

**DISASTER, RESILIENCE, INTERNATIONAL AFFAIRS, AND  
PLANNING COMMITTEE**  
Council of the County of Maui

**MINUTES**

**February 7, 2024**

**Online Only via Teams**

**CONVENE:** 1:37 p.m.

**PRESENT:** VOTING MEMBERS:

Councilmember Tamara Paltin, Chair  
Councilmember Nohelani U‘u-Hodgins, Vice-Chair (In 1:50 p.m.)  
Councilmember Tom Cook, Member (In 1:44 p.m.)  
Councilmember Tasha Kama, Member (Out 2:16 p.m.)  
Councilmember Keani N.W. Rawlins-Fernandez, Member  
Councilmember Shane M. Sinenci, Member  
Councilmember Yuki Lei K. Sugimura, Member

NON-VOTING MEMBERS:

Councilmember Alice L. Lee, Member

**STAFF:**

Paige Greco, Legislative Analyst  
James Krueger, Senior Legislative Analyst  
Richard Mitchell, Legislative Attorney  
Yvette Bouthillier, Senior Committee Secretary  
Jean Pokipala, Council Services Assistant Clerk

Zhantell Lindo, Council Aide, Moloka‘i Residency Area Office  
Roxanne Morita, Council Aide, Lāna‘i Residency Area Office  
Mavis Oliveira, Council Aide, East Maui Residency Area Office  
Jade Rojas-Letisi, Council Aide, Makawao-Ha‘ikū-Pā‘ia Residency Area Office

Angela Lucero, Executive Assistant to Councilmember Paltin  
Laura McDowell, Executive Assistant to Councilmember U‘u-Hodgins  
Susan Clements, Executive Assistant to Councilmember U‘u-Hodgins  
Jared Agtunong, Executive Assistant to Councilmember Cook  
Stacy Takahashi, Executive Assistant to Councilmember Cook  
Evan Dust, Executive Assistant to Councilmember Kama  
Haunani Madela, Executive Assistant to Councilmember Rawlins-Fernandez  
Sarah Sexton, Executive Assistant to Councilmember Rawlins-Fernandez  
Dawn Lono, Executive Assistant to Councilmember Sinenci

**ADMIN.:**

Jordan Molina, Director, Department of Public Works  
Bradford K. Ventura, Fire Chief, Department of Fire and Public Safety  
Parrish Purdy, Captain, Department of Fire and Public Safety  
Michael Hopper, Deputy Corporation Counsel, Department of the Corporation

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Counsel

**OTHERS:** Jaycee Law  
Others (10)

**PRESS:** Akakū: Maui Community Television, Inc.

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CHAIR PALTIN: . . .*(gavel)*. . . Will the Disaster, Resilience, International Affairs, and Planning Committee of February 7<sup>th</sup>, 2024 come to order. The time is now 1:38. It was 1:37 when I banged the hammer. Members, under the Sunshine Law, if you are not in the Council Chamber please identify by name who if anyone is in the room, vehicle, or workspace with you today. Minors do not need to be identified. Please see the last page of the agenda for information on meeting connectivity. My name is Tamara Paltin, and I will be your Chair for today's DRIP Committee meeting. With us we have...well, we don't have Member U'u-Hodgins, Vice-Chair, but she'll be a little bit late, as well will Member Cook. We do have Councilmember Tasha Kama. Aloha 'auinalā and konnichiwa.

COUNCILMEMBER KAMA: Aloha 'auinalā, Chair and konnichiwa. I have a 2:30 appointment this afternoon, so I just wanted to let you know that'll be leaving about 2:30. Thank you.

CHAIR PALTIN: Thank you. And we have Councilmember Keani Rawlins-Fernandez. Aloha 'auinalā and konnichiwa.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha 'auinalā, Chair. Aloha 'auinalā, Councilmembers. I'm at the Molokai District Office. Alone on my side of the office. And we have no testifiers at the moment. I will have to step out at about 2:50, but I'll be right back. I also have an appointment. Mahalo, Chair.

CHAIR PALTIN: Okay, no worries. The Sunshine law has been suspended for quorum purposes, so we'll be okay and we're not voting. Next up, we have Councilmember Shane Sinenci. Aloha 'auinalā and konnichiwa.

COUNCILMEMBER SINENCI: Aloha 'auinalā, Chair and konnichiwa.

CHAIR PALTIN: And last, but not least, we have Councilmember Yuki Lei Sugimura. Aloha 'auinalā and konnichiwa.

COUNCILMEMBER SUGIMURA: Aloha 'auinalā and konnichiwa.

CHAIR PALTIN: Our non-voting Committee Members, Gabe Johnson and Council Chair Alice Lee are welcome to join us at any time, but not required to be here. This meeting of the Disaster, Resilience, International Affairs, and Planning Committee of the Maui County Council is located on the traditional 'āina of Kanaka 'Ōiwi who never ceded their sovereignty to the United States. We recognize that her Majesty Queen Lili'uokalani yielded the Hawaiian Kingdom to the US in duress under threat of violence to avoid the

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bloodshed of her people. We further recognize that Hawai'i remains an illegally occupied nation-state by the United States as documented in a 2021 scholarly article for the National Lawyers Guild Review by Andrew Reid, Adjunct Professor of Law at the University of Denver, Sturm College of Law. Generations of Kanaka Maoli and their knowledge systems have sustainably cared for Hawai'i and continue to do so. We are grateful to occupy this space and learn the ways in which we can contribute. As a Committee, we seek to support the varied strategies that indigenous people of Hawai'i are using to protect their land and their communities and commit to dedicating time and resources to working in solidarity. From the Administration, we have, or we should have soon, Department of Managing...Management, Managing Director Josiah Nishita; Maui Emergency Management Agency, Administrator Amos Lonokailua-Hewett; Fire and Public Safety, Fire Chief Brad Ventura; Fire Captain Parish Purdy; Department of Public Works, Director Jordan Molina; Department of Water Supply, Director John Stufflebean; and it looks like we have ZAED Administrator Jordan Hart with us as well, who might be here in his RFS function...RSF function. And then our other Committee Staff is Maria Leon...oh, shoot, Yvette Bouthillier, Committee Secretary; and Trainee Committee Secretary Jennifer Yamashita; and Legislative Analyst Paige Greco; Senior Legislative Analyst James Krueger; Legislative Attorney Richard E. Mitchell; and Assistant Clerk Jean Pokipala. Members, because we only have one item on the agenda today, I will ask for opening comments as presentations from our department representatives before receiving testimony.

**ITEM 2(15): PUBLIC INFRASTRUCTURE AND EMERGENCY EGRESS ROUTES (RULE 7(B))**

CHAIR PALTIN: So, the item today is DRIP-2(15), Public Infrastructure and Emergency Egress Routes. Under Rule 7(B) of the Rules of the Council, the Committee intends to discuss public infrastructure and emergency egress routes. And the reason that I scheduled this item is, you know, with the right-of-entry workshops, we've been hearing from the Administration about the expedited permit process, also in Member Cook's Committee where people could get a building permit within 15 days if they turn in all the required documentation. And that doesn't necessarily apply to the SMA permit, or the flood zone permit, or the historic district. And so, I guess part of the concern I had was a lot of the areas in back or off of Lahainaluna Road in the Mill Camp area and like that where really narrow streets may be, I think could be even called non-standard or sub-standard street widths, and that, coupled with on-street parking and other things, make it difficult for people to possibly have an emergency evacuation route, as well as having our fire...fire trucks going in. And as far as the public infrastructure, some of the older neighborhoods didn't have actual fire hydrants, but standpipes, I guess. So, just talking about, like, if we're going forward with these 15-day emergency permits, are we...how are we doing it in a way that makes it safer or more resilient to than what it was prior to August 8th. So, that was the purpose of scheduling this item, knowing that, you know, lots are being cleared off, people are creating their building permits. If we need easements, that's something that folks may need to take into consideration. If they are drawing new plans for their house, if we're not going to be...if we are going to be

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enforcing no on-street overnight parking for safety reasons, maybe they need to situate their house in such a way that it allows for more parking off street and things like that. So, that's why I felt this discussion was important as people are getting ready to apply for building permits and drawing designs and things like that. So, that being said, I guess we can start with our in-house resources at this time. Director Molina, did you want to start off with opening comments?

MR. MOLINA: Yeah, thank you, Chair. So, Jordan Molina, Director with Public Works. And so, I don't have a prepared presentation, but I'm more than able to speak all day about all these concerns. So, we'll keep it focused on sort of this evacuation route consideration. So, yes, as you pointed out, Lahaina is one of our older towns, so a lot of the subdivisions as they were developed were built to the standards at the time, which of course back in the day, there was a lot less needs that went into planning out our subdivisions. So, like in your Kelaweia Mauka Subdivision, those older ones, you have roads that are more or less 20 feet with end-to-end width throughout the whole neighborhood. So, obviously yeah, that doesn't meet our current standards for roads, but it...from our discussions with Fire, that 20 foot is kind of the goal of minimum widths on the road for them to safely operate and respond to. And so, that's kind of the measure we're looking at right now to implement. The 20 foot is sort of the standard in our...minimum standard in our subdivision codes for the pavement width. Now, in the situation with those older roads, the pavement width is the full road width. There's no shoulder areas. So, now in those circumstances, you're on-street parking becomes problematic. So, sort of the low, least painful approach to this in terms of taking away land from property owners to provide more road, is to battle the on-street parking. So, one of the strategies we're assessing right now is checking to make sure we have those 20-foot widths for fire to operate, and then making sure that we flag those areas for those property owners, and then come through with the code changes to restrict parking in those areas, and then coordinating with MPD to have a more robust enforcement program to making sure that those roads remain open and accessible. Now, of course the challenge with that, of course, with parking is the residents' ability and with how many people have been having to live into a single home, parking becomes a huge issue. So, we have that conflict to work through in terms of kind of making sure we have those minimum 20-foot roadways open and accessible for evacuation purposes. So, right now...so, yeah of course, this is not all of Lahaina, right. These are select neighborhoods, the older neighborhoods where you have those smaller roadways. And so, there's an effort right now between Public Works and Planning to get ahead of those--we call them hot zones where we have these constraints--and flag those for the permit purview process so that we're not just approving those permits back to those conditions without having some sort of resolution to make Fire's operating situation better. So, we do plan to...yeah, flag those and those will get caught in the review so they're not able to go through this auto-approval track. The 15-day auto approval really is going to be a very defined group of properties and rebuilds that fit the criteria to be rebuilt quickly. And so the...under Administrator Hart, he's been leading the County's permitting task force to get all the reviewing agency's teed up, looking at their areas where they have limitations, and kind of preparing in advance so we can...so more...so to speak clear properties that we know are easy and ready to go without needing that extra review and without concern that there's inadequacies in those areas. So, you know, we are

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approaching it to try and triage to pull out the, you know, the low hanging fruit, the fastest one, so they can get through and then be prepared to kind of work through those areas that have larger infrastructure challenges, roads being one of them, but of course we still have sewer and water issues to work out as well. So, along those lines though becomes a requirement that has to be imposed on those properties to give up that road widening. So, currently, the way our building code is structured, we have a provision 16-25-201 that requires improvements to public streets. And this involves full-blown improvements. We're talking curb gutter sidewalk drainage, road widening, and utility undergrounding. But currently, there is an exemption for single-family dwellings when there is no more than three dwellings on the lot. So, that's basically all your residential areas are exempt from this upgrade requirement. And then, of course, there's some exemptions for smaller projects as well. But...so one of the things that we have to bring forward that we're working on after meeting with Fire is that amendment to now require single-family homes to provide this road widening, and at a minimum, we're contemplating just at least the road widening and not the full-blown street improvements just to meet the minimums for the evacuation needs. So, yeah, high level, that's more or less the scheme that we're putting together to try and address the concerns with the evacuation route planning. And it's mainly the parking issue because all of our roads in Lahaina are two-way, except I guess Luakini is the one. But when you have that two-way lane...or two-way traffic, two-lane traffic, we...you're not gonna really get more unless you add more lanes. So, those existing small streets, they're two-way already, so really the only improvement to be done is to get the cars out of the way, to ensure that the two-way traffic is free to flow at all times. Short...yeah, so that's...I guess that's specific to the permitting process as how it'll affect the individual property owners when they come pull their permits and what they can expect if they have, you know, the inadequate conditions in front of their property. So, in looking...we haven't done the full detailed analysis, but generally looking at it, we think most streets have the 20 foot and so hopefully, we're not taking too much property and it's more just that enforcement of the parking to make sure those areas can stay open and available for egress. There are some areas where we might have encroachments from walls or where we find ourselves below that 20, and like I mentioned earlier, we're working with Fire to start identifying those areas so we can apply closer scrutiny and then provide, you know, basically what the recommendations need to be for those...before those rebuilds can be approved. So, I guess I'll stop there for my opening comments and then, you know, be available for discussion. Thank you.

CHAIR PALTIN: Thank you, Director Molina. If I could just have three clarifying questions. If 20 feet pavement width is the minimum standard, what is regular standard?

MR. MOLINA: So, it's the minimum standard for the limited purpose of providing Fire access. If we talk about our typical street which includes your shoulder improvements, your sidewalk, your pedestrian path, your bikeways, et cetera, et cetera, you are talking about a right of way that has to be 40 feet, 40 feet plus generally. For our smaller neighborhood roads and for our major collectors, it goes up to 60 to 80 feet in order to fit your sidewalk, your landscaping area, your curb and gutter, your bike lane, parking on the street if you want parking, your two travel lanes and sometimes the middle turn lanes, as well. So, to fit all of those facilities into your right-of-way, you generally need

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that 40- to 80-foot width. So, when we're talking about the minimum standards here, it's just to support the, you know, the immediate life safety needs of the Fire Department to be able to respond and to ensure that the vehicles in the neighborhoods can get out and their road is not obstructed with parking.

CHAIR PALTIN: And then second clarifying question is, which lots are going to be pulled out from the expedited permitting process? The one on a 20-foot standard road or ones that are less than 20 feet?

MR. MOLINA: We're going to be working with Fire to kind of put that heat map together because it's a combination of maybe there's 20, but maybe there's an encroachment we got to deal with.

CHAIR PALTIN: So, it's still in the works.

MR. MOLINA: Still in the works.

CHAIR PALTIN: Okay.

MR. MOLINA: As far as which ones particularly. And then I guess just to clarify, they all are entitled to use the expedited permitting process. It's just that if you're not in one of these scenarios that...where you don't hit any of the roadblocks, you're going to get stuck to resolve some of these outstanding issues. Infrastructure being one of them and then Land Use being your other big issue--we got to make sure there's no conflicts there. So, yeah, you're still entitled to apply through the expedited process, it's just you might not get through the root --

CHAIR PALTIN: 15 days is not --

MR. MOLINA: Yeah, 15 days won't apply to you because there's going to be issues we want to resolve before you get the auto-approval.

CHAIR PALTIN: Okay. And then I think my third question might be more discussion. It was going to be is the Administration just going forward with this way where we're accepting substandard or smaller roads rather than meet with neighborhood by neighborhood and see what it is that their feedback is. Is that a clarifying question or discussion? That's good. Okay, clarifying question.

MR. MOLINA: I mean, that's...that's the great question and I would say it's partly a policy question too of the County. So, right now, we have 16.25.201, right? We're telling people when you develop your property and pull permits, we want your road improvements, but we historically said we're not going to apply that to residential. So, it's really a question of do we want to apply this to residential. What is, you know, the ultimate objective we're trying to go for here. The rub being of course the more improvement you ask for, the longer it takes, the more impact to the property owners and the slower it is to get them back in their homes. So, that's the tradeoff we're trying to balance between.

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CHAIR PALTIN: And if it's a policy question, my answer would be I'd like more feedback from the folks that are affected. Because it...and then now we might be getting into discussion. But that would be my answer.

MR. MOLINA: Yeah, so generally, if you go in a community meeting, everybody will be yeah, yeah, yeah.

CHAIR PALTIN: Yeah.

MR. MOLINA: And when I go knock on their doors to say give me the ten feet in front of your property, they go, oh, whoa, whoa, whoa, whoa.

CHAIR PALTIN: Yeah, that's why I'm saying targeted by neighborhood by neighborhood so that we have only the stakeholders' feedback. But, okay that's more of a discussion, right? Okay. Okay, next up we have Administrator Hart. Do you have any opening comments, or did the other Jordan cover it all?

MR. HART: Yeah, Chair. Thank you very much. I think there might be a few things to maybe clarify or add on to during discussion, but no necessary opening statements. Thank you.

CHAIR PALTIN: Thank you. I was informed that Director or I don't know if it's the Director, but Water Supply joined and if you are unmuted, we were talking a little bit about infrastructure as well. Like some of the older neighborhoods have standpipes instead of fire hydrants and that we may be looking into upgrading in those neighborhoods if you had any opening comments about that? Or we can go to Fire first, if that's your preference. I see them on the call, on the owl.

MR. MOLINA: Chair, I can respond.

CHAIR PALTIN: Director Molina can respond to that one. Go ahead.

MR. MOLINA: Yeah, I apologize I forgot about it. So, yeah. So, Water Supply...well, backing up. So, fortunately, there aren't that many pockets where we're missing hydrants or need more mainline extension or hydrants and so Water Department is working with us to prepare to start addressing those deficiencies. So, where a standpipe needs to get upsized to a hydrant, where we may need to add hydrants because there's gaps in the spacing to the surrounding properties--yeah, generally, there's not enough...the hydrant is not close enough to proximity that we'd like. So, we had a meeting with Water Department, so they are preparing to look at that, but generally speaking, Lahaina is actually pretty good. Thank you.

CHAIR PALTIN: Okay, great news. I just heard Water Supply was able to unmute yourself. Was there anything that you wanted to add on to what Director Molina said, or you're good? Okay, I'll take that as you're good. Fire Department, any opening comments?

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MR. VENTURA: Aloha 'auinalā. Can you hear me, Chair?

CHAIR PALTIN: Loud and clear. Owl is looking good.

MR. VENTURA: All right. Thank you for having us today. You know, these two Jordans that we've been fortunate enough to work closely with the last couple of weeks, you know, we're very lucky to have them. They know their stuff and they've been able to kind of work with us in moving this process forward. So, on our behalf and our side and our Department's perspective, water supply and access are the two things we're always asking for so we can serve the community. And I think we're headed in the right direction to not only move forward and allow people to rebuild, but also rebuild as safely as we possibly can in certain areas. We'll need to make changes, but in certain areas, it'll be fine, as Director Molina just said. Lahaina is in pretty good shape overall. There's just some small areas and pockets that we're gonna have to work with the landowners and homeowners to get, you know, brought up to code and brought safer. A lot of people might ask why 20 feet? A fire truck is not that big. But I just wanted to explain when we respond, the driving component of it, then once we're on scene, there's operating components. So, for our lateral and our aerial apparatus, from outrigger to outrigger on the apparatus is almost 15 feet. So, that's why we need the space to operate in these smaller neighborhoods. And one of the challenges is going to be identifying which of these roads are actually County roads and we can enforce our code on and which ones are maybe private or shared driveways, which service several homes and they're not going to have to meet the same code. But we'll work through that and try to identify . . . *(inaudible)*. . . as Director Molina was saying, trying to create a heat map of where improvements could be made. Thank you. Thanks, Chair.

CHAIR PALTIN: Thank you, Chief. I did receive word that Administrator Lonokailua-Hewett got called away and won't be able to join us today and maybe even Managing Director Josiah Nishita as well.

MS. GRECO: Chair, we didn't hear back from Mr. Nishita. But I just got an email that Mr. Stufflebean is on. He's having some issues. So, Director Stufflebean, if you're on, you're unmuted on our end, so you would just need to click the microphone button at the top right of your screen.

CHAIR PALTIN: I didn't have the same wording that Member Kama had, but we're in our first week of Teams and we're working out the kinks, so if the public doesn't mind having a little grace with us--patience as we transfer to this new platform--all of us--because BlueJeans shut down. Okay. Well, at this time, we can hear from Director Stufflebean as we get into discussion. But is there anyone that would like to provide testimony, oral testimony at this time? We're open for testimony. I think if you raise your hand on the Teams function, we can call on you. Any...anyone...oh, somebody raised their hand. Saman Dias. Okay. Oh, and --

MR. GRECO: Okay, Saman Dias, you're unmuted on our end. If you'd like to testify, please unmute on your end and you can begin your testimony.



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CHAIR PALTIN: Thank you and at this time I would like to recognize Chair Lee coming into this meeting. Aloha ‘auinalā and konnichiwa.

COUNCILMEMBER LEE: Aloha ‘auinalā.

CHAIR PALTIN: Oh, and also Committee Vice-Chair Nohelani U‘u-Hodgins, as well as Councilmember Tom Cook. Aloha ‘auinalā and konnichiwa.

VICE-CHAIR U‘U-HODGINS: Aloha, Chair.

COUNCILMEMBER COOK: Aloha.

CHAIR PALTIN: Thank you. Okay, Saman, can you unmute yourself. Oh, shoot. Wait, let me read the instructions. I totally forgot that part. My bad, sorry. Written testimony is encouraged and can be submitted via the eComment link at [mauicounty.us/agendas](http://mauicounty.us/agendas). Testifiers wanting to provide oral testimony should join the online meeting via the Microsoft Teams link printed on today’s agenda or call in to the phone number, which is also on today’s agenda. For individuals wishing to testify via Teams, please raise your hand by clicking on the raise-your-hand button near the top right of your screen. For those calling in, please follow the prompts via phone. Staff will add names to the testifier list in the order testifiers sign up or raise their hands. For those on Teams, Staff will lower your hand once your name is added. Staff will then call the name you're logged in under or the last four digits of your phone number when it is your time to testify. At that time, Staff will also enable your microphone and video. If you wish to testify anonymously, please notify Staff. Otherwise, please state your name for the record at the beginning of your testimony. Oral testimony is limited to three minutes. If you are still testifying beyond that time, I will kindly ask you to complete your testimony. Once you are done testifying, or if you do not wish to testify, you can view the meeting on *Akakū* Channel 53, Facebook Live, or [mauicounty.us/agendas](http://mauicounty.us/agendas). So, sorry about that. Go ahead, Saman Dias.

**. . . OPEN PUBLIC TESTIMONY . . .**

MS. DIAS: Aloha, Chair. Aloha, Councilmembers. Thank you so much for the opportunity to testify. And I hope my testimony is appropriate for this. I couldn’t really understand what the premise that you folks would be discussing. But I am speaking in regards to evacuation emergency routes. As you all know, with our history, we have had many fires and Lahaina fire was devastating. I am from West Maui, so I...the pain is really hard and we constantly think of ways how we could improve as we are building our community. And towards that, I’d like to bring it to your attention, which I’m sure all of you are aware of the cane haul roads. So, while we have this opportunity to restart our infrastructure from a blank page, how can we incorporate cane haul roads as a safe route. There is a little bit of area paved by . . . *(inaudible)*. . . from the bypass Launiupoko where you are going to Olowalu to the new selected site to move the debris. And so, with that, is there opportunity for us to get the cane haul road opened and paved so we have a way to get out during a fire. And West Maui is sort of like island on an island.

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We have one way to go, one way to go out. But with the fire, we have...we have people...many community members fight to cut the cane haul gates and we fled from the fire and so I feel that this is an opportunity for us to put our heads together and figure out how we may be able to open this cane haul roads and it can be a fire...just not just for fire, but emergency evacuation. We have to have a route unless there is another route that you folks are thinking of, but I'd like to bring it to your attention that this is an opportunity. And I also have provided a detailed testimony highlighting as well via eComment. Mahalo. Thank you so much for your attention.

CHAIR PALTIN: Thank you, Ms. Dias and this is a great opportunity to highlight our Public Works West Maui staff. I had heard that during the evacuation off of Lahainaluna Road that they left their families and got their dirt bikes and went around opening all the gates they could to assist folks in the evacuation. So, shout-out to the West Maui Public Works. Members, any question for the testifier? Seeing none. Thank you for your testimony. I see an in-person testifier approaching the stand and we already read the opening, so go right ahead. Begin your testimony.

MR. LAW: Jaycee Law. The Hawaiian word of the day is loa and it means a skilled person.

CHAIR PALTIN: If you could speak into the mic, we didn't hear that word of the day.

MR. LAW: . . .*(inaudible)*. . . Thank you, Director Molina for being a loa.

CHAIR PALTIN: Loa. Any questions for the testifier? Loa. Okay. Thank you. Anyone else online or in-person that would like to provide testimony today? Just raise your hand if you're online. There's a raise-your-hand function at the top of the screen with a little high-five going on. Okay, so it looks like there is nobody else online that's wanting to provide testimony. Five, four, three, two, one. Members, without objection, I will now close public testimony for DRIP-2(15) and enter any written testimony into the record.

COUNCILMEMBERS: No objections.

**. . .CLOSE PUBLIC TESTIMONY . . .**

CHAIR PALTIN: Okay. All right. So, I'm going to start the time at five minutes if that's okay and if Members had any questions, mostly the speaker was Director Molina, but we also have RSF Administrator Hart, and the Fire Department, and the Water Department for your question asking and discussion pleasure for today. Member Sinenci, five minutes on the clock.

COUNCILMEMBER SINENCI: Thank you, Chair, and mahalo, Directors, for your opening comments. For Director Molina, and I just...it sounds like we're still at the initial phase and looking at where all of these egress improvements can be made. Are you working with either a special committee? Are you working with the Public Works Commission? I know the Mayor hired a disaster recovery, Tetra Tech. So, I'm just kind of seeing where you guys' focus...areas of focus are. And with all the things that you just said in your

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opening comments, so are you guys kind of doing that kind of planning...overall planning at this stage?

MR. MOLINA: Yeah, thank you, Member Sinenci. I guess I'll just speak to kind of what we've...what's going on right now. Yes, to everything. There just...yeah, there's a lot happening. But from a...I guess I'll just start with the...so with evacuation routes, one thing that's happening right now is through the Army Corps, there's evacuation modeling being developed to kind of recreate the conditions that occurred on August 8 and to see how, you know, how the routes worked. So, from there, the strategy is to kind of map out what the ultimate Lahaina looks like based on what the community plan contemplates in terms of future roads and development, primarily being your Leiali'i build-out. To get a sense of kind of, you know, what Lahaina looks like in its kind of, you know, finished state so to speak. And then from there, it's kind of then finding that middle ground of which one of those potential routes kind of gives the most benefit to improving evacuation, because obviously we can't build them all, so we need to prioritize. And so, we'll go through that process to kind of figure out which routes we think give us the best improvement for an evacuation standpoint and kind of make those the priority projects that we look at in terms of new evacuation routes or new roads that we would develop for that purpose. Thank you.

COUNCILMEMBER SINENCI: Yeah, that was the other question: is there going to be a need for new routes, maybe consideration for any one-way routes? And then I know as HECO is starting to put back electrical infrastructure, what about the poles? Either...if you're anticipating widening some streets are the poles going to be moved? Those types of things at this stage.

MR. MOLINA: Yeah, so specific to road improvements, so I mention 16.25.201 is Public Works' trigger to require road improvements. Currently that applies to only your commercial properties which include all your businesses, as well as your multi-family housing projects. So, all of them at this time under the current law will require to provide road improvements where the roads are substandard. Those improvements include undergrounding existing utility poles fronting their property.

COUNCILMEMBER SINENCI: Thank you for that. Thank you, Chair.

CHAIR PALTIN: Shucks, I should have called on Member Kama first, because she dropped off. Does anyone else need to drop off soon that they want to ask questions? No? Okay. I'll just go down the line. Go ahead, Member U'u-Hodgins.

VICE-CHAIR U'U-HODGINS: Thank you, Chair. There seems to be so many plans circulating about what may or may not happen. And so, this will be, like, the third time I'm going to say this, because I'm really wanting this to happen. But do we have a master plan? And if so, which I don't know if we do, how are we going to communicate it to the public? Like, how are we going to let people know where evacuation routes might be, whose properties are going to be affected and honestly all the things?

MR. MOLINA: So, the master plans right now are your West Maui community plan.

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VICE-CHAIR U‘U-HODGINS: Okay.

MR. MOLINA: Your Hele Mai Maui long range transportation plan.

VICE-CHAIR U‘U-HODGINS: And we don’t have a one singular plan that has everything meshed up?

MR. MOLINA: That is being developed as we speak, but it’s going to build off what these recommendations which came from, you know, extensive community engagement, those are going to be your baseline guides as far as what we’ve already talked about, what’s already planned, what’s already out there as expectations. So, that is all going to get consolidated into a more kind of definitive plan for the recovery, so that work is in progress. But specific to evacuation route planning, yeah, so it’s taking the recommendations of all those plans and seeing where they fit right now, and then kind of going from there to see are those adequate or not for basically what today’s climate is. And so, there is a Community Planning RSF whose focus is to try and organize all these outreach events, all these plans to try and get that outreach in the community participation organized to inform how we move forward.

VICE-CHAIR U‘U-HODGINS: Okay. I would argue that a community plan and a long-range plan is not a master plan, but I hear what you’re saying. Shoot, I just had another question and then of course I needed to argue about something else and now it slipped my brain. . . .*(laughing)*. . . I cannot wait and then I’ll have less of a filter and I’ll blame it on you, Chair. You know what, can you please come back to me after a second round? Thank you.

CHAIR PALTIN: No problem. Member Cook.

COUNCILMEMBER COOK: Thank you, Chair. My question is to Director Molina. The current...currently for residential for a lot is it one driveway access?

MR. MOLINA: Yeah, generally speaking. Sometimes if you’re on the corner, you can benefit from two driveways, but that’s kind of limited instances.

COUNCILMEMBER COOK: I mean side street parking is such a...is a big challenge because people don’t have a place to park. It’s kind of ugly and undesirable for people to be parking on their property. Is it currently illegal for someone to have three cars in their front yard and one in their driveway?

MR. MOLINA: I think that’s more of a ZAED question at this point. I don’t think Public Works has anything --

COUNCILMEMBER COOK: Yeah.

MR. MOLINA: -- to enforce against that.

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MR. HART: Chair, no it's not. It's not a zoning violation to park your vehicle in your residential property or to reverse onto a public street from your residential property.

COUNCILMEMBER COOK: Okay. So, is there...this is a Public Works question I think. Rolled curb and gutter, is that...is that an option? I should know this, but I don't do much civil work on roads as opposed to a conventional curb and gutter, a rolled curb and gutter that you could just...you can drive up and over and not have to jump the curb.

MR. MOLINA: I know we do it in certain instances. Generally your smaller residential neighborhoods. I'd have to get back to you on kind of the specifics on how we apply that. But generally we opt for the standard curb and gutter. Thank you.

COUNCILMEMBER COOK: Okay. I just...that may be a solution for some of the existing congested neighborhoods. If someone had the option to be able to modify the curb, but then again you get sidewalks and you get stuff in the way. I don't know. It's just side street parking it's just really a huge problem because the people...the reason people are doing it, because they don't have a place to put their car. So, anyway that's basically my questions for now. Thank you.

CHAIR PALTIN: I guess I would follow up with the Fire Department, how often is it a problem that we come up to an area where there is on-street parking obstructing your access?

MR. VENTURA: Thanks for the question, Chair. It is pretty common, especially in the evenings when the roads are more congested for us to have to park further away from homes to access it. And this isn't always the . . . *(inaudible)*. . . as part of the fires, but medicals and other type of incidents that we respond to . . . *(inaudible)*. . .

CHAIR PALTIN: Thank you. Member Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair and mahalo to our...all of our resource personnel for their opening remarks. I guess to add on to that, not as important in an emergency, but also blocking the mailbox so that folks, you know, the post office person can't put the mail there. Anyway, I don't have any additional questions, but maybe I have a suggestion. Oh, shoot. I don't think we have the appropriate office. I think it might be Office of Recovery or something. To address Member U'u-Hodgins' question. You know, perhaps it's not all in one document in of itself, because then that'll be like thousands and thousands of pages. But maybe all the plans, studies, reports, all in one location. Like on the Maui Recovers page or something like that where, you know, the transportation page, the West Maui Community plan, the sea level rise report, the, you know, all the things are all in one location. And I guess I'm just saying this for the recording because Office of Recovery isn't here, yeah.

MR. MOLINA: I'm kind of Office Recovery.

COUNCILMEMBER RAWLINS-FERNANDEZ: Oh, okay, kind of Office of Recovery, then I'm telling you. I'm suggesting it to you. What do you think?

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MR. MOLINA: Noted. We can work on that. Thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Would that be helpful, Member U'u-Hodgins?  
Yeah, I think that would be helpful for the public too. Mahalo for taking that suggestion with you, Office of Recovery kind of. Mahalo, Chair.

CHAIR PALTIN: Thank you. Member Sugimura.

COUNCILMEMBER SUGIMURA: Important discussion. Of course, I'm worried about budget. When you come up with your report, will you always...will you also include that in your assessments?

MR. MOLINA: So, we have through the Tetra Tech team that's on board, one of their focus areas is cash flow for this very reason of making sure that we don't run out of money to keep doing these recovery efforts and that the reimbursements we're trying to get from FEMA come timely, so we don't have this huge spending deficit to worry about. As it relates to the private property owners, we haven't yet really started putting together those estimates just yet and a lot of it is going to be contingent upon your site and your site conditions in terms of how much or how substandard your frontage may be and then that translates to how much improvements may be required on you, so that's still in progress.

COUNCILMEMBER SUGIMURA: The...and the other part of that thought is, is Tetra Tech then, since you brought it up, is Tetra Tech also following how the payments are made, because I know that lot of times things are reimbursable. They don't send you a check up front, right. So, if we're going to have as many billions of dollars of repair, or maybe it's only one billion, we're going to have to front that, so do you know?

MR. MOLINA: Yeah, so that's part of their cash flow analysis to figure out when our spending hits and track what's already anticipated to be coming back through reimbursement so that we try and minimize the gap between what we have to fork out and before we get money back.

COUNCILMEMBER SUGIMURA: Excellent. I'll look forward to that. And then one last thing is we're talking about the old cane haul roads. So, is that something that we're planning on using with the debris removal process and then if we can convert that to what this discussion about exit.

MR. MOLINA: The only cane haul road being utilized to my knowledge is the segment fronting Olowalu landfill. So, as soon as the trucks cross Honoapi'ilani Highway, they continue down along the cane haul road fronting the landfill so they don't have the traffic conflicts. So, that's not part of the debris. But those cane haul roads are contemplated in the West Maui Greenway Master plan.

COUNCILMEMBER SUGIMURA: Thank you.

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CHAIR PALTIN: Chair Lee.

COUNCILMEMBER LEE: Thank you. Mr. Molina, we'll be receiving all the budgets, everybody...all the department's budgets in about a month or so, maybe a month and a half. So, have you, and I know you can't speak for the other departments, but I would imagine it would be the same, revised what your originally planned based on shifting priorities, because your department like anybody else has just so many workforce people and just so many...you can only handle so many projects. So, I would imagine now that you're the recovery person too, that you have a dual, you know, responsibilities and so you...some of the things that you are planning to do are not going...are going to be pushed back, right? Are you going through that process right now?

MR. MOLINA: Sort of. So, of course all the other needs of the County never went away. We do have some projects in Lahaina that we shuffled around, so one being our Lahainaluna Road project that was going to be out I believe this fiscal year. We switched that out to push it to a later year, moved up a different West Maui project. The other big one we had is our Front Street seawall repair, which was ready for construction. So, that one we...we're going to propose again, because we think it's still an appropriate project to move forward with. Then we had a traffic signal project in the burn zone on Papalaua Street that we think is still appropriate to move forward with. So, not too much changes in that front. Right now, we're still kind of in the damage assessment phase of really getting a full handle on the, you know, the scale of repairs we need to do and organize to put into the repair project. So, right now it's not that trimmed. And so, part of I think the process is to get guidance from you folks as far as helping us prioritize because we are trying to still meet everybody's needs even with the additional burdens in Lahaina. Thank you.

COUNCILMEMBER LEE: Well, if I may continue. I think most of us, well let me speak for myself, would understand that if certain projects planned for Central Maui were deferred or delayed. That's very understandable and also you may not have enough funding even though you are not taking on all the projects that you'd hope to. You may have to start looking at outsourcing a number of projects. So, are you considering that too?

MR. MOLINA: Yeah, so we've been consistently over the several years been expanding our reliance on consultant services to deliver our CIP projects. So, that is...yeah, and it's growing even more. So, that is an avenue we are attacking to try to keep up with everything.

COUNCILMEMBER LEE: And one final question, you know, on your...you talked about FEMA's reimbursement. Are you...do you have somebody assigned specifically to track those reimbursements?

MR. MOLINA: Yeah, so that's one of the main work items that Tetra Tech is helping us --

COUNCILMEMBER LEE: I see.

MR. MOLINA: -- to give us kind of a countywide awareness over everything is that.

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COUNCILMEMBER LEE: Okay. Thank you. Thank you, Chair.

CHAIR PALTIN: Thank you. So, I guess this is kind of for the Office of Recovery. Has there been a list created of all roads where the minimum 20-foot width will cause expedited permit applications to be flagged?

MR. MOLINA: Sorry, Chair. I was checking a text message. Can you repeat the question?

CHAIR PALTIN: Oh, sure. Has the department created a list of all flagged roads where the minimum foot width will cause expedited permit applications to be flagged?

MR. MOLINA: We...the Fire Department did start an effort with our GIS team to kind of start preliminary mapping those just, you know, using available aerial imagery. So, the next phase of that is for that...kind of that field verification by Fire Department to kind of go into those areas and really pull out the details of kind of what the conflicts might be and the extent to which we're going to need those either road widenings and/or obstructions removed to meet the Fire Department's needs.

CHAIR PALTIN: Okay. And when it's completed or even in progress, will it be shared for the public to see, you know, so folks know that they can still apply for the expedited process but it may take more than 15 days?

MR. MOLINA: Yeah, I don't think that's a problem to flag those areas that we identify as problematic. You know, in a similar way we've been tracking where the water services and where the sewer services, you know, as well as kind of everything else we've been tracking as far as right-of-entry and USACE cleanups as well.

CHAIR PALTIN: Cool. And so you're also looking at any roads that need to be extended or created. One of the roads that I heard was a real good evacuation route was coming off of Komo Mai across the...I guess now it's the glass place that used to be the car wash and then taking that road. I don't know if it's a cane haul road, up to the Civic is that intended to be like an emergency egress going forward?

MR. MOLINA: That would be part of kind of the West Maui Greenway Master Plan. When I reviewed the West Maui Community plan, that one wasn't necessarily identified as a priority project. In our Hele Mai Maui Master Plan, the Kuhua Street extension, which is the one you mentioned that connects Keawe Street to Lahaina Road and...Lahainaluna Road and continuing south is in there. It wasn't clear to me how much north we developed that road if we turned it into a full-on street or if it's just this kind of lower-class evacuation route-only situation. And then of course, the challenges with that is the connection to those neighborhoods. I'm sure you recall two Novembers ago when we had an opportunity to develop that additional evacuation route off Fleming. It wasn't very well received by the community at that time so that'll be, you know, a big lift on the community planning and outreach side. Thank you.

CHAIR PALTIN: Yeah, I mean I think there's no desire to turn it into a real road, but for



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emergency purposes if Kūkuʻia...Kaiāulu O Kūkuʻia could use that too as a secondary evacuation to the Civic, as well as Fleming or Kapuna Kea and those roads to the Civic. But I know that Leialiʻi certainly doesn't want it until the bypass is extended north because then they'll get the deluge of tourists coming through their neighborhood.

MR. MOLINA: Yeah, so I guess I'd offer if Fire wants to add any comments. But we don't have too many of these scenarios of closed public roads that we only use in evacuation circumstances. None come to the top of my mind at this point that operate that way currently.

CHAIR PALTIN: Did you want to add anything, Fire Department? Oh, Chief did you want to add anything about the possibility of that road being just the emergency evacuation?

MR. VENTURA: Thanks, Chair. You know, we had identified a few roads that could be extended into what was mentioned earlier as some of the old used cane roads. And they would have to be obviously gated and only used during emergency incidents . . .*(timer sounds)*. . . to not cause, you know, additional traffic in people's neighborhoods. But, we were able to identify a few roads. We're trying to also utilize what Director Molina said about the LifeSim software that's being worked on to kind of establish evacuation routes for planning and to provide us with, you know, a little bit better than just us looking at a map direction. But...I think that would be . . .*(inaudible)*. . . more egress out of neighborhoods, it's going to be better for everybody. Even if they're just temporary use during evacuation notifications only . . .*(inaudible)*. . .

CHAIR PALTIN: Thank you. Before we go into the next round of questions, I hear that Director Stufflebean is in for real now and if he wanted to provide any kind of opening comments about how...how the process is to transition from a standpipe to an actual fire hydrant and any additional width that would be needed to do that, or any opening comments in those regards, Director Stufflebean.

MR. STUFFLEBEAN: Thank you. Yeah, I did get in. I got in just in time to not have anything really to say, because Jordan covered it just fine. And we can...we are looking at converting the standpipes to hydrants. That is our plan as we work through this. I don't know the details on exactly what's required by that, but that is our intention is to just convert everything to hydrants. Thank you.

CHAIR PALTIN: Okay, and that's within yourself...self-generating fund budget, or is that additional --

MR. STUFFLEBEAN: Yeah.

CHAIR PALTIN: Oh, wow. Okay. Good news for your Member Sugimura.

MR. STUFFLEBEAN: Well, because we're looking for...I mean, we're certainly looking for assistance, FEMA assistance too, as we rebuild the water system. But we can rebuild it to current code standards which would be the hydrants. So, we'll be looking for FEMA assistance on that.

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CHAIR PALTIN: Okay. Thank you. So, I just had that additional opening comments. We can go back for round two. Go ahead, Member Sinenci.

COUNCILMEMBER SINENCI: Thank you, Chair and while Director Stufflebean is here I just had a question about overall pressure if you're adding larger piping and is pressure going to be...water pressure going to be a challenge or anything? Or if there are areas that need upgrades as far as pressure.

MR. STUFFLEBEAN: Right. So, I think as you know, of course during the fire the pressure loss was due to the many openings in the pipe we still have provided...source was still there. But, yes we have identified about \$10 million worth of improvements. Mostly in terms of pipe size upgrades...upsizing the pipes to make sure we're able to meet the fire codes throughout Lahaina. So, yes we've identified that and that is part of our rebuilding plan is to make sure it's all up to current standards.

COUNCILMEMBER SINENCI: Okay. Thank you for that. And then for Director Molina, I know immediately after the fires Kahakuloa was one of the routes that Nāpili residents or people were taking in supplies from and I understand you guys are working on certain parts of the road in Kahakuloa. But is that...does the Kahakuloa side qualify as an egress as far...if the pali is closed, would this side also serve as an egress out of Lahaina?

MR. MOLINA: Yes, it does. I'm not too fully caught up on what our evacuation plans speak to. But yes, definitely that route gets utilized and then right now we do have a couple projects being designed to support some of those tight narrow areas where we have slope stability issues at this point. Thank you.

COUNCILMEMBER SINENCI: And then I know you secured some federal grant funding in the past. Are you looking for additional federal funding?

MR. MOLINA: We don't have anything teed up, right? Well, besides so we are pursuing funding for the West Maui Greenway so we can continue the planning and design. So, that's the major one for the current year that we're going after for Lahaina. Thank you.

COUNCILMEMBER SINENCI: Okay, and then I was just curious, is...are there any State properties in West Maui that you guys are hoping to maybe EO for any CIP projects?

MR. MOLINA: Gosh. I would say for...yeah. For us...for Public Works' stuff I would say no, but I believe Water and Wastewater may have a need when it comes to expanding the recycled water system and bring it in to Lahaina. They'll definitely be going through State lands in certain portions and so they'll need to be working with on that front for those projects. Thank you.

COUNCILMEMBER SINENCI: Okay, great. Thank you. Thank you, Chair.

CHAIR PALTIN: Thank you, Member Sinenci. Member U'u-Hodgins, did you write down your question?

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VICE-CHAIR U‘U-HODGINS: I actually did. I had to write them down. Oh, my gosh, my brain is not working today. Okay. Thank you. Thank you guys for being with us. So, do we have a priority list on what infrastructure needs to be fixed and when, including roads and underground infrastructure...anything else?

MR. MOLINA: So, we have a list which is part of what the Tetra Tech is tracking of all our damages right now that’ll kind of translate into projects. But the two major active projects right now are water and wastewater to try and get those restored, with wastewater being kind of the most delicate situation right now between the collection system and the ash accumulation in there...their pump stations, as well as the treatment plant that’s not, you know, functioning optimally right now. So, that’s the biggest one. For Public Works, the major one is all our traffic signs and markings which is, you know, we can kind of manage through that. Pavement-wise, it’s enough...it’s decent enough right now, but as the debris removal occurs and the rebuilding occurs, we expect that we’ll have a lot of road repaving to do. And then, of course, for the State...on the State side, they have a few traffic signals on Honoapi‘ilani Highway they have to restore. But, you know, outside of the kind of mitigation projects and those kind of longer-term projects, as far as restoring the damages that is kind of the focus right now is getting the water and wastewater back online. I’m just kind of managing all the activities out there to keep people safe.

VICE-CHAIR U‘U-HODGINS: Okay. While we are anticipating providing more housing, moving commercial, you know, providing more green space, all the things to accommodate as you said what Lahaina is ultimately going to be. Are we preplanning for that infrastructure now? If we’re going to go underground you might as well go underground once. Are we going to expand our R-1 system?

MR. MOLINA: Yeah, so that’s a plan in the works right now. I know Director Stufflebean has been working on that a lot too to try and figure out the options to bring that R-1 system into Lahaina. Undergrounding...I guess I’ll just comment here, that undergrounding is going to be a private endeavor or the County’s endeavor.

VICE-CHAIR U‘U-HODGINS: Okay.

MR. MOLINA: HECO will not be undergrounding unless the PUC approves their rate increase to do so.

VICE-CHAIR U‘U-HODGINS: Yeah.

MR. MOLINA: Which generally is not something that gets supported. So, the undergrounding right now is going to be really limited to those commercial properties that trigger those road improvements.

VICE-CHAIR U‘U-HODGINS: Right. Not residential --

MR. MOLINA: Not residential, unless we want to extend that requirement into the residential

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areas.

VICE-CHAIR U‘U-HODGINS: Right. Okay. So, as of right now, do we have a, like, a...is there, like, let’s say and I’m just throwing out a random number, but you tell me, like a certain amount of projects that need to be prioritized to best impact the most people as they start rebuilding?

MR. MOLINA: For the rebuild purposes, the two main ones right now is getting the water and wastewater systems back online. So, on Maui Recovers, you have the maps that show, you know, there’s large areas where we have been able to recover operations for those two systems and that’s...that is the priority right now is to continue working through to get those systems back online. HECO, to my understanding, is back online, prepared to reenergize homes upon request and upon them rebuilding. We, you know, Director Hart is working through some of the land use issues for those more complicated areas, generally below the highway to try and get them guidance on how to rebuild it quicker. But it’s I would say from an infrastructure standpoint, we are in pretty good shape to be able to start accommodating rebuilds.

VICE-CHAIR U‘U-HODGINS: Okay.

MR. MOLINA: As soon as people get their debris cleared off.

VICE-CHAIR U‘U-HODGINS: Okay. And then I’m going to switch gears for a bit and talk about the cane haul roads. If we do use something like that, who owns them now, how would we be able to use them for public use, and then who’s going to be maintaining them if they’re closed off every once in a while and we don’t allow just --

MR. MOLINA: Oh, great questions. It’s various ownerships, so like the portions behind Leiali‘i Wahikuli. I think one part is part of the State’s land, the old Leiali‘i project. And then the southern portion that connects to Keawe Street is a private owner currently, so we’d have to more or less acquire that land from them. Going south of Lahainaluna Road, it’s referred to . . . *(timer sounds)*. . . as Mill Street. Our understanding is that it’s a private road I think owned by West Maui Land or one of their entities that own all those lands south of Lahainaluna Road. So, the acquisition from them would need to occur. And if we go...yeah, if we go further out of Lahaina, it varies. Kā‘anapali Land, Olowalu Land --

VICE-CHAIR U‘U-HODGINS: Right.

MR. MOLINA: So, yeah it’s a patchwork of ownership at this time.

VICE-CHAIR U‘U-HODGINS: Okay.

CHAIR PALTIN: And I just wanted to clarify Director Molina meant Administrator Hart. And then second, Mr. or Director Stufflebean had his hand to also respond to your question.

VICE-CHAIR U‘U-HODGINS: Thanks, Chair. Aloha, Director.

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MR. STUFFLEBEAN: Chair, I just want to note that, yeah, with respect to the existing structures, we are focusing on getting the water back to all of them. EPA has just come into town this week with additional staff to help us with the sampling and testing from the water system and we think with their help we can get through a lot faster because they brought in some really good people to help us out to supplement our staff. And with respect to, and as Jordan said, we are looking at analysis of R-1, extending the R-1 and pipeline into Lahaina, primarily to serve the greenway if that's an option, and then also to look at some of the bigger irrigation users working with...obviously, with Shayne and Department of Environmental Management on that. And then I would also add that we...that we have identified dozens of projects that we want to get done and also I think at last count 45 different possible funding sources that we are trying to...that we are matching that up. We have a consultant, Stantec, helping us with that to match up potentially our needs and we've been looking beyond Lahaina. We're looking countywide to match up the needs that we have with potential funding sources and there's a lot of opportunities there. So, I just wanted to add that in there that we're looking at those things. Thank you.

VICE-CHAIR U'U-HODGINS: Thank you. Thanks, Chair.

CHAIR PALTIN: Thank you. And one clarification from the answers is as you go through and as Tetra Tech is identifying these things, I imagine the Administration gets to see it, would we get a copy to see as well so that we know what's going on?

MR. MOLINA: Yeah, I don't think that'll be a problem. I know they just kind of recently gave, like, the first draft of what they've been able to ascertain so far. Basically their work has just been plowing through all the information up to date to try and get a handle on what we spent so far, and then they'll start getting into the phase of the future projections and the plannings. So, yeah, I don't think it'll be an issue to come present once they get a little more situated with our situation. Thank you.

CHAIR PALTIN: That'll be great.

MR. MOLINA: Sorry, can I just add to the --

CHAIR PALTIN: Sure. Go ahead.

MR. MOLINA: One other component from Member U'u-Hodgins' question was maintenance. So, one of our big debates with the West Maui Greenway is who is that maintenance authority for this greenway? So, if it's going to be this kind of separate facility that is really more of a recreational facility, in my opinion that's a park. If it's tied to a roadway that I already got to be working in, I have generally no problem taking on the additional responsibility. But even that, like in Kihei for example, the landscaping there is not the kind of landscaping Public Works does. So, if you want, you know, your golf course type feel, we're not necessarily the best guys for that job and so that's where we kind of have this growth issue between us and Parks and how we balance those maintenance responsibilities going forward. There's also a lot of in the master plan, it talks about

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like kind of overall management of this greenway as far as like, you know, not just having to be a park that's available, but kind of more active management. Security is going to be an issue if we build this thing out to its ultimate vision. So, there's a lot...it's its own type of facility that needs a management entity, we feel. And so between us and Parks right now, we have to either figure out how we build that together or work on figuring out a different type of entity that can be...help us manage this facility. Thank you.

CHAIR PALTIN: Thank you. Member Cook.

COUNCILMEMBER COOK: Thank you, Chair. My question would be for Director Stufflebean. Is he available?

MR. STUFFLEBEAN: I'm here.

COUNCILMEMBER COOK: Great. That's really exciting for...how many different funding sources did you say?

MR. STUFFLEBEAN: We've identified 45 different potential funding sources.

COUNCILMEMBER COOK: Well, we got all day, but we'll talk. So, my...we spoke briefly previously about potentially having dual waterlines for using R-1 for fire in Lahaina. Is that evolving? It sounds like a good idea, but it also would probably be kind of complicated to implement. Is that moving forward?

MR. STUFFLEBEAN: Yeah, we're working through that. Yes, so it looks like the best option that's kind of coming to the top there is to use the second waterline for irrigation of the potentially the greenway and large irrigation users, and use existing for potable. So, that's the one that's coming out is probably the favorite option. We're comparing different options. That's one that's looking like the best option moving forward.

COUNCILMEMBER COOK: Is there additional storage planned for Lahaina as a result --

MR. STUFFLEBEAN: Oh, yeah.

COUNCILMEMBER COOK: -- of the fire?

MR. STUFFLEBEAN: Yes. We're definitely looking at storage, both in terms of storage tanks that would provide kind of the hourly demands, and also potentially some larger reservoirs, you know, up at a higher elevation. So, we're...we're exploring that and there's obviously benefits to both of those. So, yes we are looking at both those and they're on our list of desired projects.

COUNCILMEMBER COOK: How is the overall water infrastructure designed for Lahaina going now...I mean, ballpark percentage wise. Is it 50 percent complete, or...as far as the identifying and mapping out where it needs to be replaced and what's going to be replaced.

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MR. STUFFLEBEAN: So, we've completed the above ground damage assessment, which is mostly hydrants and meters. We are just now about in the second week of the underground...the evaluation of the underground system, which is done by remote techniques. It looks like the underground system is mostly in good shape. It's really the...the service laterals obviously need it. Most of them need to be replaced. But the main line so far are coming out as being mostly in, you know, viable for continued use.

COUNCILMEMBER COOK: Is all the used cameras in the waterlines now that they're not really being used or you have to use different technology?

MR. STUFFLEBEAN: Right. You can use them in a sewer line because they're not pressured lines. In the waterlines, they're all pressurized lines. So, there are techniques you can use to determine if the lines are in tack and that's what we're doing.

COUNCILMEMBER COOK: I was just curious, so the lines are all pressurized, they're not empty?

MR. STUFFLEBEAN: Correct.

COUNCILMEMBER COOK: So, Chair...thank you, Director. I have a question for Fire. Hi, Chief. The...and I guess this is Public Works too. Non-combustible building materials. I think I get overly...I need to be educated about how much difference does that make in fires. And I'm thinking of like Kahului as mostly CMU block older construction, which would be a non-combustible building. The trusses are built. Does the Fire Department have different experiences and feel about a non-combustible structure principally as opposed to a conventional new home?

MR. VENTURA: Thanks for the question. So, definitely. We have different classifications of combustible material for construction, and type one construction being, you know, non-combustible, fire resistant, is the most, you know, protective type of building construction. There are non-combustible building materials out there and everything is available on the internet. It's something that we could look at or at least educating the public about for when they rebuild. It's something that we would support and according to some sources, oftentimes these are salespeople, the cost difference in building is small. It's...it is more expensive to build in non-combustible material than it is to build in traditional building, wood materials. But it might be worth the investment once they know how little the increase in cost is. So, it's something that we would support for the community to rebuild by.

COUNCILMEMBER COOK: Okay, thank you. Is there . . . *(timer sounds)*. . . I don't know. Okay. That's my question. Thank you. Thank you all.

CHAIR PALTIN: Thank you, Member Cook. Member Sugimura.

COUNCILMEMBER SUGIMURA: I don't know if we're going kind of like outside of what's been agendized, but that made me think about is the Department going to come up with--

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and maybe this is a Fire question--safe materials to use for the community to be more fire wise.

CHAIR PALTIN: Go ahead, Chief.

COUNCILMEMBER SUGIMURA: You're going to let that question go? Thanks.

MR. VENTURA: Thanks. I'm just making sure I heard everything. So, there are recommended materials out there that's the question. The Firewise booklet that we pass out everywhere talks about how to harden your home and how to make it safer for ember transfer. And that's...that's the...that's one of the big issues when it comes to fire moving through neighborhoods and the proof by duration is the embers moving from house to house and igniting the next homes. There is definitely recommended materials, a lot of them are more hardy or maybe a concrete backing rather than a wood backing. And those are...those are all available in our...through the HWMO website, through our Firewise handout, that we pass out at all meetings. We have those at our Fire Prevention Bureau. We even post it on our social media once in a while to share with people. But, yeah, when people have questions and want to know what's more resilient to fire, we can point them in the right direction.

COUNCILMEMBER SUGIMURA: Thank you. One more, then I will...so, last night I have a fire talk Upcountry just to talk to community members and they're into the fire...debris removal is done, so they're looking at, you know, building their homes. And one of the questions that came up is, are there recommended landscape materials or products that should be used as they rebuild.

CHAIR PALTIN: Oh, if we can steer it more to emergency egress and public infrastructure.

COUNCILMEMBER SUGIMURA: I think I already took it past the...I will ask Chief outside of this meeting. But that came up last night, Chief about things like that.

MR. VENTURA: Okay. Absolutely. . .*(inaudible)*. . .

CHAIR PALTIN: Any...did Kula have any emergency egress concerns or --

COUNCILMEMBER SUGIMURA: Yes. So, I'm having a meeting and I am taking this up and I already talked to Josiah about it, so I'm not going to bring it up here. It's tied to the software company, and I remember the company that NOVA and the recovery office has contracted with to come up with emergency routes--I mean, Jordan, you probably know all the names better than me. But I said...but I did talk to Josiah, he said can you please...I said can you please include Upcountry. Because I think whenever people think about this wildfire, they think of Lahaina of course, because devastation is huge, right. But I did ask for Upcountry to be considered and I'm anticipating that it is, because he said he would.

CHAIR PALTIN: Yeah, well, the topic of today's meeting is emergency egress routes. It's not specified Lahaina, so if you had a Kula question for emergency infrastructure or



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emergency egress routes or public infrastructure, you can address it to our resources now if you'd like. I think it's the Sims...Sims software or something?

COUNCILMEMBER SUGIMURA: Yeah, Sims software. So, I'm anticipating that, and I think I have great expectations. And my community is asking for it so, I know that they are working on it.

CHAIR PALTIN: Yes. Is any of our resources able to address the Sims software, like to maybe run us through what it does or how --

MR. MOLINA: Yeah, so I'm not aware that they've started the model for Kula, because I wasn't...and I'll defer to Fire, but I wasn't familiar with the reports from Kula that...from the evacuation issues. So, we can bring it up to them to try and model. I know that one gets complicated though just because of the area involved, right. And we don't have a defined town that was affected. It's the whole region. Agricultural region too, right where you don't have necessarily density in any one particular place, but we can follow up on that one.

COUNCILMEMBER SUGIMURA: Oh, thank you. It's very different. I realize that. So, I have all and I believe that --

CHAIR PALTIN: Did Fire want to...do you want to listen to Fire too?

COUNCILMEMBER SUGIMURA: Oh, this one? Sure.

MR. VENTURA: What Jordan mentioned was accurate. I saw a little simulation of Lahaina they're working on, but I haven't seen anything for Kula. What we experienced in Kula seemed to be more egress issues due to downed trees and that sort of thing. But if they could send...anybody could send us evacuation . . . *(timer sounds)*. . . . *(inaudible)*. . . road, then we'd be happy to take a look and make recommendations. Yeah.

COUNCILMEMBER SUGIMURA: Thank you.

CHAIR PALTIN: Thank you. For my second opportunity, I wonder if this is more for Josiah, but it's to ask about the policy question that you had indicated earlier. I kind of have concerns that we're assuming people want to get back to their house as soon as possible and that they don't want to give up any of their property for easements. I mean, I know that's a reasonable assumption; however, you know, with what happened on 2018 and now a majority of buildings being gone and as someone said it seems as though we're starting from scratch. I personally don't want to make that assumption for these neighborhoods, because in five or ten years if we're in this situation again, and they look back and who were in these seats that we're in right now and they say, you guys knew that we had 20-foot roads and you didn't do anything about it, then we have no response. But if we go through neighborhood by neighborhood, hold little meetings with the lot owners, or the renters, or the people who lived in those neighborhoods and say, hey, we can make it standard road widths, 40 feet curb gutter sidewalk. We're going to take some of your land. If you want to underground the wires, there's going to be an

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expense, and just give them the option and have record of that. If it happens again, it's not 100 percent on us. It's...we had these conversations with each specific neighborhood and they said they don't want to have 40-foot roadways with curb gutter sidewalks, they don't want to spend the money on undergrounding the lines, they don't want to give up any of their property, then it's more of a shared responsibility accountability. And for me, I don't want to take on that accountability all by myself or the County to take on that responsibility all by itself with just the assumption that folks want to get back faster without losing any of their property. I mean, I want to do what that neighborhoods want to do, but I don't want to assume and I want them to be able to express to us that's what they want. And I don't know that that's happened yet or have been documented, and it's a big concern to me being that I came in right after the 2018 fire. And we tried to make things in the community plan that reflected the 2018 fire, and yet it still happened in 2021, it still happened in 2023. Is it gonna still happen in 2025, 2027, '30? And so, if you're saying it's a policy decision, I would like more feedback from the community that's directly affected the stakeholders, the lot owners before that decision is made. Because it's an easy assumption to make, you know. But if push comes to shove in two years from now, five years from now, and it happens again, I don't want to live with that personally. So, I guess the question is what is the process to enact that type of policy where we engage the neighborhoods that we've flagged as substandard and listen directly to the feedback. And like we were discussing earlier, it's kind of a targeted audience. We're not asking these questions to all of Lahaina. We're just asking neighborhood by neighborhood. And if so, if they want to have a safe neighborhood, standard streets, underground wires, whatever, or the majority of them do, is there opportunity to redraw the TMK lines, is there opportunity to swap out other County-owned parcels, so that people still maintain lot sizes. Like, if we have 40 families, 40 lots crammed into this small area, that should realistically . . . (timer sounds). . . by today's standards have 30 lots, can we find ten lots somewhere else where people might want to move to so that they can all be safer, or those types of things. That would be my question, but I'm not sure who's the answerer.

MR. MOLINA: I'll take a stab at that. First off, I'll just say it's a little more than assumption because we have experience trying to get land from people all the time. Prime example right now, North-South Collector Road. We have about 40 parcels that don't want to participate and we don't even need land from them. I just need access and they don't want to give it to me. So, we are prohibited right now from applying for the SMA permit to continue the project. So, it's a little more than just an assumption for Public Works' experience. Yeah, I mean so, you asked the question about how you set policy. It's by adopting ordinances and that's the purview of the Council. If you wanted the policy to have this public process that then somehow reaches a conclusion based on that, you know, I would say it's within your purview to adopt such a process. Yeah, I would say there's no right answer here as far as you have old infrastructure, you have old development, how do you bring them to...or I guess the first question is, do you bring into standard, right, is what I heard you contemplating. And then what is the process to, I guess, have shared accountability in that? I guess maybe an attorney should opine on that, but I don't think there ever is a shared accountability, it's always going to be the County's fault no matter what. So, in my opinion, you set the standard and we implement it. If we think it's appropriate to have those minimum standards met, then

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that is what it is. I don't know if it's a pick-and-choose type thing, if we're really talking about health and safety standards. But, you know, again, that's why it's a policy decision on how we want to go about either telling people this is the standard the County wants to impose or allow each individual community to make a decision on how safe they want to build back and whether the County is going to endorse that process.

CHAIR PALTIN: Thank you. I just wanted to give the opportunity to the Fire Department if they had anything to add to that response and just say that I mean I imagine to me it's like apples and oranges about North-South Collector Road, which is nice to have in an entire neighborhood where people passed away and might be different and the way that people get kind of triggered every time it's very windy or that they are stuck in traffic, it could possibly be a different situation. But, I understand where you're coming from. Chief, did you have anything to add to that policy question situation?

MR. VENTURA: Thank you, Chair. I think just to reiterate, I think we are on the same page. If we do have to go neighborhood to neighborhood and there's difference of opinions in areas, there's going to be different levels of safety amongst the same community and then when lots are sold and new owners take the land, then they're going to wonder why maybe they don't have the big access roads that others got, so that might be a bit of a challenge. Where we think we're going to find some of our challenges again, you know, getting enough access is those private roads, private driveways that might have, like, six lots or eight lots on them, and there was larger parcels that were subdivided. How are going to work with those landowners to create enough space. Now that they're all going to have to rebuild on this one little driveway, how are we going to make sure that that driveway is not short, but long, is safe enough to...for us to access the back home and the back of the cul-de-sac. So, yeah, you know, as Jordan was saying I think it's one of those things that's unfortunate and might have to be more of a policy thing that covers everybody rather than pick and choose as we go through the neighborhood.

CHAIR PALTIN: Thank you. And we're certainly open to any legislation regarding private driveways and private roads if you have any in mind for future reference. Any comments from our legislative attorney on that policy decision?

MR. MITCHELL: Thank you, Chair for the invitation to respond, but I think Director Molina answered it well and I'll leave it at that.

CHAIR PALTIN: Thank you. Members, any need for a third round, or we could take a recess, or we could adjourn. Polling the Members. Sure. Go ahead, Member...Vice-Chair U'u-Hodgins.

VICE-CHAIR U'U-HODGINS: Thank you. So, you know, earlier when Member Rawlins was suggesting that we put all the plans and have it accessible, I don't disagree. However, what are we going to do when the plans conflict each other? For instance, the community plans obviously has reference to Front Street, and if we take the sea level rise, probably Front Street shouldn't be there. So, what are we going to do? No pressure.

MR. MOLINA: I guess I'll start by saying to me it's not clear what our sea level rise policy is at

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all right now.

VICE-CHAIR U‘U-HODGINS: Sure.

MR. MOLINA: So, I have several road projects falling into the ocean.

VICE-CHAIR U‘U-HODGINS: Yeah.

MR. MOLINA: And I cannot get clarity between the State and the County about what should be done. Managed retreat is thrown out there, but there is no detail behind what that really means and how quickly we do it. In the case of Front Street, practically speaking that’s your wastewater collection system, and if we need to move that whole main line and all those pump stations, that’s huge. That’s also stripping all those properties of that service, which, hey, if that’s the direction we want to go that’s fine, but I mean --

VICE-CHAIR U‘U-HODGINS: No, I know I bring it up because of that.

MR. MOLINA: -- implications are huge and I think one thing that I struggle with is the timing of all this, right? Our sea level rise is a hundred-year projection. There’s still a lot of value in that infrastructure and those properties in the interim before they’re totally useless. Do we throw all that away now? So, yeah, that is...that is the question. So, when I look at the West Maui Community plan which is not that old, to which sea level rise was a factor, Front Street is still there. So, yeah, it’s an open discussion and maybe I don’t know if Director or Administrator Hart wants to comment as far as how the current shoreline rules and SMA rules might have set a new lensscape, but I don’t think it’s to the point of no build at this point.

VICE-CHAIR U‘U-HODGINS: I don’t disagree, but I’m just saying, we have to anticipate that all these plans are going to have conflict.

MR. MOLINA: Yeah.

VICE-CHAIR U‘U-HODGINS: And then so, which plan then do we follow the advice of, is really my question and I use Front Street as an example for how we need to probably figure out what mesh of these plans work best for us in the long run moving forward.

MR. MOLINA: Definitely. I know that’s going to be part of the kind of the big lift for the Community Planning RSF is to try and figure out how we go about that conversation and getting that input and that clarity to then direct to rebuild.

VICE-CHAIR U‘U-HODGINS: Yeah. How does our new SMA laws affect the infrastructure and I guess the undergrounding of and everything related near the shore, Administrator Hart?

MR. HART: So, the updated Maui Planning Commission SMA and Shoreline Rules were passed by the Maui Planning Commission. They have yet to be signed by the Mayor. So, they’re...we’re still under the old rules.

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VICE-CHAIR U‘U-HODGINS: Okay.

MR. HART: The new rules allow for the existence and repair of infrastructure. Basically, there’s a process to approve, I wouldn’t say everything that existed, but there’s a process to approve things that existed, but it goes through a detailed intensive application and review process that’s decided by discretionary approvals by the Maui Planning Commission. So, how any individual commercial property or home on the shoreline or how any Public Works project that still is subject to all the same regulations that has to be designed and planned and go through public outreach and go through review and approval by the Maui Planning Commission, you know, that’s all contingent on technical studies, community feedback, the findings of the design, findings of any new data or information that we’ll have at the time that those projects are proposed, and then ultimately public participation, a public hearing, and a decision by the Maui Planning Commission. So, it’s pretty challenging for me to say, I think for anybody to say, frankly, how any of these individual projects will shake out going through that process. But there is a process and it is heavily regulated, but it’s way more complicated when you put everything together and try and make a go of it to figure out what will actually happen. There’s only one way to do it, is to take projects through that process.

VICE-CHAIR U‘U-HODGINS: Sorry and I know I only had one question originally when I opened my mouth, but clearly that’s not the case. So, do we have some sort of . . . *(timer sounds)*. . . like damage assessment...sorry, Chair. Can I continue? Do we have some sort of damage assessment that we’re going to use in determining what’s considered existing non-conforming at this point if a lot of it’s damaged? Can we argue that they’re still existing?

MR. HART: Chair.

VICE-CHAIR U‘U-HODGINS: I know the use is going to remain the same, but let’s say for flood, right, we can only assume that they can or what...not flood. In the SMA before, right, if you could redo your property, you had to do it 50 percent or less or something in increments to accommodate for things?

CHAIR PALTIN: For this one they said you can do a hundred percent rebuild as long as it meets existing safety standards, is that correct?

MR. HART: Chair, let me try to clarify. So, you know, Lahaina is one of the most regulated areas, especially in this fire-affected area has so many different land use regulations with different goals and purposes. So, for basic Title 19, non-conformities, which would be a use or a structure that didn’t comply with zoning code --

VICE-CHAIR U‘U-HODGINS: Yep.

MR. HART: -- we are proposing the amendments that are going to Planning Commission at the end of February to bring up to Council where the structure could be demolished all the way down to non-existent. The proposal is to request Council’s approval of that,

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and it'll give you an extended time period to reconstruct if it was destroyed by a disaster identified by the Governor of the State of Hawai'i.

VICE-CHAIR U'U-HODGINS: Yep.

MR. HART: For the special management area and for the special management area outside of the shoreline area, it would...you would apply that same Title 19 criteria, but you would still need an SMA major permit. In the shoreline area, I'd have to check the specific rules of the updated shoreline rules, because there is different...there's different ways to assess damage based on the type of what caused the damage.

VICE-CHAIR U'U-HODGINS: Yep.

MR. HART: But in any case, any sort of reconstruction would still need to get a new SMA...well, assuming it's over \$500,000 in value --

VICE-CHAIR U'U-HODGINS: Yep.

MR. HART: -- you'd still need to get a new SMA major permit and a new shoreline setback variance if it was going to qualify for a variance. So, even if it...there's no...in the special management area, there's no direct guarantee that you can reconstruct. Outside of the special management area, we are creating a process where you can get ministerial permits, so that's administratively approved without a public hearing, you can get that for non-conformities. But inside of the special management area and then even more so inside of the shoreline setback area, everything is discretionary. So, even if there is an avenue to reconstruct a non-conformity, it still has to meet all of the criteria of all of the regulatory layers above it, and you have to provide sufficient mitigation measures to any impacts that may be encountered sufficient to the acceptance of the Planning Commission. So, that stuff is extremely complicated like I mean we're speaking in like real broad generalities, but you have to take every single specific parcel and its layers of regulation and the scope of the project --

VICE-CHAIR U'U-HODGINS: Yep.

MR. HART: -- and do all these technical studies, take it through the public process, and that's how you figure out what it will be. So, that's really complicated stuff and it takes quite a long time, months, potentially a year to prepare those applications and quite a long time to proceed through the public process for those approvals.

VICE-CHAIR U'U-HODGINS: Absolutely, it does. So, it kind of does make me nervous when we're talking about rebuilding and people's understanding of the work that they're going to have to be responsible for if they want to build back what was, if they want to build back something similar, and we didn't even touch about the flood zone areas. So, I just hope and I'm not saying this is on you folks, but I just hope that we as government can accurately convey how much work is going to be done for the individual landowner. I mean like, you know, I'm from Pā'ia and I have family land that's basically falling into the ocean, but it's right there on the shoreline and if we ever lost that, in order for us to

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rebuild what was, it would be a tremendous amount of work. So, I just...I just hope that the people of Lahaina realize that it's going to be a long time coming, especially if they're in those specific instances. Thank you. Thank you for that.

MR. HART: Chair, I want to add on to that. So, there is an outreach process that we'll be ramping up and I want to say that we really did our best to select a responsible scope for expedited permitting. So, flood zone needs to be addressed prior to participating, shoreline needs to be addressed prior to participating, historic district one and two need to be addressed prior to participating. So, the least sensitive of the regulated areas are the ones that are intended to run right through the expedited process and those existing sensitive areas that require Cultural Resource Commission, Maui Planning Commission, flood zone permits, those are all going through their normal processes. We're not trying to push or cut any of those corners. Thanks.

VICE-CHAIR U'U-HODGINS: No, I totally understand that, it's just also an expensive process. So, I hope we can also help our people waive some of those fees and help hold their hand for lack of a better word as we navigate through that. Thank you.

CHAIR PALTIN: Anyone else need a third round? Oh, Member Sinenci. Oh, before he goes, can I ask the SMA rules, is there a time limit for the signing of it, or...

MR. HART: I'm not...I can't...I don't know the answer to that at this time.

CHAIR PALTIN: Okay. So, and the Council doesn't play any role in that process? There's no, like, veto or override or anything like that?

MR. HART: No, that's a process between the Maui Planning Commission and the Mayor.

CHAIR PALTIN: Okay. So, not our fault. Go ahead, Member Sinenci.

COUNCILMEMBER SINENCI: Thank you, Chair. I think I just have a yes or no answer. But, well it sure sounds like maybe, you know, a nice park along the shoreline. For Director Molina, the recycled concrete from some of the debris removal, can the Department reuse...recycle some of that for your CIP projects?

CHAIR PALTIN: I'm not sure that's on the agenda. Outside of the --

COUNCILMEMBER SINENCI: Oh, that's for your egress projects? Egress.

CHAIR PALTIN: Can you use it for one of your egress projects?

COUNCILMEMBER SINENCI: Egress projects?

CHAIR PALTIN: Now it's on the agenda.

MR. MOLINA: We wouldn't necessarily be trying to intercept that way stream right now, because that's just going to be too much of a burden for us to try and manage that right

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now. Potentially down the road, because obviously we're going to have this surplus of recycled concrete, that's potentially something we can look at. But basically what we got to do is just have a geotechnical engineer analyze the material to determine and then to write the specifications to where it can be suitable for use in our construction projects. There is evaluation going on right now to use recycled concrete on the parcels for stabilization. So, once the parcels get scraped from...the soil gets scraped, you have this bare, you know, the underground will be bare, and so one of the requirements is to stabilize the ground afterwards. Generally, stabilization is grassing, but of course in Lahaina we have climate and rainfall issues. We also have water issues. So, we don't necessarily want to be running a bunch of sprinklers everywhere. So, the alternative is gravel to which recycled concrete can be processed to be like a gravel and then we'll stabilize the ground that way. But we asked them to look at that gravel being analyzed so that the property owners can utilize it either for a road base under their foundations in the future so it's not...so it doesn't become an extra waste for them to deal with.

COUNCILMEMBER SINENCI: Thank you. Thank you, Chair.

CHAIR PALTIN: Thank you. Anyone else? Oh, Member Sugimura.

COUNCILMEMBER SUGIMURA: Since Director Molina mentioned this, I just want to say that I didn't realize the North-South Collector Road was stuck because of that problem and I wish more people would know that because of what we hear in the community and how come the County is not doing this and it involves MPO also and there may be something we can do to help that. This is not on the agenda, but definitely thanks for sharing that. Member Cook, this is our problem. Yeah. Wow, I didn't know that at all. Thanks for sharing it.

CHAIR PALTIN: Okay. And now you know and knowing is half the battle. All right. So, no further questions from our Committee Members. At this time, we'll thank our two superstar Jordans, our Fire Department, Chief and Director Stufflebean. Thank you so much for being with us and entertaining our questions. Let me find my notes. Sorry. Committee Members, if there are no objections, the Chair will defer this item.

**COUNCILMEMBERS VOICED NO OBJECTIONS** (excused: TK).

**ACTION: DEFER pending further discussion.**

CHAIR PALTIN: Thank you. This concludes today's Disaster, Resilience, International Affairs, and Planning Committee meeting. Thank you very much everyone. The time is now 3:27, and this meeting is adjourned. . . .(gavel). . .



**DISASTER, RESILIENCE, INTERNATIONAL AFFAIRS, AND PLANNING COMMITTEE MINUTES**  
Council of the County of Maui

**February 7, 2024**

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**ADJOURN:** 3:27 p.m.

APPROVED:



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TAMARA PALTIN, Chair  
Disaster, Resilience, International Affairs,  
and Planning Committee

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Transcribed by: Terianne Arreola

**DISASTER, RESILIENCE, INTERNATIONAL AFFAIRS, AND PLANNING COMMITTEE MINUTES**  
**Council of the County of Maui**

**February 7, 2024**

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CERTIFICATION

I, Terianne Arreola, hereby certify that pages 1 through 33 of the foregoing represents, to the best of my ability, a true and correct transcript of the proceedings. I further certify that I am not in any way concerned with the cause.

DATED the 11th day of February 2024, in Wailuku, Hawai'i.



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Terianne Arreola