

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE
Council of the County of Maui

MINUTES

February 22, 2021

Online Only Via BlueJeans

CONVENE: 9:07 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Tasha Kama, Vice-Chair (out 12:01 p.m.)
Councilmember Kelly Takaya King (out 12:01 p.m.)
Councilmember Alice L. Lee (out 12:01 p.m.)
Councilmember Michael J. Molina
Councilmember Tamara Paltin
Councilmember Keani N.W. Rawlins-Fernandez

NON-VOTING MEMBERS:

Councilmember Gabe Johnson (out 11:41 a.m.)

STAFF:

Laksmi Abraham, Legislative Analyst
Lesley Milner, Legislative Analyst
Wilton Leauanae, Legislative Analyst
Richard Mitchell, Legislative Attorney
David Raatz, Supervising Legislative Attorney
Clarita Balala, Committee Secretary
Jean Pokipala, Council Services Assistant Clerk

Jordan Helle, Executive Assistant to Councilmember Yuki Lei K. Sugimura
Evan Dust, Executive Assistant to Councilmember Tasha Kama
Davideane Kama-Sickels, Executive Assistant to Councilmember Tasha Kama
Axel Beers, Executive Assistant to Councilmember Kelly Takaya King
Michele Del Rosario, Executive Assistant to Councilmember Kelly Takaya King

ADMIN.:

Jennifer M. Oana, Deputy Corporation Counsel, Department of the Corporation
Counsel
Marc Takamori, Director, Department of Transportation
Michael DuPont, Deputy Director, Department of Transportation
Erin Wade, Planner, Department of Management

OTHERS:

Cristina Barone, Nelson\Nygaard
Mariel Kirchen, Nelson\Nygaard
(1) additional attendee

PRESS:

Akakū: Maui Community Television, Inc.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CHAIR SUGIMURA: . . .*(gavel)*. . . Good morning, everybody. Welcome to the Infrastructure and Transportation Committee. Today is February 22nd, and it is...what time is it? 9:07 a.m. This morning we have two items on our agenda, and I look forward to having a productive meeting with all of you. With us today is my Vice-Chair Tasha Kama, good morning. Oh, can't hear you.

VICE-CHAIR KAMA: Aloha kakahiaka, Chair.

CHAIR SUGIMURA: Aloha. And I got to...I got to go to our Chair so we can get our greeting for the day...Chair Lee.

COUNCILMEMBER LEE: Madam Chair, selam, S-E-L-A-M, selam is the popular greeting in Ethiopia. So selam, everyone.

CHAIR SUGIMURA: Selam. Next, from South Maui, Kelly King.

COUNCILMEMBER KING: Aloha kakahiaka, and selam everybody. Did I say it right?

COUNCILMEMBER LEE: Perfect.

COUNCILMEMBER KING: Thank you.

CHAIR SUGIMURA: And under the virtual bridge in Makawao, we have Mike Molina.

COUNCILMEMBER MOLINA: Hey, good morning and aloha, and selam to you, Madam Chair, my colleagues, and everyone else tuning in on this beautiful Monday morning.

CHAIR SUGIMURA: It is, selam. And from the taro patch in West Maui, we have Tamara Paltin.

COUNCILMEMBER PALTIN: Selam and aloha kakahiaka kākou mai Old Lāhainā Town.

CHAIR SUGIMURA: And from Molokaʻi, Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha kakahiaka, Chair. Mai Molokaʻi nui Ahina, and selam kākou.

CHAIR SUGIMURA: Selam. And a non-voting Member who's joining us today is Gabe Johnson from Lānaʻi.

COUNCILMEMBER JOHNSON: Aloha, Chair. Greetings, fellow Councilmembers. Selam and happy Monday morning.

CHAIR SUGIMURA: Happy Monday morning. I call him my neighbor because he's right down the hallway from me. And you're on this side of the island today, so nice to have you. From Corporation Counsel, Jen Oana, I'm glad to be working with her again...Jen...hi, Jen. Thank you for joining us.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MS. OANA: Hi. Good morning.

CHAIR SUGIMURA: Good morning. For the first presentation, we have Marc Takamori, Department of Transportation. He's our Director, Marc. Marc, on the screen.

MR. TAKAMORI: Hi. Good morning.

CHAIR SUGIMURA: Hi Marc. Department of Management...for the second item, we have Sandy Baz, our Managing Director, as well as Erin Wade, to do the presentation on the Kalani O Maui parking. Also joining us on the Department of Transportation presentation is Nelson\Nygaard, Cristina Barone, and Marciel [sic] Kirchen will be joining us. Hi, good morning.

MS. BARONE: Aloha.

MS. KIRCHEN: Aloha.

CHAIR SUGIMURA: Aloha. And Committee Staff, I am so grateful to them, as we all are, because they help us, you know, put on our meetings, and do the...help us with research, Laks Abraham, Legislative Analyst. Laks, and Lesley --

MS. ABRAHAM: Good morning, Chair. Good morning, Members.

CHAIR SUGIMURA: Good morning, Good morning. Lesley Milner, who's our Budget Committee Analyst.

MS. MILNER: Aloha, Chair. Aloha, Members.

CHAIR SUGIMURA: Aloha. Clarita Balala, Committee Secretary.

MS. BALALA: Good morning, Chair.

CHAIR SUGIMURA: Good morning. I'm so glad to work with her again. She was my first Committee Secretary when I first started on the Council. She's excellent. And Richard Mitchell, Remi, my Legislative Attorney.

MR. MITCHELL: Aloha, Chair. Aloha, Members.

CHAIR SUGIMURA: Aloha. As I said, we have two items on our agenda, which is IT-19, Operational and Budgetary Review of the Department of Transportation, of which they're also going to be taking up the Rates and Fees Study within their presentation. And then IT-27, which is Parking Near the Kalana O Maui Campus. Laks or Lesley, do we have any testifiers?

MS. ABRAHAM: Aloha, Chair. We have no testifiers at the moment.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CHAIR SUGIMURA: Okay. I'm going to...I'll do one last ask before I finalize this section. But I will...I would like to say that one of the new things they've asked us to mention is the online meeting is being conducted in accordance with the Governor's most recent Emergency Proclamation on COVID-19. The proclamation partially suspends the Sunshine Law, allowing the Council and its Committees to conduct meetings without any Councilmembers or Members of the public physically present in the same location. If connectivity is lost, the Committee will be in recess and will not consider as quorum lost unless connectivity cannot be restored within 15 minutes. If connectivity cannot be restored within 15 minutes, the meeting will automatically reconvene to 9:00 a.m. on the following Tuesday, using the same meeting link, unless the Committee announces a different date and time. Committee Staff will exercise good faith efforts to keep the public informed. So this is because I guess we've had two incidents where the online blacked out on us, and we had to make other accommodations. Any other testifiers? Last call for testifiers. Keani?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. So in the instructions and disclaimer that you just read --

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- it doesn't explicitly say when we would...or I didn't hear when we would reconvene if we were to lose connection. Did you say that?

CHAIR SUGIMURA: Yeah, the script say the following Tuesday at 9:00. So would we have --

COUNCILMEMBER RAWLINS-FERNANDEZ: No, no. If we reconnect within 15 minutes, do we just gavel right back in?

CHAIR SUGIMURA: Oh, yeah.

COUNCILMEMBER RAWLINS-FERNANDEZ: There was a question about that during Council that's why, so...

CHAIR SUGIMURA: Oh, okay. I think it's...if connect...if connectivity is lost, the Committee will be recessed and will not consider its quorum lost unless connectivity cannot be restored within 15 minutes. So what is your question?

COUNCILMEMBER RAWLINS-FERNANDEZ: Perhaps we can have our Committee Attorney explain that if we lose connection and we regain connection within 15 minutes, that we would immediately gavel back in rather than waiting for 15 minutes. There was a question about that --

CHAIR SUGIMURA: Oh, okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- on Friday.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CHAIR SUGIMURA: Okay. So either Laks or...either Laks...I'm sorry, either Mr. Mitchell or Jen Oana.

MR. MITCHELL: So Member Rawlins...aloha, Chair, this is Remi. So Member Rawlins-Fernandez did state it correctly. If you lose connectivity, but you're able to re-gavel in after establishing connectivity in 15 minutes, then continue with your meeting.

CHAIR SUGIMURA: Okay.

MR. MITCHELL: You probably should...it would be advisable, I guess, to say that as part of the script.

CHAIR SUGIMURA: Okay. So we'll add that into the script so we can be absolutely correct. Thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Mr. Mitchell. Mahalo, Chair.

CHAIR SUGIMURA: Okay. Thank you. Any other questions? Any testifiers? None?

MS. ABRAHAM: No testifiers.

CHAIR SUGIMURA: No testifiers? Okay. So with your permission, I'm going to close public testimony and accept any written testimony we may have received. Is that all right, Members?

COUNCILMEMBERS VOICED NO OBJECTIONS.

CHAIR SUGIMURA: Thank you, Members.

**IT-19 OPERATIONAL AND BUDGETARY REVIEW OF THE DEPARTMENT
OF TRANSPORTATION (CC 21-64, MISC)**

CHAIR SUGIMURA: So at this time, Marc Takamori, we see that you're having poor connection with your internet, so I'm going to go into...so the first item on our agenda is IT-19, Operational and Budgetary Review of the Department of Transportation. We're going to be receiving a presentation from the Department of Transportation, of which we have Marc Takamori here, as well as he's going to talk about the Rates and Fees Study as...on this, and discuss with us...also, as you know, in Council we received the Coronavirus Relief...Response and Relief Supplemental Appropriations Act of 2021, the CRRSAA Section 5307 Urbanized Area Apportionments and Coronavirus Response and Relief Supplemental Appropriations Act of 2021, which is a new money, and Section 5311 Rural Act Apportionments. So at this time, I'd like to turn the presentations over to Marc. You can do your introductions and then also introduce Nelson Nygaard to talk about their Rates and Fees Study. Thank you, Marc, for being here.

MR. TAKAMORI: Hi, good morning, Committee Chair Sugimura, and Committee Members. I'm Marc Takamori. I'm the Director of the County Department of Transportation. I

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

guess this morning we'll be having Maui Bus Rates and Fees Study presentation by our Nelson\Nygaard consultants, Cristina Barone and Mariel Kirchen. Over the past year, they have been working with us through the recommendations out of the Council's audit on our Department. And so today they will be providing updates on the Program Performance Management portion, as well as the Fair Analysis portion. I guess we're going to go through the update by Cristina and Mariel, and then following the presentation, there will be questions, and then I'll go into our Department of Transportation Fiscal Year '21 Budget overview. So I guess, Cristina and Mariel, you have the floor.

MS. BARONE: All right, great. Thank you, Marc. Let me go ahead and get my screen shared here. Hopefully, that looks okay to everyone. Right. Yeah, I appreciate the opportunity to be here today and talk with you about our project recommendations for the Getting on Board Maui Bus Rates and Fees Study. My name is Cristina Barone. I'm a Consultant Team Project Manager with Nelson\Nygaard. I've been leading this study over the past year, so...along with my colleague Mariel Kirchen, who's on the line today as well. And yeah, I'm based out of our company's Seattle office, do transit planning work kind of across the United States, as well as in the State of Hawai'i. And again, I'm excited to kind of talk you through some of our recommendations today. So our brief agenda, I want to give an overview of the project, kind of make sure we talk about some context and background for the work that we've done. We'll speak about the public outreach effort that we did as part of the study and some of our lessons learned from that, and then we're going to spend the bulk of our time today talking about the fare recommendations that have come from the study. And again, we'll have some time for comments and questions at the conclusion as well. So our study has been primarily composed of two different phases. So there's the fare analysis piece where we're looking, you know, holistically at fare policy, at the fare structure, and across different service types offered by Maui Bus to make sure that we're kind of making some recommendations that align with goals and priorities on the island. The other piece of the study is program performance management, and this really is about giving Maui Bus some strategies to effectively measure the service and determine if it's performing well or kind of not performing well, as well as developing some strategies to address service when it is underperforming. A piece of this as well is a public outreach policy. That's sort of formalized in keeping with Federal requirements, and so we've been, you know, thinking about some strategies for that as well. So the bulk of our time today is going to be on the fare recommendations. But I just wanted to provide a brief overview of our performance management piece. So this really is giving Maui Bus a set of goals, objectives, measures, and targets to measure the service. So kind of what you see on the side of the screen here are six different goals that we've set forth as part of the program performance management, and then these are objectives that align with those goals. So we've been doing a lot of work also developing measures and targets to kind of understand how the service should be performing, and then where maybe it's not performing how we would expect it to be. One of our primary goals here as well has been to develop some actionable strategies for improving performance when it's not performing how it should be. So for example, some of things that we're suggesting here are for the agency to identify, investigate, and then remedy some issues may be related to customer complaints, vehicle incidents, on-time performance, mechanical system

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

failures, productivity, kind of those sorts of things. And then some strategies that we're suggesting could include operator training or retraining, adjustments to scheduling and routing of the transit service, perhaps for productivity or on-time performance aren't where we would hope that they would be, looking at revised vehicle replacement plans or increase preventive maintenance kind of things like that where there's maintenance issues. So those are the types of things that I'm...that we're talking about when we mean actionable strategies. And we're also proposing kind of how frequently to measure some of these things. So some things make sense to do quarterly, more frequently, you know, potentially could change in that amount of time, whereas some things are going to be pretty static over the course of a year and it makes sense to look at those on more of an annual basis. So that's part of our recommendations as well. But again, the most of what we're going to be talking about today is related to the fare analysis. So a little bit of background about Maui Bus Service. There are three kind of primary types of service offered on the island. The first is the fixed route bus. That's I think what most people think of when they think of the bus. It runs all day long. There are 14 different routes offered on the island, and that service is operated by Roberts Hawai'i. Then there's the commuter service that are kind of the big Roberts tour buses. Those routes are really designed to get people to and from work, and there are four, kind of, peak only routes that are offered for this service. The third service type is ADA paratransit. So this is offered in keeping with the Americans with Disabilities Act, and it's complementary service to fixed route for those who are unable to use fixed route service, and this is operated by Maui Economic Opportunity, or MEO. Also wanted to give a little bit of an overview, and this is for the--kind of the general public as well--about how this process works in terms of updating the bus rates and fees, and kind of fare policy in general. So the Department of Transportation recommends rates and fees changes, so that's kind of this presentation that we're hearing today. Mayor may include those changes in the proposed annual Budget, and then Council may adopt those recommendations or make changes kind of in the final piece here. But ultimately, the County Council does set the rates and fees. So a bit of background about where we are kind of...I guess where the fare structure is. So the fares are \$2 across those three service types that I just mentioned. There was a large fare increase back in 2012, where the fares doubled from \$1 to \$2. So that was a pretty significant change at the time. There was an impact to ridership as well that resulted from that. So about a 10 percent drop in ridership over the couple years following that change. That's something we've tried to keep in mind. A big ridership drop is definitely not something that we're seeking as part of this effort. And then in the meantime, there have been some incremental changes to discounts offered, kind of the prices that they are, who qualifies, and what types of service they apply to. So those are some inconsistencies that we've identified and have tried to remedy kind of as a result of this process as well. I want to spend a little time talking about our outreach process and some of the things that we learned here. So as I mentioned, we started this project back in January of 2020, so we're a little over a year in, and we conducted three different rounds of kind of outreach as part of the effort. So first, we reached out to policy makers, so Councilmembers had some great one on one conversations with everybody just to kind of understand what priorities for bus rates and fees and measuring the system are for the island and things that we really should be thinking about. So some of the themes that came out of those conversations were considering cost effectiveness of the service, increasing ridership,

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

equity as being a really important piece, and also tourism. So, you know, are there ways that we can perhaps have tourists be able to ride the bus a little bit easier. We did our formal public outreach process in fall of 2020, I'm going to talk a little bit more about that in just a second, and then reached out again to policy makers and Department staff early in 2021, just to kind of talk through our initial recommendations and make sure that, you know, everybody's kind of onboard with those. So in terms of our outreach in 2020, it was about a month-long process, really was designed to engage the community in development of our recommendations and kind of again, make sure that we're reflecting local values in what we end up developing. So we did a pretty robust public notification process. We had posters on the transit vehicles, had those at transit centers as well, we had announcements...kind of audio announcements on the vehicles, we put together a press release, as well as running radio advertisements, did social media posts on Instagram and Facebook, kind of a few different rounds of those, and then had brochures available on transit vehicles and at transit centers. And we also partnered with some of the work that's happening on the Maui TOD project, the Ka'ahumanu Avenue Corridor project, to kind of hand out some project materials in conjunction with that. So we tried to kind of partner and use resources wisely to the extent that we could with getting the word out. So in terms of opportunities for feedback, we had an online survey available, as well as paper surveys that were printed out and available onboard transit vehicles. So people didn't necessarily have to, you know, fill it out online, they had another option. We did do a virtual open house on Facebook Live. I estimate that we had about 20...or I'm sorry, about 80 attendees attending that event, and it was also available in recorded form for people who could not attend live. And then we have a project website as well with project materials and kind of other information, and at the time it also directed folks to be able to take the online survey. So we estimate that we...we had about 300 survey responses, and we estimate that that was about eight percent of unique daily riders. And we kind of did a little analysis on that, and we feel...we feel confident, kind of the margin of error there that the survey accurately reflects the opinions of Maui Bus riders. So overall, you know, a pretty decent response rate. So I just wanted to provide a little snapshot of some of the comments that we received. I think overall, you know, a lot of thoughts about keeping things simple, making things less confusing, keeping the fares affordable as well, looking at encouraging ridership, making things consistent and easy, thinking about how we can get more tourists onboard the vehicles, and also offering more ways to pay, so giving people an option to pay with their smart phones, for example. So those are kind of some of the...some of the main things that we heard throughout our outreach process, and those have carried through our recommendations as well. All right. So I'm going to move into our recommendations, and first wanted to give a little bit of background just to all the inputs that went into this. So we spent some time looking at past Department recommendations. So that includes the short-range transit plan conducted in 2016, as well as the Department audit that was conducted in 2018. Wanted to make sure that we were building on those recommendations, not, you know, recreating the wheel where we didn't need to. We did a pretty robust existing conditions process where we looked at, you know, agency trends, you know, looked at fare box recovery, ridership, and kind of just understanding how different fare products are being used. We did also a pretty in-depth fare scenario analysis. So we developed a fare model. That let us test some different ideas. We had six different fare scenarios where we looked at potential

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

ridership and revenue changes, and that information also has been kind of an input into our final recommendations. Wanted to make sure that we're incorporating best practices from across the industry, as well as kind of what's being done in some similar peer agencies, so we'll talk about that in just a second, as well as incorporating Council feedback, Staff feedback, and of course, public feedback as well that we gathered from the online survey, and the paper survey, and the virtual open house. In terms of our peers, we selected six that we looked at. We tried to...we tried to select these for a few different reasons, so agencies in Hawai'i that are of similar size. So we wanted to make sure that we're, you know, pulling from very similar peers. Also wanted to include some agencies that operate in locations with a lot of tourism, seeing if there was anything interesting to learn there, and also making sure Maui Bus is doing some things in keeping with those practices, and also wanted to look at agencies with similar operating characteristics. So in this case, you know, some routes that are very long and rural in nature, mixed with some services that operate in more, you know, kind of small urban areas. So you know, a mix here of Hawai'i agencies, then we have, you know, Cape Cod, Key West, and then Link Transit and Whatcom Transportation Authority, both in Washington State. So this is something that is really important in thinking about fare policies. So ridership and revenue kind of exists on a continuum. Raising fares tends to raise revenues, but also detract riders. On the flip side of that, lowering fares can, you know, reduce your revenues, but also attract new riders to the system. So really, you know, a successful fare policy hinges on balancing those two things and kind of finding the right, I guess, sweet spot with ridership and revenue. So this is something else that we've tried to consider as we're making recommendations. So there's a series of policies, and I'd say these are kind of our goals for the fare recommendations as well, that came out of our existing conditions and best practices work, as well as, you know, discussions with Council and feedback from the public. Encouraging simplicity, I think, is super important, and we heard that over and over again in the comments we received from the public. So that's both thinking about customer facing, as well as for, you know, bus drivers. And then on the Administrative side, for Department of Transportation Staff, making sure that whatever we recommend is feasible, you know, administratively. So keeping things simple, I guess, overall is the goal there. Aligning with peers, aligning with past recommendations also have been super important as part of this process, as well as thinking about equity and affordability. We know that a lot of times, you know, the people who need transit service the most often may have, you know, the least ability to pay, so making sure we're keeping that at the forefront of our minds. And then like I just mentioned, making sure that we're finding that right balance of revenue and ridership as we're finalizing our recommendations. So here's the existing fare structure. There's a few things that I want to point out on here. So it's \$2 across the three different service types. And then on fixed route service, there's a \$1 single ride fare that's available. That is available for seniors, paratransit eligible passengers, and people with disabilities, as well as Medicare cardholders. It is not available for students, I will note, and then also, children under the age of two ride for free on the system. But basically, anyone age two or older who doesn't fit into another of the discount categories does pay that full \$2 single ride fare on fixed route. So that was kind of something of note, you know, there's some inconsistencies there. A day pass is available on fixed route service as well, and on paratransit, and the fixed route monthly pass, you can see kind of the different pricing here. So it's \$45 for the general public. That pass is also valid on

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

commuter service. And then we have, you know, differing pricing in differing eligibility for the reduced monthly passes. So students and people with disabilities pay \$30 for that pass. Students...it's only available for those age 24 and under, and then seniors, age 55-plus pay \$25 for that monthly pass. On the paratransit side, there is no general monthly pass, and then students and seniors are offered reduced monthly pass. And again, those prices are a little bit different. So I just wanted to point out kind of some of the inconsistencies that we see in the structure. And then, that gives you a little background into some of our proposed fare recommendations. So we're going to talk about each of these on the short-term and mid-term side in more detail, but just to give kind of a brief overview before we get to that. We've divided these into three phases. We feel like the short-term ones are the most, I guess, simple to implement quickly. Mid-term might take a little bit more work on the agency side, you know, developing some, I guess, policies and protocols, and getting some agreements into place. So we expect those to take a little bit longer. But on the short-term side, offering consistent discount categories...so again, aligning those discounts that we just talked about, and also across different service types, offering free fares for children and adding a youth discount, this is a newer recommendation that came out of some more recent conversations, so I'll talk a little bit more about that. Removing the paratransit unlimited passes and adding an eleven ride pass kind of in its place, offering more ways to purchase fare products--so like mobile ticketing, for example--and also, on the policy side, establishing some more formal guidelines for fare adjustments, just getting the agency some strategies for when to at least be considering some future fare adjustments. Mid-term, there's two things here that we're proposing to implement at the same time, and that would be raising the senior age limit along with implementing a low-income fare program at 100 percent of the Federal poverty level, and also, in the mid-term, developing a more formal university pass program. And that's...those are commonly in place in a lot of other agencies across the U.S., as well as on O'ahu. Longer term, we're proposing to develop a more formal employer pass program. There's currently some pretty good partnerships with local hotels. But we see the potential to expand that to include some other large employers as well. And then also adding discounted fares on commuter service, we see as a potential future opportunity. So in terms of the fare structure, here's what that looks like. You can see it's quite a bit more simplified than the existing fare structure that I showed a couple slides ago. So the discounts would be valid on fixed route service for all of the different categories. So that would include seniors, paratransit, eligible people with disabilities, Medicare cardholders, youth age 7 to 18, people in low-income households earning less than the Hawai'i Federal poverty limit. And so those folks could use both the single ride reduced fare and the reduced monthly pass. So much more simple, easy to understand for those who, you know, are eligible for those categories. We're also proposing to have children age zero to six ride for free. We see a lot of benefit just for, you know, younger families having the ability to bring children on the bus and not have to pay that full, you know, \$2 fare necessarily for all of them. On the paratransit side, the recommendation here is to eliminate the general day pass, as well as eliminating the reduced monthly pass, but instead implementing an eleven ride pass. I'll talk a little bit more again about that in just a moment. So I wanted to provide a little bit of the rationale for each of these recommendations, and also to speak in a little more detail about kind of what they include. So offering consistent discount categories, you know, that fits with our goals of simplicity, our goals of aligning with past

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

recommendations, and also alignment with peers. I think there...I think this is a pretty quick win in terms of just making things, you know, easier to understand and more simple across the board. So this would create a discount eligibility that's consolidated and available for single ride and monthly passes, and all the monthly passes would be one price. And again, that would apply to seniors, riders with disability, Medicare cardholders, youth, and low-income riders. The new university student pass program would actually be kind of a new thing, and it would be modeled after some examples that are present elsewhere in the transit industry and currently The Bus with their partnership with U.H. Manoa. So we think that that's a good model that has actually potential to increase ridership quite a bit. That's been, you know, kind of shown throughout other agencies that have implemented a policy like that. With the child and youth discount fares, our suggestion is to align with what the Kaua'i bus is doing. So they have free fares for children age 0 to 6, and then discounted fares for those aged 7 to 18. So kind of a lot of words with the peer agencies at the bottom here. But I wanted to just provide a sample to let you guys know essentially that, you know, it's pretty common for agencies to offer free fares for younger children, pretty common to offer discounted fares to youth, you know, up to age 18, and then three of the peer agencies do have a more formal university pass partnership. So I think that's something that has a lot of potential here as well. All right. So then we're proposing again to implement an increase to the senior age limit, while at the same time implementing a low-income fare. And kind of our goal here is to make sure that people who really are unable to afford a fare increase still would have a way to have access to discounted fares if they're in that age category that gets shifted a little bit for seniors. So we're proposing this because, you know, we feel like it meets equity and affordability goals, offering discounted fares to those who need it most, having a low-income fare will expand the options for reduced fares to more of the general riders, benefits those who may have been hit hard by the COVID economy, and also focuses on local riders, kind of making sure again that we're taking care of those folks who really need it most and need those reduced fares. Aligning with peers is important as part of this. Maui Bus does have the lowest senior age threshold of all the peer agencies, and it's quite young compared to most of the transit industry as well. And with low-income fare programs there are, you know, quite a few agencies now implementing programs like this with a great deal of success. So I think it's something that could bring a lot of benefit to the island. So in terms of our more specific recommendation, we're proposing to raise the senior age limit from 55 to 65. That again aligns with Kaua'i Bus, which is our suggestion here, to go to 65. But you can see it's a little bit of a grab bag among the peer agencies, kind of split there between 60 and 65. And then implementing the low-income fare, that would apply to households earning less than the Hawai'i Federal poverty level, and potentially could be introduced as part of a partnership with MEO, who already is doing some income verification for some other programs. So we see some potential there. And then we're recommending to adjust the paratransit passes. So there's a few reasons for this, cost effectiveness being one of them. Paratransit trips are quite expensive to provide, nearly five and a half times more expensive than fixed route and commuter services. In addition, offering unlimited passes, so the day pass and discounted monthly passes that exist now, they're not really industry standard, and also do help to kind of incentivize more trips that are very expensive for the agency. This recommendation also was made as part of the short-range transit plan and in the audit, and Maui Bus already have kind

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

of moved to eliminating some aspects of the unlimited passes with the general monthly pass eliminated back in 2019. The Kaua'i bus also recently just implemented a very similar change as part of the...their fare structure. So they eliminated their paratransit monthly pass back in January of 2020. They replaced it with a \$20 ten-ride pass. I just wanted to show some example fare media here. So they're using kind of a tear off ticket book for their paratransit service, and then also on their fixed route, they're offering some scratch off tickets for monthly passes and day passes. So I wanted to provide just a little bit of an example of what that could look like. So again, the recommendation here is to remove the current paratransit day pass, as well as eliminating the senior and student monthly pass options. Adding that discounted 11-ride ticket, so it could be a scratch off ticket, it could be a ticket book. We can kind of, you know, work with the Department to figure out what the best strategy is there. We propose no expiration date on those and, you know, we feel that the 11-ride pass still does provide a discount. Essentially, riders get one free trip. So in terms of pricing, here's what that looks like. The per ride cost would go up an average of about 25 percent for paratransit riders. But those paying the general fare now would see no change, and then those using a pass would have a slight increase in their fare with that 11-ride ticket. So all in all, our proposed fare structure, the ridership and revenue impacts are pretty neutral, so less than two percent change to ridership and revenue. So to give a sense of scale here, you can see, you know, ridership change, we're estimating about 12,000, change in fare box revenue, about \$40,000. Annual ridership in 2019 was about two million, and then estimated annual fare revenue in that same year was about 2.4 million. So pretty minor changes in the grand scheme here. So these numbers do include streamlining the discount categories, offering free fares for children and the youth discount, raising the senior age limit to 65, offering the low-income program, and making those changes to paratransit passes. I do want to note that these numbers do not include any changes resulting from the proposed university pass program. So there's potential to, I think, see some additional ridership increases. But overall, you know, this achieves goals of simplifying, aligning with best practices, keeping the transit system affordable, and overall, I think does this well balancing ridership and revenue impacts. So a few more things I wanted to touch on the fare policy side. Offering more ways to pay, I think, is also a really quick win for the agency. This should help increase ridership by giving people more ways to pay, and I think potentially tourists also would be, you know, pretty likely to utilize a...you know, paying their fare with their smart phone, aligns with what some peer agencies are doing. Both WTA and Link Transit in Washington State offer mobile ticketing, and having ways for people to purchase passes in other retailers in person on the island. So it could be grocery stores or kind of other stores where people are going anyway, having that expanded network, I think, just gives people more access to passes to be able to use on the bus. The final thing that we're recommending in the short-term are some guidelines for fare adjustments. And this really is on the administrative side, just helping the agency kind of determine and understand when it makes sense to look at changing fares. This aligns with recommendations from the audit as well. So some of the things we're proposing to look at are, you know, on an annual basis, reviewing average fare subsidy per passenger and fare box recovery. If all those things are kind of trending in a direction that's more expensive, maybe it's time to look at a fare increase or fare adjustment in some way. At the same time, looking at the use of passes, you know, if something is not really being

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

used very well, it might be time to think about either, you know, modifying that or potentially eliminating it in some way. And ultimately, we want to make sure that the fare structure continues to align with County and Agency goals. So obviously, some of the...kind of the purpose of this process. So again, here are our proposed recommendations over the short, mid, and long-term. And now I'd like to, I guess, open it up for comments and questions that you have.

CHAIR SUGIMURA: So are you done --

MS. BARONE: Yes.

CHAIR SUGIMURA: -- Cristina? Okay. Good job. So I believe...did you meet with all the Councilmembers before, just to give them an overview of this rates and fees study?

MS. BARONE: We did, yes.

CHAIR SUGIMURA: Okay. Good.

MS. BARONE: Yep, had recent conversations in...mostly January, I believe.

CHAIR SUGIMURA: Okay. Very good. So Members, anyone have any questions? Ms. Lee? The...

MS. BARONE: I believe you're muted.

CHAIR SUGIMURA: We can't hear you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair, should we stop screen share?

COUNCILMEMBER LEE: Thank you...thank you, Cristina, for the --

MS. BARONE: Oh, I can stop screen sharing, yeah.

COUNCILMEMBER LEE: -- presentation. But is this the one that we received in January?

MS. BARONE: It's a little bit different than that version. I wanted to make sure that we were giving all the kind of necessary, you know, context and background and knowing that we hadn't presented the recommendations in a public way up to this point. So it's slightly different.

COUNCILMEMBER LEE: Okay. I still have, I think, the same questions as I had when you gave...when we had the presentations individually. What's the difference between this upcoming Budget and the current Budget for the Department?

MS. BARONE: So yeah, our short and mid-term recommendations, we're proposing...or we have estimated about a \$40,000 loss in fare revenue. I guess I would have to parse that out to make sure that includes just the short-term. Our short-term estimates, I know

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

we're...it was almost no change at all. But we can . . . *(inaudible)*. . . those numbers.

COUNCILMEMBER LEE: Okay. So is...are you saying that the Budget is going to be flat for the upcoming Budget?

MS. BARONE: I guess I'll let Marc maybe address that. In terms of the bus rates though, it'll be a pretty minor change.

COUNCILMEMBER LEE: Well, Marc, could you answer that --

MR. TAKAMORI: Chair?

COUNCILMEMBER LEE: -- please?

MR. TAKAMORI: Yes. Thank you for your question. What's going to happen from this presentation is that we're going to provide an updated rates and fees proposal to our Budget Office and to Mayor for potential inclusion in the upcoming Budget. Can...you might have heard in other Committee presentations that came up for Budget discussion, but we don't quite know what will be in our upcoming Budget yet. It's not finalized from the Budget Office. So we'll make the recommendation as kind of what has been presented to our Budget Office for inclusion. But I can't say what will make it through into the final printed Budget. Does that kind of answer your question?

COUNCILMEMBER LEE: Well, not exactly, but I just wanted to know if you were going to propose a flat Budget or an increased Budget. But if you don't know at this time, it's okay.

MR. TAKAMORI: Oh. Oh, I thought...okay, sorry. Yeah, my...when you asked that question, I was looking at it from a rates and fees standpoint. I wasn't...I didn't take it as a question regarding our Operation Budget. So Mayor has been quite clear for us to submit flat budgets.

COUNCILMEMBER LEE: Maybe you were concentrating on rates and fees, but we...the agenda says operational and budgetary review. So that's why I asked those questions. One last question. Did you see any savings from this year because of the low ridership, and therefore less buses going out on the routes?

MR. TAKAMORI: Yes --

COUNCILMEMBER LEE: And what where they?

MR. TAKAMORI: Yeah, thank you for that question. So in my next presentation following this presentation, I'll be going over the overview of our Department's Budget for our current fiscal year. And to answer your question specifically, there will be some carryover savings from our contracts because we do have reduced services in some of our services. So those funds...as it gets closer...so right now we only really have half year numbers, we haven't finished the third quarter yet. So as we get past the ending of third quarter,

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

we'll have a better idea of what the carryover savings will be for our various grants and contracts.

COUNCILMEMBER LEE: Okay. Thank you.

CHAIR SUGIMURA: Chair Lee, this is pertinent, I guess. Do you want Marc to do his operational budgetary review? Because it is part of the overall presentation. But I thought I would take rates and fees first because all of you heard the January TIG went and visited everybody. So I wanted them to just go over that, and then I was going to have Marc talk next. So Members, would you--

COUNCILMEMBER LEE: No, no, no. No, no. I think some Members may have questions now.

CHAIR SUGIMURA: Okay. Anybody have questions regarding the rates and fees study? Kelly King.

COUNCILMEMBER KING: Thank you, Chair. Yeah, I just wanted to follow up on a couple things from your presentation. And I think we talked about them when we met...when you met with me. But one was the university student pass that there's no age on that because we have university students of all ages. So can you speak to that?

MS. BARONE: Yeah. So currently, there is an age restriction on the student pass, so it's age 24 and younger. What we're proposing, correct, would eliminate the age restriction.

COUNCILMEMBER KING: Okay. And then you wouldn't be...you wouldn't be able to get a university pass and then get extra discounts on top of that, right. So it's sort of like one or the other.

MS. BARONE: Yeah.

COUNCILMEMBER KING: Okay. And then on the low-income fare and the new senior age proposal, I understand we're trying to align ourselves with other organizations. But, you know, one of my concerns is that I thought that we were trying to, as a County, describe the age of a kūpuna at 60. You know, we were raising it up, but maybe not raising it to 65. So I know we've had conversations about other issues where we were trying to align everything at 60. So that might be something to look at too, you know, we don't necessarily have to follow Kaua'i if Maui is saying that, you know, the kūpuna age is 60. And then the other...so that was just a comment for thought. And the other thing is a kind of similar issue, with the low-income fare, that we're looking at Federal poverty levels. But the levels on Maui or, you know, Hawai'i in general, but specifically Maui, may be different because our cost of living is so high. So, you know, we might not want to just blanketly [sic] follow the Federal poverty level, we might want to look at what that discount should be for our high cost of living. So those are my...you know, my thoughts on the ridership fare going forward. And, you know, I really want to thank you for all the work you've done on this because it's a long time coming, and I like that it's simplifying. I'm hoping that even though it's looking at a negative revenue, a small negative revenue and small loss of ridership that by, you know, maybe implementing a

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

robust marketing plan that we could get that ridership up, and then we would also increase the revenue. So hopefully that's the long-term goal as well. We really want ridership for many reasons, not just the revenue reasons but also, you know, the carbon emissions and just getting cars off the road, the traffic issues, I think, are big issues. So those are my comments and, you know, I just think we should revisit that poverty level issue. Thank you, Chair.

MS. BARONE: Great, yeah. Thank you, I appreciate that comment.

CHAIR SUGIMURA: Good. Tasha Kama.

VICE-CHAIR KAMA: Thank you, Chair. So I just want to make sure that when I'm looking at this...at the rate structure, that when we see the \$2 and the \$4 that it's one way and not round trip? So if...I mean, I'm not sure how many people only go one way. I mean, if you leave home, thoughts are that you're going to come back. So if you're going to pay \$2 one way, that's \$4, right, round trip. So I'm hoping that maybe we can come to a round trip fare of some sort that's more equitable. \$2 is \$2, and I will tell you there are times when I didn't even have \$2 to get on a bus. So if we could come up with something that's a round trip fare. I mean, if you want to go one way that's one thing because maybe you're just going to grandma's house for the summer. But if you're going to go back and forth to grandma's every day to clean her yard or to help her do something, then it starts to add up over time. So just consider that. Thank you.

MS. BARONE: Thank you. Yeah, I appreciate that comment as well. And actually, the general...the day pass on fixed route service is \$4. So people who do need to go round trip or travel more than that actually do have that option, I suppose, as well, but...

CHAIR SUGIMURA: Okay. Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Aloha, Ms. Barone. Mahalo for your hard work on this and, you know, mahalo for incorporating the incentive of the \$50 Visa card as a drawing to win to...I know right now it's really hard to get participation online and in some ways, you know, impossible if you're...if you don't have access to the internet. So with the 300 surveys that you collected, and it's about 8 percent of unique riders, does that support the validity of this study?

MS. BARONE: Yeah, I believe that it does. So we calculated our...you know, our confidence interval and margin of error. So we're 95 percent confident, with a 5 to 6 percent margin of error, that the survey results accurately reflect the kind of opinions of Maui Bus riders. So we feel...yeah, pretty...yeah, we feel pretty good, I think, in the level of response that we got, that it reflects what people are looking for.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo for tracking down that information. That was something that I asked in our meeting, and so I appreciate you getting that answer. So for us, I think with like when we're determining policy for our bus we're, you know, trying to service our riders to ensure there's transportation for supporting, you know, family connection like Pro-Tem Kama was talking about, economy, and then we're also

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

trying to reduce the traffic on the roads like Member King said with reducing our carbon footprint to do our part in, you know, mitigating climate change as well as quality of life for our residents, getting the congested roads a little clearer. So it's not only about generating revenue, but also about increasing ridership. So I don't know if it was like super clear, like the projected revenue before and after the recommendations, and then the projected ridership before and projected recommendations.

MS. BARONE: Yeah, so what we are estimating out of the fare model is kind of a slight drop in both ridership and revenue. But I'll note the fare model doesn't incorporate kind of human behavior changes. So like making things simpler, adding a university pass partnership, those sorts of things don't really get captured in those estimates. So I think likely the ridership is kind of understated. I think the...I think there is potential for ridership increase. But overall I think, you know, we're implementing things to make the fare structure more affordable, simplify it, and overall, it just kind of stayed pretty neutral. So I think there's a lot of benefits without a lot of, you know, hit to revenue. That's sort of where we ended up.

COUNCILMEMBER RAWLINS-FERNANDEZ: I don't mind much the hit to revenue as long as there's an increase in ridership so that we're achieving our other policy goals. And so do you have recommendations on how to increase ridership with these study recommendations? Like, did you couple that...you know, so I think a lot of the recommendations to increase ridership are great. I like the recommendations that your study has proposed. But I, you know, like I guess with Member...what Member King said is, you know, investing in a marketing campaign to educate our residents on the new fare structure and, you know, who would now qualify for reduced fare, so perhaps that in learning about this they would, you know, decide to take the bus more often.

MS. BARONE: Yeah, I think that's a great suggestion and certainly could be, you know, added as part of our recommendations to let people know that these changes are in place and to yeah, further encourage ridership. Yeah, that's appreciated, and I think it definitely be incorporated here.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. And then for the U-Pass, I think, I think that's, you know, like a great recommendation again. Would it be...is your recommendation to follow U.H. Manoa's or Kaua'i Community College and...or is it the same? Do they follow the same? Because I think the graduate students are...I was at law school when they first incorporated the U-Pass and every...it was one of the fees that you would have to pay as part of tuition. And it...everyone had to pay, but only certain people got the passes. And law school students paid the fee, but didn't actually qualify to get the passes. So do you know what the model is for that...for the U-Pass?

MS. BARONE: Yeah. So for the U-Pass, I guess there's two different types of users. There's like a...there's a mandatory pass, so it kind of sounds like what you're talking about where there is a \$50 per semester student fee that's part of just the transportation fees paid. That's usually the model that I recommend. You don't want to...ideally, to get the best ridership benefit, you don't want people to have to opt in themselves. You want them to kind of already have the benefit. So that is what I would suggest here. And

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

yeah, you're right, there is also an opt-in pass that does apply to medical, law, and outreach college students. I'm not sure exactly why that's the case, and I would suggest allowing those folks to also have access to the unlimited pass. But it looks like the opt-in pass is \$225 per semester, so quite a bit more expensive. I think, you know, thinking about the pricing of that is something we'll need to do a little more work on. But kind of having people pay as part of their student fees and get access to an unlimited pass is what I would suggest here.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. And then last question...sorry, *(audio interference)* is...what is the ridership from 55 to 65, and what is the projected impact on that age group?

MS. BARONE: That is a great question, and I may need to follow up with you about that. I don't have those numbers available just off the top of my head. But that's a great question, and I think important as we think about the age change.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. Mahalo, Chair.

CHAIR SUGIMURA: Good. Next, Tamara Paltin, and Mike Molina.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Barone, and Mr. Takamori. I was wondering if you could explain to me a little bit more about the ADA 11-day pass as opposed to the monthly pass and the impacts on that one.

MS. BARONE: Yeah. So again, so that recommendation on paratransit, yeah, would eliminate the day pass and also the two options for student and elderly monthly passes. And so the 11-ride pass would basically be priced at \$20. Since the base fare is \$2, that means that, you know, they get a free trip essentially. But yeah, could you be, I guess, maybe more specific about what question you have with it?

COUNCILMEMBER PALTIN: Yeah, like I guess I'll call them all the specialty groups, the ones with the monthly, like I just was wondering why the ADA would go...did they have a monthly before?

MS. BARONE: I'd say it's most common in the transit industry to kind of do what we're proposing. So to have a multi-trip pass that's just basically, you know, the base fare times, you know, the number of trips you're taking. Having those unlimited monthly and day passes is not very common, and typically something that we recommend moving away from. Yeah, I don't know if that answered your question though.

COUNCILMEMBER PALTIN: Or I just was wondering the reason why it's not very common. Is it like...I mean, if the other categories have monthly passes, how come it's not common for the ADA paratransit to have monthly passes? Do they go out every day holoholo or something?

MS. BARONE: So I think the rationale for that is just that paratransit trips are significantly more expensive for the agency to provide. So in this case, you know, it's about five and

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

a half times more expensive. I think a lot of times it's kind of a cost consideration. You know, if you're giving people an unlimited pass, they're more likely to take more trips. So I think that that's part of the rationale here as well, and just kind of the way the transit industry has trended with that.

COUNCILMEMBER PALTIN: And so we're giving the other specialty classes unlimited pass because it's cheaper then?

MS. BARONE: I don't know that I could speak to why it is the way it is, I guess, at the moment with the paratransit passes. But anyone would be eligible to purchase the 11-ride pass. It would not be limited to students or seniors on paratransit. But then fixed route has a lot of options now for...for kind of all those discount groups to be able to use single-ride and monthly discount passes.

COUNCILMEMBER PALTIN: Oh, so the 11-ride pass, anybody could purchase that?

MS. BARONE: Anybody eligible for paratransit, yeah.

COUNCILMEMBER PALTIN: Oh, but you have to be --

MS. BARONE: That's only, yeah --

COUNCILMEMBER PALTIN: -- eligible for paratransit.

MS. BARONE: Correct, yeah, I guess maybe I should've explained that a little better. So yeah, paratransit is typically for Americans with Disabilities Act eligible customers. So you have to meet kind of some qualifications. Typically it means that you're unable to use the fixed-route bus or unable in certain situations to be able to use the fixed-route bus.

COUNCILMEMBER PALTIN: Okay. Thank you.

CHAIR SUGIMURA: Is that it? Mr. Molina.

COUNCILMEMBER PALTIN: Thank you.

COUNCILMEMBER MOLINA: Yeah. Thank you, Madam Chair, and good morning, Cristina, and thank you again for your presentation. And don't mind my birds back there. They always want to start chirping away when I'm on the mic here. You know, with regards to the pandemic and your survey, it was done approximately...when was it, pre-pandemic, or during the pandemic?

MS. BARONE: It was during pandemic, which was why we did have to shift to kind of mostly online engagement. It was roughly the month of October of 2020.

COUNCILMEMBER MOLINA: And has the pandemic affected ridership, especially for those using the bus for employment purposes?

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MS. BARONE: Ridership...I mean, at Maui Bus and also around the U.S. is significantly, yeah, lower than what we saw pre-pandemic.

COUNCILMEMBER MOLINA: Okay. And the age, you mentioned raising the senior age. What was that reason again? Is it more...I know it varies from place to place, yeah, you know, some stores they recognize you as a senior at 60, some at 50, some at 55? Any thoughts on that, or why you're recommending a change there?

MS. BARONE: Yeah. So, you know, Maui Bus's current age threshold for seniors at 55 years old is, you know, very young in the transit industry. I'm actually not sure I've ever encountered that 55 age. So really, it's just kind of to bring Maui Bus in keeping with the industry best practices in what some of the peers are doing. And yeah, we're suggesting 65. I think mostly, you know, we're modeling some of these changes after similar changes. The Kaua'i Bus just implemented, so 65 is...that was part of the rationale there, just to have some statewide kind of consistency. But, you know, as we discussed, 60's not uncommon and also, there may be some precedent here since, you know, Maui's kind of developing some definitions for kūpuna that are 60. So, you know, that's something for discussion, I think.

COUNCILMEMBER MOLINA: Yeah, it's funny. When I was younger, I used to think that was so old. But now that I'm in that category, it doesn't seem so old to me. I don't know why, but I'm fine with my...my last question regarding the paratransit passes, you know, changing it to an 11-ride pass. What was the rationale for that?

MS. BARONE: Yeah. So again, that would be to...I guess to not have those unlimited pass options on paratransit for the trips that are, you know, very expensive to provide, but still give people a little bit of a discount if they purchase the multi-trip pass. So you know, 11 rides at \$2 per trip would cost \$22. So we're giving that pass for \$20 is what we're suggesting. So still giving people an option to be able to purchase, you know, several trips at once, and give them a little bit of a discount with that as well.

COUNCILMEMBER MOLINA: Okay. Because I guess the current system, I guess is it...been, as you guys may see it maybe not abused, but more like taken advantage of, or more to create a level playing field between the cost to the County versus the riders who are using it.

MS. BARONE: That's a great way to put it. Yeah, exactly.

COUNCILMEMBER MOLINA: Oh, I see, I see. Okay. I guess that's about all I have for now. Thank you. Thank you, Madam Chair.

CHAIR SUGIMURA: Okay. Thank you, Mr. Molina. Ms. Kama, you have a question?

VICE-CHAIR KAMA: I just wanted to follow up on Mr. Molina's questions. So the 11...the 11-

CHAIR SUGIMURA: Pass.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

VICE-CHAIR KAMA: -- pass for \$20, so if I calculate in my head, 11 trips is five round trips and one one-way; is that correct? Am I assuming that's what that means?

MS. BARONE: Yes, correct.

VICE-CHAIR KAMA: So if somebody is an ADA, and they got to go someplace, how do we end up with 11...11 trips as opposed to an even 12 or an even 10? Can you explain that to me please?

MS. BARONE: Yeah. So part of the rationale there, we wanted to keep the price of that to kind of a round number. So \$20 is just really easy. You don't have to worry about, you know, extra dollar bills or whatnot. But we still wanted to give a little bit of a discount. So that's kind of where we...how we ended up with 11. Yeah, so that was kind of the thinking there, keeping it to that like easy \$20.

VICE-CHAIR KAMA: Well, I think it works out on paper and pencil, but if you're the person making the trip, it doesn't equate. You know what I'm saying? I mean, I've taken these ADA trips before and I've been short the dollar, so I've had to wait until I get to where I'm going to go look for change or try to find an ATM machine. So it may be okay the way we're doing it in figuring it out, but if you're the person that's got that...it's just, we have to make it easier for our people to be able to take a trip to the doctor because that's what ADA is. ADA is to the doctor's, to the groceries, it takes...picks you up at your home and it drops you off at the store, wherever, and then it picks you back up and takes you right back home again. So I just want to be sure that our people get to where they need to get round trip. So thank you.

MS. BARONE: Yeah, great comment. Thank you.

CHAIR SUGIMURA: Anybody else, Members? Gabe, you have a question?

COUNCILMEMBER JOHNSON: Sure, Chair Sugimura. Thank you. Greetings, Ms. Barone. Thank you for coming. Great presentation. You know, I appreciate you reminding us of what other communities are doing on the mainland, but it's hard for me to understand the comparison, you know. Maui is very...and Maui County is very different. And when some of these cities have these structures, they don't...they have maybe you take the bus to the train, or you take the bus to the ferry, or you take the bus to the subway. We don't have that kind of flow. It's just the bus. So that kind of concerns me when we talk about raising the rates. You know, I also do a lot of work with homelessness, and I have a question about the low-income fare schedule that you mentioned. And that is like, I...can you expand on that? I'm kind of curious of the details. Are they going to have to come with an ID because, you know, homeless people, that's the disconnect. You're not going to get them to fill out the form and to follow the proper protocol, and that's kind of where I'm concerned. How feasible is your low-income fare program if it's, you know, mirrored by bureaucracy stuff?

MS. BARONE: Yeah, that is a really good comment. And some of that things that other

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

agencies are seeing that have implemented something like this is that certainly not everyone who's eligible actually participates in the program. So that is a challenge, for sure. Some of the best success I think has been partnering with other agencies where, you know, these folks may be going anyway for some type of assistance and having, you know, kind of options to get enrolled, you know, there rather than having to make a separate trip somewhere to fill out, you know, another form. So to the extent that partnerships can be in place with other social service organizations who can help sign people up, that is definitely a benefit.

COUNCILMEMBER JOHNSON: Okay. Because, you know, I...the balance here is we have a very high unemployment rate right now. And when we talk about raising the rates for them to even get to a job they might not even have at that job, or they're underemployed, it's just...I'm looking at, what is it about, 80 bucks a month for...if you're going...if you're...if you're going for a 40-hour work week, and you're going in the morning, in the evening, that's ten trips a week and four weeks, right, so it's about 80 bucks. That's significant for the working poor. That's kind of my concern. But I appreciate your presentation, and I just wanted to mention that. So thank you.

MS. BARONE: Thank you.

CHAIR SUGIMURA: Thank you. Mr. Molina.

COUNCILMEMBER MOLINA: Thank you, Madam Chair. Just one quick question either for Ms. Barone or Director Takamori with regards to those who use the bus for airport purposes as far as social distancing protocols. You know, you have some people who will be visiting here from the mainland or returning residents who may use the bus coming back or coming into Maui. Any thoughts on that...what...how we're addressing that on our buses for social distancing? Any extra protocols because of the, you know, the concerned fear about people maybe bringing over COVID-19, whether they're a resident or a visitor?

CHAIR SUGIMURA: Is Mr. Takamori --

MR. TAKAMORI: Yeah, I can answer that. So basically on our...on our buses, we...we require the usage of face masks. So that's definitely one of the things that anybody that gets on our buses have to...have to comply by. What...what was very interesting when the whole pandemic started was that when...at the time where the State actually shut down travel, and there wasn't any safe travels program yet, what was surprising was that when people arrived on Maui that had to technically quarantine, they were still allowed to use public transit to get to the final destination to quarantine. It...it wasn't where they were forced to...to hire a shuttle company to take them, or a taxi company to take them directly to their hotel. When we asked the question, we were told that they could actually use public transit. And then that was kind of a little shocking for us, but for us, we definitely had to make certain that, you know, we upped cleaning in our buses. We made certain that drivers reminded riders to have the riders wear masks, as well as we also purchased masks for the drivers to pass out if riders didn't have masks available. So those are kind of...we just had to work on our side, what can we do to...to

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

potentially keep riders on our buses, and as well as the driver safe during that time.

COUNCILMEMBER MOLINA: Thank you, Mr. Director. And sorry, Madam Chair, if I went a little off topic, but I'm trying to factor that in with the bus assessment study as well, and if we had to maybe consider reducing the amount of seats on the bus because of social distancing protocols, and if that would have any impact on this study. So thank you, Madam Chair.

CHAIR SUGIMURA: Relevant question. Anybody have any other questions? Ms. King?

COUNCILMEMBER KING: Thank you, Chair. Just to follow up, I was going to wait until we got to operational, but since Mr. Molina brought up the social distancing, we did...we got a caller...a call from a rider who rides the Kihei to Central, and said that on the morning route, there's no social distancing. And so you know, maybe you could address that when you go over your operational review, or if you have any comments on that right now, Director Takamori? He doesn't know about the other routes, but said it's...it's...there doesn't seem to be the social distancing. And I don't know if that's enforcement, or if it's just not even expected on those morning rides.

CHAIR SUGIMURA: Busy...busy routes. Mr. Takamori, you want to comment on that?

MR. TAKAMORI: Yes. Thank you for that question. So what...what we're noticing now are there are certain routes that are becoming much heavier utilization than within the previous months, right. So now we're seeing more people visiting, more people going back to work and utilizing public transit. So we're also seeing our ridership increase, but we have actually received some calls to our Department about certain routes that are quite busy, and so I think...I think that is something that we need to have an internal discussion with the Managing Director's office, as well as with Mayor in terms of...of potentially adding, you know, a supplemental bus at that...at...during that time. Maybe a bus following another bus, so that if we can pinpoint what routes are seeing the higher ridership numbers for our social distancing purpose, implement a program like that. I think O'ahu...O'ahu has a frequency, so I think when the whole pandemic started, they reduced frequency, but now that it's starting to get more busier, they just upped...their frequency hours were at once an hour, right. So it's...it's quite limiting if the buses are full during those times. So I think it's something...it's...it's...it's a good comment, it's good feedback, and it's something that we will continue to discuss internally to see how we can best respond to that.

COUNCILMEMBER KING: Okay. Well, I hope you can use some of that CARES Act money, the 7 million, because this is the totally appropriate --

MR. TAKAMORI: Yes.

COUNCILMEMBER KING: -- place to use it, and it needs to happen, you know, soon. Because I'd hate to have to have people start getting sick because it took a month or so to get that into place. Appreciate whatever you can do for the riders.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MR. TAKAMORI: Yeah, thank you.

COUNCILMEMBER KING: Thank you. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Ms. Kama.

VICE-CHAIR KAMA: Right, Chair. I just was thinking about something. So if we're picking up people at the airport and they have luggage, do we charge for luggage? And if we don't, is there a place to put the luggage on a public bus?

MR. TAKAMORI: Chair?

CHAIR SUGIMURA: Mr. Takamori. Yes.

MR. TAKAMORI: Yeah. Thank you for that question. We do not charge for luggage. We have rules, where the luggage...whatever the...the visitor or even residents, if...if they have a luggage, as long as it can...it can fit on their lap when they're seated or under the seat, we allow it. If...if it's...if it's the extremely large suitcases, then they are...they are then denied from bringing on that luggage. So there are times where people bring a lot of luggage, and then they are denied, where they should then hire a shuttle company to take them to their destination. But most people that do call our office for information for service from the airport, we do let them know about the size restriction, as well as them being aware that they have to be able to fit their luggage on their seat...on their lap, you know, when they're seated, or under the seat. And in terms of storage on the buses, we don't really have a luggage rack, kind of like the rental car companies do, so that's kind of why we have the rule where it has to be small enough that it...they can, you know, fit it in their...in their area. So it's not intruding on somebody sitting next to them or in the aisle.

VICE-CHAIR KAMA: Okay. Thank you. Thank you, Chair.

CHAIR SUGIMURA: Yeah, those are good questions. I think we're used to seeing those big storage areas when those limousine buses come, right? Like in Las Vegas or something, but you're not that. So any other questions, Members? This is a very good discussion. So what I'm gathering from the Members is looking at the age increase from 55 to, is it 60 or 65? So Marc, maybe you can gather some data, or Cristina, you can on why, you know, why what age. And the other thing that Member Kama brought up that's...that is probably so relevant for the paratransit, if we go the 11 passes, then you have five round trips and you have one left over, and then the...the...the story about going and looking for cash, so you can pay for the other round trip back. Maybe you can think about that recommendation. And up for discussion, and the income level for the Federal level, maybe revisit that, and see is it relevant to Hawai'i also. I think the amount is \$25,260 for a family of three is...is the low-income fare program at 100 percent of Federal poverty level, and...and probably Housing and Human Concerns could probably give us some other depth on that, if it has to be a comparison with...with relatively...relativeness to Hawai'i. And that's a good question. Of course, Keani talks about the, you know, the family reducing the carbon footprint, quality of life for

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

residents, which is really what the buses should provide, and increasing of riderships and that...that impact. Interesting story about the University, where you were required to pay for a pass, whether you used it or not. Is that what happened, Keani?

COUNCILMEMBER RAWLINS-FERNANDEZ: We weren't allowed to have, so we had to pay for it, but we...we didn't get the passes.

CHAIR SUGIMURA: Okay. So you will look into that, right? I'm...I'm quite sure that the situation would not...that's kind of interesting.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair, we don't have a law or a medical program on Maui. Those are --

CHAIR SUGIMURA: Oh, you're saying just because of the kind of education you were getting, that you were...you were put in that category. Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: We weren't part of the student union.

CHAIR SUGIMURA: Oh. There's something else going on with that.

COUNCILMEMBER RAWLINS-FERNANDEZ: . . . *(inaudible)*. . . so that we...there's a little more to it, but --

CHAIR SUGIMURA: Yeah. How interesting.

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah.

CHAIR SUGIMURA: But for the university pass, the recommendation from the study is to have no age limit, and have a university pass. And I guess, what, you have to...you have to submit your university ID or something. So there's some kind of qualifying factor in order to receive that benefit, I suppose?

MS. BARONE: Yeah, correct. It's...it's pretty common for students to just show their ID when they board the transit vehicle.

CHAIR SUGIMURA: Okay.

MS. BARONE: And Chair, actually, can I clarify one item?

CHAIR SUGIMURA: Yes.

MS. BARONE: So yeah, the...the Hawai'i poverty level, that is actually...it's a Federal poverty level specific to Hawai'i, so it is already actually slightly higher --

CHAIR SUGIMURA: Ah, okay.

MS. BARONE: -- than in other states. So yeah, we...yeah. That...that...that is the correct

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

number.

CHAIR SUGIMURA: Okay.

MS. BARONE: Okay.

CHAIR SUGIMURA: A family of three, too. So.

MS. BARONE: I know. It's quite low, though. So.

CHAIR SUGIMURA: Yeah. Okay. And paratransit is a...is a big discussion, I think a lot of us had that question. And of course, homelessness and accessibility, I think that's a good point that Gabe brought up, where would these passes be, or how would, you know, people access it? So maybe in future discussions, we can, you know, bring that forward. When we go through Budget is when we'll probably finalize this discussion with our Rates and Fees section, so Mr. Takamori can let us know if, you know...or...or the...we'll send questions forward from the Committee, and then maybe you can get these answered for the Members, so that when it does come up in our Budget Chair's Committee, then when we take up Rate and Fees section, right, Keani? Then we can talk about this and kind of finalize it, because it will have impact, and it will...it will appear in the budget process. Great study. Did I miss anything from Members? Gabe. Yes, Mr. Johnson?

COUNCILMEMBER JOHNSON: Yeah, I'm sorry, just one last thing. I don't want to take up your time, Chair --

CHAIR SUGIMURA: Oh, no.

COUNCILMEMBER JOHNSON: -- but you know, I...I...I was looking at the O'ahu bus, and they have yearly passes, and it's very cheap. I think, what is it, \$35 for a year pass. It's...it's really...and that's for people with disabilities, and the senior fare is also \$35. That...that's...I'm...I'm kind of like really interested in how they're doing it so cheap. Maybe it's just capacity, because they have so many, I don't know, but --

MR. TAKAMORI: Yeah.

COUNCILMEMBER JOHNSON: -- fascinating.

CHAIR SUGIMURA: They have a lot of buses and, I don't know, Marc might know what the comparison is, but...and a lot of...a million people, right. So I think all of those things add to the formula. But Marc might know.

MR. TAKAMORI: Yeah --

CHAIR SUGIMURA: Okay. I'm glad that we...oh, yes, Marc?

MR. TAKAMORI: You can add that question, and then we can look into it further. I think we

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

have an idea of why. Based on our review of their structure, I think it's...I think those passes, those annual passes that you've brought up are primarily for persons with disabilities that use paratransit, but I think it's because their system is so overwhelmed, they have that on the fixed route side, so that it deters people from using paratransit and using fixed route. I think that could be what --

CHAIR SUGIMURA: . . .*(inaudible)*. . .

MR. TAKAMORI: -- what...you know, because they make it...so paratransit on O'ahu, you pay as you go. So if you get on the bus, you pay. Every time you board the bus for paratransit, you pay. So I think they created a...a yearly pass on the fixed route side, so that it's...it's much more reasonable to use fixed route than to use paratransit. I...and...and you can put that in writing and we can...we can look into it further, but I think our review of just para structure in general, I think that's what it is.

CHAIR SUGIMURA: Okay, Marc, so before we close this section...oh, sorry, Keani, if I could, one question. How do people pay you? Like, I remember when I was, you know, younger, riding the bus on O'ahu, we used to, like, put money in the...the till or...or access it --

MR. TAKAMORI: It's...it's the same way.

CHAIR SUGIMURA: -- with...really?

MR. TAKAMORI: Same way. Cash.

CHAIR SUGIMURA: Wow. So can we make it online? I mean, can we make it so they can pay --

MR. TAKAMORI: That's --

CHAIR SUGIMURA: -- with a smart phone? That's one of your recommendations, right?

MR. TAKAMORI: That's the recommendations, yes.

CHAIR SUGIMURA: Yeah. Really, cash? Or you can buy it...you can buy bus passes at Minit Stop, right? I think I saw that.

MR. TAKAMORI: That was...we were initially looking into doing something like that --

CHAIR SUGIMURA: Oh.

MR. TAKAMORI: -- and I think that's sort of probably another recommendation, is for us to have outreach to other locations for selling of the passes.

CHAIR SUGIMURA: Okay. Okay. Great. Any other questions, Members? I'm going to...oh, yes, Ms. Kama?

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

VICE-CHAIR KAMA: No, Keani...I think Keani was first.

CHAIR SUGIMURA: Oh, sorry. Keani, you have a question?

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah, mahalo, Chair. Mahalo, Director Takamori. So you know, when you're going to address Member Johnson's question about the annual pass on the fixed routes? Do our buses have the...like, do we have kneeling buses? Because we would need to have buses that would be able to accommodate wheelchairs and other ADA. I think that's why O'ahu can have that, because their buses --

VICE-CHAIR KAMA: They kneel.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- kneel.

VICE-CHAIR KAMA: Yeah.

COUNCILMEMBER RAWLINS-FERNANDEZ: And then they have ramps. So they, you know, but I don't...I don't know if our buses have that, and what the cost would...you know, associated with either retrofitting or buying new buses, so that we would be able to accommodate more ADA.

MR. TAKAMORI: Yeah. I can...I can answer that question for you. All of our...all of our buses are ADA compliant. So they either have wheelchair lifts, or they have wheelchair ramps, and the ones that have ramps are able to kneel.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Director. Mahalo, Chair.

CHAIR SUGIMURA: Good. Members, these are...this is great discussion. Oh, sorry, Tasha. Ms. Kama.

VICE-CHAIR KAMA: So that...last thing. You know, when I used to live on O'ahu, I used to live in...in Waialae, but I worked in Kalihi, so when I would come home from work, the bus, the last station was Kahala Mall, and anybody who lived beyond Kahala Mall had to pay an additional five cents for a zone ticket. Do you know what that was? Do you know what...you...do you know what that was...do you know why and...and...they would implement something like that? And is that an opportunity for us to do that here too?

MR. TAKAMORI: Yeah, Chair --

CHAIR SUGIMURA: Mr. Takamori, do you know?

MR. TAKAMORI: Yes. So I think...and that's perfect. So you brought up zone-based fares. I think that's kind of...one...was...I think when we were going out to the public, we asked the question about do we believe people that live further out should pay more? So like the extremely long, rural routes, you know. If...if you're traveling longer than a certain

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

mileage or a certain point, do they pay more? And I think it kind of came back as that would have been a little bit more complicated, as well as harder for people that do live further out to then utilize public transit. So I think O'ahu, they actually don't do that anymore. I think it's just a straight boarding, or you use a monthly pass for the fixed route side. So we...we did look at it. Cristina can jump in if I'm missing anything further from that discussion, but I don't think...even from the survey responses, I don't think it was something that came back as recommended from the riders.

MS. BARONE: Yeah, I think that that's exactly right. It just...in terms of it makes it more complicated. Yeah, we...the public feedback we got was that yeah, maybe it's not a great idea and just because people live, you know, further out doesn't mean they can afford to pay more for the service, like, those kinds of things. We did look...we did evaluate it, but yeah, opted to not move forward with that as a recommendation.

VICE-CHAIR KAMA: Thank you, Chair. Thank you, Marc. Thank you, Cristina.

CHAIR SUGIMURA: Interesting. \$5 fare. That...I mean, five cents fare, is that what you said? Five cents? That's kind of interesting.

VICE-CHAIR KAMA: It was a zone. It was a zone. After you passed a certain place and beyond, you had to pay an extra nickel. And the only...the only thing that was beyond that...that mall, was...was Niu Valley and Sandy Beach area. That's what it was. Sorry for the noise. The...the bus hub is under construction.

CHAIR SUGIMURA: Ah, very good, Marc. Your bus hub is under...today is his first day of construction. You are absolutely right. Yeah, it's your neighbor. And you hear the noise. Okay. Great, great discussion. So next, we have...thank you very much, Cristina, for this, and we'll send questions, and you can send us some answers that the Members have, but very good...I'm glad you're doing this. You heard that through the last budget cycle with Keani that this bus study was going to happen for the Rates and Fees, and so no changes were made during the last budget cycle to this, because we were waiting for this result from your study, as you did great community outreach in times of COVID. So thank you very much. Members, I'm going to take a short break, so I'm going to take a recess, and could you come back at 10:50? Ten, five, zero. At this time, I'm going to take a recess. . . .(gavel). . . Thank you.

RECESS: 10:34 a.m.

RECONVENE: 10:53 a.m.

CHAIR SUGIMURA: . . .(gavel). . . Members, welcome back to the Infrastructure Committee [sic]. It is now—what time is it?—11, oh, 10:53. Thank you for coming back. And I'm going to continue on with the presentation from Marc Takamori to talk about the operations and budgetary review for this fiscal year from Director Marc Takamori. Mr. Takamori? Do I see --

MR. TAKAMORI: Sorry.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CHAIR SUGIMURA: -- Marc?

MR. TAKAMORI: Yes.

CHAIR SUGIMURA: Oh, okay. Hi, Marc. Oh, there. Hi, Marc.

MR. TAKAMORI: Hi. So I guess...thank you, again, I guess as we continue to have the discussion on operations and budget for our current Fiscal Year '21. I'm Marc Takamori, I'm the Director of Transportation. And also on BlueJeans with me is my Deputy, Michael DuPont.

CHAIR SUGIMURA: Okay. Thank you, Michael.

MR. TAKAMORI: Okay, let me share my screen. Okay, can you see my PowerPoint?

CHAIR SUGIMURA: Yes.

MR. TAKAMORI: Okay, perfect. So let me move to the next slide. Okay. So this is our organizational chart for our Department. We oversee the Maui Bus fixed route, ADA Paratransit commuter programs, as well as Human Services transportation grant and our Air Ambulance grant. And we are administratively tied for funding purposes to the Maui MPO. So our Department's budget is broken down into three funding sources: the general fund, the highway fund, and with the grant revenue. With regards to our general fund, our administration program funds our salaries and office admin operations. There was a 43.9 percent decrease for this fiscal year over last fiscal year, due largely in part to the decrease in MEO's bus replacement grant amount. That usually falls under our...our general fund operations budget, but for the current fiscal year, that was zeroed out, and so that's why there was a 43.9 percent decrease. We have six employees in our Department, and there are currently no vacancies. Also funded by the general funds is our Human Services Transportation program, which is granted to MEO, and they provide services for Senior Services Transportation; Senior Nutrition, which is currently on hold at the moment due to COVID; Maui Adult Daycare; Youth Transportation; Rural...Rural Shopping Shuttles; and...as well as Dialysis. So those are just some of the programs that they provide currently. And based on the Fiscal Year '21 adopted, there was a two percent increase. However, with regards to COVID and suspension of programs and services, their...their grant amount was reviewed and...and they were reduced a little bit, and so there will be carryover savings at the ending of the fiscal year, once the fiscal year is closed out. And then also...that...also funded by grant...or sorry, not grants, sorry, general funds, is our Air Ambulance program through the State Department of Health for 672,215, and there was no change over last to this fiscal year. Now, funded by the Highway Fund under our Administrative Program are our bus and bus-related matching fund, so what...so for Fiscal Year '21 adopted, there was \$790,000. In there also includes our Maui MPO dues that we pay on an annual basis, so that the Maui MPO can then take the County and the State dues to match Federal funds. So there was a slight decrease in the current fiscal year for...of 12,500. That's why you saw a 1.6 percent decrease. But primarily

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

sitting in this fund is our funds that we use to match Federal funds, so it's our County matching funds. The large share of the Highway Fund is our programs for the Maui Bus fixed route, ADA Paratransit and commuter program. Based on what was adopted in Fiscal Year '21, there was a 0.7 percent increase, and that was because there was a...a new allocation of \$100,000 set aside for transit hub operations and maintenance. Sort of like the starter fund, based on when you would go live. And we know that based on the transit hub, we are slated to go live at the new hub most likely towards the ending of this calendar year or beginning of the calendar year. So that's kind of where we had the allocation to kind of get us started. I just wanted to kind of point out on the slide the various contract amounts for the fixed route paratransit and commuter service, and potentially as...as discussed earlier in the last presentation with Chair Lee's question, we do have services that are still suspended on...under fixed route and under commuter, so we know that there's going to be some carryover savings. Paratransit ridership as well has...due to COVID has decreased in terms of revenue service hours, and so we will also be seeing some type of carryover savings there. We only have information up to the ending of second quarter, so I think when third quarter ends, we'll have a better understanding of what...what that would look like moving forward. So in terms of COVID, that, you know, everybody was already immune to COVID and COVID affected everyone, so I just wanted to kind of go over some things that we, as a Department, needed to kind of do due to COVID-19. And so on all of our buses, Maui buses, including Human Services Transportation, there are enhanced cleaning that's occurring multiple times throughout the day, as well as more a thorough cleaning at the end of the night. So when the bus is done for the day, it goes back to the base yard, and then there's enhanced cleaning on both Roberts side, as well as MEO side. On the fixed route side, we purchased driver barriers, just because on the fixed route buses, you see a lot more people boarding those buses, so it's a...it's a little driver door that kind of closes off the driver compartment. And so drivers are still able to help riders, but just that there's this plexiglass that kind of...it...it...it's in between...between the driver and the boarding passenger. We also placed hand sanitizers in all of our buses, as well as we have...we still purchase face masks and provide that to our service providers, so that if there are any riders that aren't able to get face masks, we do provide them so that they're still able to use public transit. And as well as we do have the mandatory face mask rule for public...public transit. That kind of started much earlier with the Mayor's public health emergency rules, and most recently with the new Presidential rules that makes it mandatory for face masks to be used on public transit as well. And...and with Mayor's public health emergency rules, it...we still remind riders to utilize public transit for essential...essential travel only at this point. So just a little bit of...of a brief timeline for COVID-19 and how it affected our operations. Maui's first COVID-19 case was announced on March 15th, and then we started to see a decrease in...in visitors, and that's kind of when the County started to shut down. So April 1st, there was a suspension of services that affected three of our runs for commuter, so that occurred April 1st. April 13th, we suspended four fixed routes, and then May 1st, we suspended an additional two more runs on commuter. And then July 1st, when the new fiscal year started, we reinstated two of our fixed routes. And then most recently, in February, we added a supplemental bus for our commuter runs, just because we started to see with the increase...with...with the increased ridership on the commuter side, we wanted to provide a supplemental bus for distancing purposes. One of the challenges too, though,

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

is that as...as more hotels start bringing back workers, we'll constantly be seeing additional increase in utilization, which then we would have to further add supplemental buses. So that was the most...latest change in terms of adding a bus back for commuter service. And it sounds like, from our discussions with Councilmember King, it is something that, you know, we have also heard from phone calls from certain riders about certain runs, and so I think that's...that's definitely something for us to...to continue discussing internally, looking at Kihei islander and potentially West Maui islander, as those were the two that were brought up most recently. So I just kind of wanted to show you the overall ridership counts for Maui Bus. So this would include fixed route, paratransit and commuter. Fiscal Year '19, we ended shy of two million boardings. Fiscal Year '20, if we didn't actually have COVID, we were actually on track to actually beat the prior year. And...and so if you look at our...our trend, that would have been a...a...that's a big deal, in terms of what it could have been, just because from Fiscal Year '12, we've just slowly had, like, a decline, a decrease in ridership, and so to have had Fiscal Year '20 potentially be higher than the previous fiscal year, then we would have potentially saw a different trend, and hopefully, starting to see an increase in ridership, but because of COVID and the shutdown, and the reduction of services, we ended our Fiscal Year '20 with a little over 1.5 million boardings. So the third...the third area that our Department gets funded by is through grant revenue funds, and...so the grant revenue funds are allocated for different types of Federal funds expected from the Federal Transit Administration and...as well as for the Maui MPO. So the Maui MPO accesses different funds, and so we...we need to make certain that we have grant revenue available for them, as well as for any formula grants that we might get from FTA, as well as competitive grants that we may apply for, as well as, you know, some of the newer, like, most recently we got the FTA CRRSAA Act funds, the second funds from the CARES Act. And then in terms of grant revenue funded EP positions that falls under the Transportation Department, those are actually the two positions under the Maui MPO, and that's the MPO Executive Director and the MPO Financial Specialist positions, and there are currently no position vacancies for those positions. So just a little bit of update from the Federal funds side as it relates to funds that we got because of the COVID-19. FTA CARES Act funds were allocated for Maui for \$7,865,323, and...and we kind of just provided a bullet point of kind of like the high-level areas of where the funds are being allocated for. Supplemental enhanced cleaning that we're paying for, public transit worker administrative leave, I guess that's a primary concern from FTA, where they don't want to start seeing massive layoffs from public transit because of reduction in services. Because once you start to bring people back, then you have to go through that whole process of, you know, trying to bring people on, so they wanted to make certain that we weren't laying...laying off people. Again, driver barriers, we've purchased. We were also able to supplement loss of revenue, those are one of the items that we're able to use the funds for. We have been purchasing PPE supplies for our subcontractors...or our contractors. We've used it for supplemental buses, as well as for our pilot project for our Wi-Fi bus that we actually had positioned out in Hāna. And then most recently that went for a budget amendment was the \$6.8 million of the CRRSAA Act funds. And that funds, the primary usage would be for public transit worker administrative leave, as well as operational costs, sort of similar to the same costs as what we've...what we just kind of went through under the CARES Act funds. Those...that application is...we're still working with the State Department of

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

Transportation on executing that grant application to utilize those funds. We still have some fund...we still have funds available from our CARES Act that's hasn't been encumbered yet, but we expect to have that carry us into the new fiscal year, along with accessing...start accessing the CRRSAA funds towards the ending of this fiscal year, as well as the majority of the portion would be within the next fiscal year. Then from a Capital Improvement Project standpoint, we have two projects ongoing right now. We have the Central Maui Transit Hub, as well as the bus stop and shelter program. So in this fiscal year, we got allocated 2.3 million for the transit hub, and then 400,000 for the bus stop and shelter. So with regards to the Central Maui Transit Hub, last week, Tuesday, we actually broke ground on the transit hub and...and construction actually starts on site today. So I guess that's kind of...Councilmember Kama was mentioning there's probably going to be an increase in terms of construction noises, you know, diagonal from The Waterfront Apartments at Kahului Lani project, as well as next door at the transit hub, as...as we're going to be starting onsite construction today, which sounds like we started. And then for our bus stop and shelters program, we have finalized the...the designs, and will be moving...moving forward with going out to bid for construction...construction bid process on those funds within the next week or so, or few weeks. As we get closer to the ending of the current fiscal year, we have to follow the Purchasing Department's timeline with regards to going out to bid for those funds. Luckily, these funds aren't going to expire until the ending of the calendar year, but we are...we're moving forward as quick as we're able to with regards to the submitted design proposals from our consultants. And then the last slide is just an image of what the new transit hub is going to look like. I...we...we feel that it's...it's going to be kind of neat. It's going to be a great community asset, once built, and so that's pretty much it for the presentation, I wanted to keep it high level. And...and to answer any of your questions, Michael and myself are here to do so.

CHAIR SUGIMURA: Thank you, Mr. Takamori. So Members, at this time I will ask for any questions. I know Ms. Lee, you had an operational budgetary question going in. Do you have another question to continue on with your first?

COUNCILMEMBER LEE: Okay. Thank you, Marc, for the presentation. How much savings will you realize by not renting anymore? Are you moving to the Kahului...you're moving out, right, out of your office? So how much do you pay in rent and CAM and all the other fees? I don't know if you pay electricity or...just...just wondering what kind of savings you're going to have?

MR. TAKAMORI: Yes. Thank you for that question. So as of right now, budgeted for our current location at the Ka'ohu...David Trask Building, we pay a little over \$60,000 in terms of rent. We don't actually pay...it's just a straight rent. We don't actually pay any additional fees. It's...it's already built into our invoice. So yeah, it's 60...\$60,000.

COUNCILMEMBER LEE: Okay. One last --

MR. TAKAMORI: And we should be moving --

COUNCILMEMBER LEE: -- question.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MR. TAKAMORI: Oh, and we should be moving within the current fiscal year. Within the next --

COUNCILMEMBER LEE: Oh, before June, then?

MR. TAKAMORI: Yeah.

COUNCILMEMBER LEE: Before June. Okay. I mean, before July.

MR. TAKAMORI: Yes.

COUNCILMEMBER LEE: The last question is, how much of the highway fund do you use for your...for your operations?

MR. TAKAMORI: The highway fund, based on our budget, just a quick calculation, looks like we're using probably like 14...or maybe 14 and a half million or so --

COUNCILMEMBER LEE: Of --

MR. TAKAMORI: -- of highway fund.

COUNCILMEMBER LEE: Of what?

MR. TAKAMORI: Highway fund.

COUNCILMEMBER LEE: Yeah. 14 of --

MR. TAKAMORI: Yeah.

COUNCILMEMBER LEE: -- what?

MR. TAKAMORI: 14 and a half. 14.5 --

COUNCILMEMBER LEE: 14 and a half of --

MR. TAKAMORI: -- million.

COUNCILMEMBER LEE: How much is the highway fund?

MR. TAKAMORI: Oh, I'm not quite sure how much...what the total amount of funds in the highway fund is.

COUNCILMEMBER LEE: Okay. Well, we'll check with the Budget Director. Okay. Thank you.

MR. TAKAMORI: Yep. Oh, and one last thing. We do have revenues that are collected that

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

gets dispersed back into the highway fund, and we are expecting revenues to still be at 2.4 million to be received.

COUNCILMEMBER LEE: That go back into the highway fund?

MR. TAKAMORI: Correct.

COUNCILMEMBER LEE: So then that amount that you use is 12 million?

MR. TAKAMORI: Yes, if you were to subtract...subtract that out.

COUNCILMEMBER LEE: Okay. Thank you.

MR. TAKAMORI: Yep.

COUNCILMEMBER LEE: Thanks.

CHAIR SUGIMURA: Thanks. Anybody else? Ms. Kama, first of all, and then...and then Kelly King is next.

VICE-CHAIR KAMA: Thank you, Chair. So Marc, are there plans to put a concession into...at the bus hub?

MR. TAKAMORI: Thank you for that question. I think...I think the most that we were looking at doing would be to have available vending machines, somewhat similar to what's in the...the County Building downstairs on the second floor on the lobby level. We're going to look into seeing what that contract looks like. We wouldn't actually have a space rented...you know what? We actually could have, like, if you look...if you go to, like, Queen Ka'ahumanu Shopping Center, they have those kiosks, kind of in the middle of the shopping mall? Like, I think that...that could be something that we could consider. I think we planned for outlets to be in vicinities where that could...we could have a kiosk like that. But I think the initial discussion, we're to have available, like vending machines installed on site so that riders and visitors could potentially have some...something to buy while they're there. It's...it's not out of the question, but it...it has been part of a discussion point, concession.

VICE-CHAIR KAMA: I just kind of like the idea of putting in concessions for a variety of reasons. If employees, probably some more people, maybe somebody has a business they want to start up and, you know, when you're waiting at the bus stop, may...sometimes you just want something to eat, something to drink while you're waiting for the bus. And if your buses come every 20 minutes, it's really great, but you know if your buses come longer than that, then you have a longer wait. And that is a bus hub, so I can see people traveling from one end of the island having a longer wait, only because of the route that they're on, and to be able to have something to eat. Because other than that, you walk across the street to Foodland and then what? Because there's nothing else, I mean...I mean...and then...and then if the other stores are closed, then there's nothing else. So I kind of consider that on the more plus side

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

than not plus side.

MR. TAKAMORI: Um-hum. Um-hum.

VICE-CHAIR KAMA: Thank you. Thank you, Chair.

CHAIR SUGIMURA: Thank you, Ms. Kama. Ms. King.

COUNCILMEMBER KING: Thank you, Chair. And thanks for the presentation, Marc. That was really informative. Just...so on the...on the...we went from using the hub at the Ka'ahumanu Center, to now we're at the Trask Building. And that...that 60,000 you mentioned, is that per year? That's for the whole year?

MR. TAKAMORI: Oh, yeah. To answer your question, the 60,000 that I mentioned, that was actually our office space rent for our --

COUNCILMEMBER KING: Oh, oh.

MR. TAKAMORI: -- current office.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: Yeah.

COUNCILMEMBER KING: Okay. We're still at the Ka'ahumanu Center for now?

MR. TAKAMORI: Correct, and it's a dollar a year, so we'll save a dollar.

COUNCILMEMBER KING: Okay. I think that was...I think that was the question, was what are we saving for the hub. So...so we're saving a dollar --

MR. TAKAMORI: Yes.

COUNCILMEMBER KING: -- by building a hub. But the hub is, looks like, over \$5 million between what we're putting in and what the...what HHFDC put in. And then I had a question about the...the MPO funding. Is that primarily funded by your Department? Because it does incorporate Planning and Public Works, but it sounds like the amount of money that you're putting in from...from your Department is the only money. Like, are we paying all of the dues and everything out of your...your budget?

MR. TAKAMORI: Yes. Yes. So in terms of the County's dues that we pay, it...it...the dues all fall under our Department. And we...and then we pay it to the MPO. So the...the MPO gets dues from two places. The County gives their share, which is under Transportation Department's budget, and then the other one is from the State. And the State's dues come out from the State Department of Transportation's budget.

COUNCILMEMBER KING: Okay.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MR. TAKAMORI: And then grant revenue sits under our Department for...for the MPO to access grant revenue, in terms of getting their Federal funds using our dues and the State dues.

COUNCILMEMBER KING: Okay. I was just...I was trying to recall, and it's been a while since I've been on the MPO, so...and then the last question I have is, you know that we got 7.8 million from the CARES Act. How much of that has been spent so far? Because it looked like there was a little bit of redundancy between that and the CRRSAA funds.

MR. TAKAMORI: So I think...let's see. I think we are, I think, unencumbered from that top amount, unencumbered is 3 million...around \$3 million.

COUNCILMEMBER KING: So we spent about four point...million so far, in all those things that you listed?

MR. TAKAMORI: Yeah.

COUNCILMEMBER KING: And then that...so how many workers do we have that went on that administrative leave?

MR. TAKAMORI: I would have to...I would have to ask...I guess I can get that. If you can put that in writing, I can get that --

COUNCILMEMBER KING: Well, do you know how much of...do you know how much of the funds were spent on administrative leave from the CARES Act, and then how much was spent from CRRSAA funds? Because it looked like both of them were covering the same thing.

MR. TAKAMORI: Right. So I don't...I don't...I don't think I have that with me right now. I can get that figure for you. But yeah, so in terms of just a high...high level for that, it's...it's basically going to be Roberts, as well as MEO employees that potentially would have been placed on furlough, who were placed on administrative leave, and then the CARES Act money covered it for them to...to not be unemployed --

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: -- during the time of the shutdown. Yeah.

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: And it's still ongoing, right, because we still have some...we still have some routes that are still technically suspended, or still some ones that are technically suspended, so unless we start bringing them back, they would still continue to receive those CARES Act funds.

COUNCILMEMBER KING: Okay. Or the CRRSAA, I guess they both have --

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MR. TAKAMORI: Yes.

COUNCILMEMBER KING: -- administrative leave, so.

MR. TAKAMORI: Eventually, it'll move...eventually, it'll move to the CRRSAA funds. But yeah, zero funds for the CRRSAA has been...have been encumbered or spent at this point.

COUNCILMEMBER KING: Okay. And then that...that 7.8 didn't look like it was actually mentioned in the budget, it was kind of like a side note. So it...was it listed in your budget somewhere? Your overall budget?

MR. TAKAMORI: That...the...the --

COUNCILMEMBER KING: Is . . .*(inaudible)*. . . earlier?

MR. TAKAMORI: It would have probably fallen under our grant revenue, then. I don't think --

COUNCILMEMBER KING: Okay.

MR. TAKAMORI: I...I...yeah, I don't think the Budget Office...unless the Budget Office...I...I might have to check the Budget Office, then. I'm not sure if they created a large pot of just CARES Act money and just said okay, 7.8 from...from that is then allocated for our FTA CARES Act funds, you know, from a grant revenue standpoint, or if...if they increased our grant revenue for that. Yeah, I'll --

COUNCILMEMBER KING: Yeah, I was just looking --

MR. TAKAMORI: -- have to look into that.

COUNCILMEMBER KING: -- I was just looking for it under your actual overview budget in your Department, but it looked like it was kind of a set aside, the way that you were listing it out as it reimburses part of...but I think it is part of your budget, because its grant revenue, correct?

MR. TAKAMORI: Right. Correct.

COUNCILMEMBER KING: Okay. I would be interested, Chair, if we could maybe send a letter and ask how much was spent on that administrative leave in...in each of those funds, and how many people are still on leave, and then what it...because it's kind of interesting to me that we're paying administrative leave for employees of Roberts. And I understand why we're doing that, but I think we need to, you know, make sure that that's...that's being monitored. Because if someone goes on administrative leave because there's money, and then yet those people are still working in some other capacity, then, you know, we need to adjust for that.

CHAIR SUGIMURA: Okay.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

COUNCILMEMBER KING: Thank you, Chair.

CHAIR SUGIMURA: Thank you. Anybody else have questions? Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Mr. Takamori. I just was wondering, and maybe it's not something within our control right now for the budget, but it kind of seems like the system is set up counterintuitively, like the more cars you get off the road for mass transportation, the less highway funds you receive to fund your program; is that accurate?

MR. TAKAMORI: Could...could you repeat...could you repeat that again once more, please?

COUNCILMEMBER PALTIN: Sure. Like, the rate structure of...not, like, your rates and fees, but the way that money is brought in to fund your program through the Highway Fund, the more people we take off the road to put into mass transportation --

MR. TAKAMORI: Oh.

COUNCILMEMBER PALTIN: -- the less highway funds we're going to receive. And then so we kind of have less highway funds to give you, so it's like the system is not set up that the results we want to see is going to be able to continue to fund the system if we want to expand it to meet our goals of, like, less cars on the road, more robust transportation...mass transportation network. And I just was wondering if you had any thoughts going forward how we can try to meet our goals, but not lose out on the revenue, so that you can expand your system.

MR. TAKAMORI: So I think...and thank you for that question. That...you are absolutely correct. How...how the current system is set up, it's basically just is similar. Like if you were to say we don't want tourists coming into Maui to rent cars, I think a huge part of the highway fund is tourists that do rent cars, that do fill up gas, right, that then pay back into the highway fund. So I think that's the big challenge --

COUNCILMEMBER PALTIN: And not only that, like, you know, the shift to the electric vehicle as well.

MR. TAKAMORI: Um-hum.

COUNCILMEMBER PALTIN: I mean, it's all...all these things that we want to see more of. More electric vehicles, less tourists on the road, is set up so that we'll be...the policies or the systems to collect revenue is what's going to price us out of collecting revenue, or the goals that we want to see. So I mean, who set that up?

CHAIR SUGIMURA: Marc, you want to talk about the rate user fee? I think that's what Tamara's referencing. Less gas, but then the State Highway is trying to convert to the rate user fee. I think that was the --

COUNCILMEMBER PALTIN: ...*(inaudible)*...

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MR. TAKAMORI: Yeah, that would be based on mileage, right?

CHAIR SUGIMURA: Rate user, yeah. Yeah.

MR. TAKAMORI: Yeah, it would be based on, I think, mileage of the...usage of...how many miles they put on their vehicle in a year, right? It's kind of what they're looking at right now. They're doing that study.

CHAIR SUGIMURA: Um-hum.

MR. TAKAMORI: But in terms of...yeah, in terms of the highway fund, I think...I think that's sort of the reason why I, you know, the other Counties did look at potentially getting...or moving forward with the availability of increase...or using some GET...having the GET surcharge to help subsidize their transportation systems. And so I know that...I know that the Council, as well as the Administration, was looking towards doing that a year ago, and then the whole COVID thing occurred, and...and discussions stopped on it. So I'm not quite sure if that's going to be continuing again, but that...that was kind of one of the most recent discussions in terms of looking for additional revenue for public...for transportation projects, as well as public transportation could come from the GET surcharge.

COUNCILMEMBER PALTIN: So there's nothing in the works or being discussed about how to meet the goals that we want, such as less...more use of mass transportation, more use of electric vehicle, that would allow us to have a more robust mass transportation network?

MR. TAKAMORI: Well, I...I think from...I think from our Department side, I think we're always looking to see what we can do to better our system, and it...it could be...it could come from increasing frequency that makes it more convenient for riders, but again, then it comes with the cost side to it. So I think that's kind of where the balance comes into play, where we have to see, does that...does that fiscally make sense, or do we just move forward and see, you know, if...if it is great, then you know, if not, then. So I think...and you know what, and that's kind of what the Rates and Fees Study is helping us do, right, they're kind of coming up with performance management criteria that will help us do certain things, and then review it to see if...if...if it's, you know, if it works for us, or if it doesn't, then how can we best respond to making it better.

COUNCILMEMBER PALTIN: You don't know of any programs or, like, grant revenues on the Federal level that would assist us in terms of expanding our routes?

MR. TAKAMORI: Most of the Federal funds that come down the pipeline are more to do with capital-type improvements, so either bus replacements, or using funds to build a maintenance facility, more capital usage. I...you know, I think there might be availability of funds that we can apply for, for an operation standpoint. However, what...what we have to keep in mind too, is that, like, they can...potentially, they can fund operations for a...a certain portion of it, and...but then the following year, you

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

might not actually have that same funding available, right, it might not be an annual thing. So it's something to consider, and I think that's sort of the reason where Council has been very supportive in funding our programs with highway fund, knowing that if...knowing that we wouldn't get into the situation where we won't have funds...or it...it wouldn't be where, like, you have new funds, you do something, and then you're like okay, well, now you need to find the money for us to continue that. I think it's been more like of a baseline funding source. So I think...I think that's kind of...and I think moving forward, you know, Council, you folks have the tough jobs of making certain that our County gets funded appropriately as we move forward, you know, potentially out of the whole COVID era and into the future.

COUNCILMEMBER PALTIN: Thank you, Director Takamori. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Let's see. Mr. Molina, do you have a question? Or Keani Rawlins?

COUNCILMEMBER MOLINA: Madam Chair, no.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: Pretty much, my colleagues have asked some of the questions I was --

COUNCILMEMBER KING: Chair, I have some information that was --

COUNCILMEMBER MOLINA: -- going to ask . . . *(inaudible)* . . .

COUNCILMEMBER KING: Oh, I'm sorry.

CHAIR SUGIMURA: Oh, okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair?

CHAIR SUGIMURA: Miss...Miss...and then Kelly.

COUNCILMEMBER KING: I just had some information on the previous issue that came up, but I can...

CHAIR SUGIMURA: Yes?

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay.

CHAIR SUGIMURA: Go ahead, Keani, then after, Kelly.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Yeah, I just...I kind of wanted to touch on the discussion that Member Paltin brought up. So part of the costs, or a large part of the cost of highway funds goes to maintaining our roadways. And so if we have

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

less cars on the road, then that could potentially decrease the amount of expenses being used to maintain our infrastructure. And so if, you know, so there...there...there is a lot of factors to consider. So you know, we do get our highway fund, the revenue from our highway fund is fuel tax, car registration, EV and hybrid fees, rental cars, so these are all the streams that we get our highway funds. And then the highway fund goes to the Department of Transportation, it goes to Public Works, and...and so a...a large percentage, and that's what Chair Lee was asking, what percentage of the total highway fund pot goes to Department of Transportation. And you know, we can follow up with Budget Director to find out what that percentage is, and what percentage goes to the Public Works for maintenance of our roads. I...I think one of the goals in expanding our mass transit is mitigating our impact on the climate. And so I think in...in looking at generating, you know, revenue in order to make our mass transit more convenient, serve more people, in increasing our ridership, it'll also generate more revenue. And perhaps there will be more funds, particularly at the Federal level that, you know, we could also apply for that...for Counties that are increasing their mass transit so that there are less cars emitting the amount of carbon that, you know, this...the...the communities that we've designed, which is very much car centered, and instead, building on the infrastructure of mass transit. On O'ahu, the buses would come, like, every 15 minutes when I lived in Honolulu. And so you know, that's...that's much more convenient, but that's because there was the ridership that justified the frequency of buses. And so you know, Director Takamori, he would always say, you know, what...you know, what comes first? Like developing that infrastructure to make it more attractive for people to leave their cars at home and use the buses more to get to work and get...get to their errands, or do we wait for ridership first and then we, you know, develop the infrastructure. And I really think that it is developing the infrastructure first, expanding, you know, our routes and having it be more convenient. Because otherwise, we won't get the ridership needed to justify the routes. So it...it...it has to be convenient. It has to be affordable. It has to be attractive for...for people to want to take the buses more often. And then once we get...you know, once it becomes more...part of more people's, you know, choice to take the buses because it comes every 15 minutes, and because it goes to the places that we need it to, to...to do our errands, or you know, for work or for school then, you know, we'll...we'll have more of that ridership to justify the expanded bus routes and frequency. Mahalo, Chair.

CHAIR SUGIMURA: Good. Kelly, thanks for waiting.

COUNCILMEMBER KING: It's okay. I mean, I was just going to add to the conversation, and I think what Keani was saying was really important. It was part of what I was going to mention as well, but I wanted to give some background on what the State has been working on as far as replacing the fuel tax with the VMT, the Vehicle Miles Traveled. And they have been working on that for a few years now to try to make this Statewide system, which I guess we would have the option of adopting for our...as a replacement for our County road piece, because there's that State, Federal and County level of road tax that goes on every gallon. So that was...that's one thing, but I...I think the other...there's a couple other things that are happening. One is the lawsuit on the petroleum company, which we've been successful in keeping in the State. If it had moved to the Federal Courts, we would have had a lot less promise of being successful

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

but, you know, it's been remanded back to the State Courts. So I think that's one area where we could look at funding. But you know, overall, what we're trying to do, along with alleviating traffic, has to do with the climate situation, like Ms. Rawlins-Fernandez said. And so maybe what we want to look at is starting to fund some of the...funded that through that avenue. Because right now, we fund...we fund our bus system with the thing that we're trying to get rid of, which is petroleum use on our roads. So if we lower the petroleum use and we give the breaks to the renewable fuel and the...and the electric vehicles, then we should be looking at an environmental fund that can fund the bus, instead of funding them off of the thing we're trying to get rid of. And I think that's an important key. It's like what Member Paltin was talking about, setting up systems, so we're not just piecemealing and saying, well, this year, we're going to get our money from here, and next year, we're going to get our money from there. But we have a system set up whereby if we can reduce our...our...our damage to the environment, we can save money there. And if we could fund there, that they go into helping support the...the actions we're taking to reduce that...that harm on our environment. So it...it makes more sense if we look at that kind of a system going forward. And there's things on the State level too, like the barrel tax that, you know, we might even look at as lobbying to get more money. When the barrel tax was set up, it was set up to...to...to tax the petroleum industry and to put money into...into some of the renewable energy. Then it started going into agriculture, and then it started going into the general fund. So it...it was like the TAT. It got kind of corrupted and now it's...it...it's not really doing the original thing it needed to do. But if we did something like that on the County level, where we... we...we made a separate fund, you know, an environmental fund that could fund the actions like mass transit, like multi-modal transportation, and...and maybe that's something that we could look at when we get infrastructure funds. I'm going to say when we get infrastructure funds from the Federal government because that's what we've been told by our new Administration. And maybe that's one area we can, you know, divest some of that money into, is that fund that could help fund operations based on the environmental...the less...the less impact on environmental. But I...I think that's one of the things that we should just...we should start talking about with the State and with...and the Federal government. I wasn't...when I was on the Sustainable Transportation...the statewide group, these are some of the things we started to talk about when we were in there, and then everything got focused on the VMT, the vehicle miles traveled --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KING: -- so some of this --

CHAIR SUGIMURA: So --

COUNCILMEMBER KING: -- you know, just didn't get the...the --

CHAIR SUGIMURA: Thank you. Kelly, I've got to little bit interrupt you, because we're getting off the subject. If we could go back to Operations and...although it's related, I...I...I have another presentation after this, so I just want to close this out if I could. Kelly, I will look into that. That's good input, and I think --

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

COUNCILMEMBER KING: Yeah, we could work together on that with the --

CHAIR SUGIMURA: . . .*(inaudible)*. . .

COUNCILMEMBER KING: -- Environmental Committee, and we can . . .*(inaudible)*. . .

CHAIR SUGIMURA: Yeah, we're all thinking about the same thing, right? Or...or similar. Any more questions for Mr. Takamori? Yes, Ms. Kama?

VICE-CHAIR KAMA: I have one question. I want to know if Hawai'i qualifies for under the Federal Highways Administration for tribal transportation dollars.

CHAIR SUGIMURA: Marc?

MR. TAKAMORI: To...to my knowledge, I don't think we do, but if you could put that in writing, we can ask FTA --

CHAIR SUGIMURA: Okay.

MR. TAKAMORI: -- for their...for their...like, to confirm that. Yes.

CHAIR SUGIMURA: Okay.

VICE-CHAIR KAMA: Okay, thank you.

CHAIR SUGIMURA: Very good. Good question.

MR. TAKAMORI: Thank you.

CHAIR SUGIMURA: Anything else, Members? Okay. Thanks. So I have one more...so Marc, thank you very much for your presentation and all the work, and we look forward to seeing you again during Budget in more detail. And the last item on my agenda...

MR. TAKAMORI: Yep. Thank you, everybody.

VICE-CHAIR KAMA: Thank you.

CHAIR SUGIMURA: Thank you, Marc. Please thank Nelson \Nygaard, too.

ACTION: DEFER PENDING FURTHER DISCUSSION.

IT-27 PARKING NEAR THE KALANA O MAUI CAMPUS (CC 19-227, MISC)

CHAIR SUGIMURA: The last item on my agenda is IT-27, Parking Near the Kalana O Maui Campus, and this is...this will just be an update from Erin Wade. Thank you, Erin, for

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

doing this. And as you know, this...I actually brought this back again, wanting to start off the year with this because of requests from OCS Staff who are on the waitlist to get parking stalls. And I heard it during my first term, and glad that this has progressed to this...this point. So Erin, can you give us an update? We have, like, about maybe 15, 20 minutes, and we're at the end of my meeting, but I hope I didn't cut you off too short.

MS. WADE: Yes. Good morning, and thank you. Selam.

CHAIR SUGIMURA: . . .*(laughing)*. . .

MS. WADE: I'll try to share my screen real quick, with a short presentation. I'll keep it as short as I can. Are you able to see the presentation? It says Kalana 'O Maui Campus Parking?

CHAIR SUGIMURA: Not yet.

COUNCILMEMBER RAWLINS-FERNANDEZ: No. It's...it's a solid blue right now.

MS. WADE: How about now?

CHAIR SUGIMURA: There. Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah. Okay.

MS. WADE: Okay. Perfect. So just a quick update. If you'll remember last fiscal year, we were given \$450,000 to develop this lot...these two lots; one, the Napua Street lot and the Miyahira lot, to expand the campus parking. Currently, there are 56 stalls between the two parking lots. This was the design that we had done with some of the money, some of that 450,000, we used to develop a design to maximize the amount of parking that we could get on the site. It did require the removal of this back house from the Miyahira lot, and the sale of this yellow house that is...or the disposal of this yellow house back here. So this would equal a total of 88 stalls, with...so that's 32 additional stalls. If the tandem parking is incorporated, that's 39 additional stalls. This was the design that was proposed. We put it out to bid. This was the Scope of Work that was issued. Unfortunately, our low bid was \$569,515, so we came in way over budget and weren't able to move forward with the Scope as design...as originally scoped. So what we have done in the meantime is, we revised the Scope for the demolition of the Miyahira house, this back building, and also, we're in the process of disposing of the yellow house as well. The back house requires significant abatement work. We'll have to dust screen and silt fence around the property. And then the front house, the Miyahira house, will also require sealing of exterior openings, so we've used some budget for that. The IFB for the house relocation is currently underway with Corporation Counsel, and then we'll put that out to bid here shortly. So between those activities here at the lot that I've just described in the revised Scope, that's a total of \$92,058. So knowing now that we weren't able to move forward with the parking as originally scoped, we did start to take a look at the total campus...and we were doing this previously, but some things have already shifted. Some employees...our employee waitlist is down by quite a bit. The last

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

time I spoke with you folks, it was at 310, now we're down to 246. The majority of that is due to retirements, but there are additional pending 20 parking reassignments. So the...we've continued to make progress on the list, and as the additional departments move down to the Service Center and elsewhere, that's going to continue to change. So just for your reference, I have the total number of parking stalls on campus as well. Because we're in this moment of transition, just wanted to highlight what we do know; 51 employees from the campus are moving to the Service Center, as well as 24 fleet vehicles. This will free up 78 stalls on campus by May of 2021. There are also campus employees that will be moving to the Hawaiian Tel building, 54 employees, and three fleet vehicles. It's not clear yet if we can fit all of the employee parking on the site, so we still have to revisit that and...and circle back on what's doable there. And then, of course, there's other things up in the air like Telework, which departments and agencies will continue to allow a percentage of Telework, will virtual meeting participation continue, not...therefore, not requiring so much public parking, perhaps. Are there additional property purchases that are going to be taking place? I know you folks had a long meeting on Friday about that, so there's a lot of moving parts at the moment, and the total parking demand is a little bit in question. You know, we know what our supply could be, but not sure about demand. So there was a study done in 2013, I know you folks are familiar with this study, but as you can see, these red properties that are shown in the study were in play at the time. And since, these properties that I've shown outlined in yellow have now been added to the properties list for the County of Maui, shifting both employees and vehicles. So it's...what we're feeling like here at the Department of Management is, we need to update this, not extensively, just maybe a two-page report that identifies these additional properties and the needs. And frankly, we need a little bit of time to see how particularly DSA and Liquor, who have a lot of public coming and going from...from their services, how the impact of not having the public coming there impacts the need for additional parking. So this in particular is the page that I think we would like to take a look at and update, both for our purposes and for your informational purposes. It just talks about the space requirements related to office space and parking needs, and redefine what that looks like, once we have a better handle on how the service center move is going to truly impact the parking capacity. So for us here, next steps looks like we're going to complete the Scope of Work as currently bid for Miyahira and Napua Street, which includes removing the two houses, and then reassign existing parking stalls that are opened up from the 78 employees, the multiple fleet vehicles, and the retirements all taking place here shortly. Then now, an employee survey about parking and commuting. It was great to have that conversation about transit, are there ways we can even collaborate with MPO and Transit to determine are there ways to incentivize employees to take the bus to campus? And then also, talking about trying to figure out what are peoples' preference? We know that there's lots of folks who are employed and working in One Main Plaza, but are on the County waitlist, do they need to stay there? Are there things that we can do to incentivize folks who are truly here on campus being the ones on the list, if that's...if that's the way that...that they would prefer to park. Again, just waiting for Liquor and DSA to make their moves here, April and May, and then determine what we can do, or what the actual demand for parking is going to be. And in the meantime, because there's only 78 stalls at the Ka'ohu lot and, at the moment, we'll be freeing up more than 78 stalls, which means practically all of the Ka'ohu lot could get emptied out and moved, we might consider

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

adjusting the format for Ka'ohu to run more like the old post office, where the old post office, the stalls are permitted, but the stalls are not assigned. So you don't get assigned a particular stall, you just get a permit to park there. What that does is it allows us to essentially oversell the lot, because up to 20 percent, or usually more...more than 20 percent of folks in a given day aren't coming to work. They're sick or on vacation or what have you. It allows us to oversell, which means we can actually...instead of 78 stalls being permitted out of Ka'ohu, we could permit up to 90, 95 stalls, and allow a lot more people to park there and still not really create much of an inconvenience for folks. So that is something that we're looking at, and what the impact would be, and we can include that in the employee survey about preference as well. And then, just confirming what kind of parking we can get at the old Hawaiian Tel Building, monitoring additional property purchases. And then if it makes sense to move forward, you know, now we know that moving forward with the remaining construction at the site is about \$477,000 worth of work, does that make sense at this moment to move forward with that. If...if, you know, given this research, we determine yes, it still makes sense, we would come back to you folks with a budget amendment. It will not be in the FY '22 budget request, is the plan. And I think that's it. If you have any questions, I'm happy to answer.

CHAIR SUGIMURA: I have one question before I turn it over to Members. So Erin, every time I hear the Miyahira building, I think it's that first building. That's not the building we're taking down, right? Where CDBG is?

MS. WADE: I apologize. No, it's not, it's the...it's the old building. So it is this...this building here right in the back. I don't know if you can see the outline back here.

CHAIR SUGIMURA: Oh, okay.

MS. WADE: It is...it is condemned, has been condemned. So just in terms of a housekeeping measure, we felt this is important for us to take care of, and...since we are the owners of this building. And we can probably put some additional stalls very loosely back here, nothing formal. Same thing with the yellow house. As we move it, we'll be able to develop some informal stalls.

CHAIR SUGIMURA: Okay. Thanks for that clarification. I keep on thinking you're tearing down Joe Pontanilla's office.

MS. WADE: No. ...*(laughing)*...

CHAIR SUGIMURA: I was thinking...okay --

MS. WADE: You folks determined we should keep that, so we will be keeping that.

CHAIR SUGIMURA: Okay. Chair Lee had her hand up.

COUNCILMEMBER LEE: Hi, Erin. So do you know, what is...per the building code, what is the requirement of the County Building's parking? What is our actual parking requirement?

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MS. WADE: Good question. And that is in the master plan that I showed you, and I would have to look that up, but I think it's based on office...it is based on square foot of office space. So I think it's 500 a square foot, but I...I can look that up and get back to you on that.

COUNCILMEMBER LEE: One parking stall per 500 square feet? Is...is that what you're saying?

MS. WADE: Yeah. That's right. So in the master plan, it really determined we are...actually have more parking than we're required to have by law, but it's...doesn't...still doesn't suit our needs for the County.

COUNCILMEMBER LEE: Well, yeah. It not only doesn't suit our needs, it doesn't make sense. Because we...everybody doesn't have parking.

MS. WADE: That's right.

COUNCILMEMBER LEE: You know, it only makes sense when everybody has parking. Okay, so and then the other thing. That presentation you just gave us, did you...did you send it to us?

MS. WADE: Yes, the Council Services has it.

COUNCILMEMBER LEE: Okay. All right. That's it for now. Thank you.

MS. WADE: Okay, thank you.

CHAIR SUGIMURA: Anybody else have questions? Tasha Kama --

VICE-CHAIR KAMA: Yes, I just had a . . . *(inaudible)* . . .

CHAIR SUGIMURA: -- then Tamara Paltin.

VICE-CHAIR KAMA: How does...how do...how are parking stalls assigned? I mean, so what's the criteria, the process, to get a parking stall?

MS. WADE: Thank you. So essentially, and this is...this is how it worked when...way back when I started with the County as well. So you go to the Department of Finance and you will out the form that requests to be on the waitlist to receive a parking permit. And then as space becomes available, you can kind of work your way up towards the campus. So the first location you would be allocated to would be the old post office. And then to the Ka'ohu lot as you move up the list, and then onto the actual campus itself. But right now, the waitlist is about nine years to actually get a...a stall assigned.

VICE-CHAIR KAMA: And the cost for parking is all the same, regardless of where you park?

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MS. WADE: No, the cost varies between 25...oh, no, between \$10 at the post office, \$25 at Ka'ohu and on campus, and then I think you folks and the Directors have a higher cost, 50 or 55.

VICE-CHAIR KAMA: So...so for some of us, we have assigned parking --

MS. WADE: Right.

VICE-CHAIR KAMA: -- but then for others, it's not actually assigned, it's like...it's what my Staff calls they go hunting for parking. If there's a space in that space, they get it. And if there isn't, then they got to go drive at the next space; is that right?

MS. WADE: Yes, that's right. Yes.

VICE-CHAIR KAMA: So one of us has actually a permit to park, and the other one only has a permit to hunt. That's the way it --

MS. WADE: . . .*(laughing)*. . .

VICE-CHAIR KAMA: -- works. Okay.

MS. WADE: Well, the permit to hunt only applies to the post office lot at this time.

VICE-CHAIR KAMA: Yeah.

MS. WADE: Ka'ohu currently is all assigned and everything --

VICE-CHAIR KAMA: Yes.

MS. WADE: -- on the campus itself is assigned.

VICE-CHAIR KAMA: Thank you. Thank you, Chair.

MS. WADE: You're welcome.

CHAIR SUGIMURA: Thank you. Tamara Paltin.

COUNCILMEMBER PALTIN: Thank you. I'm not sure if we're...we're done with the presentation, but it's still up.

MS. WADE: Yes, I can...I can stop sharing.

COUNCILMEMBER PALTIN: Thanks. That wasn't my question, though.

MS. WADE: Okay. . . .*(laughing)*. . .

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

COUNCILMEMBER PALTIN: My question was, that one that you were telling us came in way over bid, that was the projects where we were trying to see if anyone wanted the building pieces because it was historic, and they were going to...or they were going to try to move the building as a whole. Was that the one?

MS. WADE: So that's a small piece of it, and that's actually the part that is going to happen, the relocation of the house, the...the...and the demolition of the Miyahira house with the historic windows being determined if we were able to reclaim the use of those. So that's...that's what we were able to accomplish for that 92,000. But the creating of the parking, because it requires building a retaining wall, lots of grading, bringing in fill. There's a lot of earth work to be done there. That's what came in over budget.

COUNCILMEMBER PALTIN: And when you meant creation of the parking lot, you meant like not just like a gravel temporary type of parking lot, as in how the Kalana or the Ka'ohu Street is currently?

MS. WADE: So the...we had done the plans that way with the recycled asphalt intended for our materials. Then when the engineering and drainage work was done, it was determined there would be too much runoff if we used that as a material. So we had to switch to a permeable pavement because we don't have room on site for a retention basin. Doing that really drove the cost up.

COUNCILMEMBER PALTIN: And so is there a need at this time to be more than a gravel parking lot? Because isn't that what the old post office building is, and how much would that, if it's a possibility, how much would that save us?

MS. WADE: The old post office is the recycled asphalt product from Public Works, which was what we were intending to do, which was how we were hoping to save money. But if we just simply did gravel, we still have to go back and do new calculations to determine what the runoff would be and if we're able to do that. And then frankly, figure out how many...how many stalls we could reasonably delineate there without there being so much wear and tear that it becomes a real maintenance issue for Public Works. Because when you make gravel lots, if it's low volume, low traffic, it's okay if it's just one or two people parking there. If we put another 50 people in there, that could become really a headache for Public Works, so we need to keep...be mindful of that as well.

COUNCILMEMBER PALTIN: Cannot just lay carpet.

MS. WADE: Right. Exactly. ...*(laughing)*... Good analogy.

COUNCILMEMBER PALTIN: Okay. So then you guys got to reassess then, the plan of what is feasible.

MS. WADE: Yes, exactly. And in part too, you know, we're waiting for some feedback from departments about their...how well Telework is working for them, and how many folks are going to be back on campus within, you know, this short-term time period, to...to anticipate getting the right amount of parking.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

COUNCILMEMBER PALTIN: And I just was wondering, is this presentation at all connected to the Bee situation?

MS. WADE: It should be. I mean, of course, all --

CHAIR SUGIMURA: Yes.

MS. WADE: -- commuting is one topic, right? And so how people get to and from work is...you know, we can...if we incentivized riding the Bee more, and penalized or made it less attractive to park right here on campus, there could probably be a lot higher ridership. We haven't pushed that at this point because we took away so much parking. We just, you know, were hoping, okay, people are going to have to gravitate towards the vehicle, the bus, anyway. But long term --

COUNCILMEMBER PALTIN: This --

MS. WADE: -- certainly be a solution.

COUNCILMEMBER PALTIN: --the reason I was asking that is, like, you know, I think us guys pay 25, and if you're under the cover, under cover parking is 50-something.

MS. WADE: Right.

COUNCILMEMBER PALTIN: But if...I know some of that goes to the upkeep, but if we're paying out for the Bee now, is there a possibility that the folks that have the stalls that are paying the rent per stall could supplement a permanent Bee program? Because that's...right now, that's coming out of, like, because of the project, right, of building that parking lot. But if it's a successful program, maybe the folks that are able to park near the campus, their parking fees can subsidize folks who have to ride the Bee, so it's like, you know, you don't get to park right there, but you get free transportation to the...to the work site.

MS. WADE: Right. Right. Yes. I mean, the current setup is with a \$45 a month bus pass and a \$25 a month parking permit. The incentive is the wrong way, right, right now. So having that conversation, you know, with you folks, you folks will be setting the rates and fees, I think that's...it's probably the right time, now that we're testing out the ability of a circulating shuttle.

COUNCILMEMBER PALTIN: Okay. So but it...it wasn't a...the Bee situation wasn't a part of your...your presentation on...on purpose. Or unintended?

MS. WADE: Well, Council...Councilmember Sugimura asked me to talk about parking expansion, so...and I knew I wouldn't have too much time, so I wanted to stay focused.

COUNCILMEMBER PALTIN: Okay. Sorry, I'll yield because I don't want to monopolize. Sorry, brah, got carried away.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CHAIR SUGIMURA: Okay, Mr. Molina and Keani are the last two. And we're actually going to go over 12:00. It's already 12:00, can you guys stay for two more questions before I adjourn? Or if anybody got to leave?

VICE-CHAIR KAMA: I got to go now.

CHAIR SUGIMURA: Okay, bye.

COUNCILMEMBER LEE: I'm leaving.

CHAIR SUGIMURA: Okay, bye. Everybody leaving?

COUNCILMEMBER PALTIN: And Madam Chair, yeah, I got to go pretty soon --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: -- after my two questions.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: Or actually one question. Good afternoon, Ms. Wade. You know --

CHAIR SUGIMURA: Go ahead.

COUNCILMEMBER MOLINA: -- with projected revenue, once this...this project is complete. So I guess looking long-term, we're looking at an increase for employee parking. At this time, can you provide an analysis of what these parking stalls will cost the employees? Because currently, the lowest is \$10 a month, yeah? And then it goes up, yeah? So based on where these parking stalls will be, or the improvements made, just looking at your crystal ball in the future. So what kind of increases are we looking at for our County employees who will park in this area?

MS. WADE: So if we use...thank you for that. If we use the same rates that we're using at the post office and called it a "pay to hunt" as Councilmember Kama referred to it, where we oversell, it would be the \$10...we would propose the \$10 a month rate, the same as the post office lot for the additional 39 stalls, would be just \$390 additional a month. So it's not a huge revenue maker, \$4,680 a year, unless what we ended up doing, and...and this is one of the alternatives that I think might work really well, is that we move the majority of the fleet vehicles down to that lot, and then we allow folks to park higher up campus. And then instead then, those additional stalls are paying that \$25 rate, with a more consistent parking and closer to campus.

CHAIR SUGIMURA: Good idea.

COUNCILMEMBER MOLINA: Okay.

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

MS. WADE: Or whatever you folks set that rate at.

COUNCILMEMBER MOLINA: Yeah, was just kind of looking at what the future Council's going to have to, you know, consider. And...and just from your perspective, I think it's just good to know and give the employees a heads up about what could happen if you are, you know, you get your parking stall in this area and what you may be faced with, as far as fees. So thank you for your analysis. Thank you, Madam Chair.

MS. WADE: Absolutely.

CHAIR SUGIMURA: Thank you, Mr. Molina. Keani, do you have questions?

COUNCILMEMBER RAWLINS-FERNANDEZ: No questions, Chair.

CHAIR SUGIMURA: . . .*(inaudible)*. . .

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo for your presentation.

CHAIR SUGIMURA: Good. Thank you. So we're done, actually, with this. Thank you very much, Erin, for putting this together and for presenting. I guess there's a bigger discussion about your...the Bee, you know, bus service and all of that, and how does that add to our overall parking. So appreciate that, and Members --

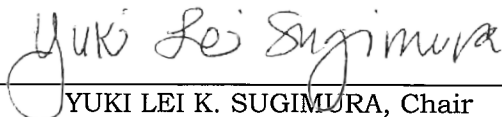
MS. WADE: I can come back anytime to talk about the Bee if you want.

CHAIR SUGIMURA: Okay, yeah. I...I...I like that. But thank you very much, Members. At this time, I'm going to adjourn this meeting. Infrastructure and Transportation Committee is now adjourned. . . .*(gavel)*. . .

ACTION: DEFER PENDING FURTHER DISCUSSION.

ADJOURN: 12:03 p.m.

APPROVED:



YUKI LEI K. SUGIMURA, Chair
Infrastructure and Transportation Committee

it:min:210222

Transcribed by: Marie Tesoro &
Kaliko Reed

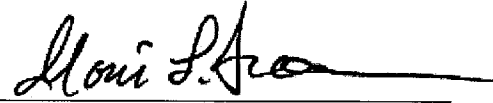
INFRASTRUCTURE AND TRANSPORTATION COMMITTEE MINUTES
Council of the County of Maui

February 22, 2021

CERTIFICATIONS

I, Marie Tesoro, hereby certify that pages 1 through 22 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 24th day of March 2021, in Wailuku, Hawai'i

A handwritten signature in cursive script, appearing to read "Marie Tesoro", written over a horizontal line.

Marie Tesoro

I, Kaliko Reed, hereby certify that pages 23 through 54 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 24th day of March 2021, in Wailuku, Hawai'i

A handwritten signature in cursive script, appearing to read "Kaliko Reed", written over a horizontal line.

Kaliko Reed