

# **WATER AND INFRASTRUCTURE COMMITTEE**

**Council of the County of Maui**

## **MINUTES**

**May 8, 2023**

**Online Via BlueJeans**

**CONVENE:** 1:32 p.m.

**PRESENT:** Councilmember Tom Cook, Chair  
Councilmember Yuki Lei K. Sugimura, Vice-Chair  
Councilmember Gabe Johnson, Member  
Councilmember Tasha Kama, Member  
Councilmember Alice L. Lee, Member  
Councilmember Tamara Paltin, Member  
Councilmember Keani N.W. Rawlins-Fernandez, Member (out 3:30 p.m.)  
Councilmember Shane M. Sinenci, Member (out 3:45 p.m.)  
Councilmember Nohelani U‘u-Hodgins, Member

**STAFF:** Paige Greco, Legislative Analyst  
Ana Lillis, Legislative Analyst  
Jarret Pascual, Legislative Analyst  
David Raatz, Deputy Director  
Clarita Balala, Senior Committee Secretary  
Lenora Dinneen, Council Services Assistant Clerk

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

Jared Agtunong, Executive Assistant to Councilmember Cook  
Stacy Takahashi, Executive Assistant to Councilmember Cook  
Kate Griffiths, Executive Assistant to Councilmember Johnson  
Axel Beers, Executive Assistant to Councilmember Johnson  
Evan Dust, Executive Assistant to Councilmember Kama  
Michele McLean, Executive Assistant to Councilmember Lee  
Noelani Ahia, Executive Assistant to Councilmember Rawlins-Fernandez  
Dawn Lono, Executive Assistant to Councilmember Sinenci  
Laura McDowell, Executive Assistant to Councilmember U‘u-Hodgins  
Susan Clements, Executive Assistant to Councilmember U‘u-Hodgins

**ADMIN.:** Victoria Takayesu, Corporation Counsel, Department of the Corporation Counsel  
Michael Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel  
Pamela Eaton, Executive Director, Maui Metropolitan Planning Organization  
Marc Takamori, Director, Department of Transportation  
Kathleen Aoki, Planning Director, Department of Planning

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Jacky Takakura, Planning Program Administrator, Department of Planning  
Scott Curran, Planner, Department of Planning  
Lori Tsuchiko, Director, Department of Housing and Human Concerns  
Linda Munsell, Assistant Housing Administrator, Department of Housing and Human Concerns  
Jordan Molina, Director, Department of Public Works

**OTHERS:** Mark Fenton  
Paul Lutey, Nelson\Nygaard  
Ruby Edwards, State Office of Planning and Sustainable Development  
Harrison Rue, State Office of Planning and Sustainable Development

Dick Mayer  
Mike Moran, Kihei Community Association  
Tyler Zabo  
(2) additional attendees

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

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CHAIR COOK: . . .*(gavel)*. . . Will the Water and Infrastructure Committee of May 8th, 2023, please come to order. The time is 1:32 p.m. May I ask...may I ask that all participants please silence cell phones and other noisemaking devices. For those testifying on BlueJeans, please mute your mic until you're called on. I am your Chair, Tom Cook. Members, in accordance with the Sunshine Law, please identify by name who, if anyone, is in the room, vehicle, or workspace with you today. Minors need not be identified. Now, I'd like to introduce the Committee Members. Vice-Chair Yuki Lei Sugimura. . . .*(echoing)*. . .

VICE-CHAIR SUGIMURA: That was cool. Good afternoon, Chair, and looking forward to this informational meeting, and to hear from the Maui Metropolitan Planning Organization. Thank you.

CHAIR COOK: Thank you. Councilmember Gabe Johnson.

COUNCILMEMBER JOHNSON: Aloha, Chair.

COUNCILMEMBER LEE: Oh, everybody is doing it.

COUNCILMEMBER JOHNSON: I'm on mute on my computer. Mic check. How about now? Okay. Aloha, Chair, Councilmembers, Committee Members. There are no testifiers at the Lānaʻi District Office. I'm here and ready to work. Mahalo.

CHAIR COOK: Okay. Councilmember Tasha Kama.

COUNCILMEMBER KAMA: Good afternoon, Chair. And I am looking forward to today's exciting meeting with our MPO.

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CHAIR COOK: Okay. Council Chair Alice Lee.

COUNCILMEMBER LEE: Dumela from South Africa. I am here in person now. You saw me earlier with...at home with my little puppy. Looking forward to your meeting. Thank you.

MR. RAATZ: Excuse me, Chair. Committee Staff, just got word...over here. Councilmember Cook, I'm sorry. We just got word from *Akakū* that we're having audio trouble. If we could take maybe a five-minute recess to try and resolve that please? Thanks.

CHAIR COOK: We'll take a five-minute recess. . . .(gavel). . .

**RECESS: 1:35 p.m.**

**RECONVENE: 1:40 p.m.**

CHAIR COOK: . . .(gavel). . . Will the Water and Infrastructure Committee of May 8th, 2023, 1:40 p.m., please come to order. May I ask that all participants please silence cell phones and other noisemaking devices. For those testifying on BlueJeans, please mute your mic until you're called on. I am your Chair, Tom Cook. Members, in accordance with the Sunshine Law, please identify by name who, if anyone, is in the room, vehicle, or workplace with you today. Minors need not be identified. Now, I'd like to introduce the Committee Members. Vice-Chair Yuki Lei Sugimura.

VICE-CHAIR SUGIMURA: Okay. Dumela. Is that the phrase for this afternoon, Chair Lee? Okay. Dumela, everybody, and looking forward to an interesting meeting with the MPO, and Marc Takamori from the Department of Transportation. Thank you.

CHAIR COOK: Okay. Councilmember Gabe Johnson.

COUNCILMEMBER JOHNSON: Aloha, Chair. I think I said this earlier, but there's no testifiers at the Lānaʻi District Office, and I'm here and ready to work. Mahalo, Chair.

CHAIR COOK: Thank you. Councilmember Tasha Kama.

COUNCILMEMBER KAMA: Good afternoon, Chair, and dumela to everyone in the Chambers and in *Akakū* land. And I'm here and looking forward to an exciting meeting with our MPO.

CHAIR COOK: And Council Chair Alice Lee.

COUNCILMEMBER LEE: Mr. Chair, in case you go shopping or traveling to South Africa this weekend, you can say to the folks there dumela, which means hello. And that's Zimbabwe, and I'm sure you know where that is. Thank you.

CHAIR COOK: Councilmember Tamara Paltin.

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COUNCILMEMBER PALTIN: Aloha ‘auinalā kākou. Broadcasting live and direct from the 8th Floor. We have no testifiers at the Lāhainā District Office at this time. Thank you.

CHAIR COOK: Thank you. Councilmember Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha ‘auinalā. I'm at the Moloka‘i District Office, with an unidentified minor on my side of the office, and we have our Community Outreach Specialist Zhantell Lindo on the other side of the office reporting no testifiers. Mahalo, Chair.

CHAIR COOK: Thank you. Councilmember Shane Sinenci.

COUNCILMEMBER SINENCI: Aloha ‘auinalā and dumela, Chair. Happy to be here today, and there are no testifiers at the Hāna District Office.

CHAIR COOK: Thank you. And Councilmember Nohelani U‘u-Hodgins.

COUNCILMEMBER U‘U-HODGINS: Aloha, Chair. Good afternoon.

CHAIR COOK: From the Maui Metropolitan Planning Organization, I would like to welcome Executive Director Pamela Eaton.

MS. EATON: Good morning, Chair. Good morning, Council...or oops, good afternoon. Sorry, wrong time zone.

CHAIR COOK: Representing the Department of Public Works, I'd like to welcome Director Jordan Molina. Is Jordan on? Representing the Planning Department, Director Kathleen Aoki.

MS. AOKI: Good afternoon, Chair. Good afternoon, everyone.

CHAIR COOK: From the Department of Transportation, Director Marc Takamori.

MR. TAKAMORI: Good afternoon, Chair. Good afternoon, Councilmembers.

CHAIR COOK: Thank you. And from the Department of Housing and Human Concerns, Director Lori Tsuhako.

MS. TSUHAKO: Hi. Good afternoon, Chair Cook, and Members. Thank you.

CHAIR COOK: From our...from our OCS, our Committee Staff...oh, from Corporation Counsel, we have Deputy Corporation Counsel Michael Hopper.

MR. HOPPER: Good afternoon, Chair.

CHAIR COOK: From OCS, our Committee Staff, Committee Analysts, Paige Greco, Ana Lillis,

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and Jarret Pascual. We have Committee Secretary Clarita Balala. Office of Council Services, Deputy Director David Raatz. Council Services Assistant Clerks, Jean Pokipala and Lei Dinneen. Please see the last page of the agenda for information on meeting connectivity. On today's agenda, we have one item, WAI-1(4). We will receive the presentation from Ms. Eaton from the Maui Metropolitan Planning Organization, which will include an update on the West Maui Transit Orientation Development Corridor Plan. This is a Rule 7(B) item, and no legislative action will be taken. Oral testimony via phone or video conference will be taken after the presentation. Members, you can find a copy of the MPO's presentation under Granicus files item number 1. Ms. Eaton, please share your opening comments, followed by your presentation.

**WAI-1(4):       MATTERS WITHIN THE COMMITTEE'S SUBJECT-MATTER**  
**JURISDICTION: MAUI METROPOLITAN PLANNING ORGANIZATION**  
(RULE 7(B))

MS. EATON: Great. Thank you, Chair, and it's really great to see you all again. Kind of odd, I haven't been in Chambers in almost four years, so it's kind of nice to be here. I'd like to start out with a video. It's pretty special. I was asked in January to meet with the Maui Huliau Foundation, an amazing group of students from around the island. And this is what they put together. So, I will do a cold open with their video.

**[Start video]**

MS. EATON: So today we went on a walking tour with a nationally renowned walkability expert, Mark Fenton. I know Mark from Massachusetts. He basically travels all over the country to large metropolitan communities and small rural villages to come up with promoting walking. Walking not just for the sake of walking, but walking in spaces that are safe. Trying to get people out of cars, to not only ease traffic congestion, but also improve our health. So today we did that in the West Maui Transit Orient Development Corridor, which runs along Honoapi'ilani Highway. We had about 25 people with us today, which was really exciting, and he took us on an actual tour on a route and stopped us all along the way to have a score, you know, what we thought about a particular segment. Is it safe? What do we need to improve it? What can make it better or can help more people walk in these areas. So some of the issues that we addressed today was where we do not have sidewalk connectivity or we have intersections going across Honoapi'ilani Highway that are very dangerous and very scary, where we could use more vegetation, beautiful trees. We have some parking centers, Lahaina Gateway Mall, as well as the Cannery Mall that have way too much asphalt, and we could probably be a little more creative and make those spaces a lot more inviting. So today we got some amazing input looking at how to make basically walking safer, biking safer, and making it just much more desirable, including creating destinations so people want to actually walk.

**[End video]**

MS. EATON: Thanks, you guys. So, like I was saying, I was invited to speak with the students

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in January. And they wanted to know about land use planning, and they wanted in particular to learn about the West Maui Community Plan, the West Maui Greenway Plan, and then the TOD Corridor. And it was just a great conversation, and at that point we had just...we had just started putting together this huge community engagement that we did in March, and we invited them, and these guys showed up. A huge thank you to Councilmember Paltin, because on that Monday afternoon, she sponsored a walking tour, and so they were all able to come, you know, in the...late in the afternoon. And that's what they put together. So, you know, it's all about the youth. So, huge, huge thank you to...I put the names up there. Keanu Frith, Isabelle Perchard, and Julia Paulman. And then a big thank you to Malia, she was wonderful on trying to make all of this happen. So, our consultants said they'd hire them in a heartbeat if they need a job. So, just saying, we really wanted to get the youth involved. Okay with that, I will share our PowerPoint. Just wanted to let folks know this is obviously about the West Maui TOD Corridor, and it's a little bit different than you have heard from me in terms of the Ka'ahumanu Community Corridor, which was Central Maui, and funded by the legislature, and you guys matched it with \$100,000. With this fund, we received--and a huge thank you to the State Office of Planning and Sustainability--we received a \$500,000 grant. I just want to let you know, this presentation is going to be given by other members of my team. Paul Lutey from Nelson\Nygaard, they're our consultants, they're fantastic. We're very fortunate to have Mark Fenton on the call, who is on a...he had another walking excursion helping the people of Ann Arbor, Michigan, but he's tuning in, I really appreciate that. And, of course, Marc Takamori. So...because God knows, you don't have to listen to me during this whole thing. Okay. We'll go to the next slide, please. Just the first and the next slide...yeah, there you go. Awesome. And then the next. Okay. So, for this afternoon, I want to provide you guys with an overview, and really thank you very, very much because you guys went through an amazing budget process, and so, thank you for fitting us in. I want to let you know what's been going on, share some of the highlights, and then review some of the findings. Because there's quite a bit that's come out I think you guys will be pleased with, and then really talk about feedback. There has been immense amount of community engagement, so I really want to share that with you guys. This presentation, I'm trying to make as interactive as possible, and obviously obeying Sunshine Law, Roberts Rules of Orders, it is going to be a strict presentation. We will have public testimony, but if it's okay with Chair, and with you all, if we could then come back when we get into the discussion. There are orange slides that are questions, because we want your feedback. So, there's questions I'm going to kick back to those orange slides, you know, one by one, in addition to any questions you guys have. So, just wanted you to know that. All right. So, framing the study, it is in West Maui. Can we go to the next slide, please. There you go. Nice picture. I wanted to get that in. Okay. Next picture, please. So, some of the Councilmembers have heard this...you guys know, so this is for the newer Councilmembers. When we talk about transit-oriented development, it's important...there is a State Interagency Council that was created by legislation on TOD--I know some of you guys know this--and it was really kind of focused in the beginning, quite frankly, on the rail, and trying to put affordable housing at various rail stops. However, in the legislation, thanks to our wonderful neighbor island representatives, there...it is also to represent and to support TOD on neighbor islands, which typically means transit bus. So, we are talking about this in the context of the

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bus. We're looking at mixed land uses, which now we can, thank goodness for the community plan land use designation updates, and really integrating affordable housing. How can we make that near job centers, economic centers, and of course, transit, and also other multi-modal opportunities, safe pathways and so forth, to bike and ride and roll. Okay. Next slide, please. I think this, to me personally, quite frankly, is the most important aspect of these past two projects, and hopefully the next one, and that is, all of this has been done and achieved and successful because of this team. This team defied all silos, and basically it was a very tight knit--it started with Ka'ahumanu and transitioned over to West Maui--could not have been done without great resources and expertise from the Maui MPO. I'm talking Lauren Armstrong. From the Planning Department, Scott Kern and Herbert Foster. And then, of course, Department of Transportation, Marc Takamori. And then the Department of Public Works, Nolly Yagin and Kurt Watanabe. Department of Housing and Human Concerns, Linda Munsell. Department of Parks and Recreation, Dave Yamashita and Jen Maydan. And then, of course, because this is a road that is a State road, Hawai'i DOT, Robin Shishido and Annette Matsuda. So, not only do I want to give them kudos and thank them for doing all this, but especially the Directors, I really appreciate them allowing them to work on this project. Okay, next slide. So, there is a lot of great opportunities many of you guys know about. And I just want to make it very, very clear that in starting the work on the West Maui TOD Corridor, we sort of...the timing worked out, in that the West Maui Community Plan had recently been approved by the Council, and also, there was ongoing work that the Maui MPO was doing with the West Maui Greenway Plan, so that was wonderful to work with, having that information. There have been many studies, you guys were familiar with, on affordable and workforce housing. But what came out of the West Maui Community Plan, heavily community engaged, as you know, is what is the need...was the need, is the need, to identify a new transit hub location. Very important to the community is creating walkable and accessible communities, supporting the economic diversity, and then making these critical connections along the corridor, but also back and forth and coming to the corridor, keeping and making great places, and then reflecting West Maui's history and future. Okay. Next slide. So, to give you an idea of the corridor area, it focuses on Honoapi'ilani, but it's not just the linear. We're not just planning for this linear area, there's about a half a mile buffer around, so of course, that's going to encompass Lāhainā, Front Street and so forth, mauka and makai. But it's about getting from one place to another, but also across the corridor. So, those crossways are really important, as well as bringing people from outside into the corridor. So, one of the things that we did when we created the community plan land use designation updates is we created a specific community plan land use called Transit Oriented Community that really would fit in with the purposes of the corridor. And, of course, very important, the sea level rise and erosion which, as you can see, is obviously along the corridor. Okay. Next slide. So, where we are right now is this project started back in summer/fall of 2022 and much like the West Maui community...or I'm sorry, the Central Maui Community Corridor, we sort of had...well, the big benefit now is with the Central Maui Community Corridor, we were in COVID. So, as Marc can attest, and many of the team members, we had to kind of be the eyes and the ears of the consultants because they couldn't come out here. So, it was very nice to be able to have a consulting team come to West Maui, and experience West Maui, and do community engagement, which was great. We've done...in March, I think, a lot

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of you guys had some housing committee...really important meetings, but during that week in March, we looked at the future needs, and had a lot of visioning workshops. Right now, what we're looking at that we'll hopefully look forward on are these land use and connectivity plans. That's very important in terms of making connections with the Greenway, making safe pedestrian connections, and those types of things. And then ultimately, towards this summer, we'll have identified, as we did with the Central Maui Community Corridor, projects. And now it's great because we know how to plug them in and match them with BIL and IJA funding, and tap funding and all these other great resources. And then by the fall, we'll have this done...draft and final plan. Okay. Next, please. So, in terms of this action plan for West Maui, again, I want to make sure folks understand, we're looking at the West Maui Community Corridor Action Plan. We will be identifying projects and programs and policies. And...and this is really important because it's going to tie in with the Greenway plan, it's going to tie in with the community plan, and a lot of the funding--the Federal infrastructure funding--much of it is competitive. So, it is really important to make these connections, not only with the existing plans, but with the community and the community involvement. We know that with the SS4A applications, they are very interested in community involvement. The other thing that's really important--I actually brought a prop--is there is a State-approved transit oriented development strategic plan, of which the West Maui Community Corridor is a part of, the transit hub is a part of. And the reason why that is important is because then, as we saw in this last legislative session, it then qualifies us for funding from the State...from the State legislature. So, this past legislative session, they actually put out a bill supporting additional funding to then do a TOD corridor for South Maui. So, this...this is important, it actually means something. Funding applications, you know, these are the types of things we're looking at is the funding and moving forward. The West Maui Greenway, the actual transit hub, and then Complete Streets projects, really looking at how can we create a toolbox and really make these projects happen. In terms of implementation, we're...you will see in the project, much like the West...Central Maui corridor plan is, there's ideas for design, environmental clearances, and then construction time and cost. Okay. Next slide, please. We will come back to this, question number 1. So, what questions do you have about the outcomes of the study or the Council's role in the process? Okay. We'll move to the next. So, we did a huge amount of community engagement, which was super successful, and quite honestly, a lot of fun to actually see people in person. This was actually taken at the West Maui Taxpayer's Association annual meeting, which was wonderful. So, we'll give you various examples of that. Next slide. Part of the structure of this project is we have a Technical Advisory Committee, and it includes 30 members, community leaders from a diverse array of backgrounds, County and State stakeholders. Basically, we use their advice and direction, which they've been really instrumental in terms of how to move this project and things to identify. A lot of them have very specialized information. It's been really critical for us to make some really good connections. It's just building the capacity of this project and implementing this project as we create these stakeholders and relationships. Everything has been coordinated with ongoing County efforts, which has been really great with the multidisciplinary project management team. And we will be tying in because a lot of our members are from State agencies and Federal agencies, which is great when we look to future funding. Okay. Next slide, please. There is a phenomenal website, so, if you



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get the chance, you could just Google West Maui Corridor, you'll get there. It's a long name, but it is a very informative and very interactive website. So, it'll fill you in with anything you've missed in the past, bring you up to date, and it'll let you know how we're moving forward. There's also a website that is still in existence for the Ka'ahumanu Community Corridor if you want to take a look at what cement products looks like. All right. Next please. So, Phase 1. This is...this shows you pictures of some of the engagement activities we did over the past...I think it started like last July, August. We had everything...one of the things we learned from COVID is we took advantage of all the virtual tools that we've learned about and improved upon. Had some really fun scavenger hunts for West Maui. Lot of kids got involved, which was great, and a lot of seniors. We went to Senior Centers. We went to...I think that's at the Jodo Mission Fair, we went to that. So, we had a lot of great opportunities for in-person and virtual involvement. Okay. Next, please. Okay. So, this gives you just some of the numbers. Just kind of a rough cut. You know, we went to 22 different in-person events in West Maui. This is like since about last July or August. Online interactive mapping comments, if you've ever seen, it's a program called social pinpoint. We have a map. You can make a comment. You can put it on an area so we have a whole self-spreadsheet and database and all those comments and folks. There have been 30...sorry, 82 different online survey responses, so that's been pretty nice. And then, of course, there's been, at least at this point, about almost 2,000...1,900 of actual website views. All righty. Next. So, some of the mapping highlights. This is an example, a screenshot of this program...or platform called social pinpoint where we ask questions, and we have folks have an opportunity to pick an icon, and then put it on a spot like, you know, an unsafe intersection, where would you like to see, you know, a safe route to school, you know, builds and put together. Where might you like a new transient hub, you know, different questions like that. And people drag the icon, click it, and then leave a comment. Okay. Next. Some of the highlights and comments that we got, just to share with you all, is the new transit hub should be here. No safe protected bike...bike path to ride my bike. We should have a protected bike path from Lāhainā-Kā'anapali and beyond. Plan better traffic patterns so people can get to safety in the case of fire, which is a great comment. I think a light with a crosswalk or pedestrian bridge is needed here for school kids. So, really, really good comments, and targeted to an actual location. Okay. Next, please. So, last summer this...we met with...I just wanted to give you some ideas of names of the folks we met with. Again, really important community leaders with a diverse array of interest and backgrounds. Some of these folks, as you can see, actually served on the West Maui CPAC, which was great. Some folks are involved in certain things in terms of bike paths and bikeways, and have experience around the island, also representing housing and transportation issues, arts, history, and culture. So, it was really a wonderful group of people who made themselves available during the week that the consultants were in town. Okay. Next, please. So, some of the themes that came out of that week...and this picture is one of my favorite, it's Ekolu Lindsey's office. Looked at things a lot of folks...not just in the in-person meetings, but online, we received that multimodal access was really important to folks...connections to jobs and schools. Honoapi'ilani Highway intersections in some places are a barrier to walking and biking, they...people felt unsafe. Wanting a balance between providing access, and then too much access, and then looking at limited right-of-ways in some areas for multimodal. Workforce and

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affordable housing was very important. Looking at a balance in terms of conservation versus restoration versus development. You guys know that all too well. Efficiency of mixed use versus what people want. And then looking at opportunities, which is very important for TODs for public-private partnerships. Okay. Next slide. The economy was very important to folks, valuing, supporting, and understanding local business needs, supporting diversification, economic diversification, and then planning for the needs of the residents in South Maui. Obviously resiliency is very important, and we are looking into that, and that is limited access in and out...whether it be a flood, storm, or fire. Managed retreat from sea level rise, that's important, as is resonated throughout the West Maui community plan. And then water resource management. You guys are all too familiar with drinking water restrictions and challenges and issues in terms of talking about future growth, and how this might happen. Next slide, please. This is another...the next one we'll come back to. How well do these themes match with what you've heard from residents? What recommendations do you have for future outreach activities? We're always trying to do more and better. Okay. Next, please. So, existing conditions findings. Let's look at that. So, the study area tours. Basically, our goals...and this is the...these were the ones we recently had in March, and we brought out the Nelson\Nygaard consulting team and Mark Fenton, and then we had a lot of folks participate, which was wonderful. But some of the things we really wanted to look at is what are the community...what community uses exist right now, what are the future needs that the folks would like. Trying to identify various locations for a West Maui transit hub. Looking into housing, transportation, and utility infrastructure, that's always important. And experiencing first-hand the corridor, you know, to understand the challenges, and opportunities, and focus areas. So, Study Area Tour...making sure I'm not cutting off my team. Basically, what we saw...so, throughout the day--and these are things I'm sure you've all experienced--lots of visitors. The corridor is used heavily by visitors, and residents, and workers. Lack of pedestrian crossing, safe bicycle facilities, bus amenities, and shade. Potential sites for future housing, and then potential transit hub locations at the Lāhainā Center Gateway, Pioneer Mill, Civic Center, and the Aquatic Center. Just looking at those different opportunities. So, at this point, when we go to our next slide, I'd like to introduce Paul Lutey. And Paul was on the tour, he's been out here a couple of times, and Paul is from Nelson\Nygaard. So, Paul, I will have you take it away.

MR. LUTEY: Okay. Mahalo, Pam. Can everybody hear me okay?

MS. EATON: Yes.

MR. LUTEY: Okay, great. Good afternoon, Chair, and Councilmembers. Thank you for having us today. So, one of our earliest steps here really was to build on the West Maui Community Plan. And to document not in a ton of detail, but to understand a little bit more who lives, who works, who visits the community corridor. And so, what we're going to show you are a few slides, kind of a quick overview of some...some information about those...about who lives, works, and visits. And so, you can...as you can see on this slide, about 14,000 people live in the study area. And the study area, as Pam mentioned, was essentially from Lāhainā to Kā'anapali, and that compares to about 150...156,000 on the Island of Maui. So...and about 14,000 people live in this area, but

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about 14,000 people also work. And so, what that means is that there's a lot of people who are traveling to get to jobs. We also found that...that average incomes in this area are a little bit lower than they are compared to the rest of the island. And as you can see, about 50 percent of the jobs in this area are low wage, so earning less than 40,000 a year. And as I mentioned, 50,000 or...50,000...51 percent of commuters travel less than ten miles. So, what that means is that people are maybe more likely to bike and walk and use transit to get to those jobs. Next slide, please. So, we also looked at workers by industry. And as you can see on this slide, about 70 percent of the jobs in the study area are in accommodations, and food service, and the retail trade. And then with the remaining larger percentage of people that are office space or public administration or education. We also looked at how job losses have changed since the pandemic. And so, you can see that, you know, basically every industry was hit because of the pandemic in this area. But really, office workers were affected a bit more. And this is through 2022, so we would probably expect to see that those accommodations, food service, and retail trades are...are recovering a little bit quicker than office space employment. I think it's also important to point out that about a third of the people who work in this study area live in Lāhainā, and about 20 percent of those come from Central Maui, another 17 percent come from areas north of this study area in West Maui, about 6 percent come from Kīhei, and only about 2 percent of the people who work in the study area are in Kā'anapali. So, most of those jobs are coming from either Lāhainā or elsewhere on the island. Next slide, please. So, we also looked at visitors, and we know that visitors are kind of a near constant presence in West Maui, and they have a big impact on the community corridor. And so, we pulled some statistics from the tourism authority, and so, you can see that about 18,000 monthly cruise passengers come to this area. So, it has a huge impact. The visitors also go to museums in West Maui. But we also wanted to look at occupancy, so, hotel occupancy, as well as vacation rental occupancy. And you can see that between 2019 and 2022, occupancy is down. But the cost of...of hotels and vacation rentals is significantly higher, 50 percent. And so, that has an impact on its...our understanding of how people are coming to this part of the island, but also...especially related to vacation rentals, how people might be...there's a lot of vacation rentals at this area. and so, we want to be...kind of understand the dynamics related to that. The next slide here is...we wanted to also look at housing, so we looked at both existing housing, as well as the demand for housing. Right now, in the study area, there's about 6,200 units. About...let's see, 43 percent of those are multi-family, about 34 percent are single-family, and then there's 1,400 which is what we would consider kind of middle housing. So, this is like the one unit attached housing or two to four units, kind of that small...smaller housing units. And they're...they were tend...tend to be more concentrated in this part of the island compared to other parts of the island. We also looked at the demand for housing. And so we looked at between 2020 and 2025, there's demand for about 860 units, or on average, about 170 units per year. So, this is based on the Hawai'i Housing Planning Study. And so, if you look at that, and split it out between Lāhainā and Kā'anapali, about 600 units...there's demand for about 600 units during that time in Lāhainā, and the remaining units, 260 units, in Kā'anapali by 2025. It's important kind of to look at this also in terms of ownership units and rental units. And so, for multi-family demand, there is more of a demand for rental units as opposed to ownership units, whereas for a single-family, there was a higher demand for ownership units compared to rental

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units. So, we wanted to understand that dynamic before we started thinking about what does housing, and what does the mix of housing look like in the study area. Next slide. We also looked at and documented affordable housing throughout the study area, and you can see there's nine...well, maybe you can't see them, half is quite small. But there's nine identified housing units...complexes in the study area, all in Lāhainā, so there's about 460 units. And also, just based on, you know, what an average family would need to afford an average condo in Lāhainā as opposed to a single-family detached unit. Affordability is a major issue. And we also looked at how many of the people in...in the study area are rent burdened, and about 40 percent...and when I say rent burdened, that means that they're spending about 30 percent of their income on housing...on rental. And about 40 percent of the people in Lāhainā and about 45 percent in Kā'anapali are what we would consider rent burdened, and 20 percent are severely rent burdened, meaning they're spending about half of their income on rental housing. So, that was really important for us to...to document. And it really kind of gives us this...you know, it's really important because it helps us with the context for developing future strategies for...like Pam said, like focusing on expanding affordable workforce and mixed...mixed-income housing. So, the next slide, we...we also...it doesn't...doesn't...the plan doesn't really just focus on housing, but also looking at other solutions. And one of the main things that we've heard, and I know that came up a lot in the West Maui Community Plan, is traffic. And so, what this slide is really showing is those commute flows. People coming from Central Maui into West Maui for jobs, and about 10,000 people are coming from elsewhere on the island to get to West Maui for those jobs. About 5,000 people live and work in the area, and then about 5,000 people in the study area commute elsewhere. So, a lot of movement in and out. And again, this is kind of important for us to understand as we look at strategies for how people get around, both safer and more efficiently because we know that there's a lot of people moving in and out of the corridor. The next slide. We also wanted to understand traffic volumes in the corridor. And focusing on Honoapi'ilani Highway, we see that there's about 24,000 average vehicles per day south of Keawe, and that then increases to up to about 45,000 north of Keawe. We also wanted to look at crashes, and so there were 850 crashes involving somebody either walking or biking in the corridor between 2010 and 2017. And I'm not sure if you can tell on this map, but we also could identify specifically where those were at, and it was really quite a bit more in Lāhainā at Lahainaluna, Papalua, as well as at Keawe Street were kind of the three major intersections. We also...you know, we recognized the potential for the extension of...of the bypass, and...but in the meantime, we're really kind of focused on this plan, and thinking about, you know, what can we do now to better improve mobility options and for safety in this corridor. So, those are some of the things that you'll see as we are working. We'll show you some early concepts for...from one of these areas. On the next slide, we also wanted to understand the transit use and ridership. So, there's four routes that serve the West Maui. There's also commuter routes, but...and four regular routes, and Marc can talk in detail about this. But the highest ridership in...route in the system is the West Maui Islander, that connects into Lāhainā and then to points further north. There's also commuter services that...that bring people from Upcountry, from Central Maui, and Kihei. And this chart shows that ridership was pretty steady between, you know, 2017 and 2020. Of course, very common, unfortunately, with other transit providers in the country, but ridership really declined in 2020, but it's been climbing ever since. And

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you can see that we kind of broke that out between the West Maui routes, as well as all other fixed routes of the system. And then the...the stops that have the most activity, transit stops, were the...were Cinema Center in Lāhainā, the Outlets of Maui has a pretty popular stop, the Cannery Mall in Lāhainā, as well as Whaler's Village in Kā'anapali. So, those are really the major transit destinations in the study area. And then next slide. And then as Pam mentioned, one of the, you know, major objectives of this study is to identify a new transit hub and locations in West Maui. And so, if you're familiar with the Wharf Cinema Center, it is very centrally located, and is where a lot of people want to go, but there are also some challenges associated with it. First of all, it can only accommodate two buses at the same time, and so, that limits the number of those times transfers that people want to make in order to...to...it's much easier if they want to travel elsewhere on the island or throughout the study area if those connections are timed to each other. So, there are limitations with that because there is only two spaces for vehicles. The...the streets are also fairly narrow. Luakini Street is narrow. Waie'e is pretty narrow. There's one way operations, so this results in kind of slow and constrained service to get into those...into the...for the Wharf Cinema Center. It's also not easily identifiable as a transit hub and a transit station. Lighting isn't great. The passenger amenities...there are passenger amenities, but...and part...part of that is that it's privately owned too. And so, there's also no park and ride availability at that location, again, because the streets are quite constrained, and there isn't room for that. Maui Bus stores vehicles overnight in West Maui, so in an ideal world--and we'll talk about this later in the presentation--there would be room to store the vehicles overnight at a transit hub. And then as Maui Bus looks at opportunities to transition to electric vehicles in the future, there...having this as a...as a privately owned location kind of limits your opportunities. So, it doesn't mean it's impossible, but might make it a little bit harder in order to incorporate future electric charging infrastructure. And I think with that, I'll turn it back over to Pam.

MS. EATON: So, another bookmark question that we'll be asking you guys is, what questions do you have about the findings in our initial work? What additional background information would you think would be necessary? Okay. Next slide, please. Okay. Developing a vision. So, this is the part we're at now, and we had some wonderful community engagement, particularly during the walking tours. On to the next slide, please. Okay. Terrific. A lot of this happened in March...March and April. So, we put together quite a campaign to hear from folks based on all the information we had and the ongoing participation in terms of moving forward. Basically, we engaged the community, and stakeholders, and County leaders in developing a vision for the corridor that includes land uses, housing, parks, and more, a future transit hub, and multimodal improvements. We look to provide an overview of existing conditions and key opportunities, so we're kind of all playing from the same playing field. We wanted to reintroduce locations and operational needs for the potential for a future...like what's important for a future West Maui Transit Hub. Marc is going to talk us through that. We experienced barriers, as well as opportunities related to safety, accessibility, and the various active modes through these walking tours. And then we wanted to develop, at the end, a draft framework so we can then work on the Land Use Plan and Connectivity Plan based on this ongoing engagement that we had for it, particularly during that week. Okay. Next slide. So, many of you guys saw these flyers we had. We kind of distributed

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them pretty widely. Essentially we wanted to have various types of visioning workshops, not just sit and listen and PowerPoints, but just all kinds. Everything from hands-on walking tours, for folks who couldn't make the walking tours, we had the same kind of information developed through a survey. We had ongoing scavenger hunts, you know, looking for things, identifying things, and sharing that with us through pictures. We had mapping activities, I've already discussed. We had various pop-up events happen at...I think one was at a football game, Lahainaluna football game, farmer's markets, and so forth. During this particular week, we had community briefings in different formats, which was great. We had stakeholder meetings, and then we had focus groups. Okay. Next slide. So, one of the first things we had kind of before, during, and after the walking tours throughout the week is we had a public open house. We had all kinds of maps, and information, and sort of definitions, and sort of everything kind of out there...marking pens, the works. But we wanted to provide an opportunity to share as much project information as we could, but also gather feedback from the West Maui Community. We focused a lot on existing conditions and themes that came to...sort of bubbled up to the top from our various engagement activities over the past six or seven months. And we included, like I mentioned, different types of ways to engage. We had overview presentation, we had informational boards, targeted activities, and a lot of project team conversations. Next slide. So, I'm now super excited to introduce my good buddy and friend--go Red Sox--Mark Fenton, I think coming to us from Ann Arbor, Michigan. And thank you for that, Mark, we really appreciate it.

MR. FENTON: It's a privilege to join you, and I want to thank Chairman Cook and the...and the Council for allowing me to join in remotely like this, and for bringing me back after an amazing week when we were there in April. I...I want to make a foundational point here. I think this is really important. But we keep talking about these walking tours, and you can say was that just an excuse to get outside in the beautiful weather here. When we think about transit, or when we think about trying to shift people's behavior out of just driving a car for every trip to opting to take transit, and to walk and bike for that matter...which is really what this is all about, a transit oriented corridor. The whole idea would...could we reduce the number of motor vehicle trips, reduce that burden on...on the community at large, and get more people walking and bicycling and taking transit. And we regularly refer to what's called the first mile and last mile problem, which is if you ride the bus, you have to still get to...from the bus stop, wherever you get off the bus, to your destination. And at the beginning of your trip, you have to get from your home to the bus itself. And...and anytime we use transit, there are other portions of the trip where the details of what it's like to be a pedestrian really, really matter. So, we felt that the walking tours were really important so that we had some experience of learning and feedback from the community around the quality of the pedestrian experience. Because if...if you're at all serious about shifting behavior, it's got to be a winning experience. It's actually got to be pleasant, and inviting, and certainly safe for me to choose to...to walk that last bit to my destination, whether it's Cannery Mall, or where I work, or up in Kā'anapali at one of the resorts...in other words, or downtown Lāhainā. The more we can do to make those pedestrian and then the bicycle connections, the more likely we are to shift people's behavior. So, that's really the premise of this. In fact, that's the back of my head you see in that picture there. Because our walks began with a little chat session where we introduced ourselves, and

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we also made sure everybody sort of was thinking on the same level around the possibility...you know, the opportunities and the possibilities. Because we had people...we did, in fact, as Pam said in that video, had people score their experience as a pedestrian. We'd give...give a zero to ten score based on the mix of destinations, the quality and connectivity of the facilities, safety and access, and...and actual details of design, like awnings on buildings, and street trees. And there's a lot of difference being walking on a sidewalk that's right up along the front of buildings with awnings and benches and trees, and along a sidewalk that's right along a highway where cars are going 45 or 55 miles an hour only three feet away. And experiencing those differences really drove home some of the important points. I would also say that we invited the groups on walks to be constantly thinking about what programmatically could be done. What kind of encouragement programs could help shift behavior. What physical infrastructures, what physical projects would have to be put in place, and the policy changes that would be necessary. So, what I call those, the three Ps. We kind of use those as a frame. You've heard us say them a couple of times. Program, project, and policy. Because you really need all of those, again, if you're going to be successful in shifting behavior. So, on the next slide, I...I'll talk a little bit about the...oh, we have...oh, we have shots from the...from the trip in here. Okay, good. These are the kinds of things we saw. This is Keawe Street. On the left would be the Walgreens, on the right Lāhainā Gateway. It's not uncommon to see pedestrians like this that's, you know, in an environment that is clearly not thinking pedestrian first. Next slide, please. This image is...let's see in...on the next one. Next slide. Right. We saw lots of bicyclists, and these are just evidence of both certainly tourists and visitors, as well as functional riders, and I think it's really, really important to identify that. There are people who are trying to ride their bikes to get to and from work, where they're shopping, to visit family, to get to school. Next slide, please. And these are just a handful of representative images. We...I...I saw this family of five walking up Honoapiʻilani Highway, and...and I got to tell you, it was just harrowing. There were points where I thought I...I would not want to be out there with a stroller and children of these ages. And you see it--if you've driven out there, you've seen this often. Next slide, please. Next one. We saw places where there were good sidewalks, and places where they were not. This is out in front of Cannery Mall. Lots of parking out there, and the most natural and direct pedestrian route is...has no sidewalk at all. Next slide, please. However, we see this interesting adaptive reuse of some of the oversized parking there. There's excessive...there's probably more parking than is all being utilized right now. So, there is a food truck park, and some seating, and people using that space. And it makes you start to think, what are some of the adaptive land uses that might be applied here? You know, how might we reuse some of this space as something other than just a sheet of asphalt that's creating stormwater runoff, and perhaps even occasional flooding, right, you know, all the kind of things that go with all that asphalt, could we be doing something different here? Next slide, please. And again, as much as you're thinking about different approaches, here's...right across the street, the Gateway, it at least had thought about accommodating pedestrians, and had walkways through the parking lot. So, it's not just, you know, trying to play Frogger to get from the...from the roadway sidewalk to the building fronts. And those subtle differences really matter. By the way, the transit stop...we stopped here, and noticed that's where the transit stops, right there in front of the buildings. Next slide. And this was us hanging out and actually having a

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conversation with some of the...the folks that participated right at the base of the Pioneer Mill, the historic stack there. And people became really, I think, engaged during these walks, and...and their...their creative juices really flowed. I mean we got many, many very clever ideas, and lots of thoughtful input. So, with the next slide, I'll...I'll speak to some of this. I was very impressed with people's willingness to suspend disbelief, and imagine this would be an environment where yes, we actually would see people taking the bus, more walking and bicycling, and opting not to drive for every trip, which is really the outcome we're looking for. Next slide. So, I just wanted to share some of those to give you a sense of what we really did out there. One of the walks, as part of the...was a leadership walk, where we did walk in that area right by Keawe Street, as I just alluded to a moment ago, as well as over in Pioneer Mill, I think that photo was from that. But here, you see in the picture on the lower right, one of the concern areas where Keawe comes down and actually connects to the highway there. That's really very concerning. And...and one thing, every group that walked through here with me pointed out was that this right turn slip lane, it is really problematic. And...and although there's lots of pedestrian and bicycle activity, a number of the photos I showed you were from right where we are here, cars making that right turn are doing so really, really fast. They're looking in the other direction. So, you really experience the challenge, and then start to think about the opportunity. One of the...one of the engineers from the...the Hawai'i DOT, Department of Transportation, the State DOT, participated. I think that that's a State-designated route in there for it, they would have to be involved if you were going to do anything to improve the pedestrian crossing there. And...and I would suggest, by the way, the places like this that we point out that are challenging for pedestrians, inevitably they're probably our least favorite places to drive too, I bet. Many of you would say, yeah, that's an intersection that's not my favorite to drive through either, certainly not ride a bike through, and certainly not walk through with a family of...of three kids, which was the photo I showed you a moment ago. Next slide, please. From these walks...one of the beauties of these walks is then you can take people in and say join us in the workshop now, and let's really talk about...okay. What do the solutions look like? What can we do among those...again, the three Ps. What could we do programmatically? What physical infrastructure projects, and what policies might we put in place? And this connection between transportation and land use, you're hearing it all the way through the presentation, and it's because we heard it all the way through all the community engagement work, which is, you can't just make a corridor nice for somebody to walk or ride a bike, or to take transit, for that matter, if the land uses don't support that. And what that means is where we live and work and shop and play and learn and pray, the more we intermingle those, the more we know people will opt out of their automobile. So, where would you have housing, and what type of housing? Would you make sure that there's workforce housing, first-time homebuyer housing, so that the folks who, for example, work, and...and teach in the schools, and...and provide services on West Maui could actually live close enough to it that they didn't have to get in their car for every trip, and that their kid didn't have to take a long and arduous trip to school, but could walk to that school. And needless to say, there's got to be a focus on both what could we do in the short-term and the longer-term strategies, like changing zoning ordinances, right, long-term strategy, but in the short-term, what can we do to fix this intersection and make it safer? And indeed that all plays into where the transit hub would be. We talked about the three transit



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oriented...we talked about both the potential sites for the transit hub, and these transit oriented corridors or communities where they could be clustered, and where we could get that mix of uses that really would allow for people to shift their transportation behavior. And which was...that's really a thread throughout all of the conversation here. Next slide, please. You know, constantly looking for the big themes, and you're...I think you're seeing the same things over and over again as we talk about the early community engagement work right up through these walks that just occurred only a month or so ago. Very place-specific design where local history, culture, and art are central to that, and a notion of sustainability and eco-consciousness, which I think very much ties to the history and culture of the region, right. Those are all pieces that are woven together. The idea of multimodalism and multipurpose living, they go hand in hand, right. If I have different things that I need close enough, then I don't have to get in a car for every trip, and that will create an environment that is active and well-used by all. And I...I would argue more community focused too, right. Because if I don't have to go far afield for my daily services, if I can get what I need nearby, I connect with my community, and the social fabric is even better connected. These were all themes that came through as we talked to people and...and really started to drill down on specific recommendations for specific sites. Next slide, please. And I would say these are pretty important takeaways from the amalgam of this work. And I feel like these kind of come in pairs, these bullets, so if you'll indulge me. The first two is, you know, making sure that the plan is very much for West Maui residents, and being particularly clear about addressing native Hawaiian needs. And...and I can't say it strongly enough how that theme, I think, is really important because myself as a visitor, right, I bring all the privileges that comes with that, you know. And I come in, I'm there for a week for a holiday or a vacation or something, and then I leave, and I rent a car at the airport, and I drive in, and I add to the traffic and to the emissions, and all the other...the negative impacts of that. Can we do better? And do we start...should we not start first thinking about the residents. and those who live here. and work here every day, and go to school here, and shop here, and provide services here to all those visitors, right. So, I think that these are important, these first two bullets. Clearly, Honoapiʻilani Highway and Keawe Street, again and again and again, came up as challenging barriers, and everybody...none of that is surprising, although I will tell you, it is striking. If you have not recently gone and taken a walk on Keawe, if you tried to walk from the Walgreens to the Gateway Center to Cannery Mall and back, you should...everybody should go do that--I'm not being facetious when I say that--to remind yourself of the challenge, and then think of that first picture I showed you of the grandmother, her son, and her grandchild trying to walk across there. I think we can do better, and we know that, and that will...the only real answer to that is the next bullet, which is shifting the culture. If people think in terms of walking and bicycling and transit...not as the last option, but as the first. And that was really one of the themes, can we make it so that the transit option is the first option. I think that that's...that was striking to me because then, that's how you begin to reduce the...the volume of cars, and then you can start to recharacterize roads like the highway, and Keawe Street, and make them feel more like multimodal corridors, not just like highways for cars. Needless to say, regenerative design and maintaining open space, and maintaining the cultural and historic importance of this region in this area is really, really important, and I think they go hand-in-hand. So, for example, you think about something like the...the West Maui

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Greenway. There's an opportunity to have a beautiful linear...a green corridor. It can be built in such a way to be very regenerative and sustainable and very green and, by the way, you could capture cultural and historic sites. It could be one of the best ways to visit those sites. So, you know, these are the kinds of ideas that start to knit together these core takeaways, right, that the actual physical infrastructure that you end up designing, and creating policies to support, can reflect these kinds of goals. And last, but not least, I...I can't emphasize this enough, I think the notion of this as an action plan that says, here are specific programmatic things, actual policies that we can change--our zoning, our permitting policies, our roadway design guidance, and actionable items, A and B, that we come up with some of those that can be done in the near term. Everything can't be something that's going to take three years to get done, or after we get the big Federal grant. And we certainly had a number of those kinds of recommendations. How could we make modest improvements to an intersection so that pedestrians could get across more safely right now by changing lane configurations, highlighting pedestrian facilities, and simple structural changes. So, it shouldn't all just be stuff that's on the two- to five- or ten-year time...timescale, but you need ideas that come on the...the weeks to months' timescale, not the years' timescale. So, I...think those were very encouraging actually, all of those ideas, and I hope that that...that was...that's helpful in...in sort of setting the table for where we're going to go next year with recommendations. I think I'm bouncing it back to you, Pam. Oh, it's mine.

MS. EATON: Yeah. Thanks. Thank you, Mark. Thanks. Now, Marc.

MR. TAKAMORI: So, with regards to the potential transit hub locations, initially there were three TOC sites identified in the West Maui Community Plan for possible transit hub locations. They were in Kā'anapali and in the Cannery Mall, or Lāhainā Gateway area, and the Pioneer Mill area. So, through the State quarter and outreach workshops, additional locations were considered, such as the Lāhainā Civic Center, Outlets of Maui, and the Aquatic Center location. So, as with any transit hub, connectivity is very important to allow for transfers. So, as our Maui Bus system functions as a hub and spoke system, this allows for buses to meet up, and riders are able to transfer from one route to another. Next slide. So, the most important features in determining an ideal location for the...for the...a new hub would include the need to...to be adequate...adequate in size to allow multiple routes to connect at the same time. The new location would need to allow for similar travel time from Central Maui. So, again, as mentioned, the Maui Bus system operates as a hub and spoke system. So at the top and bottom of every hour, the buses depart the hub, and then in an hour to an hour and a half, depending on what route, the bus will be returning back to the hub. And...and at that time then, riders will be able to transfer between different routes. So, it's very important that the new location takes into consideration similar travel time from Central Maui, just because of...the main hub in Central Maui is where most of the...primarily most of our routes originate from. And then buses would still need to be able to make those time connections to ensure riders are able to transfer. And it's also important that it's centrally located to places within the West Maui area for people of where they want to actually go to, right. So, you don't want to place it in the middle of nowhere because then it's not going to be conducive to their use of being dropped off in a middle of a field or whatnot, it's...it's...doesn't make it attractive. Next slide. So, some

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of the ideal features to consider once a site is selected include some of the following. So, these...this checklist, I would say, it's...is probably very important features to consider when a hub is being built...so, essentially, what will improve the rider's experience. So, the installation of enhanced amenities such as restrooms, bike parking, Wi-Fi access, opportunity for adjacent park and ride, dedicated secure location for overnight vehicle storage. So, as kind of mentioned initially, as the County wants to move towards electrifying our transportation fleet, we do...right now, we do store our West Maui buses out near the Mill...Pioneer Mill site. And so, if...if in the future we can accommodate electric bus charging, then you can have the buses be parked out there for...for charging capabilities, and then also have access to signalized intersection to allow for maximum operational flexibility. Next slide.

MS. EATON: Great. Thank you, Marc. And now we're going to go back to Paul, who can summarize all of this and what it means.

MR. LUTEY: Yeah. Thank you, Marc. Yeah, in this...basically what we tried to do, is as Marc talked about, those like very important features of a new transit hub, and then those that are ideal, although very important as well. We looked at all of the sites that were identified. So, Kā'anapali, the Lāhainā Civic Center, the Cannery Mall, the Aquatic Center, the Outlets of Maui, and the Pioneer Mill. And so, we tried to...this wasn't super quantitative, but we wanted to go through and at least have a process for saying, okay, which of these sites really makes the most sense. And we also combined this with the...some of the community engagement that we've done, and essentially landed on two locations that really made the most sense. And those were centrally located in Lāhainā, so the Outlets of Maui, and the Pioneer Mill site. And so, while the others could be okay for not necessarily a transit hub, they're also important transit centers. They're important transit stops, at least Kā'anapali and Lāhainā Civic Center and the Cannery Mall. Those are all important stops in the system, but not necessarily the best location for a transit hub, as Marc mentioned. So, with that, we wanted to also kind of then talk a little bit about...on the next slide. The...let me go back to the previous slide, I'm sorry. I did want to make the point that the...we did feel that the Outlets of Maui had a lot of benefits. as you can see in the...kind of our evaluation, as well as in our walking tours. There's a lot of things that we liked about it. It's a little bit closer to the activity in Lāhainā, and we think there's some good short-term opportunities for, you know, either redevelopment at the Outlets, and even sort of growing the ridership there. That's...that was one of the highest ridership stops in...in the study area. But...but we also then kind of felt like longer term, that the Pioneer Mill made the most sense. There were some concerns about the Outlets of Maui just being...just in terms of sea level rise, it's in a historic district, and so, we felt like longer term that...and that, when I say we, this is sort of the...through the visioning process, that the...that the Pioneer Mill really was the best location for us to be thinking about a hub. And as...as Mark walked through those, the hub...the Pioneer Mill really also had the opportunity to do more things than the Outlets, the Outlets felt a little bit more strained. So, with that in mind, the next slide. We did want to give you just a kind of sneak peek of some of the early concepts that came out of the visioning process. And so, kind as Mark was talking about, there were...there were two groups coming up with concepts for kind of how to mix uses, and the connections through these different sites. We wanted to kind of focus and give you

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an example of some...some early ideas at the Pioneer Mill. There were two groups, and the first one kind of focused more on the Greenway, and they even...they even called it the Greenway Oriented Development. And so, they focused a lot of kind of small scale multi-family housing, XG services, kind of thinking about the historic nature of that site, less parking. It was really more about kind of multimodal movement through that...through that site. Group 2 was pretty similar. They were thinking about the transition from the neighborhood mauka from this site, and so...but also, looking at mixed-use commercial and improving the connections through this site. So, the next slide gives you...or will give you kind of some early ideas for where we're going with the Pioneer Mill. And again, this is based on the...the...that pretty extensive visioning process and community outreach that we've done as part of the project, or leading up to it. And so, we...this...this concept really kind of blends those two groups together, and really kind of focuses development on the Greenway. So, Greenway-Oriented Development, it kind of means buildings that front the Greenway, it's providing easy access, good multimodal access to other parts in the corridor, even...even within Lāhainā, but even up to Kā'anapali, good connections throughout the site. And so, you can see that there is lots of...lots of new connections that would be available through there, connecting to the neighborhood, connecting across Honoapi'ilani. This is also where we have identified kind of longer term, as I've mentioned, the...the transit hub location would be in this area, the...kind of focusing also on open space, and historic information around the Mill Stack, and the historic nature of the site. Also focusing on, as Marc was talking about, both Mark's [sic] were talking about, the connections to transit, but also connections to other places that people need to go...where they need to walk and bike. And so, even thinking about those intersections at Lahainaluna and Papalua at Honoapi'ilani, and are there opportunities to improve those...those intersections. And...and if you remember from an earlier slide, that's also where some of the crashes...some of the highest concentration of crashes between bikes and pedestrians happened at those intersections. And so, kind of focusing on improving the connection across Honoapi'ilani at...at those locations. So, I think with that, I will turn it back over to Pam.

MS. EATON: Okay, awesome. Thank you. Thanks so much, Paul. So, then the next slide that we hope to come back to is, what are your reactions to the visioning process and outcomes? What questions or comments do you have about Pioneer Mill as a future West Maui transit hub? All right. Next slide, please. So, next steps, as we finish. Some of the next steps we're looking at is to continue this...the...the level of engagement that we're having with the West Maui community, to share a draft vision and initial project and program ideas with the community, develop land use and connectivity plans to support early implementation ideas, outline specific projects with costs and Councilmember and Department champions, and identify potential partners and funding sources. So, one of the more important slides is next. What is the County Council's role? As a County Councilmember, what idea are you willing to champion? Each Councilmember has a vital role in something that's involved in this plan. For the areas of Housing, Transit, Transportation, Parks and Recreation, and Land Use planning improvements and opportunities, what can your committee achieve? Council Committees have a critical role in implementing the West Maui TOC Corridor vision. And with that, I say thank you so much for giving us the time. Thank you, Chair.

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CHAIR COOK: Thank you, Ms. Eaton, for that great presentation. With the Members' acceptance, I want to call for about a five-minute recess, short break, and then we will have public testimony.

MS. LILLIS: Chair? Chair? Before you...we do need to go into public testimony.

CHAIR COOK: Public testimony, then break?

MS. LILLIS: Yes.

CHAIR COOK: Okay. So we have testifiers?

MS. LILLIS: Yes, Chair, we do.

CHAIR COOK: Okay. First testifier.

MS. LILLIS: You need to read the testimony introduction. Mahalo.

CHAIR COOK: Okay. Thank you. Testifiers wanting to provide video or audio testimony should have joined the online meeting via the BlueJeans link or the phone number noted on today's agenda. All individuals logged in to the meeting will be added to the testifier sheet. If you do not intend to testify, please state this in the chat. If you do wish to testify, please state your full name, organization, and the items you would like to testify on in the chat. If you wish to testify anonymously, please state this request in the chat, as well as the items you wish to testify on. Chat should not be used to provide comments or discussion. Written testimony is encouraged, and can be submitted via eComment link at [mauicounty.us/agendas](http://mauicounty.us/agendas). Oral testimony is limited to three minutes per item. If you are still testifying beyond that time, I will kindly ask you to complete your testimony. Please be courteous to others by turning off your video and muting your microphone while waiting for your turn to testify. 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). Decorum must be maintained at all times. Any person who behaves in a manner that disrupts, disturbs, or impedes the orderly conduct of any Committee meeting can, at the discretion of the presiding officer or a majority of the present Committee Members, be ejected or banned from the Committee meetings or, if participating remotely, muted or dropped from the meeting. Examples of disruptive behavior include heckling, shouting, use of profanity, threatening or slanderous remarks made to any Member of the Committee, Staff, or the general public. Again, the chat should only be used to sign up for testimony, and not for public commentary on the meeting. It will be considered a breach of decorum for members of the public to use the chat for anything other than testimony sign up. The Staff has been monitoring the individuals joining today's meeting by phone and by video, and we will do our best to take each person up in an orderly fashion. At this time, I would like to open...public testimony for WAI-1(4). Staff, please call the first testifier.

MS. LILLIS: Chair, if you would like, you can now go into a recess if you wish.

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CHAIR COOK: Five-minute break?

MS. LILLIS: And then announce the time that we will return.

CHAIR COOK: Okay. Five-minute recess. We'll return at 2:57. Thank you. . . .(gavel). . .

**RECESS: 2:52 p.m.**

**RECONVENE: 3:02 p.m.**

CHAIR COOK: . . .(gavel). . . The Water and Infrastructure Committee meeting will now reconvene at 3:02. Yeah. Can you hear me? Okay. Call the first testifier.

MS. LILLIS: Chair, the first testifier is Mike Moran, to be followed by Dick Mayer. Mike Moran, it appears as though you are connected to the call, and you are unmuted on our end. If you'd like to begin your three minutes of public testimony you can do so now, otherwise we can return to you. Chair, let's move on to...the next testifier is Dick Mayer.

**. . . BEGIN PUBLIC TESTIMONY . . .**

MR. MAYER: Can you hear me? Can you hear...can you give me a thumbs up if you can hear me? Is it clear, or does it echo? Clear? Okay. Thank you very much. Okay. I think the reason Mike couldn't speak was that we cannot hear on our...on the --

COUNCILMEMBER RAWLINS-FERNANDEZ: There's an echo.

MR. MAYER: -- on BlueJeans...BlueJeans is silent.

COUNCILMEMBER RAWLINS-FERNANDEZ: There's an echo, Dick.

MR. MAYER: Now is this better? Okay. Thank you. I did not know that today's focus would be entirely on the West Maui Plan, but I would like to say something about the MPO and this relationship to the County. That was...I thought was...what I thought was going to be the thrust of what you're necessitating, was the MPO. Let me briefly do it, I don't want to take up too much of your time. My concern is that we are doing a lot of the planning on Maui in a silo. Highways, water system, Fire, Police, Parks, Wastewater, firebreaks, emergency planning facilities, et cetera, are all on separate things. And what I would urge the Infrastructure Committee to do is to urge the County to do what they originally were supposed to do when they set up that MAPPS exercise. That was supposed to be to produce one GIS system that would cover the entire County with...and they allow all kinds of things to be put on that map. Instead, they went into a permit system, which was wonderful, but it was not what was the original intent for that process. And so, what I'm urging you to do is ask the GIS people to get all of the County Departments to put the information they can on a single map so we'll know what infrastructure projects are coming up, when they might be...a date might be put on

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there, it would be able to be referenced. Fire...any new fire stations that are needed infrastructure-wise. Water pumps in the...the water system. Police, new facilities that we needed. The transit facilities. The Wastewater facilities. All of that should be on one map so we can see it, and the map should have two parts. One is each community plan district should have its own map with that information, and secondly, there should be a Countywide, or an island-wide, at least, map produced for the Island of Maui. Moloka'i and Lāna'i would be part of the community plan one. And that would be something that would be then available so residents in each area of the island could see what projects are planned. I was very pleased with Pam Eaton's presentation today covering many, many different aspects of...of transportation issues, and I think it was an excellent presentation. I would love to see that concept the way she was doing it broadened out to also include other types of infrastructure that may be needed in...in areas. Everything from...from street lighting to...to other types of things to make things safe and accessible for residents, where bus stops are located, and have that all on a map that a resident can look at. My daughter lives up in Canada, and her community has had that now for at least 15 years up there. Excellent, excellent map, and every resident can see it, and it makes it very nice. And I would hope that your Infrastructure Committee will direct various departments to work together to do that. And I thank you.

MS. LILLIS: Chair, the next testifier is Mike Moran, to be followed by Harrison Rue.

MR. MORAN: Good afternoon, Chair Cook. So, we have the echo back. Well, I'll proceed, echo or no echo. Thank you for...

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair? Mr. Mayer is not muted. Okay. There, Staff muted him now. Okay.

MR. MORAN: Mahalo. Mike Moran for the Kihei Community Association. So, I guess the first question might be, why is the South Maui Association testifying on a matter that's strictly West Maui? Well, a few reasons. One, this topic is near and dear to the hearts of our community or association. I go back to our current community plan from 1998, which calls for a walkable/bikeable community. Unfortunately, that has never been implemented, but we have not given up, and we...we see action like just in West Maui, hopefully will be followed in...in South Maui. Back in 2009, we had the pleasure of having Mark Fenton as our guest at KCA, and those of you who have not heard him before, seeing what a wonderful advocate he is for it. And his background, he's what I would call a professional walker. He was on the Olympic team, but when he talked to us way back then, he made that strong point. That has nothing to do with this issue. Walking and biking is for everyone, it's for the whole community, youth to seniors. So, that's another thing that spurred us in joining this . . . *(inaudible)*. . . participating. Also, we find that there is a lot of similarities between West Maui and South Maui. Though not exactly the same, but watching this presentation, there were numerous, numerous points that you could have just interchanged South Maui with West Maui. And to reinforce that...as many of you know, we're now doing our community plan update. We saw often in the...in the draft plan from the Planning, that it would say West Maui instead of South Maui. And yes, a minor adjustment and clerical errors, but you could

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see why it was easy to happen...because it was the same issues that were affecting both. So, there's a lot of similarities, and we can see so much that's in...in this plan that would certainly fit in with South Maui. The keyword is safety. That's what we need. The only...if it's not walkable and bikeable...if it's not safe...we have been told numerous times by parents, I would love to let my kid walk or bike to school if it were safe. It's not safe. So, therefore, I drive him, and we get all this traffic. We have that same issue. We have all the commuters coming through in the morning and going back again . . . *(timer sounds)* . . . same issue. Not people who walk here live here, but that's the solution to our traffic issues, is to make it more walkable or bikeable. I know my time is up, so mahalo for the opportunity to testify.

MS. LILLIS: Any clarifying questions? Seeing none. The next testifier is Ruby Edwards, to be followed by Tyler from Kahului.

MS. EDWARDS: Excuse me. I'm sorry. I didn't...I am not testifying. I'm just sitting in. Thank you so much. I love the presentation though.

MS. LILLIS: Thank you. The next testifier is Tyler Kahului, to be followed by Guest 58.

MR. ZABO: Great. This is Tyler here. Can you all hear me? Yes. Great. Thank you. Thanks for the opportunity. My name is Tyler, and I am with a group of Maui residents called Quieter and Healthier Maui. And I was actually just in touch with the Councilmembers' office earlier this afternoon suggested I call in to this meeting to testify. So, this is just a quick last minute, you know, attempt to get in front of you all based on a suggestion. We formed our organization to advocate for solutions to noise and air pollution that impact residents' quality of life and health. And today, I'm calling in about excessive and intentional vehicle noise that impacts many residents, and is a growing issue on the island, as well as the State overall. State and County laws already exist that make the sources of this unnecessary noise illegal, primarily as it relates to modified mufflers and loud stereo systems. Therefore, it's largely an enforcement issue, not a legislative issue. But unfortunately, there hasn't been meaningful enforcement by the Police for at least the last ten years, as evidenced by data provided by the State Judiciary and the written testimony provided by hundreds of residents who support our cause. I'm happy to provide our petition to any of your Councilmembers' offices if you haven't already seen it. Unfortunately, this is unlikely to improve in the near term because of historical unprecedented staffing shortages of MPD. The Police Department just doesn't have...they're stretched thin already. And so, I'd like to use this opportunity to pose...is a new and innovative solution that doesn't depend on Maui Police officers that are currently stretched thin. Traffic noise cameras can locate the vehicle causing the excessive noise, snap a photo of it...of the license plate, and then could be dealt with accordingly. such as through the mail sending in a warning, or a citation fine to the vehicle owner. This technology was first deployed in Europe, but in recent years has been deployed in many locations around the U.S.--not just large cities like New York City, but other locations, including Albuquerque, New Mexico; Knoxville, Tennessee; and likely soon in many areas of California. Closer to home, as part of the State legislative session, last week a bill actually passed the Hawai'i Senate and State...and House, and will likely be signed by the Governor soon that will fund traffic noise



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camera...cameras in Honolulu, which will be implemented starting in July of this year. So, we are very happy to see that, but unfortunately, it does not impact the neighboring islands, such as Maui. But at this point, I wanted to bring this to your attention, and ask that you please consider funding traffic noise cameras in the Fiscal Year 2024 budget. And if you have any interest in learning more, or can help work with us to improve the roads for everyone who uses them, and who lives near them, and works near them, and sleeps near them, please reach out to us at [maui.hi.health@gmail.com](mailto:maui.hi.health@gmail.com). Thank you for your time.

CHAIR COOK: Thank you. Members, any clarifying questions?

MS. LILLIS: And Tyler, could you give us your last name for the record, please?

MR. ZABO: Sure. Tyler Zabo, Z-A-B-O.

MS. LILLIS: Mahalo.

MR. ZABO: Thank you.

CHAIR COOK: Member Sugimura.

VICE-CHAIR SUGIMURA: Yeah, thank you. Thank you, Tyler. What is the name of the website again?

COUNCILMEMBER LEE: Email...or email.

MR. ZABO: I...I was just giving an email address at the end, [maui.hi.health@gmail.com](mailto:maui.hi.health@gmail.com).

VICE-CHAIR SUGIMURA: Okay, at gmail.

MR. ZABO: And we have a presentation I can send your office that we delivered to the Mayor's office a month ago that gives a good overview of all these issues.

VICE-CHAIR SUGIMURA: Please. And one question clarifying...what district is this from that you're specializing in?

COUNCILMEMBER LEE: Kahului.

MR. ZABO: Actually, it's Maui-wide. We have hundreds of supporters from around the island.

VICE-CHAIR SUGIMURA: Thank you. I know you were announced as Tyler Kahului, so I wasn't sure if it's only Kahului or island-wide. So, thank you.

MR. ZABO: Got it. That just happens to be where I'm personally based.

MS. LILLIS: Okay. Chair, there's no one else signed up to testify. If anyone would like to testify, please let Staff know now either in the Council Chamber or online BlueJeans.

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Please let us know. I'll give a brief pause. Okay. Chair, it appears no one else wishes to testify at this time.

CHAIR COOK: Okay. Members, seeing that there are no more individuals to testify, without objections, I will now close oral testimony.

**COUNCILMEMBERS VOICED NO OBJECTIONS.**

**. . . END OF PUBLIC TESTIMONY . . .**

CHAIR COOK: Members, I'm proposing two round...two rounds of two-minute questions per Member, with one minute for follow up. Any objections? Thank you, Members. I would like...now like to open the floor to questions and discussion, starting with Councilmember Yuki Lei Sugimura.

VICE-CHAIR SUGIMURA: Thank you, Chair. My passion, transient oriented development. We were very grateful to have the Central Maui corridor that you helped start, Pam, and it's nice to see this happen. So, how much did the Legislature give to the West Maui Community Plan...I mean Transit Oriented Development?

MS. EATON: That's a great question. So, essentially...so, the first time around, we went to the Leg. We had a briefing at the Leg the day before it opened, and I want to say it was like 2018 or 2019. You attended that briefing, and the Leg proposed 500,000, and you had the Council--and thank you for that--match it with 100,000. So, the Central Maui TOD Corridor Study Budget...or price, if you will, it was 600,000 that came straight from the Leg. Now, what's been going on is, for the West Maui TOD Corridor, they--and I'm really glad Ruby's on the call, and possibly Harrison--the Office of Planning and Sustainability, they co-chair the TOD interagency Council. So, these guys, through their efforts, basically went after funding. So, the money, although it's coming from the Leg, it's coming out of the Office of Statewide Planning and Sustainability. So, for the West Maui TOD Corridor, we received \$400,000 from them. Excuse me. And what we planned to do--because they're working out in conference and working out the worksheets with this past legislative session--the Maui MPO provided several pieces of public testimony supporting TOD efforts. And my understanding--I don't...I hate putting Ruby or Harrison on the spot--but it looks like they will have funding available again, so that we can apply for funding for South Maui, so that we can do a TOD corridor study on South Maui.

VICE-CHAIR SUGIMURA: Okay. That was 400,000 then, is what you're anticipating for --

MS. EATON: 400,000 was the West Maui TOD corridor.

VICE-CHAIR SUGIMURA: -- this one. . . .(timer sounds). . .

MS. EATON: And we'll have to see what happens with South Maui about putting it together. But I think they got a pretty healthy chunk of change Statewide. But a lot of these focus

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on the neighbor...neighbor islands.

VICE-CHAIR SUGIMURA: Thank you.

CHAIR COOK: Thank you. Councilmember Johnson.

COUNCILMEMBER JOHNSON: Thank you, Chair. So, I only have two minutes. If I get a...if I get a question and answer, I'll just move on to the next one, if that's all right. I'm not trying to be rude. But thank you, Ms. Eaton, for coming. Thank you, Director. You know, I just got off the ferry, and a cruise ship is in town. So, I guess, you know, one of those...it's...the stats...the stats I read was 14,000 residents and 18,000 passengers on a cruise. That's...that's a lot of people. So, when we plan for this corridor, do we put in the surges of people that come with a cruise ship, for example, or high season? How do we play on for the surges that we're having right now.

MS. EATON: No, that's a great question. Paul Lutey is on the call because obviously, he's got more experience nationally with this type of thing...in many communities that are also dealing with tourism and visitors and so forth. When you say plan, I guess, you know, what...what you may be alluding to is the increased amount of traffic. So, that is one of...and that's like Mark Fenton was saying, there's a lot of things that we can do now that are short-term, like within months and years. And then, of course, you've got, you know, mid-term type things. But I think to answer your question is, we're trying to...we're trying to mitigate, or trying to minimize the amount of cars on the road, which frustrates all of us. So, one of the first things we can do, for example, like if you look at the West Maui Greenway or some of the transit centers or transit hubs or additional transit stops is--like we started this entire presentation--is what can we do to change the mindset, to make this a winning thing where people want to get off the road, where people want to not rent a car, for example, when they land here, or float in here, but to really take the bus, to take a...to rent a bike, to do those types of things. So, I'll let Paul add if he wants, but I would say one of the things is, get the cars off the road to the best extent that we can...including, for example, having shuttles and so forth to and from the airport. But how can we get less rental cars and less cars, even for store shopping for residents . . . *(timer sounds)* . . . more cars off the road. Sorry.

CHAIR COOK: Thank you. Member Rawlins-Fernandez, are you still on? She has to leave early. She might be gone. Okay.

MS. LILLIS: Chair?

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha, Chair. Sorry. I need to leave the meeting early. My...my daughter isn't feeling well. But awesome presentation, Ms. Eaton. Mahalo. And team, mahalo.

MS. EATON: Thank you.

CHAIR COOK: Chair Alice Lee, questions?

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COUNCILMEMBER LEE: Thank you, Chair. Welcome, Pam and Marc, again. Thank you for the great presentation. I just had a question, I hope I saw wrong. But, did one of your slides say someone...an applicant has to make \$450,000 to qualify for a home?

MS. EATON: I'm not sure what slide number it is.

MR. LUTEY: Yes.

MS. EATON: Paul, you want to address that? Thank you.

MR. LUTEY: Yeah, I can address that. So, we...we looked at sort of the median cost of housing, and we...so, what that statistic is...what that's saying is that in order for a family to afford the median cost of single-family detached housing in Lāhainā, given the prices, the...the income, in order to afford that mortgage, would be about \$450,000. So, that gives you a sense of how expensive the single-family detached housing would be. So, that...those are based on sort of averages, and assuming a certain percentage of your income.

COUNCILMEMBER LEE: Excuse me. Yeah. I was just going to say that, it's probably averages. Because we have some projects targeting workforce development, and certainly, they don't...people...those people won't have to make \$450,000. So, I just wanted that clarification. Yeah, when you consider the luxury homes in Kā'anapali and so forth, that's...that's different, you know. That...you can't call that your average home, yeah.

MR. LUTEY: Right.

COUNCILMEMBER LEE: Okay. Just wanted to make sure because there are a lot of people counting on us to provide workforce housing, you know, single-family, and we certainly support that. Thank you.

CHAIR COOK: Thank you. Member Kama, question?

COUNCILMEMBER KAMA: Thank you, Chair. So, I wanted to kind of get back to what Ms. Eaton had asked about, how do we compel people, yeah, to...to leave their car at home, or not to have a car, and to get on the bus. Well, to me, it's about proximity and timing, right? I mean if I've got a bus stop close to where I live, and that's going to come...that's going to take me to my job within at least 30 minutes, you know, the timing has to be going and coming, right. But at the same time, and that's...in order for me to get on that bus, I would have to have some kind of a housing on that bus line, right. And without the housing on the bus line, we're not going to get people to get out of their cars because it's too far between bus stops, and the bus route is...I mean, it's not like they come every 20 minutes, right...at least not yet, but that's the goal, right. So, in the end, it's always going to be we have to...we have to do housing, but we also need density. Because without the population, without the density, we're not going to get the ridership we need to be able to...to make things cost out. And...and I'm still kind of like struggling with okay, so, what's going to compel people? The housing, for sure, but we don't have it yet, and with the housing comes the density of the people. With that comes...we can

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have more buses and, you know, less bus waiting time, right. So, I'm still at a loss with that, and so, I just wanted to throw that out there in the universe because you never know who's out there listening. Thank you, Chair. Great presentation. Thank you.

CHAIR COOK: Councilmember Paltin.

COUNCILMEMBER PALTIN: I might need additional rounds. First question, with the Pioneer Mill site, have you taken in...up to account the heavy school traffic at least twice a day, like 7:30 and 1:00, 12:00, or 2:00. And then the other question I had was...well, I'll let you answer that one first.

MS. EATON: Yes.

COUNCILMEMBER PALTIN: Okay. And then with Keawe Street, during the budget, the Director had said that they are planning, as kind of a more immediate solution, a stop light at Kupuohi, and then maybe eventually a dog bone roundabout or something like that. Has that also been incorporated into the plans?

MS. EATON: We've looked into it, and has included some of that, but we weren't fully aware of what the Director was recommending. And I...if the Director is on the call, he might want to comment. But the good thing is, this is early in the study, so that's why we're having this, so we can ask you these questions in terms of what to include. But thank you for that.

COUNCILMEMBER PALTIN: Okay. Maybe you can talk to him offline, because I don't think he can answer in the time.

MS. EATON: Gotcha.

COUNCILMEMBER PALTIN: The other question I had was...shoot, I should have wrote it down. In terms of the fatalities, the 28 fatalities, 850 pedestrian crashes from 2010 to '17 was from Lāhainā to Kā'anapali. I was wondering why a seven-year period was chosen. Like do you have data all the way up to 2022, or I mean was it cherry picked because . . .(timer sounds). . . for some reason.

MS. EATON: So, nothing was cherry picked. That was just the available data at the time. But we are making inroads now with the Maui Police Department to update all that data, which is great since like I said, we are not finalizing, we're about halfway through. So, we will...that's a great point, update that data.

COUNCILMEMBER PALTIN: Okay. See you next round.

CHAIR COOK: Councilmember Sinenci.

COUNCILMEMBER SINENCI: Thank you, Chair. And mahalo, Ms. Eaton, for that presentation. Very...very helpful. I wasn't sure how you were going to ask the questions to us with all your orange slides, but we'll just answer. Yeah. But I did...I do appreciate

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the study, and...and I was hoping that under the purview of the MPO, and now you guys can look at the priority list that's for Lāhainā, and to see...maybe triage some of those list of...of projects that will be coming up, and see how they fit into this plan, or at least the vicinity of this plan. That'll be great to see. The other thing was for the transit hub. Did you guys consider, as one of the...is...do we need to purchase, or can we work with the State to acquire some of these properties?

MR. TAKAMORI: Chair. Thank you for the question, Member Sinenci. I guess it's...it is...we've had discussions on it. We have...I guess because we're just looking at possible sites right now, and the recommendation coming from stakeholder feedback and, you know, from this body, as well as from the community. Once we get to that part, then we'll have to have real conversations. But we've had initial conversations on what that may entail.

COUNCILMEMBER SINENCI: And that includes a purchase price?

MR. TAKAMORI: With regards to purchase price, I don't think...was that in the presentation?

MS. EATON: No, there was no purchase price. But I think that...for example, for the purposes of this study, we're presenting these options, showing you how they're, you know, prioritized and so forth, but then the next step from the study would be to take it another step further, and that is look into design, look into construction, environmental clearances, and cost, and scope for all of that. That would be that next step.

COUNCILMEMBER SINENCI: All right. Thank you. Thank you, Chair.

CHAIR COOK: And Member U'u-Hodgins.

COUNCILMEMBER U'U-HODGINS: Aloha. Thank you, Chair. Thank you guys so much for your presentation. That was thorough. Chair Lee actually asked my one most important question, which is about the housing aspect. But I do have another quick question. So...and I don't get out to Lāhainā too often, and maybe this is obvious, but do you guys have, or are you guys going to consider, electric bike rentals as an option? Because I mean I just came from O'ahu last weekend, they do that, lots of the bigger cities do that as well. Where...Member Johnson asked about the people getting off the cruise ship, and to assist in people not renting a car for at least a day, one of those options could be bikes because it's very hot in Lāhainā, so you would get extremely sweaty riding a bike...regular kind.

MS. EATON: No, that's a great question. So, in terms of things--and Dick Mayer brought this up as far as street lighting. At some point, you get down to, as we used to call it, when you're looking at a house...you look at a house and a site versus getting right down to granite counterparts. So, in terms of the granite countertops, yes, E-bikes comes up, and that's an issue, actually, that's come up with the West Maui Greenway, and that's for another time, another meeting, on how to deal with the various uses along the Greenway. But then electric bikes, just in general around Lāhainā, and in that area, Kā'anapali, is that we're looking at all kinds of things in terms of electric bikes, scooters, but also rideshare, you know, those kinds of things. So, to answer your question, yes.

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But we've got to have the safe infrastructure for those...in those areas.

COUNCILMEMBER U'U-HODGINS: Right, understood. Thank you.

CHAIR COOK: Okay. Members, second round. And we have time, I don't want to rush anybody for the presentation. You've put a lot of effort into it. So, we'll give you more time if you need it. So, the next round, Yuki Lei...excuse me...Member Sugimura.

VICE-CHAIR SUGIMURA: So, you're giving us more time than two minutes. is that what you meant?

CHAIR COOK: Yeah.

VICE-CHAIR SUGIMURA: So, how many minutes, just curious?

CHAIR COOK: Four.

VICE-CHAIR SUGIMURA: Wow.

CHAIR COOK: You don't have to use them all up.

VICE-CHAIR SUGIMURA: Tamara will take our excess. Just kidding. So, on...on the West Maui TOD, right, to me it's connected to the West Maui...that whole Greenway conversation. Is it okay if you kind of give a brief update on that as to where it is?

MS. EATON: I can. So, the Maui MPO, under the leadership of Lauren Armstrong, completed a planning study, which is the West Maui Greenway plan. And that basically gives sort of a snapshot of potential routes from Ukumehame all the way up to Nāpili Point. The next step would be to figure out how--and this is something that the Administration is working on is to figure out, okay--given that, how do we deal with...how do we take that next step short of construction, and that is dealing with all of the environmental clearances, permitting, the landowners, those types of things. So, that's a critical next step. And the reason why that's important prior to pouring asphalt is the Maui MPO is not an implementing agency, but that is something we could definitely support, and to make that next step happen, so that we can get to pouring concrete, asphalt, gravel...whatever. So, that is something we are working on, and we are looking forward. There is a working team...a wonderful team at the Administration that has been working very, very hard. DPW, the Parks Department, the Mayor, the Managing Director, the Deputy Managing Director, and then Jen Maydan and Dave Yamashita, who were on the project management team for the West Maui Greenway, so they carry forward their expertise and knowledge. So, that's the Greenway, that's...and we're trying to figure out what's the best fit. And they're working with SSFM just to figure out a scope, and how can we move this forward, and then how does that align with the best possible grant to make that next step, short of the actual construction and implementation grant. But what we talked about today...because it's not just linear, right, it's cross...you know, bringing people to the TOD corridor area, is how can we best align these opportunities. The various team members talked about addressing safety. Mike Moran is right, safety

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is the key here with the Greenway, how to...how's the best way to get onto and off of the Greenway, you know, what makes sense that way. So, the two...the two projects are very important, and kind of support one another.

VICE-CHAIR SUGIMURA: So, during the budget process, which we just reported out of Committee...I don't remember what the dollar amount is, but a dollar amount was allocated for the...the West Maui Greenway project. Yeah, okay, 200...I was going to say 250. But anyway...so, the 200,000 that was talked about at that time came from Lee Chamberlain for a study...for a matching. There was a whole thing I heard on the radio that there was an April 2nd deadline, and...and then this 200,000 came up in budget. I just wondered if it's too late for that, or what is it? What's going on?

MS. EATON: So, I believe that referred to a specific grant in which they were looking for a sponsoring agency. And that grant, it's called a TAP grant--Transportation Alternatives Program--and they were looking to have the Maui MPO sponsor that. I spoke with representatives at HDOT, as well as FHWA, and the people who actually oversee that specific grant program. And one of the most critical aspects of that grant that is very, very important is, you need to have leadership in a line, you need--and this...this is very clearly stated in the West Maui Greenway plan--there needs to be a home, if you will, or an institutional Government structure, that is going to take on the West Maui Greenway. Because I think they are a little reticent to have funds go forward . . . *(timer sounds)* . . . when there's no structure, if you will, governance, to deal with operations, transportation, resources, staffing, implementation...a myriad of things. So, that is what the Administration is working on right now, is putting those things together, including a study on how best to do that to move all of this forward. So, the deadline was early April. It was too premature. It wasn't ready for that particular grant, but there are many other opportunities that we are moving forward that we could use. Because a lot of these grants that are Federal grants require a 20 percent match. So, it's great to have that funding.

VICE-CHAIR SUGIMURA: Thank you.

CHAIR COOK: Member Johnson.

COUNCILMEMBER JOHNSON: Thank you, Chair. So, we have a little bit more time. But I...I wanted to kind of speak on what you were talking about, the public-private partnerships that you folks are looking for, which is great. I...I love that. You know, on Lānaʻi, they're...they...we're so short...short for housing that the hotels are actually having their workers stay in the hotels, right. So, there's no car, you're outside and you're at work. I wonder about a public-private partnership on West Maui with the hotels. Because if we're going to try to put affordable apartments in the...in the transit...in the corridor, it would be nice to look where...and I saw in your presentation, the big stop was Kā'anapali, right. So, those folks are going to work. So, I...we...you know, I'm work...I'm working on an overlay map for affordable housing apartments within the...the corridor, so hopefully we can kind of loosen the building restrictions...or not really put it that way, but, you know, make it so that it's streamlined and faster.



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MS. EATON: Right. So, if it's okay, Chair. Mark Fenton, I'm hoping, is still on the call because he was texting me these awesome answers specific to your point, Committee Member Johnson. There you are, Mark. Okay. Go for it. And he's got all kinds of national experience to this very point.

MR. FENTON: I would say that...if I may, I think you're right on the mark asking this question. Because in the end...and it alludes to, by the way, the point that Councilmember made earlier around the cost of housing, that that \$450,000 number is not representative of workforce housing, that's that...that's that resort or, you know, visitor housing, right. And what you're talking about is...is what regular people, right...policemen, and firefighters, and teachers, and people that work in the resorts, and so on, right? And what we're finding around the country is, we've assumed that everybody wants a single-family home, but there's increasing evidence that there's an entire mass of other types of housing in terms...sometimes being used as missing middle. And it's not just high-density apartments, and it's not single-family homes on their own parcel. It's things like row houses, or cottage clusters with shared green space...or small homes, but with an accessory dwelling unit that a second part of the family could live in--a grandparent, a child, you know, a young family. And I'm limiting myself only by virtue of the fact that every community we work in comes up with a new and more clever approach to this that may well be culturally unique to that community. And I suspect that there are some very appropriate types of housing that are not just single-family homes or high-density apartments that would fit the bill very, very well. And we find that the transportation planning, how you get to and from those, how you get from those to their daily needs, such as a grocery store, a pharmacy, a hardware, you know. It was a very interesting to us when we did the walking tours, how much of that stuff existed. The gateway...Lāhainā Gateway over at Cannery Mall or...you know, you have many of the needs that a traditional downtown or a Main Street district would have once had, right. But now we arraign them as malls. But if you add housing proximate to that, including some of this missing middle--something other than just the single-family homes or high-density apartments--you'd have lots of people living close to the...many of their daily needs. They could walk to them, and you'd be eliminating vehicle trips. And I keep going back to that as the foundational goal that you clearly all understand because you've all alluded to pieces of that. But if the connectivity, the appropriate density, the affordable housing of an array of types--and it's really, really important to start to think more creatively around the array of housing types that's other than just single-family homes, high-density apartments. I hope that's not an oversimplification, but it's the...it's the oversimplification that many developers and private sector entities have struggled with for decades in this country, if not longer.

COUNCILMEMBER JOHNSON: Well, you know, as a...just as me, I support this...a public-private partnership, and I'm sure this body would be able to make...would probably ... *(timer sounds)* ... would support too, we just need that private part. I wonder what the hotels are having to say. This would benefit them immensely to have, you know, their workers on...you know, very close where I can't...I can't call in that my car broke down, I'm here. So, you know, and that's how it's been traditionally here in...you know, Lānaʻi City was plantation homes, right. So, that's just what...I would think that large employers who need workers would look at this as a benefit. So, that's

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why I was asking...the public-private partnerships, has...has the private been out...reached out to yet. So, thanks so much. My time's up. Thank you, Chair.

CHAIR COOK: Thank you, Members. With your permission, Member Sinenci has to leave at 4:00, so I'm going to have him ask questions next.

COUNCILMEMBER SINENCI: Thank you, Chair. I appreciate that. My question was answered. Thank you.

CHAIR COOK: Okay. Member Kama? Okay. Member Lee?

COUNCILMEMBER LEE: Thank you, Chair. Okay. So, you mentioned...Member Paltin brought up the hub possibly being planned for by the Mill, and I too was wondering, you know, why you picked that location, knowing that Lahainaluna is located right above the Mill on Lahainaluna Road. So, I was just thinking that, you know, it has to be in...in a convenient location so that people don't have to wait, you know, a long time for their rides. But assuming that, you know, in the long run, you're going to identify a good location, my thinking is the most important thing for people like us is to identify a reliable sustainable revenue stream to pay for everything. Not only a hub, but all the other...all the other improvements and connections that you are talking about. So, is somebody working on that? Let's say, a portion of the TAT, for example.

MS. EATON: So, yeah, I can answer that question. If you look at...I was trying to come up with the exact slide number to answer your question. It's in this presentation as to the different things we looked at, and the different criterias, and how they ranked. But also, the West Maui Community Plan, if you look back to that as well, that also, from the community, were very interested in having Pioneer Mill, so that's why we included that as a site because it came right from the West Maui Community Plan. But to your question you just asked, which is really an important one, how are you going to fund this, how is that going to happen? Right now, what is happening is, as when Central Maui Community Corridor ended, when we completed that plan and it was approved by the State Council, what the State started to look at is, what is happening with these TOD corridor plans. I mean, are they realistic, are they going to get implemented, and how can we do so. So, the State Office of Sustainability started a pilot study, and it was a T...it's called the TOD Infrastructure Finance Study. And they're diving very deep into each individual community, and they were allowed to select a community. So, of course, we selected the community...the Ka'ahumanu Community Corridor. And so, they are meeting with, in Maui, Josiah Nishita, I know he's been super helpful. The State Council has...you guys have what's called a TIG, I much prefer that name. They call it a PIG, but it's based--God help me--but it's...it's the Permitted Investigative Group. So, there's a group...I'm a co-chair, the State is the other co-chair. And what we would need to do--because this happened before the last Administration--is to now update, which is what's happening right now, the members. So, you would include folks from Budget--I've talked to Yuki--you would include folks from Finance to say okay. Are we talking GO bonds, are we talking TIFs, you know, Tax Incremental Financing. So, they're looking at those funding mechanisms for each island in terms of what...what are your challenges, what are your opportunities, how can we fund this to your question.

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So, that's a pilot study that started about six months ago. And there's a pretty heavy duty firm that's looking into the financing and things way above my head. But there is...it is a study that's going on right now, that they are looking specifically on how to answer that...those questions.

COUNCILMEMBER LEE: Because I think most of us would agree that a good portion of the TAT should be set aside for the heaviest...heaviest traffic areas as far as the visitors are concerned...South and West Maui. . . .*(timer sounds)*. . . And so, I...you know, I'm thinking that we can't solve all the problems, but before you can begin to solve anything, you need money. And relying on grants is fine, but they're not...you know, they're not sustainable. So, I think what you need is something that is...something that you don't have to worry about year after year after year. And I'm sure this is...this should be one of the major sources of funding for you, okay.

MS. EATON: So, what's in the Ka'ahumanu Community Study, if you look at that, in the very end talks about...Councilmember Johnson asked about public-private partnership. So, it's called P3, and P3 is basically very popular. That's what's been used around the country to look at financing mechanisms so that you're not just looking at the shiny new CIP money that's coming out from the Feds, but how do you have ongoing sustainable funding and financing so these last. But yeah, thank you.

COUNCILMEMBER LEE: Just one last question. I was just wondering if...I...I don't really know if the cruise ships pay extra? You know, are they...do they the...part of the TAT, or the...not the transient accommodations, but the tourist tax? I was just wondering. Okay. Thank you.

CHAIR COOK: Staff, is that something you could look up eventually? Whether the cruise ships are paying...what kind of additional tourist tax they pay?

MS. LILLIS: Yes, Chair. We can look into that. Thank you.

CHAIR COOK: Member Paltin, question.

COUNCILMEMBER PALTIN: Thank you, Chair. I wanted to follow up on Member Sugimura and Member U'u's time, as to, you know, you reference the West Maui Greenway a lot in the presentation, and its connection to the community plan. And like Member Sugimura indicated, we allocated the 200,000, and that can be used with the Infrastructure and Jobs Act. I just was wondering, why it was that it had to be a priority of mine is that Administration not aware of the 20 to 80 percent match. And I mean it was really only \$240 from the General Fund, because the Bikeway Fund had close to \$200,000. So, was that like a slip through the cracks, or I mean...the West...you spoke so much about West Maui Greenway. Obviously, a lot of folks wanted it. Why...why did I have to use one of my priorities if there is really almost \$200,000 in the green...the Bikeway Fund?

MS. EATON: I unfortunately don't represent the County, the Administration, so I can't answer your question. What I can tell you is that through the auspices of the MPO, I'm doing

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what I can from the perspective of the MPO to see what I can do to try to move the...to move it along, if you will...to implement what we came up with in the planning study. But, I don't know. I can't answer that question.

COUNCILMEMBER PALTIN: Okay. And then to...to follow up on Member U'u-Hodgins. There is E-bike rentals in Kā'anapali, but I don't know if you folks have noticed, most of the cruise ship passengers are walkers. They're not renting cars or anything. So, they're kind of, I think, doing sort of what we would like them to do in...in walking around town. I guess part of the issue that I see is, you know, when they maybe flood the area, and the cars or whatever get impatient because so many people are crossing all the streets at once or whatever, that then the drivers tend to become aggressive with other drivers, other bikers, and walkers. And I guess to me, that's kind of the thing, like how you can design things as safe as you can, but unless it's like separated from drivers, I don't know that I would feel safe letting my kids walk from school to the Boys and Girls Club, ride bike to their friend's house. Because it's not so much the built environment as the people that drive around that, you know, are in their heads and just aggressive, or late to things. And it just takes one accident, and...and your kid is dead or something, you know. And for me, I'm not willing to take a chance on that. My husband, his brother got run over by someone and passed away. So, it's like...you know, it hits home that all it takes is one distracted driver, one aggressive driver, and you don't have a child anymore, or a loved one. So, I mean how does the West Maui Transit Oriented Corridor address individual drivers?

MS. EATON: That's a great question. Mark, you've got some answers and ideas and thoughts.

MR. FENTON: Sure. And needless to say, a malfeasant driver can't be addressed, right. You know, somebody with ill intent, for example, as a driver, you're not going to overcome that. They're driving 3,000 pounds in steel and glass. However, we have a really good understanding of how to design roadways, and indeed, pedestrian and motor vehicle interfaces to make pedestrians much, much safer. And to your point, one of the critical things is separating them, right. So, if you have areas like you're talking about, where you have huge numbers of tourists, whether it's a cruise ship debarkation point...or for that matter, you know, if you think of the...you know, the central corridor in Lāhainā in the old village, there are times where pedestrians are just flooding out into the street...and indeed, the street gets closed for special events and on occasions and so on. It's the actual separation. So, our point would be, as part of this plan, actually planning spaces that are designed to accommodate pedestrians at those levels and, when appropriate, to separate vehicles from them entirely. So, you even have to look at, for example, what circulation, what motor vehicle . . . *(timer sounds)* . . . circulation looks like in Lāhainā town, in the actual village area...which might be one-way streets, there might be some areas that you chose to close off and make pedestrian only, as an example. There are good tools in the tool kit to help solve that problem. And since I know we're time limited, so I want to be respectful of that.

COUNCILMEMBER PALTIN: Thank you.

CHAIR COOK: Councilmember Hodgins.

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COUNCILMEMBER U‘U-HODGINS: Thank you. Thank you, Chair. All my questions have been answered. So, thank you very much.

CHAIR COOK: Thank you all for your presentation. It’s very comprehensive, and I’m looking forward to South Maui. Members, if there’s no objections, the Chair would like to defer this item.

**COUNCILMEMBERS VOICED NO OBJECTIONS.** (Excused: KRF and SS)

**ACTION: DEFER PENDING FURTHER DISCUSSION.**

CHAIR COOK: Okay. Members, this concludes today’s Water and Infrastructure Committee meeting. Thank you, everyone, for being here for a great meeting. The time is now 3:54 p.m. This meeting is now adjourned. . . .*(gavel)*. . .

**ADJOURN:** 3:54 p.m.

APPROVED:



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TOM COOK, Chair  
Water and Infrastructure Committee

wai:min:230508:ta

Transcribed by: Terianne Arreola

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CERTIFICATION

I, Terianne Arreola, hereby certify that pages 1 through 38 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 5th day of June 2023, in Wailuku, Hawai'i.

A handwritten signature in black ink, appearing to read 'Terianne Arreola', written over a horizontal line.

Terianne Arreola