

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE
Council of the County of Maui

MINUTES

June 28, 2021

Online Only Via BlueJeans

CONVENE: 9:15 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Tasha Kama, Vice-Chair (in 10:00 a.m.)
Councilmember Kelly Takaya King
Councilmember Alice L. Lee
Councilmember Michael J. Molina
Councilmember Tamara Paltin
Councilmember Keani N.W. Rawlins-Fernandez

NON-VOTING MEMBERS:

Councilmember Shane M. Sinenci

STAFF:

Laksmi Abraham, Legislative Analyst
Lesley Milner, Legislative Analyst
Wilton Leauanae, Legislative Analyst
Shelly Espeleta, Supervising Legislative Analyst
Richard Mitchell, Legislative Attorney
James Forrest, Legislative Attorney
David Raatz, Supervising Legislative Attorney
Clarita Balala, Committee Secretary
Lenora Dineen, Council Services Assistant Clerk
Kristeena Locke, Council Services Assistant Clerk

Evan Dust, Executive Assistant to Councilmember Tasha Kama
Lois Whitney, Executive Assistant to Councilmember Tasha Kama
Davideane Kama-Sickels, Executive Assistant to Councilmember Tasha Kama

Stacey Moniz, Executive Assistant to Councilmember Gabe Johnson
Axel Beers, Executive Assistant to Councilmember Kelly Takaya King
Ellen McKinley, Executive Assistant to Councilmember Kelly Takaya King
Sarah Pajimola, Executive Assistant to Councilmember Keani N.W. Rawlins-Fernandez
Mahina Poepoe, Executive Assistant to Councilmember Keani N.W. Rawlins-Fernandez
Dawn Lono, Executive Assistant to Councilmember Shane M. Sinenci

ADMIN.:

Jennifer M. Oana, Deputy Corporation Counsel, Department of the Corporation Counsel
Josiah Nishita, Deputy Managing Director, Department of Management

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Lisa Paulson, Executive Assistant, Office of the Mayor
Everett Ferreira, Captain, Department of Police
Angela Kahooohanohano, Sergeant, Department of Police

OTHERS: Scott Crawford (IT-1(3))
Mahealani Carbonell (IT-1(3))
Travis Liggett (IT-36)
Noe Lecker (IT-1(3))
Mary Ann Pahukoa (IT-1(3))
Susan Pu (IT-1(3))
Charlie Ahuna (IT-1(3))
Kathleen Soule (IT-1(3))
Kai Nishiki (IT-1(3))
Junya Nakoa (IT-1(3))
Faith Chase
Napua Hueu, Volunteer Coordinator, Hāna Highway Regulation
Robin Shishido, Maui District Engineer, State Department of
Transportation
Rebecca Crall, Office Manager for Senator Lynn DeCoite
(6) additional attendees

PRESS: *Akakū: Maui Community Television, Inc.*
Jack Truesdale, Maui Times

CHAIR SUGIMURA: . . .(*gavel*). . . Good morning, everybody. Welcome to the Infrastructure Transportation Committee meeting. As you can see that we're having Granicus problems, which is the...your ability to have access to our working documents for transparency, and so our Staff is working on it. I hear that it's...Granicus is having a national or nationwide problem, so they are trying to work through this. So I am going to welcome everybody and come back to the meeting probably at 9:30 just to see where we are, but we still are not live with Granicus. So Members, I am going to welcome--Tasha Kama will be joining us--Chair Lee.

COUNCILMEMBER LEE: Suostei, Madam Chair. That's a greeting from Cambodia.

CHAIR SUGIMURA: What is it? What is the greeting?

COUNCILMEMBER LEE: Suostei.

CHAIR SUGIMURA: Suostei, suostei.

COUNCILMEMBER LEE: Stei, right.

CHAIR SUGIMURA: Good morning.

COUNCILMEMBER LEE: If you go, you're not going to stay. Suostei. Suostei.

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COUNCILMEMBER KING: Suostei, not suogo.

CHAIR SUGIMURA: Councilmember Kelly Takaya King.

COUNCILMEMBER KING: Aloha and suostei, everyone. I wish we could stay, but it looks like we're having some technical difficulties.

CHAIR SUGIMURA: Yeah, we're having a hard time, huh? Councilmember Mike Molina.

COUNCILMEMBER MOLINA: Aloha and good morning and suostei to you, Madam Chair and my colleagues on this Monday morning. Aloha.

CHAIR SUGIMURA: Good morning, suostei. Tamara Paltin.

COUNCILMEMBER PALTIN: Bonjour, aloha kakahiaka, and suostei kākou from West Maui.

CHAIR SUGIMURA: Bonjour. We have to get you ready to go to France. Council Vice-Chair Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha kakahiaka, Chair, mai Moloka'i nui a Hina, and suostei kākou.

CHAIR SUGIMURA: Suostei. All right, so Tasha Kama will be joining us. She is actually attending a NACo Committee meeting, and will be joining us about 10:00. Member Sinenci, who is not a voting member, but is joining us today. Thank you.

COUNCILMEMBER SINENCI: Suostei, Chair. Thanks for inviting me, and aloha nui --

CHAIR SUGIMURA: Aloha.

COUNCILMEMBER SINENCI: -- from mai Maui.

CHAIR SUGIMURA: Aloha. Gabe Johnson is not on the meeting, but he is welcome to join us at any time that he's available. So Members, at this time I'm going to wait until 9:30 just to see where we are with Granicus. So I am going to recess this meeting at this time, and I'd like to thank all the people who have joined us. . . .*(gavel)*. . .

RECESS: 9:18a.m.

RECONVENE: 9:35a.m.

CHAIR SUGIMURA: . . .*(gavel)*. . . I'm sorry. I'm not...I wasn't on. Infrastructure and Transportation Committee meeting. Welcome back, everybody. Thank you for your patience. We were having problems with our online Granicus system, and thank you for your patience. I do want to hear from the people who have waited very patiently for public testimony. It is now 9:35, and we will now begin our meeting. So I've

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welcomed all the Committee Members. I also wanted to welcome Jen Oana from Corp. Counsel. Thank you, Jen, for being here. From the Mayor's office, we have Tyson Miyake, who's...as well as Lisa Paulson; she is the Tourism Liaison. From the Police Department we have Captain Everett Ferreira, and I think I also heard that Angela Kahooohanohano from Hāna is going to join the meeting. Other representatives that we have with us today are Robin Shishido with Department of Transportation. He is with us here in...on Maui, or Maui County, from the State of Hawai'i. Ed Sniffen, Department of Transportation, he's at another meeting, but he's going to try to join us. So we'll watch for him to pop in. Rebecca Crall, who is the Office Manager for Senator Lynn DeCoite; Napua Hueu, which is a community organization, Hāna Highway Regulation. And I'd like to also thank Committee Staff, Laks Abraham. Thank you very much, Laks. That...you have been very instrumental and helpful as we've tried to weather through the challenges we're having this morning with our Granicus system. Lesley Milner, who's also a Budget Committee Analyst, but she is full staffing this; Clarita Balala, our Committee Secretary; and Richard Mitchell, our Legislative Attorney. Thank you very much, everyone, for your help. This online meeting is being conducted in accordance with Governor's most recent emergency proclamation on COVID-19. Please see the last page of the agenda for information on meeting connectivity. Laks, do we have testifiers that are wanting --

MS. ABRAHAM: Good morning, Member Sugimura. Yes, we do.

CHAIR SUGIMURA: Okay. So you'll watch the clock, the three-minute clock for us?

MS. ABRAHAM: Yes, I can do that.

CHAIR SUGIMURA: Members...okay, thank you. So Members, before I go into the testimony, I wanted to let you know that I am going to be deferring the first item on the agenda, which is IT --

MS. ABRAHAM: I normally do it with my headset on. Thank you.

CHAIR SUGIMURA: Oh, are you okay?

MS. ABRAHAM: You don't want to listen to the meeting with me?

CHAIR SUGIMURA: Are you okay, Laks?

MS. ABRAHAM: Member Sugimura, I'm sorry. Could you repeat that?

CHAIR SUGIMURA: Oh. Are you okay? I'm going to be...I'm proceeding with the meeting.

MS. ABRAHAM: Yes. We're okay to proceed.

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IT-36 WASTEWATER INFRASTRUCTURE NEEDS (CC 17-99)

CHAIR SUGIMURA: Okay. So the first item on the agenda, which is IT-36 Wastewater Infrastructure Needs, I have decided to...I would like to defer this to July 22nd at 1:30 instead of taking it up today, as what I experienced over the last week was once I scheduled the Road to Hāna item, the number of interested parties and the number of presenters increased, as well as the discussion about what's happening on the road. So I'm going to defer this first item to July 22nd. I've already notified Director Nakagawa, as well as Mr. Sturm from Ridge to Reefs, as well as John Astilla, and this is his Vetiver project. So they will all show up on July 22nd, and thank you very much, Members, for allowing to...me to make this change.

ACTION: DEFER, NO DISCUSSION.

CHAIR SUGIMURA: The one item that I have left on the agenda is IT-1...under IT-1, which is Hāna Highway Traffic Management, and I have testifiers who are waiting. So at this time, Laks, would you like to proceed with that? Oh, wait, let me...let me say these things. I'm sorry. Oral testimony can be done via phone or a video conference. Testifiers wanting to provide video testimony should join the online meeting via BlueJeans meeting link, bluejeans.com/886005668, as noted on today's agenda. If you want to dial in, you may call 408-915-6290 and enter meeting code 886 005 668, also noted on today's agenda. Written testimony is highly encouraged, and you may submit that through the eComment link listed on today's agenda. And Members and the public, that is why we had this delay in our meeting, because we wanted to make sure we had access to eComment through Granicus, because we believe that hearing from you is important for us to do deliberations. Individuals are free to provide testimony on any of the agenda items. Instructions on how to submit testimony via eComment can also be found at mauicounty.us/ecomment. Okay, now we're going to move on to oral testimony. Laks, you want to take it over?

MS. ABRAHAM: Yes, Member --

CHAIR SUGIMURA: Sorry, Laks. I'm going to be taking up the Wastewater item on July 22nd. So if you want to wait and testify today, you're welcome to testify, or you may testify and come back on July 22nd if you're available. So thank you for allowing me to make that change. Thank you, Laks. Please proceed.

MS. ABRAHAM: Thank you, Member. We are...we currently have 18 people signed up to testify. Chair, your first testifier is Scott Crawford. Please unmute yourself and provide your testimony. The next testifier after that is Mahealani Carbonell.

. . . BEGIN PUBLIC TESTIMONY . . .

MR. CRAWFORD: Aloha, Madam Chair and Members of the Committee. Good morning, suostei. My name is Scott Crawford, and I'm a resident of Hāna and testifying as an individual this morning on the Hāna Highway Traffic Management. I appreciate that

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there is a lot of attention to this matter from the Council and the Mayor's Office, Councilmember Sinenci's Office, and...but there's a realization that the road is basically over capacity, and that something has to be done about it. And you know, we should've had traffic studies and some plans in place years ago, but now we're at the point where we can't wait for that. We need to have some action because to me, it is really just a matter of capacity. Referring back to the Mayor's press release from last week, he said that, as the Mayor's Office works through these challenges, other possible solutions have been discussed, including restricting access to Hāna Highway. However, because Federal funds were used in the State's highway construction, limiting access is prohibited, except in the event of a health or safety crisis, such as the COVID-19 outbreak. What I would argue is that when the road is over capacity and literally just gridlocked so that, you know, emergency vehicles aren't able to get through, that is a safety crisis. If somebody needs a medical response in Ke'anae, and the ambulance literally cannot get there, that is a health and safety crisis. If somebody is...needs to be transported out of Hāna--which I have personally experienced following my late wife out to the hospital hoping that she would make it on time, she'd still be alive when we got to the hospital--and knowing that a difference between an hour and a half trip and a...what is now a three-hour trip some times of the day, could be life and death for somebody; that is a health and safety emergency. And so I would argue we need some kind of a cap on the traffic, some kind of management of the flow of traffic, especially during the peak hours. Exactly how to accomplish that, and you know, what the...what the right ways are, I think we can have a lot of good discussion around, but I don't think that we should...I think that we should realize that it is a health and safety crisis and respond accordingly so that the...you know, so the road just doesn't become so gridlocked that emergency response is impossible. And as far as things like visitor use fees and toll roads and things like that, I think that maybe there's a place, a discussion for that and the legality of it and the practicality of it, but I see that as not so much of like a deterrent that's actually going to change the . . .(timer sounds). . . amount of traffic on the road, more that you could use some of those funds to go back into visitor education and enforcement and management of the traffic. But really, the fundamental issue is the capacity and the amount of cars on the road itself. And that's, from my perspective, the important...that needs to be managed. So thank you for taking this issue up and giving me the chance to share my mana'o. Mahalo.

CHAIR SUGIMURA: Thank you, Mr. Crawford. I have a question for you, and I see Member King, as well as Molina, does. But you're talking about the peak hours, so can you tell us when you think are the peak hours on the road?

MR. CRAWFORD: You know, I think others would probably be able to address that more than myself.

CHAIR SUGIMURA: Okay. Okay.

MR. CRAWFORD: I think, you know, basically from mid-morning through mid-afternoon. When I drive the road out myself, I go in the morning and come back in the evening to avoid the traffic, but I've heard people say that during mid-day, it's a three-hour trip;

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what normally would be an hour and a half to two-hour trip is now a three-hour plus trip. So...

CHAIR SUGIMURA: Thank you. Member King, then Member Molina.

COUNCILMEMBER KING: Thank you, Chair. Aloha, Scott. Thanks for being here. I'm so sorry to hear about your wife, and I had a similar experience with a good friend on the Big Island, who waited two hours for a helicopter, and then died on the helicopter ride over to O'ahu. So I understand how dire the situation can be when you're in a remote area. So what I wanted to ask you was if you're...if you're involved at all with the Hāna Advisory Committee, and have they convened to discuss any possible solutions or would possibly be interested in just a specific TIG to discuss Hāna Highway issues?

MR. CRAWFORD: The Hāna Advisory Committee? I'm not currently. I have served on the committee in the past. I'm not currently serving on the committee, and I'm not sure whether this particular item is sort of within the scope of their, you know, purview. So I can't really answer that, either. I'm sorry. I'm not the best person to answer that either.

COUNCILMEMBER KING: If you're more...you're more involved, but it sounds like something that, you know, just need to get some professional heads together to, you know, what we can do and what's --

MR. CRAWFORD: Yeah. Yeah, I do think that that would be a good forum to take feedback from the community, the Hāna Advisory Committee, if that is sort of within their, you know, jurisdiction to provide advice on...to the Planning Committee...Commission and to the Council.

COUNCILMEMBER KING: All right. Well, we have Mister...or Councilmember Sinenci here, too. So I'm sure he's taken note of all these potential solution avenues. But thanks for being here, and again, I'm very sorry to hear about your situation.

MR. CRAWFORD: Thank you, Councilmember King. Fortunately, the time that I had to follow her out, she did make it to the hospital okay, and that was...but it just gave me a sense of how...how, you know, important it is to be able to have the road passable at all times for emergency vehicles.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER KING: Well, thank you for being here.

CHAIR SUGIMURA: Thank you. Mr. Molina.

COUNCILMEMBER MOLINA: Thank you, Madam Chair. Good morning, Scott, and I too want to share my sympathies with you with your loss. And it certainly hits home and justifies why we need to do something now. At this point, have you or anyone else in the community taken account of how many tourists are coming in, in terms of cars,

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versus the amount of residents, or you know, how people like to go visit family in Hāna or just to recreate...has there been any type of count at this point?

MR. CRAWFORD: I think that that's probably a good question for Napua when she comes up. I know that previously they had done some traffic counts, but that was a while back, so I'm not sure if they've been doing that recently. We really do need a traffic study to get an accurate count of what the...what the current...you know, the current traffic is and what a reasonable carrying capacity is. So like I don't know exactly what the right number is for carrying capacity, I can just say it's lower than what is...the road is experiencing right now. But I don't think that we can wait to do a traffic study and figure out what that number is before we take action, because it's already obviously over the number of what the capacity is.

COUNCILMEMBER MOLINA: Good point. And you know, it's...unfortunately, it's how Maui was marketed over the years. And one of the first things that...first pictures that always...you know, it's Hāna, East Maui, come visit. So naturally the tourists are curious, but Hāna and other remote areas were not meant to be destination areas for tourists or to be promoted as such. So...but anyway, thanks for your thoughts and testimony, Scott. Mahalo. Thank you, Madam Chair.

MR. CRAWFORD: Thank you, Councilmember Molina.

CHAIR SUGIMURA: Thank you. Anyone else have questions for Mr. Crawford? Thank you, Mr. Crawford. I think when we see you, we always think of you as being Hāna, so we look at you to have many, many answers for our questions. So thanks for being here. Next testifier --

MR. CRAWFORD: Well, fortunately we have a great community out here that all have...all have strong opinions on this. So --

CHAIR SUGIMURA: Yes. Good. Thank you for your time. Thank you.

MR. CRAWFORD: Thank you for the opportunity and the time.

CHAIR SUGIMURA: Laks, next.

COUNCILMEMBER LEE: Madam Chair? Madam Chair?

CHAIR SUGIMURA: Oh, I'm sorry. Alice Lee has a question.

COUNCILMEMBER LEE: May I ask Scott a question?

CHAIR SUGIMURA: Oh, Scott, can you come back? Oh, there.

MR. CRAWFORD: Yeah.

CHAIR SUGIMURA: I didn't see you.

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COUNCILMEMBER LEE: Hi, Scott. This is Alice. I'm just wondering --

MR. CRAWFORD: Good morning.

COUNCILMEMBER LEE: -- looking in the past, there have been road closures due to landslides, et cetera, temporarily. So up to how long has...you know, like the Road to Hāna, has been closed at different times?

MR. CRAWFORD: I'm sorry. Can you clarify your question, Alice?

COUNCILMEMBER LEE: The Road to Hāna has been closed a number of times due to landslides or different types of issues. Up to how long has the Road to Hāna been closed to non-residents?

MR. CRAWFORD: Well, there...the closures due to landslides and things like that do happen now and then, and tree falls, and things like that. Usually those don't last for more than a few hours, and the State, you know, highways crew does a fantastic job of responding to those and clearing them out quickly, whether it's, you know, trees fallen or roads...mudslides. So you know, in worst case, it might be closed for a day or so, but most of the time it's only a few hours. And then as far as the, you know, the closure to non-residents that happened last summer during COVID, you know, that was for at least a couple months, I think, two or three months during that time that the road was closed to non-residents because of the situation with COVID. So I hope that --

COUNCILMEMBER LEE: Okay.

MR. CRAWFORD: -- does that answer your question?

COUNCILMEMBER LEE: No, that's helpful, because if we decide to propose legislation to close the road to non-residents until, at least, a study is done, that might...that might work for everybody. All right. Thank you.

MR. CRAWFORD: Yeah, and can I respond to that real quick? I don't necessarily...personally don't think that the...the answer is somewhere in between completely closing it to non-residents and just having it completely open. You know, I think that many people in Hāna appreciate some level of visitor traffic to support the economy and, you know, create jobs, and it's a matter of balance. So I'm not sure where exactly the right place is, or how to find that point, and...you know. But the idea of a reservation system, and that maybe only people who have some kind of reservation, even with some kind of an activity or an accommodation in Hāna, might be able to, you know, set some kind of baseline. Or just basically creating a...as cars are moving into Hāna, having a certain number per, like every 15 minutes that can pass through, and keep them spread out so that the...you know, so that the road isn't over capacity at any given time during those peak hours. Those are the kind of things

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that would be more practical, or more kind of in the balance, than just completely closing it down to non-residents again. That's my own personal opinion about it.

COUNCILMEMBER LEE: Yeah. Well, Scott, we're looking for...to strike a balance here also, but as you said, we need to establish a baseline. And in order to establish a baseline, we need to get some visitor...traffic counts.

MR. CRAWFORD: Yeah.

COUNCILMEMBER LEE: And if it takes a few days to get that, you know, then it's worthwhile. Then we have a basis for the limitation on numbers of vehicles. So that's all I was asking. Thank you.

MR. CRAWFORD: Yeah. Thank you.

CHAIR SUGIMURA: Do anybody else have questions for Mr. Crawford? I don't see any. So thank you very much, Scott. Thank you for your testimony.

MR. CRAWFORD: Okay. Mahalo, Chair.

CHAIR SUGIMURA: Mahalo. Next, Laks.

MS. ABRAHAM: Thank you, Chair. Our next testifier is Mahealani Carbonell, followed by Becky Lind. Please unmute yourself and proceed with your testimony.

MS. CARBONELL: Aloha kakahiaka kākou. 'O Mahealani ko'u inoa. I just wanted to come on and testify today because I work closely with Napua restoring Honomanū lo'i, and so I have been traveling the road quite a bit. I've never lived in Hāna, but I have lived in Huelo, Kailua, and areas along the road. So I have experience throughout the years. And as much as it is a capacity issue--I'll agree 100 percent on that--it's also a capability issue. A lot of these tourists do not have the skills to drive that road. It's very dangerous. So just with regard to the signs, since they've been put up, myself and my friends have noticed an extreme, alarming increase of families walking on the road. It's extremely dangerous. There are little children, elderly people. And it's narrow, you know, there are turns, blind turns. So that's an issue I just experienced last weekend. I've kind of stopped going as often because the tourism has been on a rise, and honestly, it seems like we've had more tourists than pre-COVID. So I...I've been deterred from wanting to maintain the lo'i because my heart rate is elevated. It's like you got to mellow out for ten minutes when you get where you're going because you're...you just almost died several times, because tourists don't know what they're doing driving that road, you know. So there's a capability issue. As far as the capacity issue, I think, you know, we've had some weirdness with reservation systems, but with regard to this road, it cannot be a free for all. I think there's got to be some sort of cap. There's got to be like a...in my opinion--my friends and I have thrown this idea around--tourists should have to take a course and get a license. They should have to be licensed to drive that road. They should be required to drive an obstacle course with a narrow passage, winding turns...I'm not kidding. I mean, we could

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make revenue. We could pay for Hāna Highway regulation at the 15 sites with the revenue made by the licensing. I mean, it's...it doesn't take a lot of creative thinking to find a solution here. So I just think with the community's input, with these creative ideas, and with, you know, some real effort going toward Hāna, considering that Hāna is one of the main marketing draws for tourism. It's like everybody wants to visit Hāna. In my opinion, it would be even more exclusive. People would be fighting to get those licenses by day. You could have morning, noon, and evening. You want to take a morning trip to Hāna, you want to take a lunch trip to Hāna, you want to take an evening sunset trip to Hāna, you can reserve that space . . .(timer sounds). . . well in advance, just like Wai'ānapanapa. So anyway, that's my opinion. I know I'm out of time.

CHAIR SUGIMURA: Thank you.

MS. CARBONELL: But safety: number one concern, and maintenance, which has been absolutely disregarded for all these years. The maintenance is appalling, and I have to say, just going to eat in Hāna, the rubbish cans are overflowing. It's not just the road. The capacity is beyond, absolutely beyond. So that's all I have to say. Mahalo.

CHAIR SUGIMURA: Thank you. Thank you very much, Mahealani. Anybody have questions for her? Ms. King.

COUNCILMEMBER KING: Thank you, Chair. Aloha, Mahealani. Thank you for your testimony. I'm sure you represent a large portion of the Hāna population of residents. I just kind of wanted...when you were talking about taking classes, it occurred to me that one way to address that issue might be to limit the...you know, if we were to close down Hāna Highway to tourists, that we just limit them to taking tours out there, like the van tours. So I just wanted to ask you what your impression of that would be, if you...if we came up with, you know, an acceptable list, is that something that you think the Hāna residents would support?

MS. CARBONELL: Yeah. I actually do have some notes here. I said, especially when there's construction on the road, my main opinion is that no tourists should be driving back there. I think that only the vetted tour companies that follow the kapus, that know where to go that's legal, and that maintain safe procedures should be allowed. I think that...I think that either, if you're not capable and you don't think that you're confident driving that winding road, you should book a tour with a tour company. If you are a rambling kind of person and you think you can handle it, take the test, you know. Make it...make it a certain amount of money that you know, you know, okay, I've got this license, maybe it's good for ten years. So okay, I know how to drive this road. If I come back to Maui in ten years, I can still use my same license if it's \$100 or whatever it is. So I think that there should be options, but I think that only the tour companies that have proper procedures should be allowed. I think that these companies who advertise illegal spots should be reprimanded strongly.

COUNCILMEMBER KING: Okay. Well --

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MS. CARBONELL: And yeah, I think that if people want to drive it, they should prove that they're capable of it.

COUNCILMEMBER KING: Okay. Well, it'd be helpful if you do have a list of, you know, infractions --

MS. CARBONELL: I think Napua has that information, but I do know personally that I see tour companies stopped at spots I know that they shouldn't be. So I think all of us locals that know well enough the road can see the illegality of a lot of stuff.

COUNCILMEMBER KING: Okay. Well, that's really helpful information. Thank you so much for being here.

MS. CARBONELL: Thank you.

CHAIR SUGIMURA: Thank you. Anyone else have questions? Seeing none. I'd also like to welcome Tasha Kama. Thank you very much for joining the meeting. You were here at 10:00, as you said. Thank you.

VICE-CHAIR KAMA: . . .*(inaudible)*. . . Chair.

CHAIR SUGIMURA: Thank you. Next testifier, Laks. I think your...I think your bell needs to be a little louder, if you could.

MS. ABRAHAM: Okay.

CHAIR SUGIMURA: Thanks.

MS. ABRAHAM: I'll try to turn it up. Our next testifier is Becky Lind. After that, it is Mary Henig. Becky Lind, if you could unmute yourself and proceed with your testimony.

UNIDENTIFIED SPEAKER: I believe Becky has left the meeting.

MS. ABRAHAM: Okay. We'll move on to the next testifier. Our next testifier is Mary Henig, followed by Tad. Mary Henig, please unmute yourself and proceed with your testimony.

CHAIR SUGIMURA: I don't see her on the call.

MS. ABRAHAM: We'll go ahead and move on to the next testifier. The next testifier is Tad, followed by Harry Hecht. Tad, if you could unmute yourself. I'm sorry, it looks as if Tad has left the call as well. Our next testifier is Harry Hecht. Harry Hecht, if you could unmute yourself and proceed with your testimony.

UNIDENTIFIED SPEAKER: Also not on the list.

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MS. ABRAHAM: My apologies. We'll move on to the next testifier. Our next testifier is Travis Liggett. Travis Liggett, if you could unmute yourself and proceed with your testimony.

MR. LIGGETT: Aloha. Good morning, everyone.

CHAIR SUGIMURA: Good morning.

MR. LIGGETT: Although you deferred the wastewater item today, I thought I would still testify, because I'm here, on the matter. I basically wanted to summarize some findings that I found through Freedom of Information Act on the wastewater topic. And a paper I read called Impact of Submarine Groundwater Discharge on Marine Water Quality and Reef Biota in Maui. And in this paper by Dr. Amato, he found that the region next to the wastewater facility in Kahului is barren of corals and almost entirely dominated by colonial zoanths. So there's no coral there, and...so I wanted to summarize the mass loading of nitrogen being injected into the wastewater wells. In Kahului, it's over 468 pounds of nitrogen per day; Kihei is in the middle at 187; and Lāhainā is at 125. So what we're seeing is that these injection wells are loading a lot of nutrients into the system, and so I'd like to suggest some actions that the County can make to improve wastewater. First is disinfection in Kihei. The injected wastewater is not being disinfected there, and the Department of Environmental Management has said that they have two channels right now: one they're using for reuse water; one as a backup; and that they're bringing a third channel online, and soon all the injected wastewater will be disinfected there. So that is in process. The second major item would be a Ma'alaea regional facility, or a line to pump the Ma'alaea wastewater toward Waikapū Country Town. That comes in at about \$35.5 million. The third item I would suggest is what...piping called R-1 Upgrades in Kahului, which are planned for 15 million by 2025. And what that will do is also bring that wastewater to a state of disinfection so that swimmers and marine life there are not exposed to the pathogens. The fourth item would be 100 percent reuse, and I encourage the Council to not stand on the sidelines on this topic, to be as aggressive as possible in acquiring land. Be creative about leases or whatever you can do to get that land to do reuse, because reuse is the only way you're going to get yourself out of this injection well problem. And finally, cesspool upgrades, which if you calculate loosely, 12,000 cesspools and about \$21,000 per upgrade, that's a \$252 million problem. So I know Kai Kahele just obtained \$50 million through the infrastructure bill. That's not getting us very far. But those are the five items I would recommend. And I do want to say that with the disinfection in Kihei, what we're showing at Cove Park is that 1.6 of the DOH readings for enterococcus are above the beach action value there. So you have a one out of fifty chance of swimming in wastewater. That's above the limit set by the Department of Health for action . . . (timer sounds) . . . and just let me finish. About 9.1 percent are above the geoming (*phonetic*) standard, and once in May of 2018, the enterococcus value there was 15 times the beach action value. So I just want to reiterate that disinfection in Kihei is very important.

CHAIR SUGIMURA: Thank you, Mr. Liggett. Do you have that in written format, so you could submit it when we take this item up in July?

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MR. LIGGETT: Absolutely. I'll have that ready by then.

CHAIR SUGIMURA: Thank you very much.

MR. LIGGETT: You're welcome.

CHAIR SUGIMURA: Members, anyone have any questions for him? Seeing none. Oh, Kelly King has a question for you.

COUNCILMEMBER KING: Yeah, just a quick question. Thank you, Chair. Aloha, Travis. Thanks for all the information you've been providing. I just wanted to ask if you had been in contact with the folks at Ma'alaea, the Ma'alaea Village Association, because they are working --

MR. LIGGETT: Yes. They did a very good study, a feasibility report through Brown and Caldwell, and they've outlined the options there. My take on it is that we just need some leadership to get it done. All the parties are interested in doing it, and I've attended the task force meetings there. And you know, these are mostly just condo owners that are not really in a position to do these large tasks. So...

COUNCILMEMBER KING: Yeah, I just wanted to let you know that Peter Cannon is part of that association. He's working...his committee is working on that issue with that modular wastewater treatment facility that they're looking at. So that's important, and that'd be great.

MR. LIGGETT: Right. Thank you.

COUNCILMEMBER KING: Thank you, Chair.

CHAIR SUGIMURA: Okay. Thank you. Any other questions for Mr. Liggett? Seeing none. Thank you very much for sticking around and testifying, and we'll see you on July 22nd maybe at 1:30.

MR. LIGGETT: Thank you. My pleasure. Thank you.

CHAIR SUGIMURA: Thank you. Next testifier, Laks.

MS. ABRAHAM: We're going to circle back to Noe, who I believe is testifying on the phone line of 1881. Phone line 1881, please unmute yourself and proceed with your testimony.

MS. LECKER: Hi, my name is Noe Lecker. I am calling from Hāna. I live here in Hāna, and I was calling about the Hāna Highway, the road condition. I would really like to see some more support on how we can provide more safety concerns that are not just for the visitors that come into Hāna, but also for the residents. It's a little concerning to see cars parked all on the side of the road. We're thankful for all of the signs that have been provided, but I can tell you that the signs don't really work, because I still

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see cars parked under the signs that say no parking. And it's hard to press the issue on the fines and the fees if no one is there implementing those fines and fees when the cars are being parked illegally on the side of the road. My other concern is also for a lot of the workers that commute in and out of Hāna to their workplace, leaving like an hour early just to get to a place where it normally would take you half an hour is really stressful. It's been stressful for the school bus as well, that pick up kids in, you know, the different areas of East Maui and trying to get them to school or to their summer school program. It's thrown off the schedule. And it's also a little frustrating for the bus drivers and the parents who have to wait for the kids to get off the bus, which, you know, is normally 20 minutes to a half an hour, and now it's 45 minutes to an hour. So these are some of the issues that I'm hoping can get resolved. I also have some concern about the road condition. It is not getting any better with the heavy flow of traffic coming in and out. I do have concerns for the fixtures that are being done right now on the bridges. I'm thankful that it's getting done; however, it is causing some, you know, traffic issues and some safety issues because of the backup of cars that are being lined up at that traffic light. And also, you know, because the visitors that come in on the Hāna Highway, they're not aware of the pull-out...you know, the pull-out areas or . . .(timer sounds). . . areas that they can...oh, sorry, I...if I can come back on --

CHAIR SUGIMURA: Yeah.

MS. LECKER: -- and testify after, if there's more time, I would love to do that. Thank you.

CHAIR SUGIMURA: Oh, you know, can you...can you finish...can you finish up your testimony in a...in a sentence or two?

MS. LECKER: Sure. I just would like to see more help with either the Maui Police Department, or maybe even some non-profit organization taking on this role, and maybe being supported with the Maui Police Department and the Safety Department in working together to establish more safety for both visitors and residents, you know, that travel in and out of East Maui. Thank you for your time.

CHAIR SUGIMURA: Thank you. Anyone have questions for her? Mr. Molina has a question. Could you hang on?

COUNCILMEMBER MOLINA: Yeah. Thank you, Madam Chair. Good morning, Noe.

MS. LECKER: Thank you.

COUNCILMEMBER MOLINA: And mahalo for your comments. With regards to the signs, I kind of agree with you. I know the State put that up, but apparently it's not having the effect we wanted. The Hāna Police, have you been able to find out or hear of anything as to what the Police Department is doing to try and enforce the sign laws and illegal parking?

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MS. LECKER: You know, I want to thank the Maui Police Department, and you know, even the police officers here in Hāna. They've done their best. You know, I can imagine they probably have like phone calls off the hook, which takes away their time in actually really getting to calls that are more important than illegal parking. I mean, that is important, but they're busy. They're like all over the place trying to do their job, and then they get all these phone calls of illegal parking, which makes their job a little bit more stressful. So...and driving the area, if they get a call in Ke'anae, and then they get a call in Kīpahulu and Kaupō, they have to drive, you know, one end of the island to the other...not the end of the island, but one end of East Maui all the way to the other end, and that's really challenging when you have five to ten cars, you know, on the Hāna Highway driving. It's hard for them to get to one place to the other. So I'm hoping that possibly the...you know, the Hāna Police Department can get more support in trying to find out if there's non-profits that can actually help them to...you know, in the different moku areas, to kind of alleviate some of those illegal parking so that the Police Department can focus more on, you know, criminal activities or, you know, car accidents, or stuff, you know, that they are really supposed to be doing.

COUNCILMEMBER MOLINA: Okay. Thank you very much, Noe. You know --

MS. LECKER: I hope I answered that question.

COUNCILMEMBER MOLINA: Oh, you did it very well. And you know what, there's nothing like live intervention. I think having a human coming up with one ticket book or telling you not to do such and such is much more effective than a sign. So mahalo for your testimony. And Madam Chair, I don't know if that's part of your agenda today, if you had any responses from the police as to how we can better enforce. So anyway --

CHAIR SUGIMURA: So they're one of the...they are going to be part of our meeting.

COUNCILMEMBER MOLINA: Good. Excellent.

CHAIR SUGIMURA: Yeah, so --

COUNCILMEMBER MOLINA: Okay.

CHAIR SUGIMURA: -- even Hāna. I'm hoping that Sergeant Kahooohanohano will be online too.

COUNCILMEMBER MOLINA: Awesome. Okay, great. Thank you, Madam Chair.

CHAIR SUGIMURA: Yeah. Thank you, Members. No other questions. Thank you very much, Noe. That's been very good for you to share with us your thoughts. Laks, next testifier.

MS. ABRAHAM: Chair, our next testifier is Mary Ann Pahukoa, followed by Brian. Mary Ann Pahukoa, please unmute yourself and proceed with your testimony.

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MS. PAHUKOA: Aloha, County Council Members. Mary Ann Pahukoa, better known as Kamalani. Just to skip all the common complaining about, you know, cars and capacity, we all know, I wanted to bring jurisdiction issues to light because it seems like we have jurisdiction confusion along our road. We have the State who claims, you know, it's a Federal highway. And then we have...once you hit Hāna town, right near Hāna Hotel, it turns into a County road. And then we have a national park, a national park seeing 500 to 600 cars a day, however, using our County road. So I wanted to talk about...this County needs to really address or fine tune exactly where jurisdiction lies. We have the Mayor claiming that MPD's kuleana is to ticket these cars. However, many of those vehicles illegally parked in our pull-offs are headed up to our Crown lands, our forestry lands, which are supposed to be managed by State DLNR, other known then maybe DOCARE officers. Some of them go up these claimed EMI roads, which is now co-owned by Mahi Poho. So we have such jurisdiction confusion, I wanted to bring that to light, because everyone needs to know their kuleana in this...in this road, from the beginning of Twin Falls, I guess beginning from Ho'okipa all the way to Kahikinui. I wanted to talk about the signs, the no parking signs. They don't work, obviously, but I think what we would like to ask from our State Department of Transportation is no walking on Hāna Highway signs. The no parking, you know, it can be a little clearer, but at the same time, they'll just park at the very next pull-off and walk towards these falls. We do not have the infrastructure or the sidewalks for visitors to walk on the highway. And if you're a common Road to Hāna user, you've seen babies on their parents' shoulders, you've seen kūpuna who, you know, can barely walk, trying to scale down these cliffs, like Waikani Falls. And it's...you know, you don't want to honk at them because it's scary. They could slip and fall. But it is a safety crisis, like Scott and my other community members mentioned. We're in a safety crisis. I'm going to just write...read off some notes because this topic...we can talk Road to Hāna issues all day. We have illegal campers parking and camping at Pua'a Ka'a State Park, Ke'anae. We have them on the side of the road. I've seen a camper vehicle washing dishes by the national park sign with no ranger in sight. We have no boots on the ground. MPD is doing what they can, but there's not enough of them. And obviously, we're being outnumbered by these visitors, which lead to frustration. People forget that East Maui is full of subsistence 'ohana. . . .(timer sounds). . . They need these access ways. So I wanted to bring to light the jurisdiction issues, if our County could address, you know, whose kuleana lies where. Obviously, Road to Hāna needs rangers. And I can't wait for Napua's presentation because we've done the boots on the ground volunteer work for years, and we're being overrun.

CHAIR SUGIMURA: Thank you. Thank you very much. Anyone have any questions for her?
Tamara Paltin.

COUNCILMEMBER PALTIN: . . .(inaudible). . . Chair. Thank you, Ms. Pahukoa, for your testimony. I just wanted to clarify, in the first part, did you say the Road to Hāna was...the State called it a Federal highway, or is it a State highway?

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MS. PAHUKOA: Because it was Federally...because it was Federally funded, our previous Senator, Kalani English, you know, always reverts back to, we can't make a toll because it's a Federal highway protected by, perhaps, Federal laws or whatnot, but it's a jurisdiction confusion, like I kind of mentioned. You know, he tried to alleviate some of these issues with the reservation system at Wai'anapanapa. However, he did...to my understanding, monies were taken from Maui County Council, from the Visitor Education Fund, and somehow transferred to the building of the Wai'anapanapa reservation system, which is not visitor management, it's not visitor education, it's a reservation system that works for just Wai'anapanapa. But even that road sees traffic, Honokalani, because they need to turn around about 300 cars a day because people can't really see that little brown sign that says reservations required. And they pull down the black sand beach, the Honokalani road anyway, which leads to people getting turned around, then trying to find another activity, which could be Red Sand Beach, which is illegal, it's trespassing. We have no parking infrastructure for visitors who want to visit there. And then, you know, it leads to Waioka being exposed. So I understand the reservation system is a type of minimal management, but it does not work when we don't have management at all the hot spots. Sorry if I --

COUNCILMEMBER PALTIN: And...thank you. So it's a State highway, but it was kind of funded by the Federal is what you're saying. And then --

MS. PAHUKOA: Yeah. You have...it's a national...it's a national...it's something. We have a little Federal or national kind of mark at the bottom of Kaupakalua.

COUNCILMEMBER PALTIN: Like a seal, maybe.

MS. PAHUKOA: Maybe Napua can clarify exactly what the highway is, but it's somehow recognized nationally. And I...you know, when someone mentioned marketing, Road to Hāna is marketed worldwide at various international airports. You see Black Sand Beach; you see Honomanū; you see Ke'anae Peninsula. So the marketing for Road to Hāna by the tourism industries, you know, it's insane.

COUNCILMEMBER PALTIN: And then one last clarification. When you were talking about the management for...or reservation system for Wai'anapanapa, have you...I heard on Kaua'i they do a reservation for the whole road. I think...I'm not sure if it was into North Shore, but are you familiar with Hā'ena?

MS. PAHUKOA: Hā'ena. So the...yeah, Hā'ena, the same group who built Hā'ena, to my understanding, helped Kalani English build the reservation system for Wai'anapanapa. And it's...the issue with that is people will still drive down Honokalani Road, and then we have a little booth at the very bottom, and if people don't have reservations, they U-turn and go back up Honokalani. So it doesn't --

COUNCILMEMBER PALTIN: So my clarification was, you...the reservation system, it should be for the entirety of Hāna, not just Wai'anapanapa?

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MS. PAHUKOA: I agree, or various hot spots within...if you visit any other...if you visit like New Jersey--I've been there once--they collect...they have...they don't have reservation systems, but they have a capacity at various parking stalls at parks. So various beaches...so if you were to enter Hāna Bay, only this many people can enter Hāna Bay. And like we mentioned, access is a huge key for, you know, the 'ohana out here. So we would love to see residential parking and then visitor parking because we need to make sure that we have...we're not being outnumbered. If we visit Koki during the hours of 10:00 to 2:00, all the pukas where our lawai'a go to pull up, and you know, watch the fish and maybe go catch dinner are just taken. And it's an...a complete intrusion. Our visitors don't know, because we don't litter the signs...with signs down there. But when you see 50 cars parked where, you know, these boys, these Hāna boys, go fish, it's just...it's disheartening. And then of course, they get pushed elsewhere to try to go holoholo. It's just, like I said, a little bit intruding.

COUNCILMEMBER PALTIN: Thank you. Thank you for the clarification. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Thank you very much, Kamalani. Thank you very much for participating. Oh, there's Shane. Shane, you have a question?

COUNCILMEMBER SINENCI: Thank you, Chair. Just a quick question for Kamalani. She mentioned about the different agencies that are throughout the highway. And she mentioned, I believe, DOCARE or DOFAH. Do they also have their own enforcement? Do you know if they have their own enforcement officers in...for these sections of the highway?

MS. PAHUKOA: To my understanding, DOCARE and DOFAW usually work to enforce commercialism, when...especially when it comes to the ocean. They're always monitoring our harbors. But what it seems...what seems to be missing is an officer specifically for our visitors. And that's what I think a lot of communities, rural communities, are missing throughout the State, is these officers that address just, you know, our visitors, relaying information. Like I mentioned, the Waipi'o ranger, they have a ranger in Waipi'o Valley that makes sure, you know, only four-wheel drive vehicles go down. He's just that communication between residents and our visitors. We have DOCARE officers that come to Hāna, but like I said, I think they only monitor commercialism at the harbors, and then of course, checking in with our hunters. We have hunters, you know, at these various EMI on the forestry grounds, and then we have issues with visitors parking in front of the hunting gates. So when the hunters come out on the weekends, they can't even come out because they're being blocked. So that would...to my understanding, that's supposed to be a DOFAW or a DOCARE officer's kuleana. MPD can't walk up into the forest. And then, you know, we have the...Ms. Lynn DeCoite mentioning, you know, towing vehicles, which to me that...after thinking about it, that's not a very good solution to tow a vehicle that's parked at Wailua Iki or...because what are we going to do, leave our visitors on the side of the road and then they're going to be walking to the call boxes that don't even work? So I could talk Road to Hāna issues all day. To my understanding, we need that kind of ranger to...that's specific to our visitors, not really going after boats and whatnot, because our visitors obviously is the Road to Hāna issue. Like we said, we're

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in a safety crisis. We're...we've breached our capacity along the Road to Hāna, and we need these rangers on site throughout the whole road, just to ensure the safety.

CHAIR SUGIMURA: Thank you.

MS. PAHUKOA: Thank you.

CHAIR SUGIMURA: Thank you very much. Anybody else have any other questions? Thank you. So before we call the next testifier, I just want to remind the Members that today, after we go through our testimony--and appreciate your patience as we had this delay--we have State DOT Robin Shishido and possibly Ed Sniffen, who can...who is a resource. State Senator Rebecca Crall was listening in, but had to go to a 10:00 meeting for Senator Lynn DeCoite. From the Mayor, we have Lisa Paulson and Tyson Miyake. Tyson had to leave at 10:15, so he might have to come back on later. Maui Police Department, we have Captain Everett Ferreira and Sergeant Angela Kahooohanohano. And from the community we have, of course, our Councilmember Shane Sinenci and Napua Hueu. So I know we have a lot of questions, we have much more testifiers, and we're into the meeting one hour. I'm going to take testifiers up to 10:45, and then take a break. So Laks, can you announce the next?

MS. ABRAHAM: Chair, we have five more testifiers. Our next testifier is Brian, followed by Susan Pu. Brian, can you please unmute yourself and proceed with your testimony?

CHAIR SUGIMURA: Brian? Can we go to the next testifier?

MS. ABRAHAM: Brian --

CHAIR SUGIMURA: Is he here?

MS. ABRAHAM: It appears that he's muted on his end.

CHAIR SUGIMURA: We'll come back to Brian.

MS. ABRAHAM: Okay. Chair, our next testifier is Susan Pu, followed by Charlie. Susan Pu, if you could please unmute yourself and proceed with your testimony.

MS. PU: Aloha, everyone. I am a member of the Hāna community, long time member of the community. I'm also the manager for Hāna Kai Maui. We're a condominium out here in Hāna. And I'm also a member of the County Cost of Government Commission. We are also looking into this...the problem with the Hāna Highway, everything from resurfacing to, you know, maintenance, ongoing maintenance, and especially safety. I just wanted to mention a few things. I...about two weeks ago, I came into Hāna from Kahului, left Kahului just on the winding part of the road that starts in the Ha'ikū area. From there to the Kaeleku area, which is just the winding part of the road, 280 cars in an hour and a half at that time of day. So I think that our counts, our car counts, are way off. I mean, 280 cars I passed, coming...leaving Hāna at that time of the day. It's...that's an amazing number . . . *(inaudible)* . . .

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CHAIR SUGIMURA: Oh, you're frozen. We can't hear you, Susan. You want to turn off your video and maybe we can hear? Hi, Susan. Can you say something? Susan? Laks, maybe you can go to the next testifier. We can get Susan back. Susan, you're frozen. We can't hear you, although we can see that you have audio.

MS. ABRAHAM: Okay, Chair. We can move on. If Susan could --

CHAIR SUGIMURA: We can go back to her. Sorry.

MS. ABRAHAM: Our next testifier is Charlie, followed by Jack Truesdale. Charlie, if you could unmute yourself and proceed with your testimony. Okay. It appears that...I'm sorry, is Charlie available?

MR. AHUNA: Hi. Is that me?

CHAIR SUGIMURA: We can hear you.

MR. AHUNA: Okay.

CHAIR SUGIMURA: Proceed.

MR. AHUNA: Okay. Hi. Well, actually, I just came to observe, but yeah, well, I can share. I actually drive tourists to Hāna. So...and I've seen the traffic over the years. And I see all the frustration from the locals, and I do understand what they're saying. And somebody pointed out...they made a good point as far as controlling traffic, because I do know the reservation systems don't really help. I mean, if some of that money goes to the community, that's a really good thing, but if it's not going there, it's really just allowing all the traffic to come into Hāna and not really regulating the amount of traffic going in. And I think that that's the main concern for the local people in Hāna. Somebody mentioned just allowing tour buses there, like the Haleakalā reservation system. They have tour companies going up, certain amount...only a certain amount of buses per company. That would really help regulate the road and ease up a lot of the traffic and frustration there. So I've been driving the road for a long time. I've seen the traffic increase a lot. So I think that might be a good thing, as far as regulating the amount of people, because you can regulate the buses, you can regulate the stops that we make. You can tell us to keep going. We'll pull over for the local traffic. I strongly believe you'd be able to do that. There's a lot of tours out there who just do their own thing, but yeah, you really got to...got to regulate the traffic out there, because it's getting...it's way overcrowded. So...can you still hear me okay?

CHAIR SUGIMURA: Yes, we can hear you.

MR. AHUNA: Okay. Okay.

CHAIR SUGIMURA: Okay. Are you done, Charlie?

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MR. AHUNA: Yeah, yeah.

CHAIR SUGIMURA: Okay. I have one question for you.

MR. AHUNA: Sure.

CHAIR SUGIMURA: What size bus...how many passengers is your bus?

MR. AHUNA: It's just a small one. It's a ten-passenger bus.

CHAIR SUGIMURA: Ten, okay. Thank you.

MR. AHUNA: And I think downsizing would be good too, so you're not...you're not too offensive as far as taking up the whole road. You can pull over easily for the local traffic. So yeah.

CHAIR SUGIMURA: Thank you.

MR. AHUNA: Um-hum.

CHAIR SUGIMURA: Kelly King, did you have a question, clarifying question?

COUNCILMEMBER KING: Yes. Yeah, thank you, Chair. Aloha, Charlie. Thanks for your testimony, and I was the one that mentioned, you know, limiting to tour buses only, or tour operations. Do you see a...if we did something like that, do you see a need to differentiate the tour operations from tourists who may be staying out there? Would they still have a need to have their own car to go out there and back, like if they're staying in a bed and breakfast or something that's legal...you know, a hotel that's legal out in Hāna?

MR. AHUNA: You mean as far as staying there, then driving to Hāna?

COUNCILMEMBER KING: Right, because if someone's staying in a hotel and doesn't...you know, they might need their own car. And I'm just wondering if you see a way to differentiate so that we can identify folks who are actually staying at the hotel out there.

MR. AHUNA: Right. Well, if you do operate that way...I know somebody mentioned that you can't limit the amount of cars, but I think that would actually be something you should...you should really look into because they're the ones parking all over the place illegally. And people, you know how they are, they're curious and they're going to walk on the highway, but you got to...you got to stop that. Sooner or later --

COUNCILMEMBER KING: You know, I was asking about where tourists were actually staying at the Hāna Hotel or . . . *(inaudible)* . . .

MR. AHUNA: Yeah. Well, if they do have like a reservation for the hotel --

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COUNCILMEMBER KING: Yeah.

MR. AHUNA: -- and they can somehow prove that, or call in, or maybe get a ticket or a card, reservation card, and then they can show that.

COUNCILMEMBER KING: Okay. Yeah. Because I don't think we would want to limit folks who are staying out there to only taking tour buses in and out. That would be --

MR. AHUNA: Oh, yeah. Of course not, yeah. But the...it would limit the amount of traffic, though, which would be nice for the local people, yeah.

COUNCILMEMBER KING: Yeah, absolutely. Absolutely. Thanks so much for your input. And we're assuming that you're one of the good tour operators that parks legally.

MR. AHUNA: Oh, no, I'm terrible. . . .*(laughing)*. . . No, I try to be. Shane was my teacher in school, so I got to be good.

COUNCILMEMBER KING: Ah, then you're doing...if Shane was your teacher, you're doing the right thing, I'm sure.

MR. AHUNA: Oh, yeah. He taught me well.

COUNCILMEMBER KING: Okay. Thank you again.

MR. AHUNA: Nice to see you. Aloha.

CHAIR SUGIMURA: Thank you, Charlie. Next testifier.

MS. ABRAHAM: Charlie, could you --

CHAIR SUGIMURA: Oh, I...I'm sorry. Charlie, Tamara has a question for you.

MR. AHUNA: Oh, go ahead.

COUNCILMEMBER PALTIN: So I just was wondering, you know, like all of these things that you're asking, they're great things, like you know, limiting it to people with reservations or liminating [*sic*] it to tour shuttles and like that, but it kind of, I guess, brings flashbacks to the GMO situation, where we're the County, it's a State highway that has Federal funding, and we can't limit it. And so I guess I'm a little confused. Like we're having...it feels...if that's the parameters, it's like we're having a hypothetical discussion of what we'd like to do --

MR. AHUNA: Right.

COUNCILMEMBER PALTIN: -- but because of the U.S. Constitution, we're told we can't do this.

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MR. AHUNA: Um-hum.

COUNCILMEMBER PALTIN: And so I guess...I mean --

MR. AHUNA: Well, there's a simple solution. We can just rewrite the Constitution.

COUNCILMEMBER PALTIN: Okay. That's a good one. I'd like that.

MR. AHUNA: Yeah. If somehow you guys could get together with, as far as being, you know Federal, County, and State, then yeah, that would...that would, I think...that would help out a lot though, as far as managing traffic. So...all right.

COUNCILMEMBER PALTIN: Or . . .*(inaudible)*. . .maybe. Okay. Thank you.

MR. AHUNA: Okay. Thank you, guys.

CHAIR SUGIMURA: Thank you. Next testifier.

MS. ABRAHAM: Can we have Charlie state his last name for the record, please?

MR. AHUNA: Oh. I would, but you might Google me, though. That'd be Ahuna, A-H-U-N-A.

MS. ABRAHAM: Mahalo. Mahalo, sir.

CHAIR SUGIMURA: Thank you. Next testifier.

MS. ABRAHAM: Chair...Chair, our next Member...I'm sorry, our next testifier, we're going to go back to Susan Pu, if she's still online, to complete her testimony. Ms. Pu, are you available?

MS. PU: Yes. Can you hear me? Okay. I just...I don't know where I got cut off last time, but I was mentioning that we did have emergency...you know, I witnessed an emergency vehicle not being able to get through. When you have tourist vehicles coming in lines of 20 or 30, which it happens all the time because of the...you know, you got a slow driver in the front. And when you get two of those trains of tourists meeting each other in these long areas of single lane road, where you know, there's single-lane bridges, there's drop offs, and so on. You know, the tourists, they just freeze up and they don't know how to react. And this is a huge safety issue. And I hope that we're not going to wait until we have more deaths on the Hāna Highway, you know, to address the fact that we have a huge safety issue. Regarding what Charlie mentioned, or you know, what you were just mentioning about people who come and stay in Hāna, I just want to say that the people who do come and stay here--I'm the manager for the Hāna Kai Maui--you know, at least they benefit the community. You know, employment, and you know, they spend money while they're here, and so on. Whatever decisions we make for the Hāna Highway, I think that we should just be careful not to put at a disadvantage the people who actually come and stay in Hāna.

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Also, one more thing is I think we just need a task force. We need a serious task force who, you know, would bring together the County, the State, the community . . . (*timer sounds*). . . to address all these issues. Thank you very much.

CHAIR SUGIMURA: Thank you, Susan. Anyone have questions for Susan? I don't see any. Thank you very much for hanging out and coming back on to share your thoughts. Next testifier.

MS. ABRAHAM: Chair, our next testifier is Kathleen Soule, followed by Kai Nishiki. Ms. Soule, can you please unmute yourself and proceed with your testimony?

CHAIR SUGIMURA: Is Kai Nishiki the last testifier?

MS. ABRAHAM: Yes, Chair.

CHAIR SUGIMURA: Okay.

MS. SOULE: Aloha, my name is Kathleen Soule, and I am an EMT with American Medical Response. We provide emergency medical services for Hāna. I am working out at the Hāna Medic 6 station today. And we do see an extreme...an increase in the number of cars on Hāna Highway. We many times have to transport patients from the Hāna Clinic to Kaumahina State Park, where we meet up with another ambulance to take them the rest of the way to Maui Memorial. And there's many areas on the Hāna Highway where we are delayed because of the cars not pulling over or the line of cars like Susan mentioned. I do also see many more tourists at Red Sand Beach that need rescuing because they go in rubber slippers or they have no idea how to manage the trail, which is very dangerous. So it increases the number of patients that need to be taken out. I love the idea of van only; however, I don't think that's practical or legal. There...that would definitely reduce the number of cars on the highway at a time. I think the vans also know where to stop and drop off their clients and where not to. And I think the signs that are now posted pose a bigger problem because people still want to stop and see that waterfall or that pond, so they're going to park illegally, which we now see in areas that are more dangerous, and then they are walking to the ponds or waterfalls, like was mentioned earlier. I also am saddened by the fact that now we are reducing the areas that us local people can go, like I would always go to milepost marker 10, that pond, on my way home from Hāna because I get off at 8:00. Tourists aren't usually coming in that early; I stop; I take a swim. Now there's a no parking sign there. I have to find another place to park and then walk my way over like the other tourists are ending up doing. That's pretty much what I have. I think a car count strip would be appropriate at milepost marker 6 before cars come into Hāna, for us to get a count of how many cars are actually coming in. And there should be consideration for those that are overnighing. But I think we need to limit the number of cars by way of maybe a permit system, that they have to go online, get a reservation to drive the Road to Hāna, watch a video telling them the dos and don'ts, and then have maybe a checkpoint at Twin Falls for them to proceed. So that's all I have. Mahalo.

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CHAIR SUGIMURA: Thank you very much. Tamara Paltin has a question for you.

MS. SOULE: Hi.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Soule, for your testimony. I just was wondering if you and your colleagues have been compiling data in terms of how many calls you get like weekly or monthly, and the average delay due to these unsafe conditions per call, like whether it's minutes or what, if you have any data written down or compiled? Or is it something that you folks think that you could do?

MS. SOULE: Yes, definitely we can do. We've started seeing this increase about two to three months now. We talked about the dangers of that for EMS, and so it would be very simple for us to start having a log on the amount of delays we're having on a daily basis, absolutely.

COUNCILMEMBER PALTIN: Yeah, because I mean, I...well, your permit system, I love it, but we've been told, you know, this is a Federally-funded State highway, and so there can't be any obstruction to people who just want to drive it. But for health and safety reasons, there may be a reason to manage it. And I think your data would fall the most into it as real life health and safety issues. And if we have those types of numbers, then maybe we can take it to the next level and say hey, this is a health and safety issue, look at this data, and something needs to be done along those lines. Because that is what we're allowed to do, I think I heard.

MS. SOULE: I'm sure me and my colleagues would be more than happy to provide that data and to start getting accurate counts of the delays, absolutely.

COUNCILMEMBER PALTIN: Thank you so much. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Ms. Keani Rawlins-Fernandez has a question for you. Oh, I'm sorry, Tasha Kama.

VICE-CHAIR KAMA: Thank you, Chair.

MS. SOULE: Aloha, Ms. Kama.

CHAIR SUGIMURA: Sorry, Keani. Go ahead, Tasha.

VICE-CHAIR KAMA: Thank you. Thank you, Ms. Soule, for being here. I just had one question. You know, in all the times that you've had to take patients and do a transfer, has any one of those, due to traffic congestion, ever cause a death or a . . . *(inaudible)* . . . because of those timing delays?

MS. SOULE: I believe I haven't personally had a delay with a patient that was life or death and it increased their potential mortality, but I have heard of other patients that my colleagues have transported that have had a complication from the delay. I don't know them specifically, but that's something else that we could potentially start

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keeping track of. Usually, though, I have to say, if the patient is critical enough that it is life or death and they cannot sustain that two-hour drive safely, then we usually have them flown out by helicopter.

VICE-CHAIR KAMA: Okay. Thank you. Thank you, Chair. I'm just concerned that while we're trying to resolve this issue that someone might die in the interim. So if we can take care of these issues sooner than later, I think the people in Hāna and Ke'anae will be more at peace. So thank you.

MS. SOULE: The other...the other problem too, I want to mention, is the time delay may not be crucial in the outcome for the patient, but it also keeps us from being able to return to our Hāna community that relies on only us, you know, the one ambulance that we have out here. So the delay does have that ripple effect too.

VICE-CHAIR KAMA: Right. Thank you.

CHAIR SUGIMURA: Thank you. Keani Rawlins-Fernandez. Thanks for waiting.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Mahalo, Ms. Soule. Mahalo for your testimony this morning, and I look forward to seeing the stats and data you'll be able to submit later. My question actually wasn't for our testifier, it's for Corporation Counsel. And I...I've been holding off on asking this question, but it's been repeated a number of times now, and I want to make sure that we're not misinforming the public about what the law actually says; so either Corporation Counsel or our attorneys. So I understand that we cannot establish a toll on the Federally-funded highway, but as far as limiting the amount of vehicles that traverse the highway, I haven't heard anyone cite the law that says we cannot do that. And so before we continue to repeat that, I want that to be clarified for ourselves, for our own edification, and for the public.

CHAIR SUGIMURA: Jen Oana.

MS. OANA: Hi, Members. So I've been trying to research that as public testimony is going on and I haven't found anything yet, but I'm going to continue looking into this, then give you guys an answer.

CHAIR SUGIMURA: Okay. Thank you. And we also have State DOT coming on as a resource, so they could answer the question about Federal funding, and the impact that has for the street...I mean, for the...for the Hāna Road. So we can continue that conversation. Yes, Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you, Chair. For Ms. Oana, an attorney direct messaged me 23 USC squiggly line 301, almost impossible to restrict travel on State highway with Federal funding. You can set up a reservation system for a park, but that doesn't solve the problem. Dealt with the same issue on Kaua'i. They say anyone has the right to drive on a public road, just to look around, or just to drive. That's what was messaged to me by our OCS attorney, Forrest.

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CHAIR SUGIMURA: Okay. Thank you. Any other questions? All right. So we're going to go on to the last testifier, then. Laks.

MS. ABRAHAM: Chair, our last testifier is Kai Nishiki. Ms. Nishiki, please unmute yourself and proceed with your testimony.

MS. NISHIKI: Hi. Good morning, Chair, Committee Members . . . *(inaudible)*. . . So sorry. Are you able to hear me?

CHAIR SUGIMURA: Yes.

MS. NISHIKI: Okay. Thank you. Yeah, so I know that the jurisdiction question has come up often. I recall when I was in a meeting with former Senator Kalani English, and we were discussing management of Hāna Highway, he had relayed that they were going to start off with the Ha'ena reservation system. However, he had already secured authority all the way up to the Federal level in order to put into place a reservation system for Hāna itself. So I would urge your Committee to get in touch with his office and see where that went, because he had assured us that he had gone all the way up to the Federal level to secure authorization. So I think that's pretty interesting. Also that even though the highway may be State, everything that tourists mostly want to do is off of the State highway. So I do think that the County does have the ability to manage in that way. And I know that in meeting with the Ha'ena folks, they were not just stopping at Ha'ena, they were scaling up. And this was probably six or eight months ago, they were already working on a regional parking plan, where people would have to park in a main parking lot, like here it could be like Ka'ahumanu Shopping Center, and then they would allow people to go in by bus. So it reduced the amount of cars onto the North Shore of Kaua'i. So I think that that is something to look at. I wanted to bring up a couple points. A lot of people in East Maui live a subsistence lifestyle. And when I went out to Hāna with my family, we stopped to pick mountain apples along the highway, and it was horrifying. There was toilet paper everywhere, and I wanted to cry...like I want to cry just thinking about it right now. I mean, it looked like poop Christmas, I mean, toilet paper just hanging all over the place. That right there...I mean, people are hunting, fishing, growing kalo, and some of the places that we stopped were like right by Honomanū. So that means that all of that poop and everything is just going right into the stream. It's so pilau. That right there is a...is a health hazard. There is not enough restrooms along Hāna Highway to handle the amount of tourists that are going out there. And enforcement of tourism management . . . *(timer sounds)*. . . by the tourism industry is not . . . *(inaudible)*. . . problems onto our first responders and our emergency personnel. And thank you very much. Mahalo.

CHAIR SUGIMURA: Thank you. Any other questions for Kai Nishiki? I see none. Thank you very much, Kai, for your testimony. And that was the last testifier; is that correct, Laks?

MS. ABRAHAM: Chair, we have two more testifiers that have just been added onto the list.

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CHAIR SUGIMURA: Okay.

MS. ABRAHAM: Our next testifier is Faith Chase, followed by Leonard Nakoa. Ms. Chase, if you could please unmute yourself and proceed with your testimony.

MS. CHASE: Kala mai, I'm just listening, thank you.

CHAIR SUGIMURA: Thank you, Faith.

MS. ABRAHAM: Our next testifier is Leonard Nakoa. Please unmute yourself and proceed with your testimony.

MR. NAKOA: Hey, howzit. I know you guys talking about the Hāna Highway, but I'd like show these up...show these to you guys over here, Honolua Bay. That thing, the same thing, the buggah dangerous. They...I was at a birthday party and a fireman from Nāpili...from Nāpili station over here, he was grumbling back to me. Like I tol' you guys, plenty talk...plenty people talk to me, but he stay grumbling, when they went out there for go rescue somebody, all the cars, they all piss off with him, you know, because they blocking the way. They yelling at him, how long you going be there. So I know Hāna, I feel for the Hāna people, but you know, over here too we get the same problem. I know, I heard that Alice Lee and Mike Molina, you guys wen cruise Nāpili Bay. You guys see how all the cars park on the side of the road li' dat. You know what I mean. It's...well, check 'em out, got plenty safety hazards all around these places. And yeah, the Police Department, they doing their best, but they, you know, like the Mayor went...said, they're short-handed. We'll get the park rangers instead in the morning, go check out their parks, you know, go ticket people li' dat. Go tell 'em go do dat stuff, you know, tell them to go do something. But yeah, no forget about Honolua Bay, the buggah stay da kine, crazy too. So mahalo, guys.

CHAIR SUGIMURA: Thank you. Any questions for Mr. Nakoa? Seeing none. Thank you, Junya, for being here.

MR. NAKOA: You're welcome.

CHAIR SUGIMURA: Laks, any other testifiers, or is that the last testifier?

MS. ABRAHAM: Chair, that was our last testifier.

CHAIR SUGIMURA: Okay. Thank you, Members. I'm going to take a short break now, and I would like your permission to close public testimony, and then to admit any written testimony to the item.

COUNCILMEMBERS VOICED NO OBJECTIONS.

CHAIR SUGIMURA: Thank you.

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. . . END OF PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: Thank you. So I'm going to take a short recess. Can you come back like at 11:10, and then I have a whole array of resource people that I would like us to hear from. So 11:10. Thank you very much. Meeting is now in recess. . . .(gavel). . .

RECESS: 10:56a.m.

RECONVENE: 11:11a.m.

CHAIR SUGIMURA: . . .(gavel). . . Welcome back, Members, to the Infrastructure Transportation Committee meeting. Thank you very much, testifiers. We are on precious time now to hear from our resource people, who have been standing by waiting to share with us what they have been doing regarding this Road to Hāna situation. I was going to give everybody...every group five minutes, but I'm going to cut that down to four, and Members, if our questions can go down to three Members...three minutes. So Laks, can you keep time...track of the time? And our first presenter, I want to ask Robin Shishido from the State Department of Transportation. And he informed me during the break that Ed Sniffen, who was trying to make this meeting, is still tied up with his other meeting, so he is not able to join us. And following that, I will have State Representative Lynn DeCoite's Office Manager, Rebecca Crall. Robin.

IT-1(3) HANA HIGHWAY TRAFFIC MANAGEMENT (Rule 7(B))

MR. SHISHIDO: Hi, good afternoon, Councilmember Sugimura. So I'm Robin with the State DOT. So a couple things that I heard and just wanted to clarify. So for State jurisdiction on Hāna Highway, our milepost ends at about milepost 35. So that's at Keapo Place, just before turning down to the harbor. So it is a State road that does receive Federal funding. As far as the traffic counts, so in our last resurfacing project on...in Ha'ikū, we did install a traffic counter. So I'll check if that's operational. It's right before Kaupakalua Road, so we can get traffic counts from there. It'll just give us total volume of counts, though. It's not going to distinguish between local or tourist traffic, but at least we can get a better idea of the amount of vehicles coming in. Other things, you know, regarding restricting the access, you know, it's a public roadway. There is a HRS, and probably USC code that, you know, talks about that. I don't have that exact reference available right now, but I'll look into it. You know, other things we've been doing, so the last few months, we met with Hawai'i Tourism Authority, Maui County, the MPD, and DLNR, you know, to see what we can do to address some of these issues. So immediately, we did put up the no parking signs with the reference to the HRS 291-111 C that talked about the parking fine and the surcharge. We put them up at two locations, and there's about five other locations we'll be placing these signs up in the next few weeks. Also, you know, I mentioned, you know, we cannot restrict the roadway, so you know, we're going to try to look at education piece. We're working with HTA and the CONRAC, you know, to put up some posters, and also with

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the rental car companies to put some fliers in there just to educate, you know, tourists about, you know, researching the Road to Hāna, you know, making sure they have a plan where they want to go, parking restrictions or, you know, just in general about, you know, how to park, where to park and things like that. I know tolling and other options for the road has come up, so right now we do not have any legislation in place that would allow us to put any tolling on the road. I mean, also, there's been talks of maybe looking at congestion pricing, and this has been throughout other roads on the State system as well. So right now our administration, they are talking with Federal Highways to see how, you know, this would impact any Federal funding that the roads currently receive. So they're still looking into that. But again, you know, right now, we don't have any legislation to put that in place. That's about all I had for this update.

COUNCILMEMBER KING: You're muted.

CHAIR SUGIMURA: So can I ask Senator Representative Rebecca Crall to make comments, and then we'll go back to questions for the...for the State people? Rebecca.

MS. CRALL: Hi, I'm here. Can you guys hear me?

CHAIR SUGIMURA: I can hear you now.

MS. CRALL: Hi. Sorry, I'm having issues with my camera, but...so Senator DeCoite has a few different meetings today. Sorry. I know that you guys are all trying to hop on this issue so the hearing was scheduled, you know, just on Friday, so we had other things going on. But I've been here for most of it trying to listen in on everything. The Senator had pre-set up meetings this week with a few of the agency and Department Heads for the State--DOT, HTA, DBEDT--to address these issues. So she has these meetings going on throughout the course of the week. So what I'm here for right now is to kind of listen to what your State concerns are, so then while she's in these meetings, we can find out what's going on. And I do communicate with Robin and Deputy Director Sniffen on a regular basis to kind of see what these...what can happen, the status of the signs, you know, the fines. One thing we did want to make sure to point out is with the surcharge...you know, so it's a \$35 fee plus a \$200 surcharge. Senator confirmed with Ed on Friday that that \$200 surcharge is split between the County and the State. So it, you know, would be...it's a hope that that could possibly go towards enforcement. But I don't know on the County side, what your guys' limitations are or availability to that, or how you get the funds. But we do know that the surcharge is split between County and State. So for every ticket issued, County gets a hundred bucks. So hopefully, that's a small step towards helping...towards funding some type of reinforcement. But any questions you guys have that are State-related, please let us know. We...there is a reservation system, the gowainapanapa.com, or the Maui Wayfinding that's supposed to be helping with traffic in Wai'ānapanapa. And we have another meeting to talk to those administrators on that tomorrow as well. So if anybody has questions about...that they would like us to get back to them on how that is working, please let us know. That was a project that was spearheaded by Senator English, so we are trying to kind of keep the ball

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rolling on that. So that's as...pretty much it for right now. Any questions you have, I will take back to the Senator so we can respond back to you guys. And I also spoke with Councilmember Sugimura's Staff, and they let me know that they would also compile a list of questions that anybody has for State agencies regarding this. So we can kind of have them all in one document, so we're not kind of piecemealing everything. Thank you.

CHAIR SUGIMURA: Thank you. Thank you, Rebecca. So are you needing the questions by tomorrow because you're having the meeting from tomorrow?

MS. CRALL: Oh, whenever you get them would be --

CHAIR SUGIMURA: Okay.

MS. CRALL: We will kind of run them by the Departments. She...one of the meetings is tomorrow, and then we'll be going through the rest of the week.

CHAIR SUGIMURA: Okay.

MS. CRALL: But no, any questions from today, obviously, I'll have on hand from tomorrow, and then we'll go forward with additional ones.

CHAIR SUGIMURA: Okay. Very good. So Members, if you have any questions for Senator DeCoite, then if you could submit it to Committee, and then we can compile it and submit it to her so that she can follow up with the State agencies. Thank you very much, Rebecca, for coming back and joining us at this meeting. I wanted to, before I turn this over to the other Members, I just wanted to let you know that Governor has signed July 5th, 2019, the...Act 250, which is what she just mentioned...Rebecca just mentioned. And this allows 50 percent of the surcharge to be shared with the Counties who will be enacting the legislation to manage the road. So this was passed in 2019, and I think it was probably passed because of the Ka'ena Point Park system that was going on. And so this allows us to then have some funding, which we would need to do processing so that we can receive it. But this is brand new...a brand new source of funding. And our Office has reached out to Michele Yoshimura to inquire. Anybody, then, have questions for either Robin Shishido or Rebecca we can add in writing? Alice Lee.

COUNCILMEMBER LEE: I'm sorry, did you say we have to submit questions for Robin Shishido in writing?

CHAIR SUGIMURA: No, no, no, only for Rebecca...for Senator DeCoite, because she's not here. I'm sorry.

COUNCILMEMBER LEE: Oh, okay. So I have a question --

CHAIR SUGIMURA: So if you have questions for Robin, he's here. He's here until 11:30.

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COUNCILMEMBER LEE: Yeah. I have a question.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER LEE: Okay. Robin, are you there? Robin?

CHAIR SUGIMURA: Robin, are you still --

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

MR. SHISHIDO: Yep, I'm here. I can hear you.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER LEE: Okay. Robin, behalf of...on behalf of Maui County, thank you very much for all you do for our roadway systems. You mentioned traffic counts have been taken from...is it from Ha'ikū to Hāna?

MR. SHISHIDO: So we have several traffic counters in place. One of them we have, it's more in the beginning part of Ha'ikū. But in our last resurfacing project, we did install one closer to Kaupakalua Road. I haven't checked if that one's operational yet, but at least that would give us a better idea of how much traffic, more so, is going into Hāna.

COUNCILMEMBER LEE: Okay.

MR. SHISHIDO: But since...I'll check with our traffic branch and try and get some data.

COUNCILMEMBER LEE: Okay. Robin, what's important with the information you receive on the traffic counts is to know how that relates to the road capacity. So do we have an idea of what the road capacity is?

MR. SHISHIDO: So you know, generally, a two-lane road, you know, it's about 1,000 cars per hour. But you know, with Hāna Highway, with the geometry of the road, the single-lane bridges and, you know, all these turnouts, it does affect what that capacity is. So I'll talk with our traffic branch to see, you know, with that factored, you know, what the estimated capacity is.

COUNCILMEMBER LEE: That's the kind of information we really need in order to proceed with legislation, Robin. And so the sooner you're able to get that information on road capacity, the better it'll be for us so that we can move forward. Because this is, you know, tantamount to an emergency, so we need to move quickly on this. But thank you very much, Robin. Appreciate your help.

CHAIR SUGIMURA: Thank you, Ms. Lee. Ms. Paltin.

COUNCILMEMBER PALTIN: I just was wondering, can the County pass legislation on the State highway?

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CHAIR SUGIMURA: That's a question for Jennifer Oana. I wonder if we could ask that question to...because Mister...Robin Shishido has to leave for an 11:30 meeting, so we can ask Jen after. Any more questions for Mr. Shishido? Mr. Sinenci.

COUNCILMEMBER SINENCI: Thank you, Chair. And aloha, Robin. Yeah, I just had a question. So we did have the Hāna Highway road closure during the pandemic, only to Maui residents. So some of the...we just wanted clarification. Was this due...the closure due to the pandemic, or due to the construction that was happening on the road during the pandemic?

MR. SHISHIDO: So with that you had the Governor's proclamation and you also had the County or the Mayor's proclamation. So he was able to...I think he got assistance from the National Guard to assist with that local restriction. So it was with the --

COUNCILMEMBER SINENCI: For the pandemic.

MR. SHISHIDO: Right.

COUNCILMEMBER SINENCI: Okay. Because we had Miss...we were told that the road was closed due to some of the construction that was on the road. And as you know, we have two different construction sites currently happening on the Hāna Highway as we speak. So okay. Thank you for that clarification.

MR. SHISHIDO: Thank you.

CHAIR SUGIMURA: Thank you. Mr. Molina.

COUNCILMEMBER MOLINA: Thank you, Madam Chair. Good morning, Mr. Shishido, and thank you for being here. I like the idea of, you know, educating the tourists through the rental cars with a flier, but my question would be, what is the content, or what is the message to the tourists? I mean, basically avoid Hāna if at all possible, or...and are you getting input from the Hāna community what to put on this flier? Because I...for me, I don't want to hear just only from the tourism industry what to do in Hāna, or when to go, when not to go, but I think it's important to have that local input on this message. So I'm just curious, what is the message...the underlying message to tourists? Avoid it if at all possible, is that the approach you're going to be taking?

MR. SHISHIDO: So with the message boards from the CONRAC, you know, it's you know, pay attention to the road, you know research before you're heading out, you know, really look at, you know, where you want to go to, what public areas are available, and things like that. You know, also if cars are backing up behind you, pull over at a safe location, you know, where you have some of these pull-outs, and just notifying them that, you know, parking is really limited in this area. So you know, plan ahead, you know, be flexible when you get out there. And as far as with the fliers in the rental cars, you know, they're just letting them know about this rental surcharge...or parking surcharges, and just some parking tips, you know, don't block the road, don't park in

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opposite way of traffic, and you know, just be cognizant and aware of the area for safety.

COUNCILMEMBER MOLINA: And would that also include as far as what times to recommend if you have to go out to Hāna? Would...is that something that might be included in the message?

MR. SHISHIDO: We didn't have anything in there. That's something I can ask our Public Affairs Office to look at.

COUNCILMEMBER MOLINA: Okay. Thank you. Thank you, Madam Chair.

CHAIR SUGIMURA: Thank you, Mr. Molina. Ms. Kama.

VICE-CHAIR KAMA: Thank you, Chair. So Mr. Shishido, I'm not...I'm not sure if I heard you correct, but you said that...is it possible to have legislation regarding tolling?

MR. SHISHIDO: So there is, you know...I know back several years on O'ahu--I can't remember what road, you know--that was brought up, but it didn't get passed. So I know it has been brought up before, but that's something...I mean, you know, that can be brought up again to look at. But again, you know, with Hāna Highway and all of our State roads that, you know, receives Federal funding, you know, we'd want to do some research to see how it would affect that funding as well. You know, right now on Hāna Highway when we do have these emergencies, like at milepost 3, you know, we are able to receive emergency Federal funding to do those immediate repairs. So we just want to make sure we understand the impacts that it could have.

VICE-CHAIR KAMA: So the issue of tolling is not impossible, it just takes a lot of discussion and maybe a lot of foresight and forethought, but definitely that is not off the table?

MR. SHISHIDO: Correct. Yeah.

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

CHAIR SUGIMURA: Thank you. Ms. King.

COUNCILMEMBER KING: Thank you, Chair. Aloha, Robin. Thanks for being here and helping us to address this dire situation. I'm not...I just wanted to...couple things. One is, how effective do you think the no parking signs are?

MR. SHISHIDO: How effective? Is that what you're asking?

COUNCILMEMBER KING: Yeah, yeah.

MR. SHISHIDO: Well, you know, I think it lets the public know that no parking is there and you will be ticketed. You know, when we talked with Lieutenant Delos Santos there, they need those signs in order to enforce. You know, those signs clearly let people

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know what the fine is, or the surcharge, and what the HRS is. So it has to be out there for them to enforce.

COUNCILMEMBER KING: Right. But your current issues with, you know, rental cars, because I...when I talk to people about no parking signs, a lot of people say, well, if they're rental cars, they don't care. They just leave it, they don't pay the ticket, they just leave it for the rental car company to pay. So does it actually track to the person who was driving the car?

MR. SHISHIDO: I'm not sure what the rental car companies do. You know, I would guess there's some language in the contract that they sign. You know, I know a lot of people are using Turo that has local cars in there. So I talked to one of my friends that does it, and he says there's some language in there that, you know, the Turo--and I don't know if they go back to the customer--but you know, they address the parking fines and tickets and stuff.

COUNCILMEMBER KING: Okay. So you think it does make its way back, because I know, you know, a lot of people just throw those parking tickets away and expect the rental car company to deal with it. And then the other question I had was what would it take to declare...to have the Governor...and I know he declared a state of emergency because of the pandemic, and that's when Hāna Highway was able to shut down at some point. But you know, it sounds like we're kind of in an emergency aside from the pandemic with this return of tourists. So is that an option, to have the Governor declare a state of emergency, and then we can work on some of these issues about road closures?

MR. SHISHIDO: I'm not too sure about that. You know, you might need maybe Mayor Victorino to reach out to Governor Ige on that. I don't know offhand.

COUNCILMEMBER KING: That's not something you've ever been involved in?

MR. SHISHIDO: No, not directly for that. Mainly for us it's been, you know, weather related.

COUNCILMEMBER KING: Oh, okay.

MR. SHISHIDO: Yeah, nothing like that.

COUNCILMEMBER KING: Okay. I just...I hate to wait for some big disaster to happen and then have them declare a state of emergency. It sounds like, from talking to residents out there, they all feel like we're there in a state of emergency. So I just kind of wanted to throw that idea out there. But I appreciate...and I do appreciate, you know, the idea that you need to have signs to make people aware, but I'm not sure that, you know...I mean, we did that...you guys did that for us when the first sunflower field was blooming and we had hordes of 5,000 people a day walking through there and the parking was insane. So most of the people paid attention, but not all of them, to the no parking signs. But I know that we had to have those signs, so that they knew that if they did park there, they could get a fee. But we just...we kind of need to go beyond

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just the no parking signs from what...from what the residents are telling us. Are you willing to participate if we can create some kind of a task force or something to address these problems? Is the State willing to participate?

MR. SHISHIDO: Yeah, we can definitely participate. Like I said, we've, you know, had meetings with Maui County, MPD, DLNR, and HTA over the last couple weeks. So we've already kind of been having these discussions. But --

MR. SHISHIDO: Okay. So maybe the next step is the actual community itself. But so yeah, appreciate the...appreciate your involvement in this. I think that's all my questions, Chair. Thank you.

CHAIR SUGIMURA: Thank you, Members. So because we're running out of time and 12:00 is going to approach. Thank you, Robin, for sticking around until 11:30, and I am going to ask Members for the...for every resource person, I'm going to have it to four minutes--and Laks, if you could keep track of it--and our questions, if it could be limited to three minutes. So Members, I'm going to ask because of just the time constraints, I would like you all to hear what Napua Hueu has to say. And she is the Hāna Road Regulations Community person. So we could hear from her, and then I'll go back to my list, which will take us back to the Mayor's Office, Police Department after that. Napua, can you do your presentation in four minutes, please? Are you still here?

MS. HUEU: I am still here. Can you hear me?

CHAIR SUGIMURA: Oh, okay. Oh, I can hear you now. Please proceed. Thank you very much for making the time.

MS. HUEU: Yes. No problem. I had emailed out the presentation, so everybody should have it. I'm not sure if it can be projected on the screen. I have a limitation on my side from being able to do it. But I just wanted to run through a few things. The Hāna Highway Regulation was enacted in 2016 by the initiative of various commercial ground transportation carriers.

CHAIR SUGIMURA: One moment, Napua. Oh, there. Okay.

MS. HUEU: Mahalo.

CHAIR SUGIMURA: Thank you. Proceed.

MS. HUEU: Thanks. And so on the next screen you'll see a little bit about our organization; started in 2016, spurred by the intention of the legal ground transportation carriers on Maui and various activity providers who do Road to Hāna tours. A lot of the legal providers were incurring complaints. We were facing all of the burden of the overcrowding along the Road to Hāna. All of the blame was being put on commercial operators. So we decided to form a task force and look into what the issues were on the Road to Hāna. And a lot of them stem from illegal tour operators, unlicensed

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commercial activity. This is where the County and the State are being deprived of various taxations and various compliances by these commercial operators, which is causing a lot of the other issues. So the first thing we did was surveys, traffic counts, questionnaires for residents, and a lot of field observations to understand who was at the helm of all of the chaos along the Road to Hāna. After that, we drafted the code of conduct. We realized that was the first thing that was needed, education. We drafted a pledge, and then created a commercial operators certification program. That way, visitors could distinguish who were legal carriers and who were not. We rendered countless visitor safety efforts. In partnership with HTA and Maui Visitors Bureau, we've done countless visitor safety seminars and direct training with resort concierges, aside from all of the resources that we have on our website for the general public. We were an initiative of Hāna Community Association until 2019, and then we branched off to be a civil volunteer group, which allowed us the ability to go out and provide visitor education without complicating legalities for Hāna Community Association itself. We have five years' worth of site surveys and traffic counts. We have the counts at various different locations along the Road to Hāna, not just how many cars are coming, but how many cars are coming to the halfway point, how many cars are going just to Bamboo Forest in Kailua, how many cars are going all the way around. And we have identified the core problems--on the next slide you'll see--to be illegal parking, trespassing on private property, unlicensed commercial activity, and just a lack of visitor education. And I'm sorry, that's on the next slide. There we go. And the two prior slides were identifying who the stakeholders are. There's a lot of private property owners who are not implementing land management mechanisms, and the burden is now falling on the County and the State. So East Maui Irrigation is where Bamboo Forest is located. That's where we're seeing the largest amounts of visitor injuries and fatalities, along with Red Sand Beach, which is owned by Hāna Ranch Partners. They have not been to the table yet, and we believe that they should be warranted to be at the table. Moving along, those are the 15 sites that we're seeing the most issues at. Our experiences related to our visitor information personnel exercises that we did in the summer of 2018, where we studied various different hotspots, identified what the core issues were, and attempted to provide visitor education to help deter these probabilities of illegal parking, trespassing, and unlicensed commercial activity from happening. So the VIPs, as we call them, visitor information personnel, provided verbal notice to visitors about potentials for offenses to State laws by illegal...illegally parking or trespassing. We gave them relevant information about private properties, clarified for them who the owners are, gave them statistics on emergency rescues and the injuries and the fatalities that occur, provided them with current weather information, anything related to flash flooding or ocean advisories, and provided them with alternatives and recommendations for legal sites that they could visit in the area. And this science has actually proved to deter all of the culprits of visitor safety hazards by 96 percent. From what we have experienced in the field, it's only 4 percent of visitors . . .(timer sounds). . . who ignore community input. Everybody can go ahead and review this presentation on their own, but I just wanted to cover a couple things that I heard in the meeting, just to try and address them, points for clarification. We've had more deaths on the Hāna Highway associated with lack of visitor management than than...than that we have had of COVID-19 pandemic deaths. Somebody can maybe clarify the statistics, but we've had at least four deaths along

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the Road to Hāna in the last year, which in...to my knowledge, is more deaths than the COVID-19 pandemic. So we do agree that this is a state of emergency, and it warrants the Governor and the Mayor to make whatever proclamations are needed to help limit the traffic along the Road to Hāna. It's a significant safety issue, in our opinion, that needs to be addressed immediately. We've consulted various tow truck companies and validated that the lack of efficiency...there's a lack of efficiency in regards to emergency rescue vehicles, whether they are tow trucks or EMT vehicles, fire trucks, police. There's a significant inability for them to get through based on the visitors. The no parking signs are helpful, but they are not effective. They are actually beginning to ruin the aesthetic of the Road to Hāna. You actually can't take pictures at Waikamoi Stream without having a no parking sign in the picture. In our opinion, it's actually leading to more criminalization of our visitors, which we would like to keep the sentiment high with our visitors. We don't want to diminish the lure of East Maui. We don't want our visitors to be criminalized. So if there's not adequate enforcement to keep up with, you know, the no parking signs, then it's almost not effective at all. The Maui Visitors Bureau has brought...paid to bring influencers in, these are social media curators, and I know that Maui Visitors Bureau has paid to bring them in before. Influencers are a very big issue. They are influencing the general public and visitors to trespass on private property. And if we can move the slides along, towards the end you'll see posts about influencers deliberately walking past no trespassing signs and touting the aspect of them, disrespecting community policies. So influencers are a very big issue. In regards to identifying what the carrying capacity is, it's not just about determining that it's a single lane road, you need to calculate how much facilities are available, parking stalls at those facilities, how many activities and attractions and accommodations are in the region, and that helps determine the actual carrying capacity. We have parking lots that have 23 stalls with 42 visitors parked at those parks. So those are ways in which DOT and the State and the County can help identify carrying capacity. The Wai'ānapanapa reservation system, a very big issue is that a large majority of people are turning down the road and they're turning away at least 300 cars a day who can't make it past the entry point, but are now crowding Honokalani Road. We wanted to note that there's a very big solution in regards to patrolling and training out residents to assist with patrolling versus putting so much need on our police force. Patrolling can help eliminate the strain on our police force. They can help be a preventative measure and reduce the amount of times in which our police officers need to come from an hour ways away, either from Ha'ikū or from Hāna, to get to a place. So it's inefficient to think that no parking signs help to alleviate the traffic hazards going on. And then the last thing is in regards to content that the DOT is potentially curating for the CONRAC and for brochures for rental cars and whatnot. We highly encourage them to consult with Hāna Highway Regulation on the materials and the content in which they're going to use. We have to be very specific with our language to visitors. We can't be so broad anymore. We have to give them as much directives as possible to help them make the best decisions. We do feel that more no parking signs requires more enforcement, which is inefficient considering the rural nature of East Maui. And there's a lot of content within these slides that I think will help put everything into perspective for our leaders, County Councilmembers, and other stakeholders who are involved. I'm happy to answer any specific questions at this time.

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CHAIR SUGIMURA: Thank you. So Members, before I turn the floor over, I wanted to let you know that what I would like to propose as a possible solution, which ties into what Napua mentioned in her presentation, is a system that goes on in Honolulu, Freeway Service Patrol, which is a system that was...will establish a towing system to remove illegal parked vehicles and assist with cars like who may need gas or lost their keys or whatever. But it's basically a road safety system, and that is being done in...on O'ahu, and they are...the towing services are training to write citations, they have communication with the Hāna police dispatch, and can react faster than trying to call a tow truck from a emergency number from wherever the tow cups may be...tow trucks may be...may be listed or are situated. So East Maui Towing has two tow trucks, which are situated in...on the Hāna Road, and the \$200 surcharge which we've been hearing about that the State and the County, with the Mayor's Office...who have implemented as you heard, through Act 250 that was enacted in 2019, 50 percent of that can be used for the County to enforce and help to resolve some of these problems that we're seeing and hearing about through the testimony. So the legislation is already in place, and it's just a matter of the County of Maui to be able to use that additional \$100--that's \$100 of the surcharge would go to the State and \$100 would come to us--and for us to look at...look at that as being one of the solutions. So thank you very much, Members. Napua is here for questions. Anybody have questions for Napua? Thank you. Alice Lee.

COUNCILMEMBER LEE: Ms. Hueu, thank you for your very comprehensive presentation. What do you think of the idea of having a Freeway Service Patrol?

MS. HUEU: Similar to the concept that we proposed and submitted via our visitor information personnel project. We submitted it to the OED for potential grant funding this year. It's a preventative care, it's a preventative act to help limit the burden on the police force and the County emergency rescue personnel. So by just having someone in the field posted at all of the different hot sites...hot spots, you're able to diminish illegal parking and trespassing, which is...which are the culprits to the larger scenarios of visitor injuries and fatalities. And if...so if somebody was just stationed there to do preventative care, much like the highway patrol does on O'ahu, we would see a significant decrease in those unfortunate circumstances from happening. And we would keep the flow of traffic mediated along the highway at all times. It's very hard for police officers to come all the way out to Waikamoi, Wailua Iki, and once they leave, the issue just builds back up again with visitors illegally parking all over again. So we really want to implement preventative care and management. Reservation systems are great, but I think that's something further down the line. You would need very intricate data in order to create a reservation system for the Road to Hāna that would not adversely affect all of the different stakeholders involved. The Road to Hāna is --

COUNCILMEMBER LEE: Ms. Hueu, I...I'm on a time clock, so I'll ask real quickly. Is there any reason why you didn't ask for a specific grant for your organization, and that you're going to compete for a grant with OED? That's one question. And the other question is...my concern is you started taking data and counts and surveys in 2016,

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2017, five and six years ago, and now the problem is exacerbated. What's the reason for nothing being done in the meantime? So those two questions.

MS. HUEU: We did submit for grant funding in 2019. There was discrepancy from OED about our fiscal sponsor being based out of California. From what I know, those monies that were allocated for visitor education initiatives were then routed to a mainland-based company to build out the reservation system. And so from what I know, there was leniencies provided for the alternative group who did end up utilizing those funds, but we're...we were denied in 2019. We have resubmitted again in regards to asking for monies from the \$500,000 line item this year for tourism management funds. So that's where we're at right now. We're hoping that this year, in submitting without a fiscal sponsor that's mainland-based, that we will be given the support that we need in order to implement real solutions.

COUNCILMEMBER LEE: Um-hum. And then why did it take so long for something to happen?

MS. HUEU: In my opinion, the discrepancy about our mainland-based fiscal sponsor.

COUNCILMEMBER LEE: Okay.

MS. HUEU: Big Sur Community Association was our intended fiscal sponsor. They deal with a lot of the same dynamics as the Road to Hāna does. So it was --

COUNCILMEMBER LEE: Okay. Thank you. Thank you so much for your work. Thank you.

CHAIR SUGIMURA: Thank you...thank you, Ms. Lee. Tamara Paltin, three minutes.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Hueu. So I just wanted to clarify, and not trying to judge either way, but it seems like there's a little bit of a disconnect between what the State and Ms. Sugimura's talking about and what you're talking about. And not saying one is better than the other or anything, just trying to point it out that we're not on the same page. And I do...I do appreciate the intent not to criminalize our tourists because, you know, once they get into the point of breaking the rules, then it's...you know, that's a thing. But it seems as though Ms. Sugimura and the State are looking to monetize the split \$200 and use that to regulate the highway, whereas on the other hand, you're looking to OED or TAT type of visitor management monies to not even get to the point where they pay the fine, the \$200 additional fine; is that correct?

MS. HUEU: If you could re-clarify your question?

COUNCILMEMBER PALTIN: So it seems like on one hand, the entities think that having that \$200 fine for the illegal parking would fund the management and regulation, but it seems your group would rather not even criminalizing tourists so that they wouldn't...you would stop them before they do this illegal parking that would cause them to pay the \$200 fine. So we wouldn't be generating revenue in that way. The

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money would have to come from either like general fund, TAT, or some sort of visitor management in perpetuity; is that...is that correct?

MS. HUEU: What we're hoping is that we can use these funds available for tourism management to provide this proof of concept about preventative care. We feel that waiting to incur funds via visitors illegally parking is an absolute nuisance to residents. We've already endured a decade's worth of traffic hazards, and we don't feel that that's responsible. We want to implement and exercise a proof of concept so that the industry at large and all of the stakeholder property owners can take note about what measures can be taken to implement preventative care. And that way we can avoid criminalization of our visitors and potential criminalization of our residents as well. As you noted, some residents are trying to park and go...and visit these sites, but they cannot anymore. And I wanted to note that many of these sites have legal parking. . . .(timer sounds). . . Waikamoi Stream has three legal stalls that you could technically fit at, but because now we have no parking signs, nobody is allowed to park there. If there was a parking advisor there, they could manage those three stalls and allow people to pull in and pull out, but not allow it to overflow as to where they're on the bridge and on the highway itself.

COUNCILMEMBER PALTIN: Okay. Thank you. My time is up. I guess my question was just in terms of long-term funding, like the County taxpayers or whoever would have to continue to fund that in perpetuity. Okay.

MS. HUEU: I believe it would be...it would be related to who the property owner is, that the property owner, much like they do in Central Maui, pay for security guards and signage and fencing, that their Hāna Highway properties should be treated the same, that it's up to the property owner to have parking advisors and/or informational personnel depending on the site. We do have one slide towards the end of the presentation that I provided that outlines the 15 different locations and gives our recommendation as to what's needed. Not all of them need parking advisors. Some of them just need information advisors. Some of them need both.

COUNCILMEMBER PALTIN: Thank you. Thank you so much.

CHAIR SUGIMURA: Thank you. Any other...Mr. Sinenci.

COUNCILMEMBER SINENCI: Yeah. Thank you, Chair. Really quickly, Napua, you mentioned 15 hotspots. Do you find that visitors are finding these areas, again on private property, through local apps, the visitor apps, the numerous apps that are out there, and sending them to these unsafe areas?

MS. HUEU: Yes. A large majority of these illegal sites are being promoted by influencers via social media, various different apps, and YouTube videos. So there is a need for, maybe like creative legislation that prohibits the curation of media content related to sites on private property, or those sites that see routine visitor injuries and fatalities. And there's a significant need for more effort by the property owners themselves to help combat all of this content.

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COUNCILMEMBER SINENCI: I actually wanted to...yeah. And I did pass Twin Falls yesterday, and it looks like Twin Falls is...they have two people outside of their parking, they're turning away people that cannot fit, they've stopped all parking along the street. So I think they've got the same...a similar idea about just managing visitors to Twin Falls, yeah. Thank you.

MS. HUEU: Definitely. Twin Falls has been a significant member of Hāna Highway Regulation from the beginning, and they have implemented the science of visitor information personnel at their property, exercising responsible land management by taking the initiative before being mandated to do so.

CHAIR SUGIMURA: Thank you. Any other questions? Ms. King, and then Mr. Molina.

COUNCILMEMBER KING: Thank you, Chair. This is...it's a good thing we only had this one issue because it's taking up the whole meeting. This is really important, and there's so many facets to it. But I wanted to go back to the issue of influencers giving wrong information. Has there been an attempt to influence the influencers and/or get them shut down for misinformation? You know how Facebook is starting to do that on a national level, when people post misinformation or wrong information, harmful information that's not correct, Facebook is pulling it...pulling those posts off. So is there...has there been an attempt to work on any of that, just getting them to remove the information that, you know, if it's --

CHAIR SUGIMURA: Napua, before you answer, I wonder if we could ask, I don't know, Administration, because they're working with HTA and Maui Visitors Bureau, and I think that's where she said the influencers were coming from. So if you don't mind, Napua, I think it's something that maybe the Mayor's Office can answer to see what they're doing with HTA.

COUNCILMEMBER KING: Yeah, but maybe you could, because you brought...you brought up the issue of influencers, so I just wanted to get your take on that and what's being done about that issue.

MS. HUEU: Sure. It's not just Maui Visitors Bureau that's bringing influencers in. It's a lot of the hotel properties that are paying to have them come and promote the properties, and then they're meandering onto the road of Hāna and creating, you know, prohibitive content. But Hāna Highway Regulation has a web surveillance team. There's a bunch of residents that troll the general World Wide Web and social media platforms and try to intervene with these influencers and convey that they're offending community policy at hanahighwayregulation.com, kindly please remove the content. The majority of them do after being asked to do so, but there are some who have had videos on YouTube for, you know, over six years now that they refuse to take down. So I do think that eventually there may need to be some legislation, especially with what's going on on O'ahu with the Ha'ikū Stairs, that there should be a law that prohibits people from promoting sites. But we do take as much initiative and efforts

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as we can, as our organization, to directly reach out to these visitors and encourage they remove their content.

COUNCILMEMBER KING: Okay. But have you reached out to the hosting...the host site to ask them to pull some of this content off if that...if the posters won't do that?

MS. HUEU: Yes. So we often...if they're collaborating with like Hawaiian Airlines, or if there's different corporations that are involved in the curation of the...that content, the hotel that brought the influencer here. If the influencer themselves doesn't take it down, we do often go to the source and ask that they mediate the issue. And Hawaiian Airlines has been very receptive. There's been various . . . *(timer sounds)*. . . magazines that have also assisted. Maui Nō Ka 'Ōi removed stuff related to Red Sand Beach. So we do take as much steps as possible to try and get things come down.

COUNCILMEMBER KING: Oh, great. Okay. Good information. Thank you. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Mr. Molina.

COUNCILMEMBER MOLINA: Thank you, Madam Chair. And good morning, Ms. Hueu. Going back to the rental cars is the flier that Mr. Shishido has mentioned from the State. Has there been any outreach to you or anyone else in your community about adding some information onto this flier? Because it provides that residential perspective, and to, you know, if at all possible, encourage tourists to use, maybe, the buses instead of cars as much as possible? And I know we had heard earlier from Ms. Pahukoa about how Hāna has been marketed globally, which causes this, you know, excitement, and of course everybody from kingdom come want to go through Hāna. Any thoughts on that, as far as added education for visitors?

MS. HUEU: We've had Maui Visitors Bureau collaborate a few years ago with helping implement some of our core pieces of the code of conduct into their materials, but again, everything continues to evolve with the aspect now of influencers. There's very detailed notes that I think and...that need to be implemented into whatever content is curated moving forward. We can't just use language from five years ago. So we need to consult each other, as the different stakeholder organizations and agencies, to make sure that we're using the most effective language possible that addresses what is actually going on.

COUNCILMEMBER MOLINA: Yeah, and I think the message needs to go on to remind visitors that Hāna is a residential community. It is a real...it should be looked at as a sanctuary or a very holistic area that you don't go there to frolic and party and whatnot, and it was never meant to be, as far as I know, a place to be promoted as a...as a destination, so to speak, and for everybody to come into it, you know, I guess, disrupt people's lives...quality of life in the area, yeah. But now it's become a health and safety issue as well. So...but I appreciate all what you're doing to remind people about, you know, what Hāna is all about and what they should and should not do. Thank you.

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MS. HUEU: Thank you.

CHAIR SUGIMURA: Thank you. Ms. Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Aloha, Ms. Hueu.

MS. HUEU: Aloha.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo for your presentation. My question is, so if you were able to limit the number of people or vehicles going into Hāna, you have that number?

MS. HUEU: We believe that the Road to Hāna, as Hāna Highway Regulation, based on all of our traffic studies, we believe that the Road to Hāna is four times over capacity. And so we do have some traffic surveys that we could share with any relative task groups that form to address the issue, but we do have roundabout numbers that we believe is responsible. It's somewhere near half of the amount of the people that are currently on the road right now. And synchronizing the road, as Scott Crawford noted, maybe having waves of entry times into the road, would really help alleviate...because there are a decent amount of facilities, farms, fruit stands, that can help take the traffic off of the road; but again, they're not all located, you know, at the beginning, they're spread out throughout the whole course of the road. So synchronizing the entry could help alleviate...and we could still, you know, take a decent amount of people. We don't necessarily have to bring it down to just, you know, what we feel is responsible, but what we feel is responsible in regards to the segmentation of the Road to Hāna. We have a little bit of an idea.

COUNCILMEMBER RAWLINS-FERNANDEZ: Awesome. Mahalo. And really quickly, I know it was mentioned about towing. Do you share the same concern and caution about towing vehicles, tourist vehicles, as it concerns the community?

MS. HUEU: Absolutely. Yeah, we don't want to tow vehicles out of East Maui unless it's a very critical situation, but we would leave visitors stranded and create all kinds of other issues. So we really, really strongly support preventative care. Visitor information personnel could actually help enhance the visitor experience. We are very hospitality natured in East Maui. Everybody in East Maui enjoys the visitors that come through. Just...it's just about putting a designated person in charge. That way the whole East Maui region doesn't need to play visitor education on a daily basis, but there's point persons that are on duty, that can answer the questions so that the tutus and the aunties don't have to stop and try and mediate traffic hazards and whatnot.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Ms. Hueu. Mahalo, Chair.

CHAIR SUGIMURA: Thank you. Anybody else have any more questions? Okay. Thank you...thank you very much Napua. I really appreciate you --

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MS. HUEU: You're welcome.

CHAIR SUGIMURA: Yeah. Thanks for hanging out with us all morning. I have...we're at 12:00 already, and I do...it's 12:03. We have Police here, as well as the Mayor's Office, and I wondered if we could hear from Police, because they have direct input, or have some knowledge as to what's happening in Hāna. Do any of you have to leave? Can you stay on?

MR. FERREIRA: Good morning, Chair.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair? I just wanted to know--Mahalo, Chair--how much longer did you plan to have the meeting go over?

CHAIR SUGIMURA: So I actually...I would like to stay here at the longest, like for...until 12:15, just so that we can hear from Police and just brief from the Mayor's Office. And anybody who has questions, if you could send it to me and then we could send it to the respective Departments, because we definitely ran out of time with that Granicus incident that happened at the beginning of our meeting. So thank you, everybody. Would you all be able to wait until 12:15 or do we...do you have to leave?

VICE-CHAIR KAMA: Chair, I have to leave at 12:15. So I just wanted to let you know. But in case there's still more to hear. I mean, I'm not trying to be rude, but I have a meeting. I have to leave.

CHAIR SUGIMURA: Yeah. I know we're over time already. So is that okay if we just go to 12:15 and then we'll adjourn? Thank you. Thank you. So we have...from the Police Department, we have Captain Everett Ferreira. Thank you for your presentation.

MR. FERREIRA: Okay. Chair, Councilmembers, thank you for this opportunity. The Chief's Office is aware of the situation happening on the Hāna Highway. And as mentioned from the many speakers, we are overtaxed, our officers, you know, we're shorthanded, but we are doing our best. And as mentioned, signs have been put up, but then they have moved parking. I mean, the...those individuals that show up, locals or tourists, they park away from the signs, which still creates an issue. Because of the shortness and, you know, the beat boundaries are so wide, when they are available, community police officers have been going out and issuing citations. And they go all the way to Hāna Police Station. So you know, they hit one area--I mean, I think one area--they stop by, they either cite or educate individuals, and they move on, but it doesn't really solve the problem. At the moment it solves it, but when they leave, it just goes back to the way it was before. So we are working on trying to...we have...we have to have a discussion with the Sheriff's Department, and maybe DOCARE, if they can assist in helping us with the situation out there in Hāna. Other than that, if you have any questions for me, I'll be happy to answer them.

CHAIR SUGIMURA: Thank you. Thank you very much for being here. Anyone have questions for Police? Okay. Seeing none. Thank you. We'll send you questions. Thank you very much for --

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MR. FERREIRA: Send it to Lieutenant Hankins, Traffic Bureau.

CHAIR SUGIMURA: Okay, we'll send it to him.

MR. FERREIRA: Okay. Thank you, guys.

CHAIR SUGIMURA: Thank you, Captain. Next we have Lisa Paulson. Lisa, thank you for hanging on, and appreciate to learn what you have been doing regarding the Road to Hāna.

MS. PAULSON: Yeah, absolutely. Thank you for asking me to be here today. As a part of the HTA Destination Management Action Plan, we had...we have had a group convened, and we're going to continue to meet. And that group did include HTA, DBEDT, Maui Police Department, DLNR, DOT Highways, Haleakalā National Park, MVB, and the County. Those meetings happened in May as a result of Mayor following up with Ed Sniffen in DOT. That's how the signs got put up expediently. We did also have a meeting with the rental car agencies to share our desire for them to help us in communication to the visitors that A, you know, Hāna is a very difficult drive and it's also, you know, being impacted and to please consider taking a tour and/or, you know, adhering to all of the parking and safety rules. DOT did create the flier. We're happy to coordinate efforts with Napua or whoever else to redo the flier if needed. The posters are going up at CONRAC and the agencies are already posting and distributing the fliers. The other things that are going on that we're still working with with DOT is addressing erosion concerns, mudslides, and other safety issues, in addition to the impact of traffic. And then the reservation system did go up at Wai'anapanapa, and we are looking at other reservation systems, possibly with Park Maui. Lastly, HB-601 with the State is a new bill that came up too. It allows the State-wide traffic code to allow the County Chiefs of Police to designate County employees to issue traffic citations. So that is a bill that we've just sent a letter to the Governor asking for permission to enact that law here for Maui County. And that was a quick run-through of what we've worked on, Chair.

CHAIR SUGIMURA: Thank you. So Lisa, when did this House Bill 601, it's already...it just passed, and it's not on the Governor's veto list; is that what...is that what you mean?

MS. PAULSON: No. It has...it has been...it was transmitted to the Governor on the 23rd, and it has passed. And we did draft a letter from the Mayor to the Governor--I believe it was submitted today--asking for our ability to enact the law here for Maui County.

CHAIR SUGIMURA: Okay. So issuing citations would be more than the Police Department, you're saying, right?

MS. PAULSON: Correct. Yeah, yeah.

CHAIR SUGIMURA: Okay. And so that would fit into the towing bill, if we do something like that as an idea.

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MS. PAULSON: Yes.

CHAIR SUGIMURA: Any other Members have questions? Mr. Sinenci.

COUNCILMEMBER SINENCI: Thank you, Chair. Mahalo, Ms. Paulson. For just clarification, is that...so it would expand County park rangers to go ahead and ticket. Is that what you said?

MS. PAULSON: So the language is to allow the County Chiefs of Police designate County employees to issue citations or traffic violations.

COUNCILMEMBER SINENCI: Oh, okay. Okay, because our Office was pursuing something to expand...but I guess that would be if it was harbors, airports, but we're also supportive of any County parks patrols to also enforce. We're also trying to expand the volunteer group for handicap parking violations. So if they see anyone that's also...we're putting in something like that to expand that volunteer group to be a part of it, particularly on the highway. My question for you was, we received testimony about 20 percent of all parking tickets issued over the last five years went unpaid. And this is for, I believe, the entire State. So for the County...and I know that if you're...a lot of the questions were about if we ticket the rental car agencies, you know, it's...and it's because of parking tickets, it's affiliated with the car owner and the car registration. So has the Administration gone after some of...some of these rental car agencies that have not paid some of those County parking tickets.

MS. PAULSON: So what I do know is that when they go to re-register the vehicle, and there are a significant amount of violations and fines on that vehicle, they cannot renew the registration.

COUNCILMEMBER SINENCI: Okay. All right.

MS. PAULSON: So the only way they could renew the registration is to pay those fines.

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

CHAIR SUGIMURA: Thank you, Mr. Sinenci. Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Paulson. I just was curious...it's great, all those entities that got together to address the issue, but it seems as though the folks that are being impacted, the Hāna community, wasn't necessarily at the table. And you know, I think, boots on the ground, Ms. Hueu's group wanted to avoid the criminalization of the tourists through preventative action, and it seems that you heard her story. And I just was wondering, are you still thinking of going ahead with this ticket way, or what about the preventative care action method?

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MS. PAULSON: No, I thoroughly enjoyed her presentation today, and I've taken notes that I'm going to take to the Mayor and also share with HTA so that we can...we're...by no means are we restricting the current group that's meeting. We want to expand it. We need to look at any way that we can help get this solved quickly. So we will...I will make sure that everybody is aware of her presentation, and see that we can loop her into our ongoing efforts.

CHAIR SUGIMURA: Very good.

COUNCILMEMBER PALTIN: Thank you.

CHAIR SUGIMURA: Thank you. Thank you very much. I'm so glad you're presenting, Lisa, and I look forward to hearing more of what you've been doing for this, just basically tourism in general, as it is, you know, our one major economic driver. Members, any more questions for Ms. Paulson? Seeing none. Okay. Thank you very much, Lisa, for presenting. So we are at the end of our meeting. It is now 12:13, and I want to ask all the Members, if you have questions, to please submit it to the Committee, which is it.committee@mauicounty.us. So Laks will accumulate the questions and then will distribute it to the various resources that appeared today, and especially Rebecca Crall from Senator Lynn DeCoite's Office, if you have questions for her, because I think...it sounds like they're meeting with all the Departments on the State side. So at this time, Members, I'm going to defer this item. I will bring it up again. I will send over to you my suggestion of creating this Freeway Service Patrol system, which kind of ties into what Napua talked about, and seeing if...I call what Napua's doing having like concierges on Hāna Highway. From the presentation that she did with us, it sounds like she wants people there, you know, to talk to people and direct them. So I think that we have good possible solutions that we could look at, and I will...I will schedule this again. Yes, Ms. Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Mahalo for your proposal. I just...you know, before you propose your proposal, did you talk with the East Maui community about this idea so it has community backing and support?

CHAIR SUGIMURA: No, this is just an idea.

COUNCILMEMBER RAWLINS-FERNANDEZ: Or working with Member Sinenci? Yeah. I understand it's an idea, but before bringing it to --

CHAIR SUGIMURA: Yeah, we're not going to...I have to get into this further. So as I...as I shared with you today this is an idea, you know, like all the other suggestions that came up from the testifiers. And I will take it further, so it won't become permanent, or it will not happen until it goes further, because it has to be vetted with Corp. Counsel, it has to be vetted with the Administration, and it has to be vetted with the community. So I hear you. It was just an idea. So Members, anybody else? Okay. So at this time then, this meeting will...I'm going to defer this item, and I look forward to bringing it up again. Besides my next meeting on July 22nd, I'm going to bring up the Wastewater Infrastructure Needs under IT-36. And this particular item, which is

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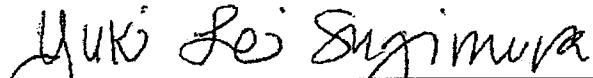
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the Hāna Highway Traffic Management, IT-1, I will bring it up again for discussion. So Members, I'm going to defer this and I look forward to seeing all of you at the next meeting. Thank you. This meeting is now adjourned. . . .(gavel). . .

ACTION: DEFER PENDING FURTHER DISCUSSION.

ADJOURN: 12:16 p.m.

APPROVED:



YUKI LEI K. SUGIMURA, Chair
Infrastructure and Transportation Committee

it:min:210628/bc

Transcribed by: Brenda Clark

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CERTIFICATION

I, Brenda Clark, hereby certify that pages 1 through 50 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 29th day of July 2021, in Wailuku, Hawai'i



Brenda Clark