

MULTIMODAL TRANSPORTATION COMMITTEE
Council of the County of Maui

M I N U T E S

Council Chamber

March 11, 2019

CONVENE: 9:00 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Riki Hokama, Vice-Chair
Councilmember Tasha Kama
Councilmember Kelly T. King
Councilmember Alice L. Lee (in at 9:14 a.m., out at 9:31 a.m., in at
9:36 a.m.)
Councilmember Tamara Paltin
Councilmember Shane M. Sinenci

NON-VOTING MEMBERS

Councilmember Michael J. Molina (in at 9:50 a.m.)

STAFF: James Krueger, Legislative Analyst
Stacey Vinoray, Committee Secretary
Christine Chung, Legislative Analyst

Zhantell Lindo, Council Aide, Molokai Council Office (via telephone
conference bridge)

Denise Fernandez, Council Aide, Lanai Council Office (via telephone
conference bridge)

Mavis Oliveira-Medeiros, Council Aide, Hana Council Office (via
telephone conference bridge)

Don Atay, Executive Assistant, Councilmember Shane Sinenci

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

OTHERS: Jasee Lau

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CHAIR SUGIMURA: . . . *(gavel)* . . . Good morning, everyone. Welcome to the Multimodal Transportation Committee meeting. It is exactly nine o'clock and 37 seconds on our new clock. Thank you, Ms. King, for getting us this clock that is actually precisely connected to my cell phone. So -- . . . *(laughter in background)* . . .

COUNCILMEMBER KING: Awesome, that's the point. You're welcome.

CHAIR SUGIMURA: --yeah, but anyway, welcome everybody. This meeting is now called to order. Silence all noisemaking devices. I'd like to introduce everyone. My name is Yuki Lei Sugimura, I'm Committee Chair. Vice-Chair, Mr. Hokama. Thank you for being here. Mr. Sinenci, welcome. Tamara Paltin.

COUNCILMEMBER PALTIN: Good morning.

CHAIR SUGIMURA: Good morning. Kelly King.

COUNCILMEMBER KING: Good morning.

CHAIR SUGIMURA: Good morning. And Tasha Kama.

COUNCILMEMBER KAMA: Good morning, Chair.

CHAIR SUGIMURA: Good morning. Alice Lee will be coming in shortly as...probably ten minutes she said, so we can expect her. Today, we have two items on our agenda. And I'd like to welcome Mark Takamori, our Director for the Department of Transportation, and his Deputy Director, Michael Du Pont. Mr. Hopper from Corp. Council. And for our second item we have with us, Nolly Yagin and Rowena Dagdag-Andaya. So, thank you very much for being here. We also have our District Offices. Today on our agenda, we have Pre-Budget Presentation from the Department of Transportation. And just to give us an overview of the Department so that we'll have the knowledge we need when we tackle our budget in a couple of weeks. I appreciate you being here. I also wanted to take up an item called North Shore Greenway Phase IV which is MT-12 on my master agenda. And this was brought to my Committee by looking at the contract. But I was more interested in finding out what the status is of the North Shore Greenway as it ties in perfectly with this Department.

. . . BEGIN PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: At this time I'd like to take up any testimony. Do we have anyone signed up in the Chambers to testify? We have Jasee Lau, who is a Kula resident. He is my neighbor.

MR. LAU: Aloha kakahiaka.

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CHAIR SUGIMURA: Jasee, welcome.

MR. LAU: Thank you everybody for being here. I just wanted to say that we should start thinking about the rail now before we get ourselves in a mess like Oahu. Thank you for your time.

CHAIR SUGIMURA: Anyone have questions for Mr. Lau? Seeing none, thank you. Thank you for testifying. Any other testifiers? None in the gallery. So, at this time I like to take testimony from the District Offices. Denise Fernandez, do we have anybody on Lanai that wishes to testify?

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

CHAIR SUGIMURA: Thank you. Mavis Oliveira-Medeiros from Hana.

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

CHAIR SUGIMURA: Molokai Office, Zhantell Lindo, anyone there to testify?

MS. LINDO: Good morning, Chair. This is Zhan from Molokai District Office. There is no one here to testify.

. . . END OF PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: Thank you. Anybody else in the Chambers? We have none right? At this time I'd like to close public testimony with no objections, members.

COUNCILMEMBERS VOICED NO OBJECTIONS.

CHAIR SUGIMURA: Thank you.

MT-10(5) PRE-BUDGET SESSION PRESENTATION (DEPARTMENT OF TRANSPORTATION)

CHAIR SUGIMURA: So, I'm gonna now proceed with my agenda which is MT-10(5) which is Pre-Budget Presentation from the Department of Transportation. Mr. Takamori, would you like to do the presentation?

. . . BEGIN PRESENTATION . . .

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

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COUNCILMEMBER KAMA: Good morning.

CHAIR SUGIMURA: Good morning.

MR. TAKAMORI: Thank you for having us today. I am Mark Takamori, the Director for the Department of Transportation. And with me is my Deputy Director, Michael Du Pont. This morning we'll be reviewing our current Fiscal Year 2019 Budget and how our budget is set up. So, this our organizational chart for our Department. We oversee the Maui Bus fixed route, ADA paratransit, commuter service, including Human Services Transportation, and air ambulance grant. We are also administratively tied to the Maui MPO. So, if you look at our org chart on the left-hand side, you'll see that the Maui MPO, there's a policy board, and under the policy board is the Executive Director, and the MPO staff. And on the right side is how our Department is set up. So, our Department's budget is broken down into three funding sources; the General Fund, the Highway Fund, and grant revenue. With regards to General Fund, our administration program funds our salaries and office admin operations. In this fiscal year's budget, it also included a grant to MEO for bus replacements, as well as a grant to Queen Kaahumanu Center for some road resurfacing in the areas that our buses frequent. The middle graph it shows the Human Services Transportation Program which are programs such as the Senior Services Transportation, Senior Nutrition, Maui Adult Day Care, Youth Transportation, and Rural Shopping Shuttles and Dialysis, are just a few of the programs that fall under the Human Services Transportation grant, and is funded out of the General Fund, and it's a grant to MEO. The last chart on the bottom is the Air Ambulance Program which is a grant to the State Department of Health to provide air ambulance services. The monies are given to the State, and the State then contracts out the services. In the next slide, this is our programs that are funded by the Highway Fund. In this year's budget, it included bus and bus-related equipment matching funds for us to go for Federal funds. The Maui MPO matching funds, Public Transit Printing and Marketing Fund, Bus Stop and Shelter Repair, Maintenance, Supplies and Cleaning Fund. So, we currently have a contract with People Who Clean to visit our bus stop shelters including some bus stops where every three days they are supposed to be changing out the trash and the recyclables. And then once a month they go and power wash the shelters. As well as our Maui Bus Public Transit Program, so this also, these include the fixed route, ADA paratransit, and commuter services which are all contracts. And then for our Maui Bus contracts, how it's set up is that we pay by the revenue service hour. So, for the fixed and commuter routes since the bus schedule are set, we know what the fixed cost will be. Any fluctuations in those services are based on any additional services that are needed due to emergencies, road closures, detours, so if our schedule starts to fall behind schedule due to traffic, we usually will then, at a certain point we'll send out additional buses to try and keep those routes on schedule. For our ADA Paratransit Service, since this the demand response service, the revenue service hours fluctuate based on the ridership's reservations. So, if there are more people using the service, there will be more revenue service hours. There are higher fluctuations on reservations based on weather. So, if it's raining, we do see a decrease in reservations on bad weather days. So, all of those public...all of those programs falls under the Public Transit Program which is the bottom section of this slide. And then for the next

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slide, is our funds that are in our grant revenue funds, and these funds are allocated for different types of Federal funds expected from the Federal Transit Administration, as well as funds that are used by the Maui MPO. So, with regards to our fixed costs, there are total of six General Fund personnel in our Department, and we have two grant revenue funded personnel. The two grant revenue funded personnel are the Maui MPO Executive Director, and the Maui MPO Financial Specialist. For operations, our office supplies, telephones, airfare, per diem, mileage, office rent, professionals dues, publication subscriptions, bus replacement grant, and public transit program contracts are our fixed costs. Continuing on for operations, additional fixed costs are the MEO transportation services grant, the air ambulance program grant, bus and bus related matching funds, the MPO related matching funds, transportation shelter supplies and cleaning fund, and our ongoing copier lease...printer lease. For discretionary costs, they are the registration and training fees when it comes to conferences and workshop travel. Professional services are also a discretionary cost. We currently have a multi-year contract with the Washington DC liaison who has helped us in obtaining some competitive Federal funds along with assisting us in moving forward with the additional requirements put on us with the new urbanized zone area, and in getting the Maui MPO moved forward. Included in this year's professional services line item is funds that were set aside for assessment to satisfy 5.1 of the transportation audit. One of our current goals is to review the audit and implement the audit recommendations where possible. So, as of right now, the \$30,000 that were set aside for this will remain unencumbered and going back into Carryover/Savings. Part of the reason why it's currently unencumbered is that we're currently just trying to review the audit, and try to implement policies and procedures at this point in time. So, that's sort of what 5.1 is asking for. So, that's kind of what we're working on. And I know that in a future Multimodal Transportation Committee meeting we're going to be talking about the audit. Chair Sugimura has mentioned to me that she wants to talk about the audit. And at that point in time we can provide the types of progress we have made based on the recommendations made by the audit. Other information, so our current capital projects in this fiscal year is our \$650,000 in planning and design funds for our Central Maui Transit Hub. This is the...two weeks ago, we spoke about what we are, what we're up to with regards to this Central Maui Transit Hub. We have given the notice to proceed back in September 2018, and we have recently sent out letters for early consultation. It is expected to start construction towards the ending of this calendar year. And we're also in the completion phase of our two bus stop shelters coming up on High Street and Wells Street. So, I'm sure as you come to work or leave work you'll, you've probably noticed that we have some shelters coming up. And so those, we expected those to be completed probably within the next few weeks. We have, our Department has one vacancy, and we have begun the process of filling that position, and we expect it to be filled in within the next month or so. And then with regards to cost saving measures, our Department will continue to access Federal funds where possible, and again when possible, we'll continue to do our own repair and maintenance for our bus stops and shelters. So, every once in a while, our Department will go out, and if...fixing the solar lights in our shelters or changing out screens, our Department does that in-house at this time. If the damage is much larger then something that we can handle, then we usually will contract that out. And then for Fiscal Year '19 these are some of our goals and objectives. So, the first one is to provide safe and reliable service to the riders, and

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maintain a good on-time record. So, to do that, we've been monitoring services, and determine changes necessary to meet the needs of the community and on-time performance. The next one is to operate and manage the transit system effectively and provide accessible transit service. So, we ensure preventative maintenances is completed on schedule, and that all vehicles with wheelchair ramps and lifts are operational, and monitor passengers per revenue vehicle hour. The third one is to improve existing transit system and construct ADA-compliant bus stops and shelters. So, we are reviewing the...review and implement bus stop improvements based on the Maui County Bus Stop Planning and Design Services Plan. And then this is our contact info. So, basically, I guess if there's any questions, we just wanted to kind of give a very high-level overview of what falls in our Department and how it's funded. So, if there's any questions, we'll be happy to answer them.

. . . END PRESENTATION . . .

CHAIR SUGIMURA: Okay, thank you. I'm going to ask everybody to have a question. I'll start with our Vice-Chair, and then go down the line from Mr. Sinenci to ask any questions of the Department. Mr. Hokama?

VICE-CHAIR HOKAMA: Okay, thank you. We appreciate your comments this morning. And we are aware that you will be presenting more additional financial details in the near future. So, thank you, Director. Two things though in hearing your general comments that I was hoping to get a little bit more, since you are looking at a very broad, kind of general strokes type of approach, especially under your project areas, and I see the Central Maui Transit Hub. I agree, it's a high priority for us. But you have any thoughts you can share with us today with two components that I think I believe has some connectivity, and that would be the Wailuku-Kahului transit corridor that we know we can definitely get some Federal assistance. And where, if possible, does the opportunity zones to get the private sector investment because of the Federal Tax Credit Program, an opportunity to help move projects like ours ahead sooner than later.

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Department?

MR. TAKAMORI: Thank you, Member Hokama. So, with regards to our capital projects, part of the reason why we only listed two of these is because we're just giving an overview of our current fiscal year's budget. In terms of the discussions with the Wailuku-Kahului corridor, we have been working with the Department of Planning, and we're excited should the funding be available from the State side that's going to help us move forward with looking at what more we can do with regards to the Kahului-Wailuku corridor. And then with the opportunity zones, we've been involved in meetings, recent meetings with regards to opportunity zones. I guess as of right now, we don't have...we don't quite...from our Department standpoint, we're not quite sure how we are going to move forward with that. But I think that there is opportunities to help move forward with opportunity zones. So, I think as we start moving forward within the Administration we will be part of the discussions with regards to opportunity zones.

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CHAIR SUGIMURA: Mr. Hokama?

VICE-CHAIR HOKAMA: I understand right now everything is very broad strokes, Chair. So, it's hard to get in to any details per se. But for us, the key is that the departments at least are thinking of how to utilize potential tools to our advantage. I think that's what we're interested in. Have you already initiated some thought process in seeing if there are benefits for the County through this additional tools? Thank you, Chair.

CHAIR SUGIMURA: Yeah, do you have any more comments on the...oh. Okay, Mr. Sinenci, do you have any questions for the Department?

COUNCILMEMBER SINENCI: Yes, thank you, Chair. Thank you, Mr. Takamori, for your presentation. I had some questions about the Air Ambulance Program. Just for clarification, you mentioned earlier that the State provides the funding for that grant?

CHAIR SUGIMURA: Mr. Takamori?

MR. TAKAMORI: Thank you, Chair. Member Sinenci, yeah, so the County provides some funds to the State where the...the State...with the State's money. So, we give money from the County side to the State, and then the State contracts out the services for air ambulance. Yes. So, it is technically with State monies.

COUNCILMEMBER SINENCI: Okay. And this number here is what the County gives to the State?

CHAIR SUGIMURA: Mister...

MR. TAKAMORI: Yes that is correct.

COUNCILMEMBER SINENCI: Oh okay. So for us in the...we just had a couple of questions about, you know, for us living in the rural districts, you know, we greatly depend on the air ambulance services because of our rural designation. And we just kind of wanted to look at, we're not sure if the grant or if there is any data that says, for one, what are the costs for the trips, you know, either from Maui to Oahu, or the cost to the use of the police, the fire rescue, those types of things. We just wanted to look at that. And maybe, well, these are just some questions that we have, and then maybe resident rescue usage versus visitor rescues. I know we have both. And so, we just kind of wanted to look at some of the numbers.

CHAIR SUGIMURA: So, Mr. Sinenci, maybe what we can do is we can send a letter to the Department for that information --

COUNCILMEMBER SINENCI: Okay.

CHAIR SUGIMURA: --and get it back to you. So, what you're asking for is the kinds of trips that happened with air ambulance. How many visitors, how many residents, and what

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the cost breakdowns are.

COUNCILMEMBER SINENCI: Correct. If we could.

CHAIR SUGIMURA: So, can we do that, Department or do you have the information available?

MR. TAKAMORI: Chair, I actually have that information.

CHAIR SUGIMURA: Oh you do?

MR. TAKAMORI: Yes.

CHAIR SUGIMURA: Okay.

MR. TAKAMORI: So, to answer your questions, I can provide you the information based on the County's investment of \$672,215. With regards to Fiscal Year 2019, from July 1st to December 31st of this fiscal year there are total of 15 trips and 14 of the trips were residents and one was visitors. So, that was 93 percent residents' trips. And then it was 15 of those trips were serious condition, and 11 of them were deemed medical and four were deemed trauma. Nine of those trips were from the east side, Hana-Keanae area to Maui Memorial Medical Center. Three of them were from Lanai to Maui Memorial, two from Upcountry, and one from West Maui to Maui Memorial. I don't have the data with regards to the actual cost per each trip. We just basically calculated based on what the County invests into this program.

COUNCILMEMBER SINENCI: Okay. Thank you.

CHAIR SUGIMURA: Answers your questions?

COUNCILMEMBER SINENCI: Yes, thank you.

CHAIR SUGIMURA: Oh okay. Thank you. Ms. Lee?

COUNCILMEMBER LEE: Thank you, Madam Chair. Hi, Director.

MR. TAKAMORI: Good morning.

COUNCILMEMBER LEE: I was just going over the discretionary costs and other information since we're pretty much going to focus on those areas in the budget. And I see...are you proposing increase in fees and professional services? Since those are discretionary costs?

CHAIR SUGIMURA: Mr. Takamori?

COUNCILMEMBER LEE: You don't know? You can say I you don't know.

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MR. TAKAMORI: Yeah, we're technically we don't know we don't really know what's in our final budget for Fiscal Year 2020.

COUNCILMEMBER LEE: Okay, so you don't know right now?

MR. TAKAMORI: I guess, as of right now all I can say is that in our current fiscal year, we \$30,000 set aside for the audit. But at this time, we're moving forward with dealing the recommendations, so we won't be spending that \$30,000. So, that would be going into Carryover/Savings.

COUNCILMEMBER LEE: I see.

MR. TAKAMORI: Yeah.

COUNCILMEMBER LEE: And on Capital Improvement Projects, the 650 is something that the previous council appropriated?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Yes, that is correct, \$650,000 for planning and design. And that's a one-time ask for the transit hub, because the construction, we were allocated \$2.5 million from the State. And the budget is currently sitting in HHFDC's budget, CIP budget. So, we are planning to use State funds to construct the transit hub.

COUNCILMEMBER LEE: So, then one could summarize that you are not asking for any substantive increases at all in your budget?

CHAIR SUGIMURA: Mr. Takamori? Although he cannot really talk about the 2020 Budget...

COUNCILMEMBER KING: Chair?

COUNCILMEMBER LEE: Well, he can talk about what he's proposing.

COUNCILMEMBER KING: Chair, point of information if I may?

CHAIR SUGIMURA: Yes.

COUNCILMEMBER KING: I just want to just inform my colleagues that I did meet with Mayor and he told me that he instructed his departments not give us information on the 2020 Budget. So, we are actually in all these meetings just looking at the current budget and what they've spent. So, that's all I know. But I think that's why Mr. Takamori is kind of in a difficult position, because he's been told not to share his proposals for this upcoming budget with the Council at this time.

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COUNCILMEMBER LEE: Okay. Alright. So, the trouble with that is that we all don't need any big surprises, you know, either from us or from you. However, I understand your position, then I don't have any more questions.

CHAIR SUGIMURA: Thank you. Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Director and Deputy, for being here and your presentation. I just had couple subjects. I just wanted to clarify about the air ambulance, that's not the entity that does the rescues right? They transplant or they transport folks just to the airport, and then the rescue one is Air 1? Or that's incorrect? Air 1 like plucks people off the cliff and out of the water, and then just brings it nearby, and then the air ambulance is the one that transports them to whatever hospital. Is that correct?

MR. TAKAMORI: That is correct. The second part is, that's my understanding. Yes.

COUNCILMEMBER PALTIN: Okay. Just for clarification. My other question is when you were giving your presentation and you said that if the traffic is bad and sometimes you might need to deploy a second bus or something. I was wondering if you kept the records of all the times that you had to do that and if you saw any patterns emerge, like for us West Maui, me going home, I always see the traffic coming out backed up at the merge off the southern terminus of the bypass. And in my observation, it's always much worse, summer, winter, spring break and like that. And I was wondering if you are noticing those types of patterns emerge on the delays in buses as well?

MR. TAKAMORI: Yeah, Chair? So, yes, we...anytime we throw on additional buses, it has to be authorized by the Department. And so we do have that so we know when we actually put on additional buses, and for what reasons. We can say that with the new bypass, traffic has gotten a lot better. We have been tracking how long it takes between our two stops between Maalaea and Wharf Cinema Center. So, once the new bypass opened, we've started to see that we haven't had to issue a lot more additional bus services. But, recently we have been seeing our buses start to fall behind because of that merge. So, I know that we've been reaching out with the drivers and with Roberts to find out, is there a better way for us to, I guess travel back to town. Is it better to take the merge? Because as of right now, all of our routes are set and so those drivers are only supposed to be taking Hokiokio, and not take the merge. So, one of the things that were brought up from several drivers is that they are thinking maybe it might be faster to take the merge. We haven't made a decision yet on that changed. But, yeah, we do collect the date. We do...we have been seeing additional traffic though coming back into town. And so I do know that we've approved additional buses to try and keep our schedules on time for West Maui.

COUNCILMEMBER PALTIN: So, I guess, I mean the question I was asking is if you've done any study to correlate the additional traffic or the bus transit times to the amount of tourists arrivals, and if that has had any impact on the traffic or the bus service times, and if so maybe we can reach out to Hawaii Tourism Authority or the Maui Visitors Bureau to assist in the deploying of additional buses.

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CHAIR SUGIMURA: Department, do you have data on that?

MR. TAKAMORI: Thank you. We really only have the data based on the certain months, not necessarily with regards to the amount of visitors that fly in. And so, yeah, we don't have that specific type of data, but we do have the data based on when we do add on additional buses and what the times look like during that day. Yeah.

COUNCILMEMBER PALTIN: Okay, thanks.

CHAIR SUGIMURA: Thank you. Ms. King?

COUNCILMEMBER KING: Thank you, Chair. So, I'm going to keep my questions focused on the budget issues since that we're trying to review this. It's really difficult, but, you know, I want to be able to use this information going forward, so that we, when we get to the Budget Session, we don't have to rehash everything we're doing compared to what we're being proposed to do in the following year. So, on your presentation, Mr. Takamori, if we could get more of the detail, you know, all the budget overviews are pretty general but then you described them in detail verbally. And it will be good to get that in one document with all the detail in there with the highlighted portions that you consider fixed and the ones you consider discretionary. Because they may not be the same as what the Council considers fixed and discretionary. But and to that end I just wanted to ask you about a couple of...the vacancy, what is the vacancy, and how long have you had that vacancy?

MR. TAKAMORI: So, the vacant...

CHAIR SUGIMURA: Mr. Takamori?

COUNCILMEMBER KING: The one vacancy.

MR. TAKAMORI: Thank you. So, the vacancy is the Transportation System Analyst position and that was vacant on January 2nd.

COUNCILMEMBER KING: Oh okay.

MR. TAKAMORI: Yes. And so we just started the paperwork to fill that position with DPS.

COUNCILMEMBER KING: Okay. Okay, and then you had two positions that were grant funded that you're calling fixed, can you explain those two positions?

MR. TAKAMORI: Yes. Those two grant-funded positions are the Maui MPO positions; Executive Director and the Financial Specialist positions.

COUNCILMEMBER KING: Oh okay. So, those were considered, they come out of the Transportation even though they...

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MR. TAKAMORI: Yes. They're in our budget.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: So, those are the grant-funded positions.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: Yeah.

COUNCILMEMBER KING: And those are not...those are appointed, correct?

MR. TAKAMORI: Those are appointed.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: So, the Executive Director is appointed by the policy board, and the Financial Specialist is appointed or hired by the Executive Director.

COUNCILMEMBER KING: Right, right. I just wanted to clarify that. And I think on your organizational chart, there was no little square for the technical committee. You know the MPO has the policy board, and they also have a technical committee. And I think that comes under...does that come above or below the Executive Director, do you know? On your org chart.

MR. TAKAMORI: I...

CHAIR SUGIMURA: That's the MPO staff.

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: I believe the Technical Advisor Committee comes under...it might be a side thing...

COUNCILMEMBER KING: Maybe you could find out and just --

MR. TAKAMORI: Yeah.

COUNCILMEMBER KING: --figure that out 'cause...and none of the Councilmembers are on that. So, I'm just curious where they fall in the order. I wanted to follow up on the question of opportunity zones and if you were going to seek funding. So, I think that's really an interesting question. But because we have geographical areas, can you find out if geographically our transit system would qualify for those kinds of investment credits? Because we're all over the island, I don't know where...you know our hub is, I don't know if our hub is in the zone or not in the zone. It's kind of Kahului. So, if you

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could find out what's required geographically, if they just look at our admin, or they look at where our offices in Wailuku, or if they look at where our buses are and you can only fund the ones that are, go in the opportunity zones. I don't know. But I know it's geographic. So, if you could find that out, that would really be helpful. And then the last comment I wanted to make was on the goals and objectives. And I think what I would like to see going into the next, into the Budget Session because to me, these first two are kind of ongoing, you know, they're not new. They're not...they should be things we're doing all the time. And no to, no pun intended, but throw anybody under the bus. But, you know, seeing those things, like they are new objectives or goals is kind of disturbing to me, because those are the things we should be doing, and then what I look for in strategic planning is new initiatives. I would like to see an initiative of efficiency and increasing ridership so you drop the cost per ride down, like something like that. You talked about renewable energy before and that could be an initiative, and then addressing the audit recommendations. But to me, I mean those are good things or the things we should be doing. And, you know, going forward, they shouldn't be treated in my mind, they shouldn't be treated like new goals. They should just be here's the things we've been doing, we're going to try keep doing them better. But here are some new initiatives that are really going to improve the system. So, just wanted to kind of want to give you that comment on what I'm looking for in, you know, as one of the nine when I'm looking for in your proposals coming up for the budget. And I'm really excited, because, you know, we have new leadership. And I'm excited to see what you guys have come up with. And I know you are working off, you know, the old goals. I just want to give you that kind of input going forward, so that we can see some really exciting initiatives. Okay. Thank you. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Ms. Kama?

COUNCILMEMBER KAMA: Thank you, Chair. So, I wanted to go back to your organizational chart where...and I'm trying to figure out who appoints the MPO policy board?

CHAIR SUGIMURA: Miss...I know you helped set it up, would you like to take that question?

MR. TAKAMORI: Thank you. The Maui MPO policy board, I guess there's a County ordinance that says who's already going to be appointed to the policy board as well as there's State law that now says that a State representative for the House and a State representative from Senate is to also be on the policy board. These I guess were, when we're putting the MPO together, the initial breakdown of who was going to be on the policy board were approved by the Federal Highways Administration and the Federal Transit Administration. So, as long as we meet what the Federal requirements are for who's on the policy board, they are okay with that. But in terms of who actually serves position-wise on the policy board, that's set up by County ordinance and by State law. And then who actually serves on the policy board, there's three Councilmembers that are appointed by the Council Chair. And there's I think the State House Speaker and the State Senate Speaker, they appoint the House...or the representative or the senator. And then usually in the County ordinance, it's the Director of Transportation, the Director of Public Works, the Director of Planning, and then the State Department of Transportation Director. And those I believe are nine, we have nine now.

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COUNCILMEMBER KING: Chair, if I may add to the...

CHAIR SUGIMURA: Oh wait. See if she's...no questions.

COUNCILMEMBER KING: Kind of wanted to give more detail on the Councilmembers.

COUNCILMEMBER KAMA: I did want to follow up on that as to --

CHAIR SUGIMURA: Yes, please do.

COUNCILMEMBER KAMA: --who actually sits on that now.

CHAIR SUGIMURA: Please proceed. Please finish.

COUNCILMEMBER KAMA: So, who are the three Councilmembers that sit on MPO?

COUNCILMEMBER KING: So...

CHAIR SUGIMURA: Oh.

COUNCILMEMBER KING: So, that's why I was going to explain that, you know, because it's about, focused on transportation and planning. So, we have the Chair of this Committee, Ms. Sugimura, and then we have the Chair of Planning which is Councilmember Paltin. And then --

CHAIR SUGIMURA: Mr. Sinenci.

COUNCILMEMBER KING: --we have Mr. Sinenci on this because they are environmental concerns as well. So, try to relate the actual committees to the members. But of course it's all the meetings are public, so any Councilmember who wants to attend any...I'm not sure of that engenders us having to make a report because we --

CHAIR SUGIMURA: Probably.

COUNCILMEMBER KING: --have, you know, we don't have to make a report for the three Councilmembers being on the committee, but I think if you have a fourth one you might...that might cause a report but, you know, it's easy to do.

CHAIR SUGIMURA: Ms. Paltin, more questions? I'm sorry --

COUNCILMEMBER KAMA: Yes.

CHAIR SUGIMURA: --Ms. Kama, some more questions?

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COUNCILMEMBER KAMA: I wanted to ask, you know, usually on an org chart, you have either squiggly lines or solid lines. So, but I don't see any lines between the MPO, them and the County. So, how is that relationship, I mean what kind of relationship is it?

CHAIR SUGIMURA: Mr. Takamori?

MR. TAKAMORI: Thank you, Chair. The, so the Maui MPO is administratively tied to our Department. So, yeah, so technically there should be like a dashed line that kind of comes over to the Department because that's how they get their funding, that's how they get their salaries as well as, yeah, funding. So, with Federal funds that get pushed down to them for planning funds. But, technically the Maui MPO is its separate own entity and we have no authority to tell them what to do. They are their own entity and their...the Maui MPO is technically the policy board. And the Executive Director and the MPO staff reports to the policy board and serves the policy board in order for I guess planning, transportation planning projects to continue to move forward.

COUNCILMEMBER KAMA: Okay, thank you. And I'll save the rest of my questions for when we see them again during budget.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KAMA: Thank you.

CHAIR SUGIMURA: Okay. Anybody else have questions? So, I just wanted to say or maybe ask this. I think my understanding is the Departments will not come before us--Keani's not here but--again during Budget Session. Maybe you're the Vice-Chair, you could tell us what the schedule is.

COUNCILMEMBER KING: Okay. Well, that was the original desire, but since we were told by the Mayor that we won't be hearing from the departments on their proposed budgets, he wanted to wait until he actually handed over the budget, his budget on March 25th, so I think it'll be up to the various committees whether they need to follow up with another meeting. You know that part kind of threw a monkey wrench into the idea of trying to make this more efficient, more focused. And it was something that the previous Chair Mr. Hokama had asked for in the last term was for the committees to, you know, review ahead of time, and I don't think it got done by most of the committees. But so I don't know the answer to that. I mean I guess it...what I was hoping for in my memo to the committee is asking for the departments to give their reports was that the departments would come before us with what they...and we did of sort of get it in this overview is what they consider fixed costs. I would like to see under the fixed costs dollar amounts because I don't see those in here. They're just kind of labels. But, you know, that was important I think to the Budget Committee is what are the fixed costs versus discretionary. So, we don't spend a whole lot of time talking about, you know, the collective bargaining, the civil servants that we can't really do anything about anyway. But I wish I could tell you, I mean, I think it's going to be up to every committee to decide if they can...if they need additional information. And it kind of feels like we do, just from the three reviews I've seen so far. Everybody is talking about their existing

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budget and not their proposed budget.

CHAIR SUGIMURA: So, from what you just said, we do not have a determination from the Budget Committee whether the departments will come forward during the budget process?

COUNCILMEMBER KING: Yeah, I think they will. I don't think we'll do it twice, you know, like we've done in the past, but I think they will. If there's...but hopefully for a shorter periods of time. Because as you can see from this, if the discretionary funding is...and I don't know what the dollar amounts are for that you're considering fixed versus discretionary, but I'm assuming you're considering your discretionary costs much smaller, because there's only two items on there. So, it'll be up to the...the Chair is working on the, the Chair of the Budget Committee is working on the definition of fixed versus discretionary. And we had a very in-depth meeting with Kalbert Young about that, those issues and, you know, we're trying to get a definition, but really in the end it was just, you know, it's up to the Council what you consider discretionary versus fixed. And so, you know, if we can get a feeling from each department what they consider discretionary and versus Fixed then, you know, that will help inform I think the Budget Committee. It may not be exactly the same, you know, for every department but it's always good to get input, you know, we feel like we're collaborating.

CHAIR SUGIMURA: So, from what you just said then, the departments will come forward during the Budget Session, because we're getting the 2019 information now which is, you know, what we just heard. So, and I think the other departments that did come forward were similar which I think makes sense, because until we see the 2020 budget, we really won't know what questions to ask or what we are going to look forward to, so.

COUNCILMEMBER KING: Right. And the departments put their proposals in earlier, and then the Mayor takes those proposals as you know, and not necessary everything is funded in the budget for each department. So, you know, I kind of understand he doesn't want us to see the request before he's decided whether or not he wants to honor all those requests. But, you know, at some point during the previous Budget Session, we did have to go back into looking at those requests, because I had that happen in Kihei where, you know, a fire truck that was sorely needed was requested but it was not in the budget, so we had to go back to that request and look at it and it was a dire need.

CHAIR SUGIMURA: Okay. Ms. Kama, did...do you have a question? Your light's on. No? Okay. Alright, members, anybody else have questions for the Department? I want to say thank you very much, Mr. Takamori and Mr. Du Pont. I want to also let the Committee know that in, after budget, I was very impressed, because the department has been working on the audit that was done. And they are going through it and trying to resolve some of the issues that were brought up in the audit that was done last year. And I was glad to hear that on their own they're, you know, they're forging forward, so I appreciate that. And we'll hear, I guess, we may hear some financial impacts of that at a later time. But you were given \$30,000 to fulfill the needs of the audit, but based upon what you're doing, I guess you're doing it in-house so you're not reaching out, and you're not going to be using that. So, there's \$30,000 Carryover/Savings, which is

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saving taxpayers' dollars is what Carryover/Savings means. So, thank you very much for that. And I appreciate your diligence. At this time I'm going to take a short recess so we can change out. . . . *(gavel)* . . .

RECESS: 9:45 a.m.

RECONVENE: 9:50 a.m.

CHAIR SUGIMURA: . . . *(gavel)* . . . Okay, I'm calling this meeting back to order. Multimodal Transportation Committee, it's 9:50, I'm calling this back to order. And I wanted to also ask the Committee if I could defer the last item which I took up, which is the pre-budget presentation from the Department. With no objections, I'm going to defer.

COUNCILMEMBERS VOICED NO OBJECTIONS.

ACTION: DEFER.

CHAIR SUGIMURA: Thank you. I'd like to welcome Mr. Molina to the meeting.

MR. MOLINA: Good morning, Madam Chair.

CHAIR SUGIMURA: Yeah, nice to see you here. He's a non-voting Member, but I appreciate your interest. And also I guess only Keani is not here. So, I appreciate it. I just wanted to also introduce Christine Chung who is our brand new Legislative Analyst. She's sitting in on my Committee, and I think I heard earlier that we have a battle going on on which committee she's going to chair...she's going to staff with her expertise. But appreciate you being here, and welcome.

**MT-12 CONTRACT C6660 (HAWAIIAN DREDGING CONSTRUCTION COMPANY, INC.),
NORTH SHORE GREENWAY PHASE IV (MISC)**

CHAIR SUGIMURA: Members, at this time I'm going to take up the second item on our agenda which is a contract for Northshore Greenway Phase IV, which is MT-12. And today, we have the Department here, Nolly Yagin as well as Rowena Dagdag-Andaya. So, I wonder if you could do a presentation of this. I wanted to have this in the Committee because it was a contract item that came before the Budget Committee but I pulled it out just so I could get this and have an overview of the Northshore Greenway Project as we're almost seeing it to the end. So, Ms. Andaya, you want to...

. . . BEGIN PRESENTATION . . .

MS. DAGDAG-ANDAYA: Okay, thank you so much, Chair. And again I am Rowena Dagdag-Andaya, Deputy Director of Public Works. And Nolly Yagin is here with me this morning. He is our engineering, one of our head engineers in the Department. And I too would like to welcome Christy. Christy is a classmate of mine from Maui High

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School. So, we're really happy to have Christy back home. And you guys are lucky because she's a civil engineer and civil engineers are really hard to come by nowadays. So, we do have vacancies and you guys are really lucky. So, you know, I'm going to take her out to lunch one day. Thank you very much, Chair, for allowing us the opportunity to talk about the North Shore Greenway. So, Nolly and I are here to answers some questions, and also just give you an overview of the project and where we're at this point. The North Shore Greenway is a seven-mile pedestrian and bike path that runs from Kahului to Paia. And currently, we're in the Phase IV. That's the final link to complete the path. The slides that I'm about to show you were taken from our final Environmental Assessment that was completed in 2014, our consultant at the time there you have on the screen is Munekiyo Hiraga. And so the link actually connects Spreckelsville, the Phase IV link connects Spreckelsville to Baldwin Beach Park, where there's already an existing path. So, if you take a look from the left-hand side of the screen, the Kanaha Beach Park is located in this area here. There's an existing path that runs from here in the back of the airport property and then it cuts into the Spreckelsville area. It goes right where Kaunoa Senior Center is through the Spreckelsville, the subdivision here. And then it'll go toward or it goes towards Baldwin Beach Park. We're looking at this phase right here, where my cursor is located, and all the way down. A little over 20 years ago, community advocates worked with the County of Maui to plan and design this bike path for the purpose of providing safe travel for pedestrians and bicyclists, 20 years ago. So, here we are today, we're completing the final leg. Phase IV is the final phase of the North Shore Greenway project that stretches from Ulupua Place to Baldwin Beach Park. So, if you look at the cursor again, this is the...where it begins. It connects the subdivision here. It follows along on the State right-of-way. There's also portions of Maui Country Club where it goes into, and then heads towards Baldwin Beach Park. This is a typical section of the Greenway, and there's an eight-foot-wide asphalt concrete pathway that is set approximately seven-and-a-half feet away from the vehicle travel lane on Hana Highway. And then in the project, you also have a curve here that separates the bikeway pavement from the shoulder area. The project also involves the installation of a CON/SPAN or a bridge crossing over Kailua Stream. Here is a map depicting the different phases of the North Shore Greenway. We have Phase I. This phase was constructed in 1996 and is currently used today. So, pathway runs along Spreckelsville Beach Road and on to Stable Road. And then you have Phase II, the Spreckelsville bikeway. And that's a combination of separated bike paths and bike lanes. So, Phase II starts from the Phase I terminus along Spreckelsville Beach Road and extends along private and public roadways. And it finishes up at Paani Place by the Maui Country Club. We also have Phase III. This is Phase III here right in front of Baldwin Beach Park. So, Phase IV is that missing link from the Maui Country Club all the way to Baldwin Beach Park. So, we have all of our upcoming future...current and future projects listed on our County of Maui website. If you look at Public Works, there's a link for current and future projects. And it'll show you all of the projects that have received or will receive a notice to proceed. And this page does provide information about the North Shore Greenway Phase IV. The scope of the work, it is a Federal-aid project. So, we did get 20...I guess 80 percent construction funding. And this needs to be updated, but the project did start a few weeks ago with the contractor just finalizing some of the permits that were needed. And we're looking at finishing the project by the end of June. The page also provides what streets are involved. The contractor is

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Hawaiian Dredging. And our overall contract cost for the construction is about a little over 1.6 million. So, Chair, that's all that I have as far as an update. But if there's any questions, Nolly and I will be happy to answer them. And if we can't answer them in this session, then we also, you know, we would appreciate a letter, and then we can formally answer via those means.

. . . END PRESENTATION . . .

CHAIR SUGIMURA: Yeah, thank you. Thank you for that presentation. I will tell you that I just got asked the question about the status of this project. So, we will send them this overview that you had sent to us. So, thank you very much. Anybody else have questions? Mr. Hokama?

VICE-CHAIR HOKAMA: So, are we on time for this summer completion?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: According to the contractor, they updated their schedule last Friday, and it looks like we're on time.

VICE-CHAIR HOKAMA: We look good?

MS. DAGDAG-ANDAYA: Yeah.

VICE-CHAIR HOKAMA: Okay. And that means concrete's still good price then for us.

MS. DAGDAG-ANDAYA: We're hoping.

VICE-CHAIR HOKAMA: One of the things that, you know, I think in the, in future meetings with us if you already take this into account, because we'll be consistent I believe this Council regarding shoreline concerns and sea level. So, if you could already, you know, take into considerations, because we'll be bringing it up and our concern about whether or not there is sufficient policy in place to give direction to the departments in a clear definitive manner that allows the County some flexibility, but, you know, we're gonna...need to make some hard calls. We're either going to retreat or we're going to reinforce and either way cost money. So, we're going to need your Department, your engineers to help us. I appreciate the options, yeah, that we look forward to in the future. So, with this project, especially this phase, was there any adjustments required from an engineering standpoint to take care any environmental concerns?

MS. DAGDAG-ANDAYA: Chair? We did an Environmental Assessment for this phase back in 2014 around 2013. So, we analyzed for environmental conditions. With respect to sea level rise and, you know, I'm not, I can't say for sure if that was considered. But I do agree that in the future with policy development and discussions and having sea level rise and climate change at the forefront of our decision making and factors to consider

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that, you know, we do plan for these kinds of, you know, we do plan for those kinds of impacts.

VICE-CHAIR HOKAMA: Okay. So, overall, this is the last phase of our project. Overall how'd we do so far? We're within the general scope, we're within the general budget? What's your assessment for this project for us?

MS. DAGDAG-ANDAYA: Chair? I...

CHAIR SUGIMURA: Yes.

MS. DAGDAG-ANDAYA: You know I, as far as, you know, for the budget, you know, I don't have that answer. I guess I can't say unless I have an overall view and we've analyzed cost benefit. But it is a tremendous benefit when it comes to connectivity in the area providing that, you know, there is that opportunity for people to...not just for recreational but in the future for just different modal options. Right here if, you know, with the impact of traffic in Paia, there's an opportunity there for people to, you know, park their cars at Baldwin Beach Park and then ride their bikes on a separated path into Kahului and onto Amala Place and then head to, you know, the business districts along Kaahumanu Avenue. There's, so there is that opportunity for multimodal options for those coming from the east side and into town.

VICE-CHAIR HOKAMA: Do you have the means to collect that data that we want? Because what you're talking about is data that we want.

MS. DAGDAG-ANDAYA: And that's...

VICE-CHAIR HOKAMA: We want to know how much less cars is on the road peak hours. How many people are on the bikeways. We want that data. So, are you prepared to go and get that information for Council?

MS. DAGDAG-ANDAYA: Okay. Chair?

CHAIR SUGIMURA: Do you have...

MS. DAGDAG-ANDAYA: I think the partnerships that we have with Department of Health and all of the other non-government organizations, like Blue Zones. Sometimes Maui Bicycling League, Hawaii Bicycling League can provide that kind of support in collecting data. So, we can outreach to all those agencies to capture the effects or the impacts that our projects have in the overall, you know, with respect to decreasing, or increasing the amount of pedestrian and bike traffic, and decreasing vehicle counts. So, we can work with other agencies who are more familiar in collecting that kind of data.

VICE-CHAIR HOKAMA: We look forward to your suggestions to us. Thank you.

CHAIR SUGIMURA: Thank you, good question. So, do you want us to follow up with a letter to get that information?

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VICE-CHAIR HOKAMA: I would appreciate that because I believe there's already software, our colleagues are already utilizing programming to get the data so we don't need to reinvent the wheel, Chair. Thank you.

CHAIR SUGIMURA: Okay. Thank you. We'll send a letter.

UNIDENTIFIED SPEAKER: Chair?

CHAIR SUGIMURA: thank you. Any other Members have questions? I'm going to go right down the...Mr. Sinenci?

COUNCILMEMBER SINENCI: Okay. Thank you, Chair. Not so much of a question but just for clarification. I do see the ground crews already starting and they're right at that Kailua Stream as I drive pass. So, Phase IV will just go from the Spreckelsville subdivision to Baldwin Beach?

MS. DAGDAG-ANDAYA: Chair? That's correct. And let me just show you the...so here's a ...it's...I'm hoping that it's in Granicus so that you can see the slides. But if it's not --

UNIDENTIFIED SPEAKER: It's not.

MS. DAGDAG-ANDAYA: --I think I provided a hard copy of the maps. So, that's...so we have the project limit from Maui Country Club to Baldwin Beach Park on this slide. And then the next slide, two slides down would show you the Phase IV, and in relation to the other phases.

COUNCILMEMBER SINENCI: So, as it goes there's a big wall by the Spreckelsville subdivision. Does it go in front of the wall?

MS. DAGDAG-ANDAYA: Chair? Yes, it does.

COUNCILMEMBER SINENCI: For that section, then it goes into the subdivision --

MS. DAGDAG-ANDAYA: Yes.

COUNCILMEMBER SINENCI: --correct? Oh okay. Only because I like that stretch that goes from Baldwin Beach to Paia, it's off the road. A lot of children use it. So, I mean, you know, having that 25-foot barrier from the highway seems like it's nice and safe for the families to use. But when it comes in front of that large wall, it seems like it's right on the highway as well, yeah. Thank you.

CHAIR SUGIMURA: Okay, thank you. I'm going to go to Ms. Lee, and ask Mr. Molina if you have questions later. Ms. Lee?

COUNCILMEMBER LEE: . . .(inaudible). . .

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CHAIR SUGIMURA: You have none. Mr. Hokama asked his question. Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you for being here. Just couple questions, if you don't know that's okay. Do you know what the elevation? Like if it's three feet or...

CHAIR SUGIMURA: Mister...oh, Department?

MS. DAGDAG-ANDAYA: Chair, not off the top of our head but we can get that for you if you...

COUNCILMEMBER PALTIN: Not super important.

MS. DAGDAG-ANDAYA: Okay.

COUNCILMEMBER PALTIN: The other one was I've been on the Kanaha portion before and just wondering is safety a concern? Not from traffic but from folks that sometimes live in that area, if you know what I mean?

MS. DAGDAG-ANDAYA: Yeah I understand. So, that would be something we could talk to with MPD and also with Parks Department 'cause they have the park rangers. We have not had any concerns raised with respect to safety on that section of the bike path. But that, you know, what you raised is an important factor or consideration. So, at this point, you know, we haven't, but I think engaging in those discussion with the enforcement agencies would be helpful for us.

COUNCILMEMBER PALTIN: So, this is meant to be, mainly used in the daytime? Or it doesn't matter, folks can go night time as well or...

MS. DAGDAG-ANDAYA: Chair? It's open --

CHAIR SUGIMURA: Yeah.

MS. DAGDAG-ANDAYA: --throughout the day and night. There's no...I don't think there's a barrier or some kind of lock or gate. No, I...there's no gate.

COUNCILMEMBER PALTIN: Okay, thank you.

CHAIR SUGIMURA: Thank you. Ms. King?

COUNCILMEMBER KING: Thank you. And actually, Ms. Paltin asked my question about elevation because I was gonna ask you that average elevation of this bike paths since we spent millions on it, we want to see how soon we're going to lose it to sea level rise. So, and my main question was, when you look at this map, which...what are the dotted sections compare...I know one is a bike path and one is a bike's lane or I'm assuming. So, what are the dots? You've described the bike paths as being separate, off the road I'm assuming, and the bike lanes being part of the road, part of the existing roadway.

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MR. YAGIN: Chair?

CHAIR SUGIMURA: Mister...yes.

MR. YAGIN: So, the, I believe that dotted...this exhibit was prepared quite a while ago. And so I believe the dotted portions were shown as easements where basically we were either acquiring portions of the properties or they're just designated as easements.

COUNCILMEMBER KING: Okay. So, you don't have everything on this map or in your presentation that shows the bike paths versus the bike lanes?

MR. YAGIN: This is a bike path. This is a multiuse path.

COUNCILMEMBER KING: Okay, so this entire pathway is separate from the road?

MR. YAGIN: Yes, it is.

COUNCILMEMBER KING: Okay, because it says under Phase II, it's a combination of separated bike paths and bike lanes within existing roadways.

MR. YAGIN: Yeah, the...this...

COUNCILMEMBER KING: Is that wrong?

MR. YAGIN: Yeah. This exhibit was taken from an exhibit that was prepared quite a while ago. And so at one point there was discussions of bike lanes, separated actual bike lanes. But what is happening now is that the paths are being constructed and there are no actual lanes being constructed.

COUNCILMEMBER KING: Okay. Okay. So, on the bike path, is it like the one along Mokulele which is now Veterans Highway but everyone still calls it that. So, you have to...you have both ways of traffic, coming and going on the bike path. Is that correct?

MR. YAGIN: Yes. Yes.

COUNCILMEMBER KING: So, you don't have a bike bath on either side of the road?

MR. YAGIN: No.

COUNCILMEMBER KING: Okay. That's what I was going to ask you because when I read the description of having bike lanes within the roadways then I'm thinking okay. But now you gotta have one on the either side too, because you're coming and going. But if it's...the whole thing is separate bike path. Okay. So, that's what we're looking at.

MS. DAGDAG-ANDAYA: Yeah, Chair?

CHAIR SUGIMURA: Yes.

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MS. DAGDAG-ANDAYA: Maybe I can clarify. On Makahiki Street, that is all along on the...I think that portion is bike lane. So, there's no separated path, because it runs right through the subdivision. So --

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: --the path actually goes through the subdivision into the road, the neighborhood road, and --

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: --it's not a separate path.

COUNCILMEMBER KING: Okay, so do you have like an easy way to get on to either side of the road then? 'Cause I'm assuming you have a bike path on either side of the road because you want to go this way in order to go back, so.

MS. DAGDAG-ANDAYA: Right, so what...what we do is...so right where Kaunoa Senior Center is located, right in front of it, that's where the bike path runs. If you're trying to get towards the east side and into Maui Country Club, then you do go through the subdivision. And that's where there's a bike lane. And then it connects back up again on the other side of...like right here. I think this is where the...

COUNCILMEMBER KING: That's the...

MS. DAGDAG-ANDAYA: Right here, yeah.

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: This is where the bike lane is located. And then there's that connection here, and then you...then that's where the separated bike path --

COUNCILMEMBER KING: Okay.

MS. DAGDAG-ANDAYA: --comes back again.

COUNCILMEMBER KING: So, but is it easy, is it an easy access on both sides whether you're going east or west? Because you're going to go on the other side of the road, I'm assuming. And that's been one of my big issues with the zero, you know, we're going to get Division Zero is that people still don't understand that if they are on a bike, they are supposed to ride with the traffic. And if they are a pedestrian, they are supposed to go up against the traffic. So, I think that needs to be made clear on these areas too. And then my last question is, if...are.....is this whole pathway lit up so that it would be safe to ride it at night if we're encouraging people to ride it at night?

CHAIR SUGIMURA: Department?

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MR. YAGIN: No, the path is not lit up, it's not lit.

COUNCILMEMBER KING: Okay, is that something you're planning to do or no?

MR. YAGIN: That's something that we can look at for the future.

COUNCILMEMBER KING: I'm just wondering, because it came up earlier about riding there at night. And usually you want it lit up if you're going to ride it at night, so. Okay, thank you, Chair.

CHAIR SUGIMURA: Thank you. Ms. Kama?

COUNCILMEMBER KAMA: Thank you, Chair. So, I just...a request and then question. Could put your map on Granicus 'cause it's easier if we can just expand it we can see what we're looking at. So if that's...

CHAIR SUGIMURA: Yeah, so after this the Staff will put this on Granicus. Thank you.

COUNCILMEMBER KAMA: Thank you. So, my question is on the bike path or bike lanes, if you have two cyclists going in opposite directions, can they both fit on the path?

MS. DAGDAG-ANDAYA: Chair? Yes, you can. So, you know, just...I wish I had a picture of it. So, if you're on like this section in front of Kaunoa Senior Center and going towards Kanaha, then you have...it's like a mini road. So, there's two ways...two lanes for those who are going in one direction, and then the other one coming in an opposite direction.

COUNCILMEMBER KAMA: And seeing as how we're trying to get people to either, you know, take the bus or carpool or something, do we have incentives for people to ride their bikes? I mean we're putting these wonderful millions of dollars of pathway for them. We have to urge them to ride them. Right. So, do we have that in place or are you considering that?

MS. DAGDAG-ANDAYA: Chair?

CHAIR SUGIMURA: That sounds like Blue Zone question but...

MS. DAGDAG-ANDAYA: It would be.

CHAIR SUGIMURA: Ms. Andaya?

MS. DAGDAG-ANDAYA: We don't have a program in place for incentives. However, we work with other agencies to create that awareness. So, I know Maui Bicycling League in the past have had...they've coordinated events where, you know, they brought people, groups of people to ride the bike path. Blue Zones also encourages. I know there's a group in the Big Island, not tied with us but they, it's called PATH and what they've done is created an app that shows the existing networks, bike networks. One thing that

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Nolly I know is doing is working on way finding signs so that using Transportation Alternative Program funding, Federal funding to show people or, you know, it's basically signage that tells people here's where the bike path starts. Or, you know, just giving them directions to where the nearest network is.

COUNCILMEMBER KAMA: Oh cool. Thank you, Chair.

CHAIR SUGIMURA: Very good. Mr. Molina?

COUNCILMEMBER MOLINA: Yeah, thank you very much, Madam Chair, appreciate the opportunity. Good morning, Ms. Dagdag and Mr. Yagin. In your presentation...well I sit in between my colleague from East Maui, Mr. Sinenci and who represents East Maui, and then Ms. Lee who chairs the Water and Infrastructure Committee, and as you well know over the last few days we've had a discussion about a bridge in East Maui. So, when you mention bridge, it kind of peaked my interests. Can you provide us a little bit more details on the bridge itself? And, you know, I presume the consulting firm that did the Environmental Assessment or Environmental Impact Statement said there was no concerns with this bridge going over the Kailua Stream. Do you have any information available on the bridge itself?

MR. YAGIN: Chair?

CHAIR SUGIMURA: Yeah.

MR. YAGIN: So, that...when the designs were started on this project, we were required not to...we did be careful not to enter the stream itself. So, in the course of design, we did determine the high level...high water level...high-water mark prior to designing. And basically the entire bridge was actually constructed to span that gulch, and not push into the gulch or not affect...or...it wasn't supposed to affect the gulch at all.

COUNCILMEMBER MOLINA: Okay, thank you. And I just bring this up because, you know, folks in the environmental community, I'm sure they gave their input and whatnot. So, just for my own curiosity. But I appreciate the update as the representative of the district. Thank you.

MR. YAGIN: Thank you.

CHAIR SUGIMURA: Thank you. Ms. King?

COUNCILMEMBER KING: Thank you. I just had one more comment to make. Well, I was going to comment earlier on the benefits of or the incentives. Probably the best incentive is getting in shape. And I wanted to relate that to you what was talked about earlier with a potential traffic study. Because I do think it's important if we can build these types of greenways and reduce traffic. But I also think that even if...if ridership increases and we are...and people are riding it more for exercise than transportation, I think there's a valid, that has a lot of good in it too and that's what the Blue Zones is all about is about being healthy. So, we may not see necessarily a decrease in traffic,

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because for transport people are still trying to get back and forth on the highway. But if we see...but, you know, that's good to track that to see if that's happening. But I think if we see an increase in ridership on that pathway, that's as a good a motive too I think of building these greenways. Because it helps our community be healthier and safe. So, I just wanted to make that comment. And that would be my incentive for riding a bike. If I lived in that area it would just be to get in better shape so I could walk up all eight floors of the County Building.

CHAIR SUGIMURA: Thank you. Anybody else have a question? Oh, Mr. Sinenci?

COUNCILMEMBER SINENCI: Yeah, sorry. I just had one more question for Ms. Andaya. Is there a cost per mile for these bike lanes? And I'm only asking because we've got a private owner in East Maui that wants to actually donate some land for walkways so that people can start to walk. So, we're just looking for some of the cost factors.

CHAIR SUGIMURA: Oh, give us his name.

MS. DAGDAG-ANDAYA: Chair?

COUNCILMEMBER SINENCI: ...*(inaudible)*...

CHAIR SUGIMURA: Department?

MS. DAGDAG-ANDAYA: I can't think of a number off the top of my head. But that's something that we could analyze for you. It's different from project to project. But for this North Shore Greenway, I'm pretty sure we can get the numbers for you. And yeah, as I was working on the presentation, I thought about that one project out in East Maui. So, yeah, I'm...that's...I'm thinking about that as well.

CHAIR SUGIMURA: Thank you. So, Department, we'll be sending you some, a letter with the questions that came up --

MS. DAGDAG-ANDAYA: Yes.

CHAIR SUGIMURA: --in today's meeting regarding sea level rise and then collecting data. I think that's really a good point, collecting data on the impact that this has with Department of Health, Maui Bicycling League, or Blue Zone or others that we can get information for the overall impact of creating these greenways. And cost per mile for the project. And before I close, do you have any other greenway projects that the Department is working on or this is the only one?

MS. DAGDAG-ANDAYA: Chair, you know, right now we are working on North-South Collector Road, and the extension of the existing bike path along Elua Drive. And so that is...I know that's something Nolly folks are working on. West Maui Greenway is another one that we currently have, you know we're in that planning and conceptual, you know, phase. We've also been in discussions regarding with Central Maui. We recently did a study on Waiale Road and Papa Avenue. So, those areas also come into mind as well.

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But, you know, as we're planning, you know, we're taking into consideration all those things discussed about sea level rise, and how we can incorporate those projects into other existing infrastructure projects so that it's not just a standalone, or we're going to do a bike path here. That it's also tied in conjunction with another project. And but, you know, any suggestions or feedback is always appreciated. From the Council is always appreciated, so.

CHAIR SUGIMURA: Thank you. Thank you. I'm going to file this item, because this is really an overview of what is the conclusion of this project. I noticed that June 24th is when the construction is supposed to be completed. And I look forward to a celebration when this is done. So, Members, at this time, I'm gonna file this item with your...

COUNCILMEMBER LEE: No objections.

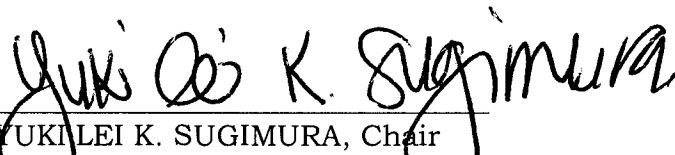
COUNCILMEMBERS VOICED NO OBJECTIONS.

ACTION: FILING of the communication.

CHAIR SUGIMURA: Thank you. And this meeting is now adjourned. . . . (gavel) . . .

ADJOURN: 10:22 a.m.

APPROVED BY:


YUKILEI K. SUGIMURA, Chair
Multimodal Transportation Committee

mt:min:190311:zo

Transcribed by: Zoila Olsten

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CERTIFICATE

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

DATED the 2nd day of April, 2019, in Wailuku, Hawaii



Zoila Olsten