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**COUNTY COUNCIL**  
COUNTY OF MAUI  
200 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
[www.MauiCounty.us](http://www.MauiCounty.us)

March 29, 2026

Mr. Marc Takamori, Director  
Department of Transportation  
County of Maui  
Wailuku, Hawaii 96793

Dear Mr. Takamori:

SUBJECT: **PROPOSED FISCAL YEAR 2027 BUDGET FOR THE  
COUNTY OF MAUI** (BFED-1) (TD-02)

May I please request you be prepared to answer the following questions at the Council's Budget, Finance, and Economic Development Committee meeting of **April 7, 2026\***. This will enable the Committee to comprehensively review the FY 2027 Budget.

May I further request that, after approval by the Office of the Mayor, you transmit your responses to [bfed.committee@mauicounty.us](mailto:bfed.committee@mauicounty.us) by 4:30 p.m. on **April 6, 2026**. *\*Date is subject to change without notice.*

**Overall**

1. Under Public Transit Program – Fixed Route Service, Goal #2, item 2, will bus route services be altered in South Maui because of the recent road closures on South Kihei Road? (Page 811, Program Budget) (SS)
2. Under Administration Program, Goal #1, item 1: (Page 784, Program Budget)
  - a. The Department measures positive customer feedback by the percentage of passenger complaints per boarding. Estimated passenger complaints for FY 2026 are 0.03 percent with a projected decrease in FY 2027 to 0.01 percent. How is this calculated and how are complaints received and collected? (NUH)

- b. What is the most common type of passenger complaint? Has that changed since FY 2026? (TC)
3. Under Administration Program, Goal #2, item 1, how many vehicle incident and injuries occurred on the Maui Bus in FY 2026? What policies are in place to prevent future safety incidents? (Page 784, Program Budget) (TC)
4. Under Administration Program, Goal #3, item 1, the BFED Committee inquired about the Department's plans to implement a digital or automated farebox collection system to allow Maui Bus ridership to pay their fares digitally in FY 2026. What progress has been made on this? (Page 785, Program Budget) (TC)
5. Under Administration Program, Goal #4, item 1, what is the average lifespan of the Department's vehicle fleet? (Page 785, Program Budget) (TC)
6. An additional CIP Coordinator is being requested for FY 2027. Please explain the rationale for a second CIP Coordinator position. What CIPs does the Department anticipate in future FYs? (Page 786, Program Budget) (YLS) (TC)
7. Please provide a copy of the fleet replacement schedule. (Page 778, Program Budget) (TC)
8. For the Human Services Transportation Program, please define "gap" group and clarify how this impacts the Department's operations. (Page 778, Program Budget) (TC)
9. For the Public Transit Program's Maui Bus fleet, please define "decarbonizing" and provide the steps the Department is taking to meet this goal. (Page 778, Program Budget) (TC)
10. For Index Code 917706C-7044 Machinery and Equipment, is this purchase of office furniture only for the additional E/P or for the Department's entire office? Please explain. (Page 788, Program Budget) (TC)
11. Under Human Service Transportation Program, Goal #2, item 1, the actual percentage in FY 2025 was 96 percent which decreased to 90 percent in FY 2026. What caused this decrease in on-time

performance? Please explain what actions the Department is taking to increase and maintain on-time performance in FY 2027? (Page 794, Program Budget) (NUH)

12. Under Human Service Transportation Program, Goal #3, item 2, there is a fluctuation in estimated passenger boardings across FYs. Are current funding levels sufficient to sustain the program? (Page 794, Program Budget) (TC)
13. Under PARK MAUI Program, Goal #1, item 1: (Page 800, Program Budget)
  - a. Revenue is estimated to be \$85,000 for FY 2027—nearly the same as FY 2025 and the same for FY 2026. With PARK MAUI expanding to other parts of the island—including South Maui and West Maui—would expected revenue increase? Please explain. (TC) (YLS)
  - b. The goal is to operate a sustainable parking program with an estimated total revenue of \$85,000 to be collected in FY 2027. (NUH)
    - i. How does PARK MAUI plan to accomplish its goal of being sustainable by collecting \$85,000?
    - ii. Please provide the PARK MAUI projects that were completed in FY 2026.
    - iii. What projects are planned for FY 2027? Are there any projects located in Pā‘ia, Makawao, or Hā‘iku?
14. For the PARK MAUI Program, how much of the \$2,317,231 appropriated in FY 2026 has been obligated? How much has been expended to date? With services expanding to West Maui and South Maui in FY 2027, please explain why is there no additional appropriations needed in FY 2027. (Page 801, Program Budget) (KB)
15. As noted to the BFED Committee last year, the Department released its Ferry Feasibility Study on March 14, 2025. Please provide a status update on the Department’s progress on implementing the Ferry Program. (Page 803, Program Budget) (TC)

16. Under Ferry Program, Goal #1 item 1, the BFED Committee asked what types of permits, entitlements, and approvals are needed for the Ferry Program's implementation in FY 2026. Please provide a status update. (Page 803, Program Budget) (TC)
17. Under Ferry Program, Goal #1, item 2, the number of policies and procedures developed was estimated at five in FY 2026 but decreased to two in FY 2027. Please explain if any policies and procedures were developed and, if yes, what are they? (Page 803, Program Budget) (NUH)
18. Are there funding sources available in the Department to provide grants or contracts for multimodal projects, plans, or pilot projects, such as pedestrian visibility quick builds, feasibility studies for bike and micromobility share programs, or electric bicycle and micromobility safety workshops and giveaways? Is the Department able to administer this type of line item? (Page 19, Budget Bill) (GJ)

**Operations and Equipment (Category "B")**

1. The following relate to the Ferry Program, including the \$2 million in FY 2026 and FY 2027 for operations under Index Code 917765-6112 Contractual Service: (Page 23-12, Budget Details)
  - a. Please elaborate on the services and contracts that were procured in FY 2026. (NUH)
  - b. What is the timeline for procurement of consultants and contractor services? (NUH)
  - c. Provide a breakdown of how the \$2 million was expended in FY 2026. How much has been obligated? How much has been expended to date? Were there any lapsed funds in FY 2026? (KB) (NUH) (YLS)
  - d. What is the requested \$2 million in FY 2027 needed for? Please provide a breakdown. (KB) (YLS)

2. For Index Code 917737B-6317 County grant subsidy, \$850,000 will be granted to Maui Economic Opportunity, Inc. to purchase two 14-passenger buses. Were other sources of funding considered? Did MEO apply for Community Development Block Grant funds? Please explain. (Page 23-6, Budget Details) (YLS)
3. For Index Code 917760B-6160 Transportation Services, please explain the increase in monthly revenue service hours. When do you anticipate the launch of the Microtransit Service pilot program? Is the Department still planning to reduce fixed route transit service headways from the current 1-hour duration for peak service periods? (Page 807, Program Budget) (KB)

### **Capital Improvement Projects**

1. For CBS-1039 Bus Stops and Shelters, are there any new bus shelters or stops anticipated for FY 2027? If yes, please list the proposed locations. Has the Department identified all bus stops that need site improvements? If yes, where are they located? (Page 1003, Program Budget) (NUH)
2. For CBS-9473 West Maui Transit Center, what is the anticipated timeline for completion? Will additional funding be requested in future FYs? If yes, what is the anticipated total cost? (Page 1009, Program Budget) (NUH)

### **Appendix B**

1. The following relate to Public Transit Fares: (Page 51)
  - a. Does the Maui Bus recognize in-state and out-of-state seniors for the fare-free bus pass program? Does the Department have any feedback on whether out-of-state seniors should pay the bus fare? (TP)
  - b. What is the fiscal impact of waiving fixed route fees on the Maui Bus for County employees? Is a County Code amendment to Chapter 11.03 required to implement this change? (GJ)

Mr. Marc Takamori  
March 29, 2026  
Page 6

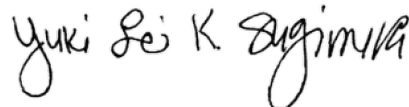
- c. What would be the fiscal impact of allowing students with a valid ID, irrespective of age, board without paying fees as part of the reduced monthly pass? (GJ)

May I also request that you restate each question followed by your corresponding response. Include any attachments or exhibits. Please ensure your response is clear and legible by using a minimum 12-point font throughout so Committee Members and the public can easily read the document once it is posted.

To ensure efficient processing, please duplicate the coding in the subject line above for easy reference.

Thank you for your attention to this request. Should you have any questions, please contact me or the Committee staff (Kirsten Szabo at ext. 7662, James Krueger at ext. 7761, Jarret Pascual at ext. 7141, Clarissa MacDonald at ext. 7135, or Pauline Martins at ext. 8039).

Sincerely,



YUKI LEI K. SUGIMURA, Chair  
Budget, Finance, and Economic  
Development Committee

bfed:2027bgt:260328atd01:jpp

cc: Mayor Richard T. Bissen, Jr.  
Budget Director

## BFED Committee

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**From:** BFED Committee  
**Sent:** Sunday, March 29, 2026 11:05 AM  
**To:** 'Marc Takamori'  
**Cc:** 'Michelle Santos'; 'Zeke Kalua'; 'Lesley Milner'; 'Kristina Cabbat'; 'Tiare P. Horner'; Shirley Blackburn; 'Janina Agapay'; 'Diane.Yogi@co.maui.hi.us'; 'Coralyn Dumlao'  
**Subject:** PROPOSED FISCAL YEAR 2027 BUDGET FOR THE COUNTY OF MAUI (BFED-1) (TD-02)  
**Attachments:** 260328atd01 (TD-02).pdf  
**Importance:** High

**RICHARD T. BISSEN, JR.**  
Mayor

**JOSIAH K. NISHITA**  
Managing Director



**MARC I. TAKAMORI**  
Director

**DIANE C. YOGI**  
Deputy Director

**DEPARTMENT OF TRANSPORTATION  
COUNTY OF MAUI  
200 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793**

TELEPHONE: (808) 270-7511  
FAX: (808) 270-7505

April 2, 2026

A blue handwritten signature, appearing to be "L Milner", is written to the left of the recipient's name.

Ms. Lesley Milner  
Budget Director, County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

Honorable Richard T. Bissen, Jr.  
Mayor, County of Maui  
200 South High Street  
Wailuku, Hawaii 96793

APPROVED FOR TRANSMITTAL

A handwritten signature in black ink, "Marc I. Takamori", is written over a green horizontal line. Below the line, the word "Mayor" is printed in green. To the right of the signature, the date "4-7-26" is written in black, and the word "Date" is printed in green below it.

For Transmittal to:

Honorable Yuki Lei K. Sugimura, Chair  
Budget, Finance, and Economic Development Committee and members  
200 South High Street  
Wailuku, Hawaii 96793

Dear Chair Yuki Lei Sugimura:

**SUBJECT: PROPOSED FISCAL YEAR 2027 BUDGET FOR THE COUNTY OF MAUI  
(BFED-1) (TD-02)**

The Department of Transportation (DOT) hereby transmits the following response to your letter dated March 29, 2026, regarding the Proposed Fiscal Year 2027 Budget for the County of Maui (BFED-1) (TD-02).

**Overall**

**Question 1:** Under Public Transit Program – Fixed Route Service, Goal #2, item 2, will bus route services be altered in South Maui because of the recent road closures on South Kihei Road? (Page 811, Program Budget) (SS)

**Response:**

- The Department has begun temporary service changes for the South Maui routes effective Thursday, March 26, 2026. The Kaonoulu Street/Ohukai Road/Uwapo Road bus stops on South Kihei Road have been reinstated in the Northbound direction. Although DPW has opened this stretch of road in both directions, the Department was advised not to operate the bus in the southbound direction, due to possible instability on the makai (ocean side) of the road.
- Beginning Saturday, March 28, 2026, (6) temporary bus stops were added to the (2) South Maui routes. (4) temporary bus stops were added on Kenolio Road, which parallels to S. Kihei Road, heading southbound. They are:
  - Kenolio Road / Kenolio Park (southbound)
  - Kenolio Road / Ohukai Road (southbound)
  - Kenolio Road / Alulike Street (southbound)
  - Kenolio Road / Kaiola Street (southbound)These stops will temporarily replace the stops that are not-in-service on South Kihei Road at Uwapo Road/Ohukai Road/Kaonoulu Street (southbound).
- (2) temporary bus stops will be added on the Kihei Islander route, further up South Kihei on both sides of Alanui Kealii Drive. They are:
  - Alanui Kealii Dr. / S. Kihei Road (southbound)
  - Alanui Kealii Dr. / S. Kihei Road (northbound)These stops will temporarily replace the stops that are not-in-service on South Kihei Road at Kamaole Beach I and Kamaole Shopping Center.
- South Maui Road repairs continue to be fluid, and the Department will continue to adjust Maui Bus routes as needed.

**Question 2:** Under Administration Program, Goal #1, item 1: (Page 784, Program Budget)

- a. The Department measures positive customer feedback by the percentage of passenger complaints per boarding. Estimated passenger complaints for FY 2026 are 0.03 percent with a projected decrease in FY 2027 to 0.01 percent. How is this calculated and how are complaints received and collected? (NUH)

**Response:**

Passenger complaints are formally logged by the Department upon receipt through multiple channels, including telephone calls, emails, written correspondence, and in-person reports. To calculate the performance metric, the Department aggregates the total number of complaints received during a specific period and divides that figure by the total number of Maui Bus passenger boardings for that same timeframe. This calculation provides standardized passenger complaints per boarding percentage, allowing the

Department to accurately track and evaluate the service across the transit system.

- b. What is the most common type of passenger complaint? Has that changed since FY 2026? (TC)

**Response:**

The most common passenger complaint on the Maui Bus fixed route has been customer service related. Following Department meetings with contractor management to intensify driver retraining efforts, the Department has reported a decrease in customer service related complaints in FY 2026.

- Question 3:** Under Administration Program, Goal #2, item 1, how many vehicle incident and injuries occurred on the Maui Bus in FY 2026? What policies are in place to prevent future safety incidents? (Page 784, Program Budget) (TC)

**Response:**

Federal reporting requires that the Department track both major and minor incidents. Minor incidents for federal reporting include non-major assaults on a transit worker, other safety incidents requiring the transport of people away from the scene for medical attention, or non-major fires that require suppression.

While no major events have been reported in FY 2026, The Department has reported four safety incident resulting in an injury that occurred up to December 31, 2025.

The Department operates under an established Public Transportation Agency Safety Plan as mandated by the Federal Transit Administration. The Department also ensures safety through required training and annual re-training of transit workers on safety protocols. Mandatory pre and post trip vehicle inspections are also conducted daily.

- Question 4:** Under Administration Program, Goal #3, item 1, the BFED Committee inquired about the Department's plans to implement a digital or automated farebox collection system to allow Maui Bus ridership to pay their fares digitally in FY 2026. What progress has been made on this? (Page 785, Program Budget) (TC)

**Response:**

The Department has participated in several coordination meetings with the Hawaii Department of Transportation (HDOT) and the City and County of Honolulu Department of Transportation Services to align with the statewide initiative for digital farebox implementation. HDOT has recently secured funding and plans to engage a consultant to conduct a comprehensive needs assessment that includes the neighboring island counties. This collaborative, statewide approach ensures that Maui's future digital fare system is compatible with emerging standards, such as Honolulu's HOLO card system, while addressing the specific operational requirements of the Maui Bus.

**Question 5:** Under Administration Program, Goal #4, item 1, what is the average lifespan of the Department's vehicle fleet? (Page 785, Program Budget) (TC)

**Response:**

The Department utilizes the Federal Transit Administration (FTA) "useful life" criteria for vehicle replacement, as the majority of the fleet is acquired through federal funding. For large, heavy-duty transit buses, the FTA useful life is 12 years or 500,000 miles, while smaller cutaway buses have a useful life of 7 years or 200,000 miles. In practice, Maui Bus vehicles often reach their mileage threshold several years before their age limit due to the high-mileage nature of our daily island-wide routes. While the Department tries to replace vehicles promptly upon reaching these benchmarks, the actual replacement schedule is contingent upon the availability of federal grant cycles and the required local matching funds.

**Question 6:** An additional CIP Coordinator is being requested for FY 2027. Please explain the rationale for a second CIP Coordinator position. What CIPs does the Department anticipate in future FYs? (Page 786, Program Budget) (YLS) (TC)

**Response:**

The Department faces an urgent need to maintain existing transit infrastructure and facilities while simultaneously executing critical improvements to Vevau Street, near the Kahului Transit Center. Additionally, the Department is managing an \$85 million multi-year Transportation Baseyard project requiring meticulous federal compliance, along with actively working toward building a West Maui Transit Center to replace the West Maui Hub lost in the Lahaina Wildfires. Support for the Park Maui and Ferry Program projects is also required as these programs expand. Given that all these projects are currently managed by a single CIP Coordinator, we are requesting an additional position to manage the current workload and future expansion projects effectively.

The Department's projects are growing beyond bus stops and shelters. Current and future projects include but are not limited to:

- Maintenance Baseyard Facility
- West Maui Transit Center
- Vevau Street Improvements
- Ongoing Bus Stop & Shelters Program which includes maintenance and repairs to existing bus shelters
- Repair, maintenance and improvements to the Kahului Transit Center
- Park Maui and Ferry Program needs

**Question 7:** Please provide a copy of the fleet replacement schedule. (Page 778, Program Budget) (TC)

**Response:**

See attached suggested replacement schedule.

**Question 8:** For the Human Services Transportation Program, please define “gap” group and clarify how this impacts the Department’s operations. (Page 778, Program Budget) (TC)

**Response:**

The gap group refers to a specific underserved group of residents that do not fall into other program categories.

**Question 9:** For the Public Transit Program’s Maui Bus fleet, please define “decarbonizing” and provide the steps the Department is taking to meet this goal. (Page 778, Program Budget) (TC)

**Response:**

Decarbonization refers to the strategic transition of the Maui Bus fleet from diesel-powered engines to zero-emission vehicles, such as battery-electric or hydrogen fuel cell technology, to eliminate greenhouse gas emissions from transit operations. The Department is currently taking its first major steps toward this goal by integrating four all-electric buses into service on the Kahului Loop and Upcountry Islander routes while simultaneously developing a new maintenance baseyard equipped for high-capacity charging. While the current focus is on battery-electric technology due to existing infrastructure, the Department continues to monitor and evaluate the long-term feasibility of hydrogen for higher-mileage or more demanding routes as local hydrogen production and fueling infrastructure still needs to mature in the islands.

**Question 10:** For Index Code 917706C-7044 Machinery and Equipment, is this purchase of office furniture only for the additional E/P or for the Department’s entire office? Please explain. (Page 788, Program Budget) (TC)

**Response:**

To accommodate recent staffing growth, the Department is requesting new office furniture and a strategic layout reconfiguration to optimize limited space and improve overall capacity of the office.

**Question 11:** Under Human Service Transportation Program, Goal #2, item 1, the actual percentage in FY 2025 was 96 percent which decreased to 90 percent in FY 2026. What caused this decrease in on-time performance? Please explain what actions the Department is taking to increase and maintain on-time performance in FY 2027? (Page 794, Program Budget) (NUH)

**Response:**

The decrease in on-time performance stems from a significant driver shortage at MEO which was driven by retirements and other competitive employment opportunities. MEO has been proactive in recruitment and hiring incentives.

**Question 12:** Under Human Service Transportation Program, Goal #3, item 2, there is a fluctuation in estimated passenger boardings across FYs. Are current funding levels sufficient to sustain the program? (Page 794, Program Budget) (TC)

**Response:**

Despite the decline in boardings, the service requirements remain consistent due to extensive geographic coverage and high-needs clients. The escalating cost of prevailing wages, fuel and vehicle maintenance have increased operational costs. A 5.7% increase has been requested in the FY 2027 budget.

**Question 13:** Under PARK MAUI Program, Goal #1, item 1: (Page 800, Program Budget)

- a. Revenue is estimated to be \$85,000 for FY 2027—nearly the same as FY 2025 and the same for FY 2026. With PARK MAUI expanding to other parts of the island including South Maui and West Maui—would expected revenue increase? Please explain. (TC) (YLS)

**Response:**

Phase 1 in South Maui is expected to boost revenue primarily from Kamaole 3. The anticipated revenue for Kamaole 2 has been affected by the indefinite closure of the location after a major sinkhole was caused by the March Kona Low Storms. The Department has also been informed that there is a projected two-year closure of the Kamaole 1 dirt lot for infrastructure construction starting in late 2026/early 2027, making Kamaole 3 the primary revenue source for that zone.

- b. The goal is to operate a sustainable parking program with an estimated total revenue of \$85,000 to be collected in FY 2027. (NUH)
  - i. How does PARK MAUI plan to accomplish its goal of being sustainable by collecting \$85,000?

**Response:**

The PARK MAUI program was originally designed with the majority of its revenue projected from high-volume areas in West Maui. However, the 2023 wildfires significantly reduced those revenue opportunities. The \$85,000 goal for FY 2027 represents a sustainable target by aligning the program's current operational costs with available revenue from active sites, such as Kama'ole III in South Maui. To maintain long-term fiscal sustainability, the Department is moving forward with a phased expansion into other districts to diversify revenue streams. This conservative fiscal approach ensures the program can continue to provide managed

parking solutions and infrastructure maintenance while key locations in West and South Maui undergo recovery and repair.

- ii. Please provide the PARK MAUI projects that were completed in FY 2026.

**Response:**

The Department successfully reached several key milestones in the implementation of the PARK MAUI program during FY 2026, focusing on turnover management and disaster recovery support:

- Iao Theater Parking Lot: Completed a redesign of the lot to provide 39 public stalls with 2-hour time limits, specifically intended to increase parking turnover and support local businesses in Wailuku Town.
- Lahaina Harbor OOR Support: Developed and implemented three public parking lots and a comprehensive redesign of traffic flow to support the Office of Recovery (OOR) efforts in the Lahaina Harbor area.
- South Maui Phase 1 Launch: Will be initiating the first phase of the managed parking program at the Kama'ole Beach Parks, establishing the framework for future parking management in high-demand coastal areas.

- iii. What projects are planned for FY 2027? Are there any projects located in Pā'ia, Makawao, or Hā'iku?

**Response:**

In FY 2027, the Department plans to evaluate the expansion of PARK MAUI to additional South Maui beach parks, depending on the operational success and data gathered from the Phase 1 launch at the Kama'ole Beaches. Regarding the North Shore and Upcountry regions, the Department has had internal discussions to specifically address the chronic parking congestion in Paia Town. The Department is currently exploring potential "temporary release valve" options to alleviate parking pressure in Paia before committing to a permanent managed parking structure.

**Question 14:** For the PARK MAUI Program, how much of the \$2,317,231 appropriated in FY 2026 has been obligated? How much has been expended to date? With services expanding to West Maui and South Maui in FY 2027, please explain why is there no additional appropriations needed in FY 2027. (Page 801, Program Budget) (KB)

**Response:**

The \$2,317,231 has been fully obligated. The Department is currently finalizing the operations and security system upgrades at the Wailuku Garage. Remaining available funding is being directed toward the Phase 1 launch of the program in South Maui. Additionally, the Office of Recovery (OOR) will be reimbursing Park Maui for all work performed in Lahaina thus far.

**Question 15:** As noted to the BFED Committee last year, the Department released its Ferry Feasibility Study on March 14, 2025. Please provide a status update on the Department's progress on implementing the Ferry Program. (Page 803, Program Budget) (TC)

**Response:**

In FY 2026, the Ferry Program began with implementation planning, supported by a consulting contract to assist the Department in planning and developing documentation for environmental requirements, operations contracts, and vessel procurement. To inform the implementation plan, comprehensive meetings were held with existing ferry operators, including the NYC Ferry, Puerto Rico Ferry, the nation-wide Public Ferry Coalition, and other west coast operators. The County of Maui was also introduced as a new member of the Public Ferry Coalition, which serves as a forum for ferry coordination and advocating for continued federal funding.

As part of the Ferry Program implementation, an RFP was prepared and posted for the Maui County Ferry Environmental Study, with a bid opening on April 9<sup>th</sup>. The Department anticipates that services for the Environmental Study will begin in early May.

The Department also began coordinating with FTA Region 9 regarding compliance with environmental requirements as well as potential federal funding opportunities. Further meetings were held with DNL-DOBAR to discuss harbor and vessel limitations, which will impact the vessel procurement process. Draft ferry ordinances were also developed and are being finalized for discussion.

Looking ahead to FY27, the Department anticipates continued progress on the following operational timelines:

- **Environmental Study** – a proposal will be selected and a contract executed before the end of FY 2026. The study will continue throughout FY 2027 with an anticipated timeline of roughly one year; however, the timeline may be extended depending on the findings of the environmental assessment.
- **Operations and Maintenance RFP** – An RFP for the maintenance and operations of a ferry service to Lanai will be completed in the second quarter of FY 2027 and will be issued pending the resolution of the environmental process. The Operations and Maintenance RFP will require the contractor to operate the ferry service to Lanai with vessels provided by the contractor, with the potential for future purchase of those vessels by the County.
- **New Vessel Procurement Documentation** – While work has begun on preparatory documentation for new vessel procurement, it is anticipated that final specifications and drawings will not be finalized until the beginning of Q2 of FY 2027. The implementation of new vessel procurement will also be contingent on available grant funding in addition to the progress of the environmental process.

**Question 16:** Under Ferry Program, Goal #1 item 1, the BFED Committee asked what types of permits, entitlements, and approvals are needed for the Ferry Program's implementation in FY 2026. Please provide a status update. (Page 803, Program Budget) (TC)

**Response:**

In Q4 of FY 2026, the Department will enter into a contract for the Environmental Study, which will involve various permit and approval processes. The Environmental Study process will continue into FY 2027, and involve coordination with local, State, and Federal partners, including DLNR, the Maui Invasive Species Committee, the State Historic Preservation Division, the US Army Corps of Engineers, and the Federal Transit Administration among others. The process will involve approvals within the National Environmental Protection Act (NEPA) and the Hawaii Environmental Protection Act (HEPA), including compliance with the Marine Mammal Protection Act, the Clean Water Act, and the Coastal Zone Management Act among other required legislation. The process may also involve the requirements of receiving both State and Federal incidental take permits as needed.

In FY 2027, the Department may also coordinate the planning of various permits involved in the operation of vessels, such as mooring permits. These permits and approvals may be facilitated through an operations and maintenance contract for ferry service, which will be contingent on a Finding of No Significant Impact (FONSI) as part of the HEPA and NEPA process.

As noted below, the Department is also currently drafting ordinances proposing the authorization of a Ferry Program implemented by the Department of Transportation under the Maui County Code.

**Question 17:** Under Ferry Program, Goal #1, item 2, the number of policies and procedures developed was estimated at five in FY 2026 but decreased to two in FY 2027. Please explain if any policies and procedures were developed and, if yes, what are they? (Page 803, Program Budget) (NUH)

**Response:**

In FY 2026, the Department developed various policies and procedures related to the planning for and implementation of a ferry service, including the following:

- County Ordinances for the operation of a ferry program. These proposed draft ordinances are still being discussed and fine-tuned and will be finalized for internal review in FY 2026.
- An FTA Compliance Checklist and Workflow document to help guide further coordination with federal partners and grant applications.
- Environmental Study RFP Documentation, which led to the issuance of the RFP in March 2026.
- An overview on Interisland invasive species and plant pest controls used to inform further environmental planning and the proposed Environmental Study.

- Reporting related to insights from other ferry operators, including NYC Ferry and the Puerto Rico Ferry.

In FY 2027, the Department anticipates further progress on:

- Finalizing County Ordinances to amend Title 11 for the operation of a Maui County Ferry Service.
- Policies and procedures for a Ferry code of conduct, including procedural guidelines for operating a ferry service.
- Developing rates and fee structures to be further used in budget proposals to set ticket fees for ferry service.
- Finalizing documentation for an operations and maintenance RFP to initially conduct ferry service.
- Finalizing documentation for new vessel procurement, including any applicable procedures related to vessel acquisition, maintenance, or operation.

**Question 18:** Are there funding sources available in the Department to provide grants or contracts for multimodal projects, plans, or pilot projects, such as pedestrian visibility quick builds, feasibility studies for bike and micromobility share programs, or electric bicycle and micromobility safety workshops and giveaways? Is the Department able to administer this type of line item? (Page 19, Budget Bill) (GJ)

**Response:**

While the Department may have the administrative framework to manage multimodal projects and pilot programs, successful implementation is contingent upon filling the currently vacant Transportation Planner position. This role is essential for providing the technical oversight and contract management required for initiatives like bike-share feasibility studies and safety workshops. Furthermore, as infrastructure such as bike networks and sidewalks falls under the jurisdiction of the Department of Public Works, any such projects would be conducted in close coordination to ensure efforts complement, rather than duplicate, existing roadway and sidewalk programs. Filling this key vacancy will allow the Department to effectively lead these programmatic and planning efforts while maintaining a collaborative partnership with Public Works.

**Operations and Equipment (Category “B”)**

**Question 1:** The following relate to the Ferry Program, including the \$2 million in FY 2026 and FY 2027 for operations under Index Code 917765-6112 Contractual Service: (Page 23-12, Budget Details)

- a. Please elaborate on the services and contracts that were procured in FY 2026. (NUH)

**Response:**

The FY 2026 budget is being primarily utilized to facilitate the following two contracts:

**Implementation Support – \$520,000**

A contract was awarded in the amount of \$520,000 to KPFF Consulting Engineers in July of 2025, with a Notice to Proceed issued in November 2025 after the development of the scope of work was completed. KPFF was tasked with two phases of work, focusing first on an implementation work plan for ferry operations, comparative research of existing ferry operators, documentation for environmental planning, and support in ordinance development. Phase two of the contract involves further support in vessel design, procurement, and operations, leading to the development of an operations RFP along with capital and operating financial analysis, with ridership and fare elasticity review.

**Maui Ferry Environmental Study**

The Department is currently seeking proposals from qualified and experienced firms to prepare environmental planning documentation to support implementation of the Ferry Program. The successful firm chosen will prepare all environmental documentation and specialized environmental studies necessary for the ferry service to comply with HEPA and NEPA regulations. The contract amount is not yet known but is expected to fall within the funds available in FY 2026.

- b. What is the timeline for procurement of consultants and contractor services? (NUH)

**Response:**

**KPFF – Implementation Support**

The KPFF contract has already begun with a Notice to Proceed issued in November 2025. The period of performance for the contract extends for 15 months from the Notice to Proceed date.

**Maui Ferry Environmental Study**

An RFP was issued for the Environmental Study on March 9<sup>th</sup>, with a submission deadline on April 9<sup>th</sup>. The Department anticipates that the evaluation committee will have a recommendation by April 14<sup>th</sup> or sooner, with an Award by April 21, 2026. Services for the Environmental Study will begin as early as May 2026 and will utilize the existing funds for FY 2026.

- c. Provide a breakdown of how the \$2 million was expended in FY 2026. How much has been obligated? How much has been expended to date? Were there any lapsed funds in FY 2026? (KB) (NUH) (YLS)

**Response:**

Of the \$2 million designated for FY 2026, \$520,000 has been obligated under the KPFF contract, with \$45,640.43 total paid to KPFF to date. The final contract amount for the Ferry Environmental Study is not yet known, but is anticipated to fall within the available funds for FY 2026.

- d. What is the requested \$2 million in FY 2027 needed for? Please provide a breakdown. (KB) (YLS)

**Response:**

- **Maintenance and Operations Contract** – anticipated implementation will be in Q3 and Q4 of FY 2027, depending on the outcome of the environmental study. If the study returns a FONSI within the fiscal year, the County can proceed with utilizing the majority of the FY 2027 budget for an operations and maintenance contract to begin ferry service operations to Lanai.
- **Additional environmental study** funding if further findings warrant additional work will potentially utilize FY 2027 budget.
- **Additional implementation** – additional needs may arise for implementation planning apart from the overall maintenance and operations contract. These could involve potential technical needs to comply with reporting requirements, or other operational necessities.

- Question 2:** For Index Code 917737B-6317 County grant subsidy, \$850,000 will be granted to Maui Economic Opportunity, Inc. to purchase two 14-passenger buses. Were other sources of funding considered? Did MEO apply for Community Development Block Grant funds? Please explain. (Page 23-6, Budget Details) (YLS)

**Response:**

After determining that CDBG prioritizes projects other than vehicle acquisition, MEO opted not to pursue CDBG funds. Furthermore, while MEO had previously applied for direct federal funding, they are no longer eligible because the County currently receives federal funding for vehicles.

- Question 3:** For Index Code 917760B-6160 Transportation Services, please explain the increase in monthly revenue service hours. When do you anticipate the launch of the Microtransit Service pilot program? Is the Department still planning to reduce fixed route transit service headways from the current 1-hour duration for peak service periods? (Page 807, Program Budget) (KB)

**Response:**

Transportation Services index code 917760B-6160 is for our fixed route service, which includes a 5% increase request.

Index code 917762B-6160 is for our paratransit services.

Driven by rising ADA Paratransit enrollment, MEO is forecasting an annual increase in monthly revenue service hours to meet the demand.

The Microtransit Service pilot program is anticipated to launch in January 2027.

Service frequency on fixed routes will remain unchanged, as increasing service headways would require substantial growth in fleet size, operating budgets and workforce capacity. Ongoing nationwide shortages of CDL drivers continue to be a challenge for our contractors to staff for additional service.

### **Capital Improvement Projects**

**Question 1:** For CBS-1039 Bus Stops and Shelters, are there any new bus shelters or stops anticipated for FY 2027? If yes, please list the proposed locations. Has the Department identified all bus stops that need site improvements? If yes, where are they located? (Page 1003, Program Budget) (NUH)

**Response:**

The new bus shelter locations in FY 2027 will include:

- North and southbound shelters on Ho'okele Street, Kahului
- Wailea Ike Drive at Wailea Village Shopping Center, Northbound.

**Question 2:** For CBS-9473 West Maui Transit Center, what is the anticipated timeline for completion? Will additional funding be requested in future FYs? If yes, what is the anticipated total cost? (Page 1009, Program Budget) (NUH)

**Response:**

As the County continues to support the Lahaina rebuilding efforts, the Department is requesting funds for consultant services to assist in re-establishing a new transit center in West Maui to replace the hub that was lost in the Lahaina Wildfires. Should the County proceed with the purchase of land that can accommodate a West Maui Transit Center, these funds would facilitate the land purchase process and begin the planning and design phase. The anticipated total cost is not known at this time.

### **Appendix B**

**Question 1:** The following relate to Public Transit Fares: (Page 51)

- a. Does the Maui Bus recognize in-state and out-of-state seniors for the fare-free bus pass program? Does the Department have any feedback on whether out-of-state seniors should pay the bus fare? (TP)

**Response:**

The Department does not distinguish between in-state and out-of-state seniors for the Maui Bus fare-free program. Instead, any individual 55 years or older with a valid government-issued photo ID is eligible. Implementing a residency-based fare for out-of-state seniors could jeopardize compliance with Federal Transit Administration (FTA) regulations, which require recipients of federal funding to offer reduced fares to seniors and Medicare cardholders regardless of their home state. Attempting to enforce a two-tiered residency system would not only complicate boarding operations and increase the administrative burden on drivers but could also be viewed as discriminatory under federal grant guidelines, potentially risking the Department's eligibility for future federal transit awards.

- b. What is the fiscal impact of waiving fixed route fees on the Maui Bus for County employees? Is a County Code amendment to Chapter 11.03 required to implement this change? (GJ)

**Response:**

The fiscal impact of waiving fixed-route fees for County employees is expected to be minimal, as employee ridership represents a small fraction of total Maui Bus volume and would not significantly decrease farebox recovery. Regarding the implementation, if the "Rates and Fees" schedule within the annual Budget Ordinance is updated to include County employees as an eligible category for fare-free transit, the Department would have the authority to implement the change immediately. However, to ensure long-term consistency and permanent legal standing, an amendment to Chapter 11.04 of the Maui County Code is recommended to align the underlying transit statutes with the annual budget's fee structure.

- c. What would be the fiscal impact of allowing students with a valid ID, irrespective of age, board without paying fees as part of the reduced monthly pass? (GJ)

**Response:**

The fiscal impact of allowing all students with a valid ID to ride fare-free, regardless of age, is expected to be minimal. Currently, the Department utilizes the annual Budget Ordinance's "Rates and Fees" schedule to provide fare-free transit for students aged 24 and younger. Therefore, this change would specifically extend the benefit to students between the ages of 25 and 54, as those 55 and older are already covered by the senior fare-free policy. To implement this permanently and ensure consistency across County law, an amendment to Section 11.04.010 of the Maui County Code would be required to update the definition of "Student," which currently excludes college and vocational students over the age of 18. Standardizing this policy would remove barriers for non-traditional students and residents pursuing workforce retraining while simplifying boarding operations for drivers through a universal "valid student ID" verification rule.

*Chair Yuki Lei Sugimura*

*April 2, 2026*

*Page 15 of 15*

Sincerely,

A handwritten signature in black ink, appearing to be 'MT', written in a cursive style.

Marc Takamori

Director of Transportation

cc: Mayor Richard T. Bissen, Jr.

**Annual Agency Fleet Table  
FTA Formula Program**

# Maui Bus Suggested Fleet Replacement Schedule

Date of Mileage Report: 7/1/2025

**2026**

<-Current Year

No.	Bus #	Year	Vehicle Make	Vehicle Model	Service Program	Purchase Price	Odometer Reading 6/30/25	FTA Expected Useful Life		Actual Useful Life Remaining		Age in Years	Suggested Year to be Replaced
								Mileage	Years	Mileage	Years		
1	RM26	2008	ENC	EZ- RIDER II 35'	Fixed Route	\$ 325,128	721,806	500,000	12	-221,806	-6	18	2020
2	RM31	2010	ENC	EZ- RIDER II 35'	Fixed Route	\$ 379,492	742,197	500,000	12	-242,197	-4	16	2022
3	MB401	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	531,277	500,000	12	-31,277	0	12	2025
4	MB402	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	577,596	500,000	12	-77,596	0	12	2025
5	MB403	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	500,121	500,000	12	-121	0	12	2025
6	MB404	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	489,339	500,000	12	10,661	0	12	2025
7	MB405	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	568,419	500,000	12	-68,419	0	12	2025
8	MB406	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	585,084	500,000	12	-85,084	0	12	2025
9	MB407	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	510,372	500,000	12	-10,372	0	12	2025
10	MB408	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	481,529	500,000	12	18,471	0	12	2025
11	MB409	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	504,134	500,000	12	-4,134	0	12	2025
12	MB410	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	545,779	500,000	12	-45,779	0	12	2025
13	MB501	2015	Ford F550	(ENC) Aero-Elite 290 (V10, 6.8L)	Fixed Route	\$ 139,659	347,273	200,000	7	-147,273	-4	11	2021
14	MB502	2015	Ford F550	(ENC) Aero-Elite 290 (V10, 6.8L)	Fixed Route	\$ 139,659	282,742	200,000	7	-82,742	-4	11	2021
15	MB503	2015	Ford F550	(ENC) Aero-Elite 290 (V10, 6.8L)	Fixed Route	\$ 139,659	281,414	200,000	7	-81,414	-4	11	2021
16	MB504	2015	Ford F550	(ENC) Aero-Elite 290 (V10, 6.8L)	Fixed Route	\$ 139,659	269,985	200,000	7	-69,985	-4	11	2021
17	MB1901	2019	ENC	AXESS 40'	Fixed Route	\$ 603,453	293,286	500,000	12	206,714	5	7	2031
18	MB1902	2019	ENC	AXESS 40'	Fixed Route	\$ 603,453	288,862	500,000	12	211,138	5	7	2031
19	MB2001	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	390,411	500,000	12	109,589	6	6	2032
20	MB2002	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	365,030	500,000	12	134,970	6	6	2032
21	MB2003	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	312,081	500,000	12	187,919	6	6	2032
22	MB2004	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	348,798	500,000	12	151,202	6	6	2032
23	MB2201	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	125,032	500,000	12	374,968	8	4	2034
24	MB2202	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	178,417	500,000	12	321,583	8	4	2034
25	MB2203	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	136,237	500,000	12	363,763	8	4	2034
26	MB2204	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	128,112	500,000	12	371,888	8	4	2034
27	MB2205	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	109,992	500,000	12	390,008	8	4	2034
28	MB2206	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	104,988	500,000	12	395,012	8	4	2034
29	MB2501	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
30	MB2502	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
31	MB2503	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
32	MB2504	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037

**Annual Agency Fleet Table  
FTA Formula Program**

33	MB111	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	224,455	200,000	7	-24,455	-4	11	2021
34	MB112	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	316,709	200,000	7	-116,709	-4	11	2021
35	MB113	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	240,237	200,000	7	-40,237	-4	11	2021
36	MB114	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	220,222	200,000	7	-20,222	-4	11	2021
37	MB115	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	219,663	200,000	7	-19,663	-4	11	2021
38	MB116	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	232,590	200,000	7	-32,590	-4	11	2021
39	MB117	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	240,432	200,000	7	-40,432	-4	11	2022
40	MB118	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	283,926	200,000	7	-83,926	-4	11	2022
41	MB119	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	234,028	200,000	7	-34,028	-4	11	2022
42	MB120	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	267,234	200,000	7	-67,234	-4	11	2022
43	MB121	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	256,749	200,000	7	-56,749	-4	11	2022
44	MB122	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	228,806	200,000	7	-28,806	-3	10	2022
45	MB123	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	226,380	200,000	7	-26,380	-3	10	2022
46	MB124	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	220,255	200,000	7	-20,255	-3	10	2022
47	MB125	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	241,515	200,000	7	-41,515	-3	10	2022
48	MB126	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	195,164	200,000	7	4,836	-3	10	2022
49	MB2011	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	77,842	200,000	7	122,158	2	5	2028
50	MB2012	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	106,370	200,000	7	93,630	2	5	2028
51	MB2013	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	99,748	200,000	7	100,253	2	5	2028
52	MB2014	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	79,108	200,000	7	120,892	2	5	2028
53	MB2015	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	112,952	200,000	7	87,048	2	5	2028
54	MB2016	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	67,758	200,000	7	132,242	2	5	2028
55	MB2017	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	93,925	200,000	7	106,075	2	5	2028
56	MB2018	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	95,022	200,000	7	104,978	2	5	2028
57	MB2019	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	85,325	200,000	7	114,676	2	5	2028
58	MB2020	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	123,242	200,000	7	76,758	2	5	2028
59	MB2211	2022	Chrysler	(Braun) Voyager LX Side Entry	ADA Paratransit	\$ 93,239	105,102	100,000	4	-5,102	0	4	2026
60	MB2212	2022	Chrysler	(Braun) Voyager LX Side Entry	ADA Paratransit	\$ 93,239	51,588	100,000	4	48,412	0	4	2026
61	MB2213	2022	Chrysler	(Braun) Voyager LX Rear Entry	ADA Paratransit	\$ 95,461	58,108	100,000	4	41,892	0	4	2026
62	MB2214	2022	Chrysler	(Braun) Voyager LX Rear Entry	ADA Paratransit	\$ 95,461	15,147	100,000	4	84,854	0	4	2026

**Annual Agency Fleet Table  
FTA Formula Program**

# Maui Bus Suggested Fleet Replacement Schedule

Date of Mileage Report: 7/1/2025

**2026** <-Current Year

No.	Bus #	Year	Vehicle Make	Vehicle Model	Service Program	Purchase Price	Odometer Reading 6/30/25	FTA Expected Useful Life		Actual Useful Life Remaining		Age in Years	Suggested Year to be Replaced
								Mileage	Years	Mileage	Years		
1	RM26	2008	ENC	EZ- RIDER II 35'	Fixed Route	\$ 325,128	721,806	500,000	12	-221,806	-6	18	2020
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3	MB401	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	531,277	500,000	12	-31,277	0	12	2025
4	MB402	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	577,596	500,000	12	-77,596	0	12	2025
5	MB403	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	500,121	500,000	12	-121	0	12	2025
6	MB404	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	489,339	500,000	12	10,661	0	12	2025
7	MB405	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	568,419	500,000	12	-68,419	0	12	2025
8	MB406	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	585,084	500,000	12	-85,084	0	12	2025
9	MB407	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	510,372	500,000	12	-10,372	0	12	2025
10	MB408	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	481,529	500,000	12	18,471	0	12	2025
11	MB409	2014	ENC	AXESS 35'	Fixed Route	\$ 473,118	504,134	500,000	12	-4,134	0	12	2025
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13	MB501	2015	Ford F550	(ENC) Aero-Elite 290 (V10, 6.8L)	Fixed Route	\$ 139,659	347,273	200,000	7	-147,273	-4	11	2021
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20	MB2002	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	365,030	500,000	12	134,970	6	6	2032
21	MB2003	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	312,081	500,000	12	187,919	6	6	2032
22	MB2004	2020	ENC	AXESS 40'	Fixed Route	\$ 603,364	348,798	500,000	12	151,202	6	6	2032
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27	MB2205	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	109,992	500,000	12	390,008	8	4	2034
28	MB2206	2022	Gillig	BAE Hybrid-Electric BRT 35'	Fixed Route	\$ 807,140	104,988	500,000	12	395,012	8	4	2034
29	MB2501	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
30	MB2502	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
31	MB2503	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037
32	MB2504	2025	Gillig	Electric 35'	Fixed Route	\$ 1,232,834	1,000	500,000	12	499,000	11	1	2037

**Annual Agency Fleet Table  
FTA Formula Program**

33	MB111	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	224,455	200,000	7	-24,455	-4	11	2021
34	MB112	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	316,709	200,000	7	-116,709	-4	11	2021
35	MB113	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	240,237	200,000	7	-40,237	-4	11	2021
36	MB114	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	220,222	200,000	7	-20,222	-4	11	2021
37	MB115	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	219,663	200,000	7	-19,663	-4	11	2021
38	MB116	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	232,590	200,000	7	-32,590	-4	11	2021
39	MB117	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	240,432	200,000	7	-40,432	-4	11	2022
40	MB118	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	283,926	200,000	7	-83,926	-4	11	2022
41	MB119	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	234,028	200,000	7	-34,028	-4	11	2022
42	MB120	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	267,234	200,000	7	-67,234	-4	11	2022
43	MB121	2015	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	256,749	200,000	7	-56,749	-4	11	2022
44	MB122	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	228,806	200,000	7	-28,806	-3	10	2022
45	MB123	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	226,380	200,000	7	-26,380	-3	10	2022
46	MB124	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	220,255	200,000	7	-20,255	-3	10	2022
47	MB125	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	241,515	200,000	7	-41,515	-3	10	2022
48	MB126	2016	Chevy 3500	(ENC) Aero-lite 210 (V8, 6L)	ADA Paratransit	\$ 88,175	195,164	200,000	7	4,836	-3	10	2022
49	MB2011	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	77,842	200,000	7	122,158	2	5	2028
50	MB2012	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	106,370	200,000	7	93,630	2	5	2028
51	MB2013	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	99,748	200,000	7	100,253	2	5	2028
52	MB2014	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	79,108	200,000	7	120,892	2	5	2028
53	MB2015	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	112,952	200,000	7	87,048	2	5	2028
54	MB2016	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	67,758	200,000	7	132,242	2	5	2028
55	MB2017	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	93,925	200,000	7	106,075	2	5	2028
56	MB2018	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	95,022	200,000	7	104,978	2	5	2028
57	MB2019	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	85,325	200,000	7	114,676	2	5	2028
58	MB2020	2021	Ford	(ENC) Aero-lite 210	ADA Paratransit	\$ 142,263	123,242	200,000	7	76,758	2	5	2028
59	MB2211	2022	Chrysler	(Braun) Voyager LX Side Entry	ADA Paratransit	\$ 93,239	105,102	100,000	4	-5,102	0	4	2026
60	MB2212	2022	Chrysler	(Braun) Voyager LX Side Entry	ADA Paratransit	\$ 93,239	51,588	100,000	4	48,412	0	4	2026
61	MB2213	2022	Chrysler	(Braun) Voyager LX Rear Entry	ADA Paratransit	\$ 95,461	58,108	100,000	4	41,892	0	4	2026
62	MB2214	2022	Chrysler	(Braun) Voyager LX Rear Entry	ADA Paratransit	\$ 95,461	15,147	100,000	4	84,854	0	4	2026

## BFED Committee

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**From:** Janina E. Agapay <Janina.E.Agapay@co.maui.hi.us>  
**Sent:** Tuesday, April 7, 2026 10:28 AM  
**To:** BFED Committee  
**Cc:** Lesley J. Milner; Tiare P. Horner; Marc I. Takamori; Diane C. Yogi; Cora-Lyn Dumlao  
**Subject:** (BFED-1)(TD-02)  
**Attachments:** (BFED-1)(TD-02).pdf

Aloha,

Please see attached correspondence.

Mahalo,

***Janina Agapay***

County of Maui | Budget Office

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