utilize. There's also monies from other State agencies that can assist us with our training and professional development. We're also utilizing transportation alternative funds, Federal funds, special funds that can help us with developing projects. So, in 2012, several County departments came together to create a vision for Complete Streets. And this pretty much mirrors all of the other resolutions and laws that have been put in place in Hawaii. We envision a county where residents and visitors have access to a variety of transportation options and be able to live in safe and healthy communities. So, the work that we do at Public Works it's driven by the five part strategic vision, the guiding concept of what the County is striving to do and become. And it's found actually in our budget. So, our Department supports the following Countywide outcomes that actually support Complete Streets: an efficient, effective, and responsive government; a strong diversified economy through Complete Streets. We've seen examples in other communities that when they include Complete Street elements into their downtown planning these areas thrive and become vibrant places where people live, work, and play. Suitable public infrastructure; a prepared safe and livable community; a healthy and sustainable community, all of these Countywide outcomes support Complete Streets. So, keys to success, we recognize we need strong land use policies, funding. We work with our Department of Transportation in creating a strong transit system to provide options, transportation options. Complete Streets, again, is a phased approach. And very important is community acceptance, which is why we, you know, we work with different organizations to educate the public about Complete Streets. We use opportunities like here today in Council to educate folks on what Complete Streets are all about. We've had challenges over the year with knowing that retrofitting old infrastructure does take time and money. Sometimes there's conflicting priorities, that paradigm shift for an auto-centric society, making, kind of having people think outside of the box and not be so reliant on automobiles, that's a cultural change that's gonna need to take place over the years. We also have outdated design standards and right now our staff, through that Complete Streets

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design guideline, are trying to improve and give more detail to our existing standards. And also one of the challenges is support for staff 'cause sometimes they wanna do these things but just, you know, need to feel supported. And a lot of time our engineers they're not the expert when it comes to community outreach or holding meetings, so we rely on different agencies to help us with that. So, to overcome the challenges, Department of Public Works teamed up with other departments to create partnership with several agencies outside of the County. And here's a snapshot of some of those agencies that we've teamed up with over the years. And we worked with them and shared our vision for Complete Streets, build capacity, improve our process, change the culture, and implement goals, objectives, and policies. So, we celebrated completion of road infrastructure projects containing Complete Streets elements by holding walk-to-school days. Here's one in Kihei. And we held bike rides open to the public. They do this a lot on the mainland where they close a road. But, in this case, what we did was when we opened up a new road we celebrated by holding a bike ride and getting people out there. We also work with developers to incorporate separated bike lanes and walking paths as part of their design, creating neighborhoods that encourage active living. In Kahului, the County departments teamed up with the organizations such Blue Zones and HEAL, Healthy Eating Access Living, in creating successful advocacy campaigns for different projects. One such project is educating the public and getting support for the proposed roundabout at the Maui Lani-Kamehameha Avenue intersection. And we also work together with Pomaikai Elementary and held a walking school bus event to get kids excited about walking to school and encouraging them and their families to walk in groups. We also are looking at ways to improve the built environment adjacent to future housing and the new bus hub that Mr. Takamori from the Department of Transportation will be talking with you about later today. One such project that we would like to pursue is the Kane Street Complete Streets makeover. And if you see here--I wonder if the cursor--so Kaahumanu Avenue here, West Kamehameha Avenue, and this portion of Kane Street is what we are looking at right now in order to create a Complete Street. As you may know, this is the area where the new senior housing is currently under construction. The bus hub will be in this area here and it's adjacent to all of the shopping, the shopping center, Foodland, and churches in the area, and more services. So, this portion of Kane Street is what, you know, in order to connect these residents here, you know, we're looking at making improvements on Kane Street, so that they feel...they're more connected with all of the services and the shopping in the area. And, as I mentioned earlier, in order for the new transit hub to be successful and to accommodate increased pedestrian traffic in the area, Complete Streets elements are needed to provide safe crossings and to connect residents to goods and services. So, here, again, here's another view. This one was, this rendering was done by David Yamashita at Parks Department, Kane Street. This is where the Catholic Charities project is, the new bus hub, and projected in the future is more affordable housing, right next to Kaahumanu Avenue at that corner. So, we don't have plans yet. Right now, we are in an investigation phase. And when we come before the Council in the next month or so with our budget request, one of our items is to ask for funding to conduct a design of Kane Street Complete Streets. Another project involves the reconstruction of Onehee Street between Papa Avenue and West...oh I'm sorry, Wakea Avenue. And this project involves the use of Federal-aid dollars. We could approach

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this as a repaving effort, but instead we'll be working our MPO to look at ways on how we can leverage Federal funds to incorporate Complete Streets elements that will connect residents to adjacent areas, which include the Kahului Community Center Park, Kokua Pool, elementary schools in the area, and as well as the shopping center on this side. So, I'm going to bring this up. Improvements on Onehee Street will improve transportation equity, a phrase that I used earlier. And it would be a benefit to kids like these three who live right off of Onehee Street, across from Kokua Pool. They are, you know, they represent our immigration population that we have a lot in Kahului. And access to their own vehicle, they're limitations to that, so they rely on walking to get to shopping or to school. And they do this even in the rain. So, both Kane Street and the Onehee Street projects support a long-range plan for transit-oriented development entitled "Kahului 2070," which is starting to be discussed. And this effort is being led by the Long-Range Division of the Maui County Planning Department. Most recently, I think, we had a presentation in Council a couple weeks ago, I believe, our MPO Director, Lauren Armstrong, may have touched upon this a little bit. And what this plan calls for is the use of land use and transportation design to support mixed-use communities and create pedestrian-friendly neighborhoods. So, over the years, we've made great strides in promoting Complete Streets by engaging citizens and working in partnership with other government agencies and community groups, and by incorporating the concepts of Complete Streets in our work we can establish projects and policies that influence built environment conditions that in turn support positive changes in someone's behavior. So, together we have this great opportunity through Complete Streets to improve the well-being of our residents in ways that can be sustained over time. And with that, thank you very much for the opportunity to share a little bit about Complete Streets. That was just an overview. I mean, we can get into much greater detail but that's just a snapshot of what we've been doing so far. So, thank you.

. . . END PRESENTATION . . .

CHAIR SUGIMURA: Thank you. Thank you very much. Well done. I have a question then before I turn it over to the Members. I'm curious to know maybe at the right time if there's some policy issues that the Council may get involved with in order to implement Complete Streets policies?

MS. DAGDAG-ANDAYA: Chair, thank you for that question. And at this time, you know, we don't...in terms of policy issues, for us, it's, you know, we've kind of developed our own, our vision of Complete Streets. And we've developed a draft written policy that we've shared with Planning Department and Transportation. But, I think, we're at the point where, you know, through more community engagement, getting more public input in a written policy that...and more support for it. You know, I'd like to in the future see all other departments take on this approach to Complete Streets. And we've started...we, in fact, we kind of did that couple weeks ago with our CIP Project Coordinator where he brought all the different departments together. We worked with Environmental Management and Water Department to identify, you know, what's in our six-year CIP and whether or not we can work together to plan for projects and maybe combine efforts, so that not only do we tackle an infrastructure project, but we

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can also incorporate some kind of Complete Street element at the same time. So, one of the goals in policy development is getting the other departments to, I guess, buy-in to that approach.

CHAIR SUGIMURA: Thank you. So, it sounds like there are existing policies in place that we can...that you implement from the Departments then?

MS. DAGDAG-ANDAYA: Yeah, for the Public Works Department, you know, we've created...where we've worked with others on what that vision of Complete Streets is. And we also...it's more like what we've implemented so far developing performance measures, providing training to other staff members in different departments, you know, seeking funds for different projects that have Complete Street elements. I mean that's already embedded in our work. But, I think, having a written policy that everybody in the County can adopt would be, would help move Complete Streets forward for the rest of the County.

CHAIR SUGIMURA: Okay. Very good. I'll look forward to that. Any other questions from the Members? Mr. Sinenci, I'll just work my way done.

COUNCILMEMBER SINENCI: Thank you, Ms. Andaya, for your presentation. I have a couple questions. Has the County ever utilized eminent domain as a way to acquire property for Complete Streets?

MS. DAGDAG-ANDAYA: That's a good question. Chair?

CHAIR SUGIMURA: Go ahead.

MS. DAGDAG-ANDAYA: Thank you. I don't recall any time that we've used eminent domain. I don't have a situation that has come up before. Generally, we've worked with landowners to acquire rights of ways and, you know, we've been able to work with them pretty amicably. So, but, no, not one that comes to mind at this time.

COUNCILMEMBER SINENCI: Okay. Just a follow-up question. Those landowners that wanna work with the County, do they have...are they made available to any types of incentives or tax breaks if they were to lend some of their...for Complete Streets if they had extra property?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: And that's an interesting idea. But, no, I don't think we have a program in place. Not one that I can think of, yeah --

COUNCILMEMBER SINENCI: Okay.

MS. DAGDAG-ANDAYA: --that would provide incentives. However, that would be an interesting concept for private landowners who want to dedicate --

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COUNCILMEMBER SINENCI: Right.

MS. DAGDAG-ANDAYA: --for a Complete Streets type of improvement.

COUNCILMEMBER SINENCI: Okay. Well, one more question.

CHAIR SUGIMURA: Yes.

COUNCILMEMBER SINENCI: For those developers who want to...we're looking at a couple of developers that either wanna do subdivisions or some possibly hotels along the transit corridor, do these developers required to contribute to infrastructure upgrades towards Complete Streets?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: In our Subdivision Code when they do engage in a subdivision there are several improvements that are required. Depending on the location and what zoning they have they might be required to put in a sidewalk or provide additional rights of ways. So, that would be the requirement for them, but it wouldn't go anything beyond what the Subdivision Code requires unless if you're doing a Change in Zoning sometimes there might be conditions placed on a developer that would require them to provide other improvements.

COUNCILMEMBER SINENCI: Thank you.

CHAIR SUGIMURA: Thank you. Ms. Lee?

COUNCILMEMBER LEE: Thank you, Madam Chair. And good morning, Ms. Dagdag-Andaya.

MS. DAGDAG-ANDAYA: Good morning.

COUNCILMEMBER LEE: Thank you for the presentation. I just have a quick question on funding. You mentioned that you'll be coming to the County Council for funding. Is it for planning and design or for actual construction of Kane Street or any other streets?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: At this time, I think, we're looking at planning and design funds. However, you know, our budget hasn't been finalized yet. But that's one that, I think, you know, we can anticipate bringing forward to the Council. I know, when we had the ground breaking for the senior housing project back in, I believe, November or December of last year, one of the questions that was raised by Catholic Charities and

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members of the community to Mayor Victorino was, you know, can you improve Kane Street? And, so, I think, that's one of the priorities that, you know, as Public Works that would be one of our priorities in the coming fiscal year is to plan and design for improvements along that roadway because if you're looking at, you know, what the project is required to do, they, again, it's a...I don't think it's a 201H project. But it targets, you know, lower income housing and so they're required to put in frontage improvements such as sidewalks. But other things like improving the crosswalk or improving lighting in the area, you know, that's something where we can assist with.

COUNCILMEMBER LEE: Follow-up question?

CHAIR SUGIMURA: Yes.

COUNCILMEMBER LEE: So, this planning and design money, are you coming to the Council for matching funds or for the entire bill?

MS. DAGDAG-ANDAYA: It would be....Chair? It would be for the entire, you know, in order to begin that work. It wouldn't...I don't think we have a matching situation here with Federal government or any other entities.

COUNCILMEMBER LEE: And so for the project itself, we have the opportunity to get matching funds, right?

MS. DAGDAG-ANDAYA: I would need to talk to MPO to see if this does qualify 'cause, I think, my understanding is Kane Street, I don't think it's not on that list that could qualify for Federal funding. So, unless that's in place then, you know, we can do a match. But...

CHAIR SUGIMURA: You can check?

MS. DAGDAG-ANDAYA: Yeah, we can check.

COUNCILMEMBER LEE: Okay. 'Cause I mean, why not? Is the street too small? The volume too little?

MS. DAGDAG-ANDAYA: Yeah, it's the classification. So, but we can check into that though.

COUNCILMEMBER LEE: I see. Alright, thank you.

CHAIR SUGIMURA: Thank you, Ms. Lee. Mr. Hokama?

VICE-CHAIR HOKAMA: Thank you. Gosh, this might get confusing because pretty much can tie into the next item on your agenda, Chair. So, trying to stay focused on this current part though 'cause it intrigues me what Ms. Lee has brought up, Ms. Andaya. 'Cause, for me, you know, I'm just trying to figure out is this already one of the stepping stones that is making us...is this the borderline of where we're gonna start

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managed retreats or we're gonna start hardening our shoreline? Is this the area? And this is one of the initial steps of the County's position on shoreline?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: I know, you know, the managed retreat that's gonna be a big policy decision and, you know, and, I think, we need to get...we need start or continue that discussion. For Complete Streets in an area what our goal is, is to, you know, improve the built environment for the people there. So, even with managed retreat, I think, you know, we'll need to find ways to accommodate in the future what that would look like. And, I think, in the planning stage when we do plan for roadway improvements that's one area that we would need to consider is just climate change and the effect of climate change on our, you know, on our geography. So, I think, that's why the planning side is so important it's, you know, we need to take...that's one of the factors that we need to consider when do plan for these Complete Streets projects.

VICE-CHAIR HOKAMA: Well, you know, for me, we don't need to create any wheel. We can, you know, borrow from City and County. I think, their departments have already made an administrative or maybe even Council has created policy, but, I know, they've already adjusted shoreline for like between one- and four-foot height adjustments already for some of the elevation calculations. So, aren't we doing those already, advanced calculations with all the data we're trying to retain? 'Cause I support your efforts to retain whatever data we can capture let us use it for our benefit and there's value in that. I understand and I support that. So, but, you know, for us to talk about these kind of things, I think, we need to get back beyond the feel good, sound good things, the realities, 'cause we're gonna need to pay for things. So, my thing is the reality is for this type of project just be upfront with us this morning, you know. Money is going to be involved and this is some of the decisions we gonna need to start talking and making sooner than later on where are these boundaries? And are we going to start with the hub? And that is the boundary line for the height differences and the managed retreat line. I don't know. All I know is we cannot have Kahului go down. It's our industrial center of the County.

MS. DAGDAG-ANDAYA: Right. And, Chair, if I may?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: And that's why the discussions with our Planning Department is important because Complete Streets, as I mentioned earlier, it's not just one department, but involves all departments, including our utility departments as well, Water Department, Wastewater.

VICE-CHAIR HOKAMA: So, as you know, sorry to interrupt, but --

MS. DAGDAG-ANDAYA: No, go ahead.

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VICE-CHAIR HOKAMA: --under this Mayor who do you believe is leading this efforts for the Administration currently? Is it the Mayor's Office yet? Or is it Management? Or Planning? Would you know who is the lead department for this Administration?

MS. DAGDAG-ANDAYA: Chair, you know, through, you know, since 2012 and that's another, the Department of Public Works has been working in combination with Planning Department and with Transportation. We've, at Public Works, we've kind of taken the lead on Complete Streets only because on the infrastructure side. So, we've worked with other agencies and brought people together. I think, that, you know, as far as taking the lead on it, I mean, I want to say that yes, you know, Public Works we've kind of championed the effort, but we do work in partnership with other agencies as well. And we'll continue that discussion with Mayor and our Managing Director.

VICE-CHAIR HOKAMA: Yeah, well, we'd be interested in who's gonna be this Administration's lead tip of the spear per se. And with your Complete Streets, I'm sorry, your MS4 requirements of your drainage program is also already included in those considerations?

MS. DAGDAG-ANDAYA: Chair? With Complete Streets, yes, you know, when we talk about Complete Streets, we also talk about sustainable streets. And, you know, again, this is just a snapshot of Complete Streets. We also need to look at our drainage infrastructure. There's a term "green infrastructure" where we utilize more natural solutions in the built environment to capture drainage and runoff and include that in our Complete Streets design. So, all of those concepts need to be considered when we do a Complete Streets effort.

VICE-CHAIR HOKAMA: That would maybe be the connected Ms. Lee, you know, might be hoping we make is the Federal dollar connection. And that's a Federal requirement, so I would think we may qualify under that section of the program.

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: We could, yes, that's another way we could qualify for other sources of funding is if we can leverage it and, you know, find maybe like a Green Streets concept that's included into our Complete Streets design, maybe we could qualify for some funding or, you know, some other programmatic type of funding that would help pay for some of these improvements.

VICE-CHAIR HOKAMA: Thank you.

MS. DAGDAG-ANDAYA: But that's a good point. Yeah, thank you for bringing that up.

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CHAIR SUGIMURA: So, before I...are you done? So, before I turn it over to Ms. Paltin. So, this weekend is NACo, correct? I don't know if you're probably gonna go to the NACo Conference and if there is anything that you could bring back that would be kind of interesting because you touched upon something that, I think, there sounds like, you know, three people so far have already talked about, which is funding sources. And just kind of Committee FYI for a future meeting, I'm putting a subject matter letter in to talk about exactly that, different kinds of funding that might be available so that we could implement some of these what you call feel-good stuff. But it is kind of necessary for healthy communities. So, if you do, you know, if you could bring back some knowledge and information from NACo. Thank you, Mr. Hokama. Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Andaya, for being here. I really appreciate the comments from my colleague to my right. He covered a lot of my concerns. I know a lot of people in my district, especially on the lower road appreciate the Complete Streets planning concept. But like Mr. Hokama mentioned it's in an area that we're gonna be retreating...need to be retreating from. So, one of my questions based on your presentation, the project planning where you talk about consider the context and consult. I was wondering if you could go into a little bit more depth, is it the people that reside along the street that you outreach to and the users and wondering the process of that a little bit?

MS. DAGDAG-ANDAYA: Okay, Chair? Thank you.

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: So, with community support, of course, it begins with the surrounding neighborhood. And in terms of, I guess, like the second part of your question do we consult with other folks? You know, generally we, you know, through our, through Planning Department right now with the West Maui Community Plan development, I know, they've been gathering responses from, in several different ways, they've done online surveys, and held meetings. So, that kind of input is valuable in our decision making. So, again, with respect to all that the talk about managed retreat, that is one consideration that's gonna need to be added into that discussion. You know, what's it gonna look like in the future? How do we address those needs in the future as well? So, we also have worked with organizations such as HEAL, Healthy Eating Active Living, as well as Blue Zones, to help us gather input from different areas or different sectors of the community. But, again, we do value the input of the adjacent neighborhoods because, I mean, they're gonna be heavily affected as well.

COUNCILMEMBER PALTIN: Follow up. Just wondering how you get their input--the adjacent neighborhoods? Is it like a door-to-door, a letter survey, or?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yeah.

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MS. DAGDAG-ANDAYA: There's different ways. You can get community meetings. We've had many community meetings in the past. We've tried mailers, letters to residents, and that's something that's, you know, continuously evolving. But, yeah, we'd like to, you know, utilize every opportunity that we can in order to get the word out and get input. Civic engagement is crucial at this time so we recognize that as well.

COUNCILMEMBER PALTIN: One more question?

CHAIR SUGIMURA: Yes.

COUNCILMEMBER PALTIN: So, I'm totally supportive. Just wondering, you know, when you're talking about getting community acceptance and like that and for the members of our community that aren't aware of this type of thing and they just, you know, drive fast through the neighborhoods and things like that, and if we're promoting kids walking alone and something should happen what is the liability that we take upon us?

MS. DAGDAG-ANDAYA: I don't know if I can...

CHAIR SUGIMURA: Is that a question for Corp. Counsel? What liability do we, the County, take on by promoting sidewalks or safer routes? But...

COUNCILMEMBER PALTIN: Are children being able to walk alone and then, you know, people that aren't aware of the Complete Streets philosophy that we want kids out and walking. Like in probably when I was growing up it was like don't let your kids walk alone next to the street. And it seems like this is what we're promoting and then if they get run over and run down is there any liability that we encumber upon ourselves for promoting that?

CHAIR SUGIMURA: Mr. Hopper?

MR. HOPPER: It's hard to give a general answer to a question that could apply to so many different factual situations. So, I think, if there is a claim against the County for negligence we would need to evaluate that claim and the situation that it's involved in. I would say, generally, I mean, if there's an opportunity to make the streets safer then that's something that should be certainly considered. But a determination of liability like that would be made on a case-by-case basis. I can't give a general answer. It will be if there's a given situation where the sidewalk is, you know, designed in a certain way there could be potential claims involved...as in any case where the County owns the land. So, we would need to evaluate those claims. But I'd say generally speaking it would be a better policy, in fact, a required State policy in this case to design the streets for, that favor pedestrian and bicycle access as a general statement.

MS. DAGDAG-ANDAYA: And, Chair, if I could add too? And, again, it's not...we're not forcing the people to walk or bike, but providing options for people to have that ability to walk or bike. I would hope that, you know, families, you know, they can use different opportunities to get around. But also be mindful of safety and making sure

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that we teach our children how to be safe, walking in groups, big groups, walking with a trusted adult. Working with, it also involves working with police. So, again, it's not just gonna be an infrastructure project. Complete Streets is as a whole, you know, it's with other departments as well, police have...they can do education and enforcement. But, again, it's not a one size fits all. We're not forcing people to revert to other modes of transportation, but giving people an option and a choice to be able to get around. You know, we talk about it being "feel good" type of projects and, you know, in the beginning I thought that too. Like this is great. We're gonna be walking and biking, but just like, you know, there's so much connection with walking and biking and active living, health and the built environment are very connected. Much like you're gonna need water for your house or sewer service. That infrastructure that can help you walk or bike can lead to better choices to health and create a community that's more, you know, that, you know, you think about your health every day. And that's one of the other goals as well, so.

CHAIR SUGIMURA: Yes, Ms. Paltin?

COUNCILMEMBER PALTIN: And just wondering, follow up if you have noticed buy in from our Police Department on this?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: For the most part, I think, they're generally very supportive. They've been involved in a lot of our meetings with other groups. They've provided input on projects and have also given us feedback on how some projects are working or not working and also have given us suggestions on how to improve. So, it's continuously engaging with the other departments, especially with Police Department, that's really key in all this.

COUNCILMEMBER PALTIN: Thank you, Ms. Andaya. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Ms. King, do you have questions?

COUNCILMEMBER KING: Thank you, Chair. Yeah, I do. I have some follow up on the previous comments about funding. There's a bill in the State Legislature for that corridor, the transit corridor that's Wailuku to Kahului for 500,000. So, if we get...is that still alive, first of all? And if we do...cause I've been testifying in support of it. And if we do get that isn't that part of what that will go into is design for that area? What is that intended for, if not that?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Ms. Andaya?

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MS. DAGDAG-ANDAYA: I think, it's more like an overall picture of the area, not necessarily just for Kane Street. But...

COUNCILMEMBER KING: I understand that, but Kane is part of it, so.

MS. DAGDAG-ANDAYA: Kane would be part of it.

COUNCILMEMBER KING: Okay, so there is some...there would be some funding if that passes?

MS. DAGDAG-ANDAYA: Yeah. And but I don't know if, you know, how it applies to Kane Street is something that we haven't discussed yet. But, I think, for the overall planning, doing studies, perhaps looking at managed retreat, I think, that 500,000 might be used towards all of that kind of planning. But like for now in order to provide that connectivity between the new residential housing, the bus hub, and to the shopping area across the street, you know, that's something that, you know, I'm not sure if that funding is gonna address just that.

COUNCILMEMBER KING: Okay, we should know what we're gonna do with it if we're gonna ask for it from the State.

MS. DAGDAG-ANDAYA: Yeah, and, I think it's more just the overall.

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: Yeah.

COUNCILMEMBER KING: So, if part of that is looking at sea level rise and climate change and managed retreat then we wanna do that first, correct, before we start asking for funding for individual streets that are in that area that may be within that, you know, managed-retreat area? So, you know, let's consider that first before we start asking for funding for individual streets that, you know, may or may not be within the actual corridor that we need to support. And then I also wanted to ask if your efforts for Complete Streets are in conjunction with the Vision Zero that MPO is doing because they sound like they have the same goals? And MPO has been doing a very good job of civic engagement so if you can marry those two together and, you know, join those efforts, I think, that would be really helpful for what you're trying to do with engaging the public in Complete Streets.

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: And we work together with the MPO. We work side by side in a built environment committee through Blue Zones. And we'll be talking more about that in our presentation on Thursday, in the Healthy Communities Committee chaired by Councilmember Hokama. So, we can get into more detail --

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COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: --with that on how our efforts and the MPO's efforts of Vision Zero align.

COUNCILMEMBER KING: Okay, that would be good because that would save a lot of time, I think, and extra effort. A couple of other questions, Chair. One is on that when you talked about the flashing pedestrian efforts, are there other, you know, crossing efforts that you're making. So, how do you determine...how do you measure the validity of one method versus the other? You know, and I'm thinking specifically about this, the proposal that the Department of Education had to do a flashing street light crossing across Piilani Highway, you know, four lanes of traffic, which, I think, now is not gonna happen after the meeting with the Land Use Commission. But the fact that they could think that is a better option, you know, what is the thought process that goes into measuring one option against another?

MS. DAGDAG-ANDAYA: Okay, Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: Thank you. So, prior to even installing those signs there's a study, I mean, our staff studies the area, takes a look at volume, pedestrian count, see if any, you know, if we have any data, considers the existing land use. So, different factors go into the decision making and, you know, suggestions for treatment. So, Engineering staff has that...they have their own set of guidelines that they use. You know, I don't have it in front of me, but I can...we can share that with you if you'd like to write a letter.

COUNCILMEMBER KING: Okay, well I'd like to because your presentation was excellent and I, you know, I was noting that on some of your processes that safety was higher than the actual cost. And what we're dealing with that, with the DOE is really cost first. So, I appreciate that you're looking at safety first because, I think, that's the ultimate goal in those types of remediations. But I just wanted to know if there was like a process and actually if we could, Chair, get an electronic copy of this presentation too since it's not on Granicus. It would be good because a lot of the bullet point things are...we'll be referring to. I noticed that you mentioned the Countywide Policy Plan, which I rarely see mentioned in the decision making. So, I really appreciate that and the fact that you are looking at the set of goals and objectives we already have institutionalized. And the last question I have, Chair, is on the performance. When you mention performance measures and you talked about how many lines we have painted, I'm hoping that we're really looking at the ultimate goal is more usage of those lines, what happens within those lines, more usage of the bus, you know, more people walking on the sidewalks. So, do we have a way to measure like the end goal not just, you know, the number of opportunities we're creating, but how much that is being taken advantage of by the public?

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MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: Thank you. That is an excellent question. And that's something that we've been working with the Department of Health on for a while now is trying to establish that, those performance measures that capture, you know, is the work that we're doing at the County really making a difference in the lives of our residents. So, I think, there's different data sets that can be created, just, you know, incidences of people walking. And we've asked Department of Health to help us with that. And, I know, Lauren Loor from the Healthy Eating Active Living Coalition she's behind you right now in audience. And her group has been really key in trying to help us get that kind of data measured 'cause that's stuff that we can't do as a Department. You know, we can capture the number of lane miles, how many feet, how many segments we've done, but for that, those health, you know, the picture of health in our community, how much a policy or a project has really made an affect or an impact. It's something a little bit more, I think, we need help getting that kind of data.

COUNCILMEMBER KING: Okay. Yeah I just want us to be looking at the end goal because the end goal is not creating more lanes. It's getting more people to bike and walk and all the things that we're doing that for. And so, I mean, I appreciate that you understand the importance of that.

MS. DAGDAG-ANDAYA: Chair? Yeah, I'm sorry, if I could also include this also includes data like the number of pedestrian accidents that occur at an intersection or Countywide on our County streets, the number of, you know, bicyclists that are impacted --

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: --so even those kinds of data. You know, we, as a Department, we can't capture that, but we can get support from Maui Police Department to help us.

COUNCILMEMBER KING: Okay, that's excellent. That's kind of in conjunction with Vision Zero too. So, thank you, Chair. I just wanted to also mention that, you know, your presentation, we don't have a packed audience in here. But it might be helpful to, I know, if you put a request into *Akaku* they can broadcast it. You know, and they'll broadcast it over and over again if you request that. So, if you, just the presentation part. I don't know if that can come from the Chair a request to rebroadcast it for the public, you know, it may be able to benefit knowing what our Public Works Department is doing about Complete Streets.

MS. DAGDAG-ANDAYA: Chair, if I may?

CHAIR SUGIMURA: Yes.

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MS. DAGDAG-ANDAYA: So, that's another one of our objectives right now is to be able to take these presentations, work with Blue Zones and HEAL to get more, you know, out into the community to talk about some of the work that we do, some of the work that we project in the future. We did something like that I wanna say in 2014, 2013, with Councilmember then Don Guzman. So, he actually called for a community meeting. He hosted like a town hall type and we talked about Complete Streets and our Central Maui Bike and Pedestrian Plan at the same time. So, you know, we'd be more than willing if you're ever...if you ever have a town hall we can surely come to your meeting and do a presentation and maybe tailor it to the needs of your community as well.

COUNCILMEMBER KING: Okay, thank you. Thank you, Chair.

CHAIR SUGIMURA: Excellent. Ms. Kama?

COUNCILMEMBER KAMA: Yes. Thank you, Chair. Thank you, Rowena, for your wonderful PowerPoint. I really do appreciate the way you do your presentations 'cause it's easy for me to track. It's easy for me to understand. So, I know, if I'm hearing it and I'm understanding it then, I know, that our community is too. But, you know, you talked earlier in your presentation about ensuring that all users of our Complete Streets. So, when I think about our users, I think about most of, people like, people in wheelchairs.

MS. DAGDAG-ANDAYA: Yes.

COUNCILMEMBER KAMA: People on motorized scooters. People who are on golf carts. And so, are all of these modes of transportation considered legal to be on our roads?

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: Thank you, Chair. So, you know, we did hold a walking audit with members of our, I guess they're called the Maui Wheelers. And they navigate around the community in their scooters. And, I believe, that, like, my friend, Oliver, here in the picture, I believe, those kinds of devices are legal. Yeah. But, you know, I've also seen it where they've been forced onto the travel way alongside a vehicle and that's not...I don't consider that safe. So, one of our efforts was trying to get an understanding of what it was like to be in a wheelchair. We even sat in a scooter, a motorized wheelchair, and, you know, used the tool to get around just so that our engineers could feel, okay, if you go over a bump --

COUNCILMEMBER KAMA: Yeah.

MS. DAGDAG-ANDAYA: --yeah, or an uneven sidewalk --

COUNCILMEMBER KAMA: Yeah.

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MS. DAGDAG-ANDAYA: --this is how it's gonna feel like. So, we tried to get into, you know, tried to see it from all different kinds of perspective, including those who are disabled, in our disabled community.

COUNCILMEMBER KAMA: So, when you did that did you get a sense of that maybe our streets may need a lot more improvement than you see?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: In fact, you know, shortly after we did this we made some improvements around Wailuku Town. We had our Highways Division staff come along with us and, and even State Department of Transportation, 'cause this one was along High Street. So, we got to work maybe within the next day or two just to make those, you know, small improvements.

COUNCILMEMBER KAMA: Yes, yes.

MS. DAGDAG-ANDAYA: We do recognize, however, that there is, you know, we need a really big effort in order to be able to accommodate 'cause we have narrow sidewalks, and so there's always that question. How do we accommodate and, you know, how do we create a bigger sidewalk or create a path here so that, you know, my friend, Oliver, and all others who were involved in our walk that day can navigate easily without...only 'cause I remember when we were on the walk he had a seizure and he almost fell off his chair. So, you know, we need to keep that in mind too when we're design and plan for retrofit projects.

COUNCILMEMBER KAMA: Well, thank you. I appreciate that consideration. But I also wanted to let you know that when I do have a town hall in Kahului I will call you. Thank you.

MS. DAGDAG-ANDAYA: Thank you.

CHAIR SUGIMURA: Excellent questions, Members. So, we are continuing this discussion, as I said I'm going to defer this. But what I got from you is actually an item that I have...my office preparing for subject matter for this Committee, which will be basically looking at funding sources that will help us move this forward with communities. And we also heard loud and clear the concern from Mr. Hokama and others regarding managed retreat. So, that's a big concern always. Handicap, accommodating those that are disabled is top of mind also for safety. For managed retreat for the next item as it relates to when this item was discussed last term in Committee, it was discussed about is this gonna be in a, you know, sea level rise, that whole discussion happened then. So, I'm not sure if the Transportation Department will be able to talk about that now 'cause that wasn't part of the questions that we asked them in terms of this project. But it was talked about and it was considered to be okay and not as big of a concern maybe. And maybe we'll just need to revisit that.

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So, at this time, Members, you have any more questions? I'm gonna defer this. Seeing none, no objections.

COUNCILMEMBERS VOICED NO OBJECTIONS.

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR SUGIMURA: I'm gonna take a short recess. So, come back in maybe in about 10:25...in ten minutes. Members, I'm going to call a recess. . . . *(gavel)* . . .

RECESS: 10:10 a.m.

RECONVENE: 10:22 a.m.

MT-9 KAHULUI CIVIC CENTER MIXED USE PROJECT/CENTRAL MAUI TRANSIT HUB (CC 19-32)

CHAIR SUGIMURA: . . . *(gavel)* . . . The Multimodal Transportation Committee is now back in order...back in session. Committee, we're going to be taking up the second item on our agenda. But before we do that I got a text message from Chivo from *Akaku* who says that he can or *Akaku* can broadcast that portion of the Complete Streets presentation, they can even put it out on Facebook. So, it can be done. Thank you. So, now we're gonna be taking up MT-9, which is Kahului Civic Center Mixed Use Project/Central Maui Transit Hub. And staff passed out a PowerPoint presentation that all of you got, well done. And at this time, I'd like to have Marc Takamori do a presentation. And, thank you very much, Deputy Director is also here, Michael Du Pont. So, Mr. Takamori.

. . . BEGIN PRESENTATION . . .

MR. TAKAMORI: Good morning, Chair Sugimura, and Committee members.

CHAIR SUGIMURA: Good morning.

MR. TAKAMORI: Thank you for having us this morning. I am Marc Takamori, the Director for the Department of Transportation. And with me is my Deputy Director, Michael Du Pont.

CHAIR SUGIMURA: Good morning.

MR. TAKAMORI: We'll be giving a presentation on the status of our Central Maui Transit Hub. So, this is the current transit hub location at Queen Kaahumanu Center. As you can see, our Maui Bus system functions as a hub-and-spoke system, basically meaning that our bus services focuses around a transit center. And that's the red dot right here. Yeah, so it focuses around a transit center where our buses meet up on a

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timed transfer basis to allow our passengers to transfer minimizing the time required to make the connection. So, with regards to having a hub-and-spoke system, basically at the top or at the bottom of every hour you're gonna see buses coming and going. And so, when all of the buses reach Kaahumanu Center at the bottom of the hour, all of the different passengers are able to transfer at that time and then the buses will then depart again. And then that will happen at the bottom and at the top of every hour. So, this is a transit hub timeline of where we are today. So, basically discussions with Hawaii Housing Finance and Development Corporation, HHFDC, started on July 20, 2017. And at this time, we were having a, I think, it was a community meeting that it was just so happen mentioned that HHFDC heard that our Department was looking for a new location for our transit hub because we were unofficially being told by Kaahumanu Center that they weren't gonna be renewing our license to occupy. So, the discussions with them started on July 20th, of 2017. And then sure enough on October 5, 2017, Queen Kaahumanu Center management notified our Department that they won't be renewing the license to occupy. So, with that, that started to...with regards to the license to occupy agreement ending at the ending of January 20, 2020, that started to make the Department move forward with trying to finalize a relocation area and finding an area that won't have significant impact to our operations when we do move. So, in Fiscal Year '19 Budget, the County of Maui, County Council, committed 650,000 for the planning and design of our new transit hub. And the State of Hawaii committed \$2.5 million for construction in their Fiscal Year '19/'20 Budget. And also allocated with HHFDC is that they have another \$1.5 million in DURF funds, which is...DURF is Dwelling Unit Revolving Fund. And that funding is available for the project if needed for infrastructure improvements. So, on September 24, 2018, our Department awarded the planning and design contract to Fukumoto Engineering. And on December 24, 2018, the MOU between HHFDC, DAGS with the State of Hawaii Department of Accounting and General Services, and the County was executed. With Fukumoto Engineering being our consultant, they are technically our prime contractor. And so, this is basically the team that we are going to be working with. So, Fukumoto is prime contractor and subcontractors are Munekiyo and Hiraga, who will be providing services related to the preparation and processing of an Environmental Assessment in compliance with Chapter 343 of the HRS. And they will also prepare and process the Special Management Area use permit. Their subcontractor is Robert Hobdy, Environmental Consultant. Other subcontractors are Xamanek Researches. They're providing archaeological services. Hawaii Land Design will be providing landscape architect services. Geolabs will be providing a geotechnical engineering recommendations for grading, pavement, structure and design of foundation. Austin Tsutsumi & Associates will be providing the traffic engineering assessment report. Riecke Sunnland Kono Architects, they'll be providing the architectural structural engineering, mechanical engineering, and electrical engineering services. And their subcontractors are listed below. So, just...so where we are right now with regards to planning and design, these are the planning and design tasks that have been completed. We compiled research on the boundary map and constructions plans. We prepared the draft project schedule for design teams' review; completed field survey; submitted topographic maps; began compiling AutoCAD files for preliminary design. There was a flora/fauna site visit. Preliminary road work layout; draft traffic impact analysis report; draft biological resource survey;

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geotechnical engineer collected soil data; and then draft architectural civil engineering and landscaping architectural planning...planting plans have also been submitted to our Department. So, all of this is data that is being collected so that to be included in the Environmental Assessment as well as the special management area use permit application. Okay, so the bus hub relocation is part of a larger Kahului Civic Center project by the State of Hawaii. It is a transit-oriented development initiative, which brings alternative modes of transportation, such as transit, walking, biking, to an area allowing connectivity to housing, services, shopping, work, and play. The State is expecting to develop approximately 400 low-income rental units including having government services at that site. So, with regards to this map, the transit hub is gonna be in the location where you have the yellow star and the State owns this rectangular parcel right here. Currently, the Kahului Lani Senior Housing Project located across Vevau Street from the new transit hub location has broken ground and is under construction. So, this project is being built by Catholic Charities Hawaii. And then the current State parcel that we're gonna be building our transit hub on is currently being used by the Adult Education and DAGS Mower Operations. It is under the jurisdiction of the State of Hawaii, Department of General Services and Accounting...Department of Accounting and General Services, DAGS. And then on February 1, 2018, HHFDC and DAGS entered into a Memorandum of Understanding to optimize development of the property with a mixed-use project consisting of multi-family affordable rental housing, office space for civic center usage, transit hub, and other incidental uses.

MR. DU PONT: Good morning, Chair.

CHAIR SUGIMURA: Good morning.

MR. DU PONT: Good morning, Members. So, with this site we have reviewed the sea level rise issues based on the Hawaii Sea Level Rise Bureau website by the Pacific Islands Ocean Observing System. The highest sea level rise selection was at 3.2 feet. It was found that the transit hub will not be affected by that. The geographic information system, GIS Division of Department of Management, was able to provide our Department with a five-foot sea level rise inundation line, which if you look to the map, it's the map to the right with the blue area. So, that is at a five-foot level sea rise. As you can see on the right, sorry the left, GIS provided the topography of the site. Vevau Street has an average elevation of ten feet. So, if you look at the yellow rectangular area that's where our bus hub will be. And that is at an eight-foot level elevation. We've also looked into the tsunami threats. If you remember in 2011, the tsunami did make its way all the way up Puunene reaching the Wakea Avenue, near the Christ the King area. We did meet with the Maui Beach Hotel general manager and he said in our meeting that the tsunami did not reach his hotel, that when the tsunami hit Maui it hit the coastal line and came up towards the pier area that goes right into the Puunene area. So, in looking at that our transit hub would be kind of okay. And we do have different protocols, in the event of a tsunami we do shut down all services. We do move our buses to make sure people are off the road and we have different protocols for that. So, the original design for our transit hub shows the buses staging on Vevau Street. If you can see that purple rectangular there and then

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you can see the six buses kind of staged right in front of it. It would have the buses entering off of Lono and existing off of Kane Street. The downside of this design is that all buses would be funneled again down Vevau and Lono. Since then the design has been updated to equally space out the buses from both Kane and Lono Street. So, a few of the designs that we sought after would be for clean, safe, well lit, comfortable, and shaded for all constituents. It has to be open and welcoming, large wide entrances and exits to allow vehicles, such as our 40-foot buses to enter and exit throughout the hub without any problems. It was designed to have three lanes in the event a vehicle needs to standby or if a vehicle breaks down the buses are able to get around it. And you will be able to see these in the next few slides coming up. We also do have a secured ticket booth with electronic signage and annunciator systems to announce the buses and to help sell tickets and bus passes. The dispatcher will also be able to view the passenger waiting areas to include the outside of the restrooms. We've also put in thought about having areas for future retail kiosks, allowing easy access for our constituents to get to affordable housing, jobs, stores, public services, and other amenities. It was also designed to be low maintenance; designed with the possibility to incorporate PV in the future as the Department is looking towards e-buses. So, on this layout it's a top-down view. Okay, so to the left you have Kane Street, on the bottom you have Vevau Street, and to the right you have Lono Ave. So, the buses would enter the facility off of the Kane Street and Lono. So, they'd come in and turn into the facility and you can see where those four rectangular spaces are. Those are mock-ups of buses. And then above the second bus that would be the third lane in the event something or one of the buses break down or they need to standby. Okay. On the bottom right above Vevau Street that's where we are looking to have our ticket booth and our utility area. Okay. So, our ticket booth will have glass windows all the way around it, so the agent or the dispatcher will be able to view the entire area. And then to the right of that you will have the restroom area for the men and women, a private restroom for, of course, the dispatcher and all of the drivers, and then a janitorial area. Okay. On this slide, for under the roofing structure, there will be bird control on all of the ledges. We will have the County seal and signage. And it will be equipped with attic and louvers, with louvers on the building areas. The open gate stacks along the building will be at the front of it so the middle picture shows the front of the facility. And we wanted to go with the same design that the Waterfront Apartments have. So, if you look at the Waterfront Apartments that front fence lining, we will continue that so it's consistent. And then we will have that one large area in the middle that will be the entrance and exit of the bus hub. So, again this is just a closer view. So, you are looking at on the bottom photo shows where our ticket booth will be with the large open window. And, again, it kind of looks like a banker window. It will have the ticket agent will be able to put money in secure passes and things through a pass-through to the passengers. And then, again, to the right of that you will have the bus staging areas that will have signage on the buses to allow our constituents to know which bus is which and what route is what. Okay, so, for our last slide for our transit hub this will be our floral design. So, we are possibly looking at having the Loulu palms, pohinahina hedge, and milo trees as part of the flora design for our hub. We do, again, we wanted...we were going with this for a low maintenance fill, something that there's not a lot of rubbish that can get into the engines of the buses and cause additional issues and things like that.

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MR. TAKAMORI: So, we really like this, the image on the last slide. So, I know, that you guys have seen it several times previously a drawing by Dave Yamashita from Parks. But, it really shows what the potential future could look like for the area around the transit hub. So, just as a recap the transit hub is a smaller part of a larger vision of the area. As it is a transit or inter-development initiative that incorporates alternative modes of transportation, such as transit walking, biking to the area it will allow for connectivity to housing, public services, shopping, work, and play. Again, you know, all of the site, designs, and plans that we have shown you in today's presentation is still subject to change as we still have to go through the planning process. So, you know, this is working with different engineers, reaching to Planning and Public Works, and having, you know, certain divisions review it. This is kind of what we feel that would work best for our operations on our Maui Bus system. However, as we, as the next step is that we're gonna be reaching out to outside agencies, including having community meetings. It could totally change. So, this is kind of what we have right now as we move forward for our transit hub.

. . . END PRESENTATION . . .

CHAIR SUGIMURA: Thank you. Before, I turn it over to the Members for future questions, thank you for this. And thanks for the breakdown and especially the information regarding the sea level rise. I think, it answers some of the questions that came up with the Complete Streets discussion on Kane Street. Can you talk about the e-buses that was mentioned, electric buses, I think, that's what it stands for?

MR. TAKAMORI: Thank you, Chair. Yes, I guess, we use e-buses as electric buses. Our Department hasn't procured any e-buses yet. It is a direction that we are considering as we move forward. One of the things we wanted to make certain though is that we are planning for the future so should we want to install PVs on our transit hub, we made certain that the roof is designed where it's flat and angling towards the sun so at least when we do add PV on it we're gonna be able to capture a lot of the sun's energy. We're also making certain that our contractors are aware that should we need to install chargers for our buses at the hub there are conduits that will be installed so that we can pull those cables through so that when the buses do stop at the hub we'll be able to charge them at that time. But, yeah, again, e-buses, it's electric buses.

CHAIR SUGIMURA: And a future thought?

MR. TAKAMORI: And a future thought. The Department is looking at potentially moving forward with a pilot where we will do a, I guess, a short-term lease on some e-buses just so that we can see how that will function with regards to our operations. As we know that, you know, a lot of our routes when operationally right now we place one vehicle on a route and that vehicle is assigned for that route the entire day. So, we swap out drivers. We don't swap out buses. So, mileage in terms of the entire day's run does come into question with regards to using electric buses, so that's why the Department is looking and considering potentially doing a pilot lease on some electric buses before we actually move forward in that direction.

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CHAIR SUGIMURA: Thank you. Members, anyone have questions? Mr. Hokama?

VICE-CHAIR HOKAMA: So, on this last picture, Director, the only thing I pretty sure currently is the Catholic Charities Housing Project on the far left. That's a go?

CHAIR SUGIMURA: Mister...

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Thank you. Yes, Member Hokama. Yes, that is correct. Catholic Charities has broken ground and they are currently under construction. Everything else right now, in terms of our hub, we're under planning and design, but we have not started construction. With regards to everything behind it that's kind of showing under HHFDC Affordable Housing that is basically the State is just starting to look into what their overall vision is for that area. And, yeah, so in terms of this picture the only thing that is definite that's happening right now is Catholic Charities is building their senior housing.

VICE-CHAIR HOKAMA: Okay, so, just couple of quick follow-ups, Director, then. Under HHFDC, they...what would you tell this Committee this morning, they still a couple of years away from coming up with something more definite for construction?

CHAIR SUGIMURA: Director?

VICE-CHAIR HOKAMA: What you showing us may not even be close to reality then?

MR. TAKAMORI: Thank you, Chair. I guess this...

VICE-CHAIR HOKAMA: Or are they committed to housing project at least to that?

MR. TAKAMORI: Yes, so, based on what...with regards to HHFDC the State in their agreement between DAGS and HHFDC, the State basically told them that they need to consider having housing in this redevelopment of their State property. And that's why HHFDC was brought in. So, as long as the State continues to move forward with this project, affordable housing will be part of this.

VICE-CHAIR HOKAMA: Okay. Just so I can appreciate this scope, yeah, that you presented. Does the State land go all the way to Lono Avenue or is the State land just what we see in the colored configuration currently on the screen?

MR. TAKAMORI: Chair? With regards to this image right here, if you're following the mouse right here this goes straight. This is Vevau Street...

VICE-CHAIR HOKAMA: I'm asking if the parcel that we looking at.

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MR. TAKAMORI: Lono Avenue is on this side.

VICE-CHAIR HOKAMA: Right, right. Does the State own all the way to Lono?

MR. TAKAMORI: No, the State just owns up to this line right here 'cause --

VICE-CHAIR HOKAMA: Got it.

MR. TAKAMORI: --right here is the Waterfront Apartments. And then, I think, this is right here the gas station.

VICE-CHAIR HOKAMA: Right, right. No, I'm just trying to appreciate some of your long-range verbiage because it goes, says it goes to Lono. So, I'm just wondering if the future is the whole block is being planned as a total regional block development than just a parcel development. That's what I'm trying to figure out.

MR. TAKAMORI: Chair? Sorry about that.

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Yeah, we should have been more clear when we did that image. We just put it in to kind of just give you a directional of when you looking at the parcel Lono Avenue is on the right-hand side.

VICE-CHAIR HOKAMA: Yeah, no, no, I appreciate that, Director.

MR. TAKAMORI: Yeah, sorry about that.

VICE-CHAIR HOKAMA: 'Cause I would have loved to look at the whole block from a, you know, planning perspective. But saying that and knowing how the winds are and whatnot are we going to get the complaints of the noise of your vehicles because of the seniors--they downwind of the noise now?

CHAIR SUGIMURA: Director?

MR. TAKAMORI: Thank you, Chair. With regards to noise that could be of an issue. We do start services up at 5:30 in the morning and we do end at 10:30 in the evening. There's a few buses that start up at 5:30 and one bus that ends at 10:30. But most of the buses do start up at 7:00. I think, most of the buses are up and running by 7:00 a.m. and they start to end at, I believe, 9:30 in the evening. Part of the reason why the buses are being stationed on the inside of the property is that it gives a barrier between the hub and that housing.

VICE-CHAIR HOKAMA: No, no, I mean, I just would like us to be considerate of those factors, yeah. I mean, we dealing with, I mean, even me, I like my good sleep too, so.

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MR. TAKAMORI: And part of the reason we're looking at e-buses is because they are much more quieter.

VICE-CHAIR HOKAMA: And the hub has no R&M operations? Is that clear for us to understand, there is no repair and maintenance operations at the hub? Or is it just a transfer hub period?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: It is, yeah, it's basically, we're trying to keep it as low maintenance possible. I mean, there's gonna be restrooms.

VICE-CHAIR HOKAMA: You have another baseyard for your equipment maintenance, your oil changes, and all that? You do that someplace else right?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Thank you. Yes, Member Hokama. It is technically we will be bringing the buses in the morning to pick up passengers or drop passengers off. It's at the end of the evening, there's gonna be no buses that will be there. Everything in terms of maintenance of our vehicles is going to be done at our contractors' baseyard by the Kahului Airport.

VICE-CHAIR HOKAMA: Okay. I just wanted it to be very clear to our people in the community who's gonna be wondering what is going to be happening at the site. And, of course, if that's...if we do have then, of course, Hazmat becomes a concern for us. So, I appreciate it. There's no wash down areas at this site, Director? You know just shooting down the dust or whatever? You know keeping the buses clean or...

MR. TAKAMORI: Chair? With regards to the cleaning of our buses those are the first tasks that are done when the bus is done at the ending of the evening and they go back to the baseyard. They're cleaned and vacuumed and swept and as well as refueled before parking at the baseyard. So, we really don't have a cleaning...a bus cleaning or cleaner at the transit hub. We will be having to make certain that we do have cleaning staff coming in on a daily basis. Even with regards to the restrooms facilities we will be making certain that those stay clean throughout the day.

VICE-CHAIR HOKAMA: Okay. Did DAGS give their sister State Department on a deadline on when they had to move on that portion of the parcel regarding a project, Director?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

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MR. TAKAMORI: To my knowledge, they have not given them a deadline to move out. However, we do have to, I guess, just keep in mind that part of this redevelopment of the State property is that there potentially could still be certain areas used for civic center services. So, it might not be 100 percent affordable rentals, but it could be affordable rentals including some government services built into some of those buildings. Yes.

VICE-CHAIR HOKAMA: Okay. Appreciate...that was a good catch. So, there is still yet a broad parameter called civic center --

MR. TAKAMORI: Yes.

VICE-CHAIR HOKAMA: --that the State has placed on it.

MR. TAKAMORI: Correct. Yeah. So, I mean, technically Adult Education or the DAGS Mower Operation, those could potentially move someplace. But, I guess, they're still trying to determine, you know, the best location for what they would like to see down at this facility, which is to include affordable rentals.

VICE-CHAIR HOKAMA: Thank you, Director.

CHAIR SUGIMURA: Done?

VICE-CHAIR HOKAMA: Thank you.

CHAIR SUGIMURA: So, you know what we could do is because that's a HHFDC and DAGS initiative with the...they did the agreement as you stated for February 1, we can ask for information on that so that we can have a better idea. Alright. Anybody else have...Chair?

COUNCILMEMBER KING: Thank you. Thank you, Chair Sugimura. So, I have a few questions. One is on the, the actual project is 2.5 million from the State, but it's being...actually we're the project manager, the County. And, I think, I recall, we are putting 600,000 into it from the County side?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Yes, it's \$650,000 of planning and design from the County.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: And 2.5 from the State.

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COUNCILMEMBER KING: Okay, is that...are we expected to stay within that? If we go over is that on the County side or the State side? Who's going to pay for that?

CHAIR SUGIMURA: Department?

MR. TAKAMORI: Are you referring to the 2.5 construction?

COUNCILMEMBER KING: Well, if the total amount, if there's 2.5 million coming from the State, and then we have to put in 650,000, then that's 300 and...or 3.15 million. If the cost of it comes out to more than that, you know, with changes and whatever, overrides, then who pays for the overage? Is it the State or the County?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Department?

MR. TAKAMORI: That's...we're hoping to stay within the budget.

COUNCILMEMBER KING: I would assume so, but...

MR. TAKAMORI: I think, every time we meet with our contractors we always keep on saying the same thing. We do know that there is 1.5 million of DURF funds for infrastructure improvements that that can be used for. So, I think, one of the things we will have to make certain that we check with HHFDC is what does that mean.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: Like are we able to shift some of the, you know, utility improvements, like if you have to, you know, because we know we have to do undergrounding some utilities. So, if we're improving utilities for the larger parcel because we have, you know, waterlines coming in, will we be able to allocate some of that costs to the DURF funds versus the 2.5 that they have allocated to us.

COUNCILMEMBER KING: Right.

MR. TAKAMORI: Yeah, so as we move forward we will have to --

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: --check with to see what we can technically use the DURF funds for because we were told that there is 1.5 DURF funds available. But we...our understanding is we know that we have the 2.5 allocated for us at this time.

COUNCILMEMBER KING: Right, so we just need to, you know, it's important because, you know, some of us, I think, everybody was for this transit hub, but some of us who voted against it was it wasn't the transit hub itself. It was this deal that we made that after the fact where we gave away the Wailuku Post Office land to the State. And, you

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know, the understanding for some of us was that this wasn't in the original deal when the State passed it, and looking at your timeline, you know, because the agreement was not finalized until December, and then the contract was awarded in September. So, had the deal not been finalized I'm assuming the contracts would of still went through and we would still have the transit hub, but we wouldn't have to give away our Wailuku Post Office site. So, as you go forward with this, I think, there was some discussion during that meeting to make sure that the County has some benefit from that Wailuku Post Office site, whether it's offices or parking. I mean, parking is probably number one because we're gonna lose parking. Most of us on the Council know how precious parking is for our own staff. Our own staff has to run out every two hours and move their cars because of it. So, that was, for us, for some of us on the Council, we were upset about the fact that this deal was seemingly made after the fact. And it wasn't, you know, you weren't in the Department at the time, but the legislation only referred to the transit hub. The actual legislation didn't say that it was a trade. So, now we have this trade, and we wanna make sure as we're going forward that you are or you bring someone in to negotiate what the County will get off that property, off the Wailuku Post Office property because it wasn't defined. There was some, you know, sketchy half commitment that yeah, yeah, we can look at that. So, we really wanna make sure that happens, so if you can stay kind of diligent on that. And then, Chair, just one last thing I just wanted address because one of our constituents out here has asked me to ask this but when you're looking at renewable energy have you looked at biofuels for buses or do you intend to with the intent of knowing that is firm power? Because if we're only going to allow or rely on solar power and the sun isn't shining, which is likely to happen more and more these days when we look at what's happening with climate change we're gonna have some buses that can't leave the station. And so, I would really urge you to look at alternatives and not put all our eggs in one basket. Also, for the fact that, you know, and, I know, it's a little bit of a conflict of interest, but the fact that the biofuels are made locally. The solar chargers are right now owned by a Japanese company. So, one of my goals in going to NACo is to try to get also because I have some meetings set up with our Congressional delegation to try to get them to start thinking in terms of helping us fund ownership of the electric chargers across our State. All of our electric infrastructure right now is not owned by anybody in Maui or Hawaii. My understanding is it's all Japanese companies. So, when we charge up, we are still exporting our energy dollars outside the country. So, anyway those are the things to keep in mind too, stability, firm power, how we are going to run our buses, if the sun doesn't shine, and also how much of that revenue stays in the County because that's one of our main goals for energy security also the economy of it. So, thank you, Chair. I mean, I don't know if you have any comments you want to make or just try to take that in.

CHAIR SUGIMURA: Department, you weren't involved with the, that negotiation that, I guess, you know, Member King is talking about. So, what I'm going to do is I'm gonna look at...I'm gonna send a letter to HHFDC 'cause throughout your discussion and the previous, well not previous, HHFDC with DAGS, that property, what are the plans and any kind of timelines that they may have. The other thing is on DURF funds and the use of DURF funds, the 1.5 million, as it relates to how we can benefit with the bus

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hub and what they're doing. And the last item then would be with legislation...check on legislation, I guess, is that what you're saying? Is currently at Legislature with HHFDC?

COUNCILMEMBER KING: Oh for the HHFDC?

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER KING: Well, the legislation was passed. It's pau already. That was, that's what gave us the money originally.

CHAIR SUGIMURA: Oh, okay.

COUNCILMEMBER KING: So, what I was saying was in the original legislation we asked at that meeting...I asked and Councilmember Guzman asked if the legislation required the exchange of the Wailuku Post Office property.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KING: And we were told no, it did not. And so, then somehow this agreement came up after the fact and now some of us felt like we were giving our post office property away, which we need for parking and whatever else we wanna do with it in exchange for something that we already had because it was passed through the State Legislature. So, there's nothing we can do about that now because that agreement passed. But, I think, what we, moving forward if yourself, Chair, and maybe our Vice-Chair of this Committee, Mr. Hokama, could maybe meet with HHFDC and try to get some kind of an agreement to, so the County has some benefit from that property.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KING: And that's what we talked about in Committee that they sort of nodded their heads and said...

CHAIR SUGIMURA: We'll do some investigation, Staff will, just to look into this because that's the conversation that happened in the past. I'm not too sure about all the details. But we'll look. Your Department is not involved with that, but we'll find out more information. And the other question would be on JUMPSmart Maui, which is the Hitachi project. And, I think, they pulled out of...they're no longer from what I remember from last term that Hitachi is no longer doing the electric charging stations. And they did pay the County, I think, it was \$90,000 to take care of the removal of it when that does happen. And MEDB is now the entity that's looking at it or managing it now that Hitachi has pulled out. So, we'll get an update for that as it relates to if we do...

COUNCILMEMBER KING: I think, it would be good to look at if the County is getting revenue from those charging stations.

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CHAIR SUGIMURA: So, I believe, it's not.

COUNCILMEMBER KING: Okay.

CHAIR SUGIMURA: But let me get information just so we can get some facts --

COUNCILMEMBER KING: Okay.

CHAIR SUGIMURA: --out there. Members, anybody else have any more questions on this presentation? So, I guess, budget-wise we're not anticipating Department --

COUNCILMEMBER KAMA: I got a question, Madam Chair.

CHAIR SUGIMURA: Oh, I'm sorry. Member Kama?

COUNCILMEMBER KAMA: I was just reading and I wanted to bring the attention to 'cause I, on the for action page item.

CHAIR SUGIMURA: On that the what page?

COUNCILMEMBER KAMA: On the back...on Granicus.

CHAIR SUGIMURA: Oh Granicus?

COUNCILMEMBER KAMA: There's a for action page and it says: Item 1, Request, Item 2, Facts. So, I'm looking at Item 2, Facts, couple of things. It says, Item 2, Facts, letter C. The property is--capital--NOT ceded land. And I just wanted to ask why was it important for them to say that there? And this is all part of the MOU that is being said and done. And then on the bottom of Facts, No. 2G(1), it says, talks about exploring the feasibility of transferring the property to HHFDC for the purpose of developing a mixed-use rental housing project that includes consideration of DAGS' civic center needs in Kahului and Wailuku. So, I just wanted to ask so what is the relationship between the exchange of the post office with meeting DAGS' civic needs for Wailuku? Did you kind of like get what I'm asking? So, what is that relationship like or is supposed to be like?

CHAIR SUGIMURA: Member Kama --

COUNCILMEMBER KAMA: Or can you, Chairman?

CHAIR SUGIMURA: --can you tell where you're looking in Granicus?

COUNCILMEMBER KAMA: On Granicus?

CHAIR SUGIMURA: Yeah.

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COUNCILMEMBER KAMA: Okay, so if you come back to...

COUNCILMEMBER KING: It's the second document in this Committee agenda item.

COUNCILMEMBER KAMA: It's here.

COUNCILMEMBER KING: For action...

COUNCILMEMBER KAMA: For action. For action.

CHAIR SUGIMURA: County communication.

UNIDENTIFIED SPEAKER: County communication...

CHAIR SUGIMURA: You're looking at the County...

COUNCILMEMBER KAMA: Yeah.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KAMA: Thank you. Did you get...

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KAMA: Are you...

COUNCILMEMBER KING: Chair, it's a document attached to the letter to the Governor dated, well the received date is August 27, 2018, on the letter. And if you scroll over, it's the page that starts out "For Action" at the top.

COUNCILMEMBER KAMA: Correct, correct.

COUNCILMEMBER LEE: What page number?

COUNCILMEMBER KING: They're not really numbered, but...

COUNCILMEMBER KAMA: It's one of eight. It's one of eight.

COUNCILMEMBER KING: Yeah, it's one of eight. So, there's different documents in this.

COUNCILMEMBER KAMA: Are you with us, Mike and Marc?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Do you have an answer, Department?

MR. TAKAMORI: Just my understanding this document was written up by HHFDC.

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COUNCILMEMBER KAMA: Okay.

CHAIR SUGIMURA: Does that answer your question, Member Kama?

COUNCILMEMBER KAMA: Well, the question was and maybe you don't know the answer, maybe HHF...so maybe this is something that we might have to ask HHFDC. Why they felt it was important to put in the fact that the property is not ceded. And, I think, another thing I wanted to ask was what is that relationship between the Kahului and the Wailuku civic centers? I mean, are we trading something for something for something else? I don't know. So, I'd like that to be clarified.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER KAMA: And then also it talks about canceling of executive orders and then renewing another executive orders. And I ask this only because a lot of ceded lands were taken out of the ceded lands corpus trust by executive orders. And I want to make sure that this is not an executive order. And if it was, is that why it was mentioned that this is not ceded land. That's my question.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KAMA: Thank you.

CHAIR SUGIMURA: So, Member Kama, what we'll do is we'll add that to our letter to HHFDC and research as well as the Wailuku Post Office, which is over and beyond this.

COUNCILMEMBER KAMA: Yes.

CHAIR SUGIMURA: Yeah?

COUNCILMEMBER KAMA: Thank you.

CHAIR SUGIMURA: Okay. And then the last item...anybody else have questions? Oh, Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. I just had a question, you know, this section about tsunami threat, and I'm not an expert or anything. But the purpose of that was?

CHAIR SUGIMURA: Department? Or, I guess, the question is why did you look into tsunami threat for the project --

MR. TAKAMORI: Thank you.

CHAIR SUGIMURA: --location?

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MR. TAKAMORI: Thank you, Chair. With regards...the reason why we just put it in was we knew that sea level rise has been brought up on several occasions as well as tsunami inundation zone. So, this information was taken, I think, during a presentation we did at the ending of last calendar year. And so, we just wanted to just re-talk about what kind of conversations we've had with regards to the last major tsunami event we had on Maui.

COUNCILMEMBER PALTIN: Thank you. So, for me, it doesn't mean too, too much because of, you know, all the variables in terms of size and direction. But I just wanted to make sure that it wasn't being taken as there is no threat from tsunami and it's just regarding the last threat there was.

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Thank you. Yes, Department?

MR. TAKAMORI: Thank you, Member Paltin. Yes, that is correct. I mean, we technically, a lot of Kahului is in the tsunami inundation zone. So, yeah, we do take...should a tsunami be approaching and we have to be ready. We do have protocols that we have in place where we will start making certain that, you know, our riders aren't going to be in that area, yes. So, yeah, it is something that we take seriously as well.

COUNCILMEMBER PALTIN: Thank you.

CHAIR SUGIMURA: Thank you. Anybody else had any other questions?

COUNCILMEMBER KING: Just one last comment, Chair.

CHAIR SUGIMURA: Yes, Ms. King?

COUNCILMEMBER KING: Thank you. So, I just wanted to comment on your last bullet point where you will get all the buses to War Memorial Stadium. And so that's something, I think, to keep in mind too because if you go all electric and that happens there's no charger at...you're gonna have stranded buses at some point. And so, I think, you need to seriously look at a mixture of renewable energy so we don't get our, you know, so we have some that are in use, you know, that have the firm power in them. Thank you.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER KAMA: I'm sorry, Madam Chair?

CHAIR SUGIMURA: Ms. Kama?

COUNCILMEMBER KAMA: Could you help to explain to me the relationship that we have with our contractor? How does that work? I mean do we own the buses or is that

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owned by the contractor? And are their bus drivers County employees or what? How does that...what's that relationship like?

CHAIR SUGIMURA: Director?

MR. TAKAMORI: Thank you, Chair. Member Kama, that's a good question. With regards to our contracts, it's a, we contract our services. It's a one-year contract with four one-year options. So, it technically is a five-year contract. We, the County, own our own buses. We provide that to our contractor. So, we put that with the contract for them to operate and maintain our buses. So, the registered owner for our buses is, you know, for fixed route is Robert's Hawaii, and we, the County, are the lien holder. So, we have still ownership of the buses. With regards to the drivers, basically because it's a contract, none of the employees on the contract is an employee with the County. They're all employees of Robert's Hawaii. If Robert's Hawaii does subcontract out their service then we, the County, are to be notified if they are doing a subcontract out for services like that. But right now, it's a five-year contract for fixed route with Robert's Hawaii. We own our buses.

COUNCILMEMBER KAMA: Thank you.

CHAIR SUGIMURA: Thank you. So, Members, before I close this out, I'm gonna defer this. The discussion that we had earlier came up and was answered, I think, about the sea level rise, which was stated in the presentation that the bus hub is in the eight-foot level...eight feet level. So, I wonder if is that fine or if you still need more information on it? You're fine? So, I am going to send a letter to Planning just to talk about the sea level rise and because that's the Department basically has more jurisdiction over it and about any discussion about managed retreat. So, Members, any other discussions you may have or questions for the Department? Thank you very much for being here. I'm gonna now defer this item.

COUNCILMEMBERS VOICED NO OBJECTIONS. (Excused RH)

ACTION: DEFER.

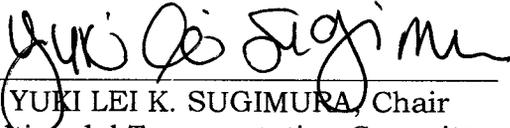
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CHAIR SUGIMURA: And this meeting is adjourned. . . . (*gavel*) . . .

ADJOURN: 11:17 a.m.

APPROVED BY:



YUKI LEI K. SUGIMURA, Chair

Multimodal Transportation Committee

mt:min:190225:df

Transcribed by: Delfey Fernandez

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CERTIFICATE

I, Delfey Fernandez, hereby certify that the foregoing represents to the best of my ability, a true and correct transcript of the proceedings. I further certify that I am not in any way concerned with the cause.

DATED this 21st day of March 2019, in Wailuku, Hawaii.



Delfey Fernandez