

**MAUI REDEVELOPMENT AGENCY
REGULAR MEETING
MARCH 5, 2021**

A. CALL TO ORDER

The regular meeting of the Maui Redevelopment Agency (Agency) was called to order by Mr. Keone Ball, Vice-Chair, at approximately 1:00 p.m., Friday, March 5, 2021, online via BlueJeans Meeting No. **192 573 862**.

A quorum of the Agency was present. (See Record of Attendance.)

Mr. Keone Ball: Thank you. Ashley had a separate commitment so let's see we'll start with the call to order. It's one o'clock. And all members except for Chair Lindsey are present. Do we want to take public testimony now? Or, if there are testifiers they can wait until the agenda item comes up, I believe. So if there is public testimony now we can take that. Unless if you want to wait till the agenda item comes up, please let us know that. Seeing none, public testimony is closed.

B. NEW BUSINESS

- 1. Department of Management requesting comments from the Maui Redevelopment Agency on the Cost of Government Commission Report of the Wailuku Parking Structure, November 2020. Comments will be received. No action.**

Mr. Ball: Moving on to Item B. Just as a reminder, don't contact. If you are a guest and you want, you can use the chat function. It's available for you, direct messaging through this BlueJeans.

Anyway, we have new business under Item B, Department of Management requesting comments of the Maui Revitalization Agency on the Cost of Government. I believe Mike is here to give us a presentation.

Mr. Mike Williams: Yes, I'm here. The presentation will be very brief. We looked into this for a few months and concluded that this garage business is the type of business that an opportunity zone investor can benefit from if they own it. And we couldn't see any reason why the County should not at least scout out to see if there's any investment groups out there. There are pools of these opportunity zone investors that, you know, they're clumped together to investment funds. And we think if the County could find an investor who is interested in owning, owning this garage and taking over the construction contract, the County can save at least six million dollars. The County would wouldn't have to own the garage, but it would still have all the exact same features as if the County owned it. The County was going, was planning to operate the garage with a private company anyway by contract. And we don't see any reason why the County should not at least see if there's any investors out there that want to buy the building. The fact that it's already under construction should be of no consequence because all the time businesses are bought and sold where they may have a building, or two, or three under construction. I think restaurant chains, they

changed hands. Those construction contracts are easily assignable to a new owner. So, I mean, that's --. All we're saying is at least the County should throw a request for proposals out there and see if there's anybody interested in doing this.

Mr. Ball: Thank you. And Mike Williams is from the Cost of Government. He chairs the Cost of Government, and that's the information that we received in our packets. So are there questions from the members? I think you're on mute, George.

Mr. George Kaho'ohanohano: Yeah. Mike, understanding what you proposed, was there any checks made . . . (inaudible) . . . possible similar situation between a contract between the County of Maui and a construction company? And a private . . . (inaudible) . . . and a construction company? Would they be able to merge or would they be able -- would there be some sort of problem with that?

Mr. Williams: There's a lot of static in your voice, George, I couldn't understand exactly what you're asking.

Mr. Kaho'ohanohano: My question is, is there a legal problem that the County got into a contract with a construction company and then turning it over to or opening it up to a private company to take over from the County? Would there be a legal problem?

Mr. Willimas: No. The County could just enter into a contract with the new owner for whatever terms the County wants to have the garage operated on. I mean, the County is -- it owns the land, it owns the construction contract rights right now, and it can sell it under whatever conditions it wants to. It's just literally taking advantage of the incredible tax benefits available to private investors both from the Federal income tax credits and the State income tax credits because Wailuku is an opportunity zone.

Mr. Kaho'ohanohano: All right. Thank you.

Mr. Ball: Further questions?

Ms. Jo-Ann Ridao: This is Jo-Ann.

Mr. Ball: Yeah, go ahead.

Ms. Ridao: This is Jo-Ann. I just wanted to know if Corporation Counsel had an opportunity to review what you sent to us so they would have an opportunity to say, yeah, this is possible or this is not possible.

Mr. Keola Whittaker: I did have an opportunity to look at it. But I don't have a full understanding of the current status of the contracts that have been completed relating to, to this particular facility. My understanding is those contracts have already been entered into. And I think Chair Williams is correct that it, that it is legally possible to enter into the type of

agreement that you have described. I just don't know if there are currently contracts in place with other entities that may prevent that, so, but I can find that out for you.

Ms. Ridao: Okay. Thank you.

Mr. Williams: Yeah. We never got a response from the administration on this. I mean, we have, you know, we have Corporation Counsel that reviewed this as it went through our Cost of Government Commission, and I'm hoping that Keani Rawlins is going to take it up at one of her budget committee meetings. She was going to but then The Maui News purchase kind of took over the agenda, and she hasn't gotten to it yet. But I think the administration should respond, you know.

Mr. Ball: And I guess if we feel like it we could, you know, as a body, we could ask them to respond to that. I think they have -- you know, they've been in contact. I think they were at your Cost of Government meeting, right?

Mr. Williams: Yes. Yes. Sandy Baz came and testified and he sent us a few letters, but they've said why they think they shouldn't issue a request for proposal out there just to see if there's interest. Maybe nobody will be interested and then they can go along their, on the way they're already going. But if they can find an investor they can, they don't have to use County bond money to build the garage.

Mr. Ball: Yeah. And if they want to maybe sell it afterwards. But maybe they want to keep the asset too right at that point.

Mr. Williams: The County can enter into a repurchase agreement if they want to, or they, you know, as long as the owner of the garage has to operate it in the fashion that the County wants, I don't, I don't see any difference in, in --. The garage will be there available for people to use no matter who owns it.

Mr. Ball: Yeah. Do we have a pleasure of the board? Gwen, go ahead.

Ms. Gwen Hiraga: Yes, Mr. Williams, this is Gwen Hiraga. I was just curious, did the Finance Director ever meet with the Cost of Government Commission on regarding this matter?

Mr. Williams: No. I don't believe we ever heard from the Department of Finance, just from the County's Manager's Office.

Ms. Hiraga: Okay. Thank you.

Mr. Ball: I mean, I guess in my opinion I think it might be worth the exercise just to throw it out there. I don't know if they're wanting to get rid of that asset or not, but, you know, it might be worth the time to do that. But I guess if we can maybe if we feel like it we could

request an opinion on, you know, why they don't want to do it or why they, you know, think it's not a good idea or something to that effect. It would be no harm, no foul right?

Mr. Williams: The County doesn't own and operate very many commercial enterprises.

Ms. Hiraga: True.

Mr. Ball: Yeah. Okay, go ahead Gwen.

Ms. Hiraga: Yeah Chair, I agree with you. I don't think there's any harm in this and finding out if there's even interest. You know, at this point, we don't know, like Mr. Williams said. But I would be curious to see if there was someone out there that would be willing to, you know, take over the financing management and taking over the structure.

Mr. Ball: Erin, do you, do you recall like, I mean, this thing has been going on for like ten years, right? Was there ever --? I remember they wanted to have some of the businesses in the surrounding area put in money to it and all kinds of different ideas were floated. Do you have, do remember the history on that? If, if this idea was already floated maybe even right?

Ms. Erin Wade: So, back, I guess it was 2002, there was a proposal for what was called a cash in-lieu fee. So properties could develop in the neighborhood, and be forgiven the requirement to put parking stalls on their property to the however many they were willing to contribute cash in-lieu towards the construction of the garage. And the discussion about that kind of ended up falling away when folks were allowed to move forward with projects with no cash in-lieu ordinance in place. I think this predates every single one of us here at the table of the conversation to date. But folks were allowed to move forward with -- like a perfect example is the Main Street Promenade. I think they agreed to up to 60 cash in-lieu stalls. And the reason the ordinance never moved forward was they didn't have a dollar amount to tie to it. So in order to adopt the ordinance they had, Corporation Counsel had told them, you know, in order to commit to this, a developer needs to know what that dollar amount is per stall that they're going to be expected to pay. And because there wasn't a garage designed at the time to be ready to build, they were never able to put that number in. So, yeah, that was a conversation at the time for how folks would be contributing into paying for the capital cost of the garage.

Mr. Ball: But, but there was no discussion on, like, Mike's proposal of somebody, some private funding, some private actually private company to fund end run, right?

Ms. Wade: Well, 2016 --. So let's see. In 2016, we got the FY17 money for the design of the parking structure. And we looked at a design build public-private partnership option at that time. Because you have to remember it wasn't just the parking structure. If this, like, eaten away, I don't know from what the original concept was, but it was the whole frontage of Vineyard Street with commercial space, you know actual commercial space, and plaza

space. And we had the conversation about this would actually be much better for a private entity to be building and developing especially a building, you know. But then the parking structure in as part of that, the two could be profitable together and therefore maybe we should seek that as an alternative.

So we met with Corporation Counsel, and Finance Department, and the purchase, the chief procurement officer. And they were really nervous about going that route with a project that is so sensitive to the neighborhood. Because we have to maintain timelines, because the only parking in the neighborhood is that parking lot, because we would have all this mitigation that we would have to set up that is expensive and we didn't want to go for years and years, they felt like it was important for us to retain control of the construction, and then utilize a traditional process. So back then we looked at public-private partnership. The opportunity zone mechanism wasn't in place at the time. But I think at that moment we felt like that was the direction we've been steered. And so we stayed the course on our path. And then, of course, Council approved the issuance of bonds, so that was the --. You know, we, we -- here, in the County, we just follow the directive we're given by the Council. So as soon as they told us, yes, you're paying for it with bond funds, that's the path we took.

Mr. Williams: Chair?

Mr. Ball: Yeah, go ahead Mike.

Mr. Williams: In the report we point out that the upward opportunity zone tax credit was not passed into law until December of 2017. And Wailuku was not designated as an opportunity zone by the Governor until December of 2018. So all of the County work that led to the bond issuing, and the contractual design, and so forth, that all occurred before this opportunity presented itself. So I don't think they've actually ever done an in-depth review of this question, and that's what we're suggesting that they should do.

Mr. Ball: Yeah. What's the pleasure of the board here? Go ahead, Jo-Ann.

Ms. Ridao: You know, we're not experts in this opportunity zone thing, and it is to me is a legal issue. So I don't know. I thinking that we might need an independent consultant to advise us and guide us on this. So I don't know, Erin, do we have monies to do that kind of stuff?

Ms. Wade: Um, well, we would probably ask for funds to do that in the FY21 or 22 budget. I don't have funds in 21 to, to direct towards that. It's all going to construction mitigation because they are underway and I've set up all those mitigation programs. So I believe those are in contract at this point. But we could ask for 2022. So if that was the pleasure of the MRA, it would be valuable to explain that, or to make that request now so that we can get that to the Mayor. And I'm assuming then, you know, that even if we're well underway with a parking structure, because I don't -- I mean, it would be valuable to hear from you folks that if, you know, you wanted to pivot. If it was important to pivot prior to major construction

occurring and, or if we can just keep proceeding as you know, all of our contracts have already been arranged and the community is depending on us moving forward. And then, I mean, it could be that post, even we get all the way through construction before we would be able to make an official commitment to an investor. But if that was your interest, we could certainly pursue something like that. If Corporation Counsel reviews and thinks it's feasible.

Mr. Ball: And that's more of my thought to is, is at completion, right. Maybe the County doesn't want to retain that asset and sells it to an investor. It might be more incentive for the investor too, right, to have a completed project to purchase instead of something that's halfway built too. I don't know how that would affect your proposal, Mike.

Mr. Williams: Well, I think the only risk is we're worried that the Democratic control may now eliminate this tax credit and it may be better to do it sooner than later.

Mr. Ball: Okay. Well, I guess we could, we could, you know, move forward on just the opinion side of it, right? Send this to the, should be Mayor, Council or both.

Ms. Wade: Well on your agenda is a request from Department of Management for your comments. So Management will take your comment and then discuss with the Mayor's Office about next course of action.

Mr. Ball: Okay. So then we would have to create an action item then, I guess here, right?

Ms. Wade: No, it wouldn't be creating an action item. It would just be providing comments. So, I mean, I can take down even individual comments if you wanted to provide recommendation as a board, that's okay, too, but it's not an official action.

Mr. Ball: Yeah, well --

Mr. Keone Whittaker: Well, the agenda item says comments will be received, so, so that's fine to provide comments.

Mr. Ball: Okay, thanks Keola. So, okay, does anybody have comments then besides the ones that we kind of already went over? You're on mute, George.

Mr. Kaho'ohanohano: Yeah, I hope my mic is better. But, you know, I tend to lean towards going forward with this. But, I still believe that there's too many legal questions that have to be answered. We go, you know, we go to a private contractor or private owner, are we talking about the building and the property, or just a building. And that becomes a situation for me that it's really unnerving because I don't know what that, that comes about or if that can be done. But I can see leaning towards to going with it. But, those type of questions got to be answered before we can go with that one, I believe.

Mr. Ball: Yeah. I, I'm just saying, you know, how does that break up right? Do they want to keep the leasehold property underneath and just sell the top? You know, who knows so, sorry, go ahead Jo-Ann.

Ms. Ridao: I, I, I kind of agree with you Keone. I think that there are a lot of issues to look at before we even make a decision. And so I don't think that this really truly is going to happen until the building is finish. It's going to take a while for us to review all that is involved in making this decision so --. But I, I am open to listening to, you know, how this can benefit the County, definitely.

Ms. Hiraga: Yes.

Mr. Ball: Yeah. Gwen, you got something?

Ms. Hiraga: No, I agree. I agree with Jo-Ann and George. I mean, I'm interested, as I first mentioned, in hearing more about whether there would be an interest from any private investors. But I also acknowledge and agree that there are some legal issues that we should fully vet out before we make a formal, or before we take the next steps, in other words. But I really think it's worth pursuing.

Mr. Ball: Okay. Do you have enough there, Erin, to go with?

Ms. Wade. Yeah, I think I do. I mean, it's a, it's great to be able to just tell the Managing Director that you folks are open and willing to entertain the idea. And then what we'll probably do is come back to you with all of the question marks. There will be a whole bunch. I'm going to send to you folks the link to this. This is LISC, LISC supports. I mean, their, their primary focus is building equity into communities, and frankly, preventing gentrification. So that's been one of their primary focuses, especially when you're putting a lot of money into a district. So they developed this playbook on opportunity zones. And it does talk about what to expect when you're partnering with an investor and how to ensure the interests of the neighborhood are retained. So I'll send you folks that just as a resource to keep in mind.

We have talked with the folks at LISC about opportunity zones, but with COVID it kind of threw some cold water on our efforts to begin collaborating on anything. The State is interested in some housing being built in conjunction with their renovations at the Judiciary, and had thought about partnering with an investor for housing construction when the Judiciary is redone. So opportunity zones have come up with that. And frankly, it would be, it would be great to watch somebody do this first and then learn from their, you know, successes and mistakes. But that's what I'm probably going to do, too, is put out a bunch of feelers throughout the State and find out who's actively working on a project with an opportunity zone investor and see what's working and what's not. And then we'll, we'll just continue the dialogue about making whether this is, this is the right project to put this out there for. Or, I really still think that especially now that the project is broken in two and the

Vineyard Street frontage hasn't been completed yet. That piece could certainly be, you know, a real clean and easy section to collaborate on. So anyway, I'm happy to share the comments that you've already shared with me.

Mr. Ball: Okay. That that actually leads me to a question to back to Mike about those two separate sections. Did you guys look into that as the Cost the Government about, you know, ones a structure, right, and ones that more commercially, if you will, side, Vineyard side, of the project? Did that -- did you guys look at that at all when you came up with your analysis?

Mr. Williams: We just looked at the garage business. We didn't look at anything else.

Mr. Ball: Okay, any other questions? All right. Well, I appreciate you, Mike, for coming over and talking to us and appreciate your volunteerism at the County Cost of Government. The thankless task of the Cost of Government servant, and thank you for joining us today.

Mr. Williams: Thank you for having me.

C. DEPARTMENT UPDATES

1. Church and Vineyard Street Improvement Project Status

Mr. Ball: Let's move on -- yeah, you bet -- Item C, Department updates. Erin, do you want to go over that, those? You're on mute.

Ms. Wade: The first item is the Church and Vineyard Street construction, or what we call Phase 1A. We will need to take public testimony on the Department items actually, Chair, so I don't know if you want to do that all ahead of time or if you wanted to go item by item for public testimony.

Mr. Ball: Let's open it up for public testimony at this time. The, the, the, the board will be open to public testimony on Item C, Department updates, items one through five. If anyone would like to testify at this time, you have three minutes to do so. Seeing none, we will move on. Public testimony is now closed for Items C1 through 5.

Ms. Wade: So the Church and Vineyard Street construction moves forward. They're actually pouring sidewalks and curb, or poured curb sidewalks and drain inlets last week on Lower Vineyard. And all of the utility connections to the buildings are being finalized right now. So, making decent progress on Lower Vineyard. We had that storm on, I think it was Valentine's Day, in February and had one of our water lines get washed out and set us back over a week, unfortunately. So, they had about a week and a half of repairs. But now they're catching up on the schedule.

I have gotten questions and like somewhat complaints about Church Street not being finished before moving to Vineyard Street, so I wanted to just share the reason for that. That intersection of Main and Church, I think you'll remember a light, a traffic signal needs to be installed at that intersection. So that's one, one issue that's holding that up as we work out with the State the use and occupancy agreement for the operations of that signal. It's taking a long time to get through the legal channels for that. The signal is here. It was ordered quite a while ago and ready to be installed.

But the other issue, the bigger issue actually has been when construction went to reroute the drain lines at that intersection, as we were working on Church, they found a whole lot of undocumented utilities in that intersection. And you can imagine just with the age of the neighborhood, it happens quite a bit, but in there, it's a very tight intersection. And so burying the power lines, finding footing locations for the new signals, getting water -- and its main lines of water and sewer coming down there. So they're big utility pipes under those roads. So finding -- and they all require separation from one another with the electrical and water and sewer. So physically finding the space to place every single one of these utility services became very complicated when we found some additional stuff under there that now also has to be removed. So basically, once that was identified, we had to stop and actually go back to design phase because there was so much happening under there. So that's the reason that Church and Main Street intersection didn't get finished yet, and it was intended to be early in the schedule. Now we're hoping before we can, we move to upper Vineyard, we'll be able to swing back and finish that intersection if we can get the use and occupancy agreement with the State finalized. We do have design approval now from all of the utilities. So we have a plan. We just need to get the legal completed and then hopefully we'll be able to execute that before we move to upper Vineyard. So upper Vineyard plan, we plan to be there starting end of this month, early next month. And then our goal also is to reopen lower Vineyard and to close down upper Vineyard in the same way.

Other update I think I need to provide, I can't remember if I shared this in January or not, but the original design for upper Vineyard included undergrounding all the way up to the Maui Medical Building. So at the intersection of High and, and Vineyard, again, just due to the very narrow right-of-way there, and the building setting right on that property line, sometimes straddling into the public property, the physical space for undergrounding the power became very complicated. So they will be stopping undergrounding just above the Tong, the old Tong society property where that historic arch is. And from there we're going to remain -- the utilities will remain above ground from there.

So it does save cost in one sense. So all the extra kind of work that they're having to do, it's great, we're able to offset that extra work with this reduction in scope by not having to bury too. So, it's keeping us on budget as well, so I guess that's a pos, that's a silver lining question.

Mr. Ball: Question, question about Market Street in particular. I know we've talked about, you know, making loading zones and that sort of thing. And how has it been, your

communication been with the tenants slash owners on that street, in particular, and maybe even Vineyard. You know, just the surrounding area now that we're kind of getting into construction a lot more, right?

Ms. Wade: Yes. So different needs. I'll, I'll do the Vineyard Street one first. The, the hardest hit, currently the hardest hit business on the Lower Vineyard is the MEO building where Aloha House occupies. They're struggling to get deliveries in there. We made a big mess out there, so they would have dust, lots of dust tracked in and that kind of thing.

And then the other, the other challenge has been because there's a barrier, they've had some vagrancy issues with folks. Because it's not a well-traveled sidewalk now, so they've had vagrancy issues in front of the building.

So we work pretty regularly with Jeff at Aloha House and, and just continuing to maintain a dialogue with him. But one of the loading zones that you mentioned was designated on Market Street coming up from Happy Valley. So that side of Market Street in front of the Chris Hart and Partners building, specifically for Mental Health Kokua and Aloha House patrons because -- and a lot of them do get dropped off. So it works really well to have that passenger loading, especially because they have like 15 minute appointments. So it's a fast turnaround, you know. They don't want to spend a long time trying to drive and find a parking place, so that's one of the passenger loading zones.

The other one is in front of the restroom on the other side of Market Street. But communication with those Market Street tenants, Wai Bar, CUT Market, 33 Market building manager have all said they would really like to have a passenger loading on their side of the street, you know, the two permanent loading zones. There's one in front of Request Music. There's a second one in front of Lao Theater. But, it's really a challenge for, like, lawyers carrying legal files, and it's just individual people trying to load and unload things in and out of their businesses. It is a daily occurrence. And navigating the traffic because traffic is increased now with construction, has been problematic. So we're looking at adjusting right in front of Wai Bar and CUT Market, adjusting those three stalls to also have a loading zone right there.

Mr. Ball: Oh good. Yeah, because especially like CUT market, you know, Leslie guys will see people coming in to do the exchange there and it helps her business I would say that they don't have to drive around, and around, and around to just run in real quick kind of thing, right. So --

Ms. Wade: Exactly.

Mr. Ball: -- I think that will help that side.

Ms. Wade: Yeah. So that loading zone would be essentially a passenger vehicle. It wouldn't be for FedEx or UPS or anything. They would have to use the existing loading zones. But

for people who are just driving their regular car, you know, or even a delivery van size that services Wai Bar could still park in there, about a stall and a half size loading zone, right there.

Mr. Ball: What about the back side of Market Street? The parking lot side, let's say, right, there are a few businesses that open up to the parking lot. And so what's the accommodations been like there?

Ms. Wade: So the sidewalk, the existing sidewalk is still open and then the construction barrier is right there on the outside edge of that existing sidewalk. So pedestrian access is still possible. Vehicular access is not. So moving from that, that edge of sidewalk towards the parking lot it's blocked off. What we did do this month was we added directional signage throughout the parking lot so that wherever you park, you can see. Like Wai Bar has a patio entrance. There's, there's an art studio. There's an esthetician, Perfect Look. So it now says entrances to these follow this and there's directional arrows to lead people to those entrances.

Mr. Ball: Okay. And we've been in contact with those business owners as well?

Ms. Wade: We've been in contact with most of them. Some of them with COVID aren't on premises consistently, you know. Some of the businesses are able to operate remotely. But the Hawaiian Dredging, who's in the parking lot, has gone door to door more than once talking with folks about their needs. Wai Bar needs to get a food truck onto their property shortly, so we're going to break down the construction barrier temporarily for them to get that in. So, you know, we are maintaining open lines of communication.

Mr. Ball: Good. Okay. Okay, do you want to continue if there's no questions? Shall we continue?

2. Wailuku Parking Structure Update

Ms. Wade: So B is the parking structure. We did have an official groundbreaking, but it was kind of just a line in the sand as they were, were moving forward. It was only five people allowed to participate because of our COVID restrictions at the moment. So I hope you folks got the notification. We're so sorry we're not able to have all of you and more from the community to participate in that. But, we did move it forward. Kalani Wong was the Kahu who assisted us with that, so we felt really blessed to have him there. Yeah, that, that process just so folks know, the first work to start is going to be that drain line closest to First Hawaiian Bank. So if you're familiar, there's a drain catch basin that dips down right by First Hawaiian Bank. We start there and work backwards and out towards American Savings along that access road. So essentially this is going to be like a third road project almost to develop all of those utilities throughout that area right behind those businesses we just talked about, and then create the solid surface so that we can open it back up so folks can drive back and forth to First Hawaiian Bank, and make deliveries to the backs of those

businesses. We'll open up the sidewalk while the vertical construction happens. So that's what's happening right now. They're just confirming all of the locations of those utilities and we'll be starting on that work shortly.

Mr. Ball: Okay.

3. Da Bee Wailuku Shuttle Update

Ms. Wade: Okay, Da Bee. Da Bee, we've got a couple of different things happening. Our ridership remains steady with primarily jurors, honestly, with the State courts and jury duty folks who normally would have gotten the notice to park in the municipal lot. Now they get a notice that says ride Da Bee. And so they're using it very consistently. We do have about 25 riders who ride it daily who are, you know, workers in the neighborhood. And then we have whatever the daily requirement for jurors is, which varies, varies a lot depending on what juries are in session and what kind of cases are going on at the courthouse.

But yeah, it's still, it's still lower than we would like, so we're about to launch an incentive program. And it'll be -- we're still trying to come up with a name for it, but it'll be a 20, for every 20 rides, you get a \$20 gift certificate to a Wailuku business. So what that allows us to do is to help the businesses by prepaying for a gift certificate, and then incentivizing the rider as well, for the consistent rides. So that's going to launch in the next quarter in April. So hoping to boost our ridership with that.

Mr. Ball: Did we --? I mean, I'm sure we did somewhere. Did we do a study on what the potential ridership would be versus the actual, you know what I mean? Like there's 150, you know, or whatever.

Ms. Wade: Yeah.

Mr. Ball: We did that.

Ms. Wade: We did it and we did that with major employers in the district. So let's see, not last year May, the year before. So this is now almost two year old study. . . . (inaudible) . . . from the major employers their willingness to take a shuttle. And we basically based our requests for proposals on the responses from employees. What, what did they want to see in the vehicle? What did they want that experience to look like? How convenient do they need the parking, all of that. So based the RFP on that. With COVID, it's kind of thrown everything out the window because there's just parking available still, you know.

Mr. Ball: Right. Most people are virtual right now so --

Ms. Wade: There isn't the type of pressure to have to ride the shuttle that there would have been, you know, when we did the original survey. So as things start to get back up, I think that's going to change. Certainly as the municipal lot closes down entirely, we'll see folks

shifting. We did, we did buy weekly radio ads with Pacific Radio Group to get the word out about how to get to and around Wailuku during construction. So you might be hearing Charlie doing those.

This week's ad talks about parking at Wells Park. So kind of transiting. I didn't have it specifically listed, but that's one of the things, you know, I get people personally texting me. I've been driving around for 20 minutes and can't find a parking stall, you know. And I'll text them back, just park at Wells Park. You could have walked to your office and back in the time that had you just parked at Wells Park. So that's sort of the gist of the message in this week's video ad.

Mr. Ball: So that's open now and functioning?

Ms. Wade: Yes. Wells Park is open and available to be parked. And frankly there's grass growing up through the temporary pavers because it's not being well used. So I think the most people I've seen in that is eleven; eleven cars in a 92 stall parking space. So, it's very available. Folks shouldn't feel like there is no parking because it's just not the case. You know, there's parking in the neighborhood and it's no more than a five minute walk typically from whatever the destination is. So if anyone asks you for, just anecdotally, the distance from Wells Park parking to the Main and Market intersections. Did I tell you this already?

Mr. Ball: No.

Ms. Wade: It's the same as walking from Macy's to Sears in the mall.

Mr. Ball: Good trivia.

Ms. Wade: Which people do all the time without thinking about it, right?

Mr. Ball: That's some good trivia there.

Ms. Wade: Yeah.

Ms. Hiraga? Context.

Ms. Wade: Context is everything.

4. Small Town Big Art updates

Ms. Wade: Small Town Big Art, I'm excited to let you folks know we have our next mural. Well I want to, I want to tell you about what's up right now. If you haven't seen in First Hawaiian Bank, we have three portraits of historically significant Wailuku figures. And one is the first judge for the County of Maui. One is his wife, Rose Daniels, who is known for taking in homeless children. They never had children of their own. She took in homeless, over one

hundred it said, homeless children and cared for them. And one is Hokulani Holt. So their portraits, we, we partnered with First Hawaiian Bank, the portrait artist, Ave Molina painted them. At a normal scale we blew them up and we partnered with First Hawaiian Bank who has them hanging inside the bank's windows and the conversation is about legacy. So if you haven't seen the social media link, the video. The video is really like incredibly moving about the folks that were involved in that project. So, I wanted to make sure you get the chance to see that one.

The upcoming mural is going to be at Wells and, I guess, the building at Wells and Church. It's the new Children's Justice Center building. The building is owned by the County. Kirk Kurokawa is the mural artist. He's the one who did the Neisi Veterans mural along the wall.

Mr. Ball: This is old Hawaiian Tel building?

Ms. Wade: It's not.

Mr. Ball: Okay.

Ms. Wade: We're getting -- we're becoming land barons in that area. But it's right across the street from Hawaiian, across Wells Street, from . . . (inaudible) . . .

Mr. Ball: Okay.

Ms. Wade: That little office building, two-story. So Kirk Kurokawa is going to be the artist. That is the building where Prosecutors office will work out of for cases of abuse. So April is Child Abuse Awareness Month, so our intentions to do an unveiling of that mural in April, in conjunction with Child Abuse Awareness Month.

Mr. Ball: Okay.

Ms. Wade: And then just -- and then we did do our 2021 call for artists. We put out in January and we got in 55 proposals. This time I think we had more international proposals than last time. But the majority are being awarded to Hawaii artists as well.

5. Upcoming agenda items

Mr. Ball: Thanks. Okay, upcoming agenda items, then?

Ms. Wade: So I don't have notice from Scott Forsythe about any future items. I do know and will forward you the information about the Wailuku Redevelopment Zoning and Development Code is moving to Committee at the County Council. So I'll give you the information about time and date in case you wanted to watch those dialogue, that dialogue. But that's really the only other item that's moving.

The next upcoming thing we do need to talk about is the Vineyard Street frontage. And if you folks are wanting to leave it as just grass as it's shown in phase one, or if now that we're having the opportunity zone conversation, the direction is completing the task from the redevelopment code and moving forward with potentially building that.

Mr. Ball: Okay. I think that would be a good topic for discussion.

Ms. Wade: All right.

Mr. Ball: Especially with, with the Cost of Government's comments we can start adding that to the conversation, I guess.

D. NEXT MEETING: March 19, 2021 (3rd Friday)

E. ADJOURNMENT

Ms. Wade: Yeah, yeah. All right. Sounds good. That is all I have for today, Chair.

Mr. Ball: Okay, so if that's it, our next meeting will be on March 19th. If everyone -- if no one has anything else, then thank you all for coming. Thank you, Keola, for stopping by.

Mr. Whittaker: Thank you.

Mr. Ball: And we'll see you guys on the nineteenth.

Ms. Wade: All right. Have a good weekend.

Mr. Ball: Aloha.

There being no further discussion brought before the Agency, the meeting was adjourned at 1:48 p.m.

Respectfully submitted by,

LEILANI A. RAMORAN-QUEMADO
Secretary of Boards and Commissions II

RECORD OF ATTENDANCE

PRESENT:

Keone Ball, Vice-Chair
Gwen Hiraga
George Kaho'ohanohano
Jo-Ann Ridao

EXCUSED:

Ashley Lindsey, Chair

OTHERS:

Erin Wade, Maui Redevelopment Program Planner, Department of Management
Michael Williams, Chair, Cost of Government
Keola Whittaker, Deputy, Corporation Counsel