

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE

Council of the County of Maui

MINUTES

July 22, 2021

Online Only Via BlueJeans

CONVENE: 1:33 p.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Kelly Takaya King (in 2:48 p.m.)
Councilmember Alice L. Lee
Councilmember Michael J. Molina
Councilmember Tamara Paltin
Councilmember Keani N.W. Rawlins-Fernandez

EXCUSED: VOTING MEMBERS:

Councilmember Tasha Kama, Vice-Chair

STAFF:

Laksmi Abraham, Legislative Analyst
Lesley Milner, Legislative Analyst
Richard Mitchell, Legislative Attorney
Clarita Balala, Committee Secretary
Kristeena Locke, Council Services Assistant Clerk

Stacey Moniz, Executive Assistant to Councilmember Gabe Johnson
Evan Dust, Executive Assistant to Councilmember Tasha Kama
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

ADMIN.:

Jennifer M. Oana, Deputy Corporation Counsel, Department of the Corporation Counsel
Eric Nakagawa, Director, Department of Environmental Management
Lisa Paulson, Executive Assistant, Office of the Mayor

OTHERS:

Travis Liggett
John Astilla, Owner/Operator, Sunshine Vetiver Solutions
Paul Sturm, Executive Director, Ridge to Reefs
Marvin Moniz, Airports Manager-Maui, Department of Transportation
Caroline Anderson, Director of Planning, Hawaii Tourism Authority
Rodney Antone, Executive Director, Maui Hotel and Lodging Association
Roni Gonsalves, Station Manager, Polynesian Adventure Tours
(1) additional attendee

PRESS:

Akakū: Maui Community Television, Inc.

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CHAIR SUGIMURA: . . .*(gavel)*. . . Good afternoon, everybody. Welcome to the Infrastructure and Transportation Committee. It is now 1:33, and today is July 22nd. Thank you very much for attending my meeting, Members. My name is Yuki Lei Sugimura, the Chair. My Vice-Chair, Tasha Kama, is excused. Kelly King will be running a little late, but she will be coming. Alice Lee, thank you, Chair, for being here. Mike Molina, you were first, so you get that barbeque. I'm going to cook for you one day.

COUNCILMEMBER MOLINA: All right. Right under the bridge, right?

CHAIR SUGIMURA: Right under the bridge.

COUNCILMEMBER MOLINA: All right.

CHAIR SUGIMURA: Tamara Paltin, welcome. Hi.

COUNCILMEMBER PALTIN: Bonjour.

CHAIR SUGIMURA: Bonjour. And Keani Rawlins-Fernandez. Hi, Keani.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha 'auinalā, Chair. Bonjour kākou.

CHAIR SUGIMURA: Thank you very much...aloha wani...how do you say it? Aloha --

COUNCILMEMBER RAWLINS-FERNANDEZ: 'Auinalā.

CHAIR SUGIMURA: -- 'auinalā. I'm going to learn this. Thank you. And Non-Voting Members who are welcome to come to the meeting, there's Gabe Johnson and Shane Sinenci. Members, we have also with us...I saw Jen Oana from Corp. Counsel; from the Office of the Mayor, we have Lisa Paulson, who is their Community Liaison for the Visitor Industry; from Department of Environmental Management, we have Eric Nakagawa; and other representatives here are Paul Sturm, Executive Director, Ridge to Reef; and John Astilla, Owner/Operator of Sunshine Vetiver Solutions, and they're here for the first item. Also joining us from the Hawai'i Tourism Authority is Caroline Anderson; Marvin Moniz--all of us know him--Airport Manager for the County of Maui Department of Transportation, State of Hawai'i; Roni Gonsalves, Station Manager, Maui Polynesian Adventure Tours. And I'd like to thank Staff: Laks Abraham, our Legislative Analyst; Lesley Milner, Budget Committee Analyst; Clarita Balala, Community Secretary; Richard Mitchell, Legislative Attorney; and Kristeena Locke, Council Services Assistant Clerk. Do we have any testifiers, Laks?

MS. ABRAHAM: Good afternoon, Councilmember Sugimura. Yes, we do. We have two testifiers currently.

CHAIR SUGIMURA: Okay. So Members, this online meeting is being conducted in accordance with the Governor's most recent emergency proclamation on COVID-19. Please see the last page of the agenda for information on meeting connectivity. Thank you, Members,

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for attending today's meeting. We have three items on the agenda. First item is IT-36 Wastewater Infrastructure Needs. As you know, I deferred this from my previous meeting in June. And IT-1, which is Airport Shuttles, and IT-57 Airport Ground Transportation Services, I'm going to take these two together. So technically, I really have two items on the agenda. We do have testifiers. So we'll begin public testimony and I guess, Members, know that you can provide video testimony by joining us online on BlueJeans. And the BlueJeans number is...connectivity number is 886 005 668, as noted on today's agenda. And you can also call in at 408-915-6290 and enter meeting code 886 005 668, also on the agenda. And you can look at all the testimony submitted by going into eComments. Members, whoever is testifying, please identify yourself and say what organization you're coming from, and say if you are a lobbyist and what organization. And Members, at this time then, Laks, can you announce the first testifier.

MS. ABRAHAM: Yes, Member Sugimura. Our first testifier is Travis Liggett, followed by Wesley Crile. Mr. Liggett, if you could please unmute yourself and proceed with your testimony.

. . . BEGIN PUBLIC TESTIMONY . . .

MR. LIGGETT: Aloha and thank you, Councilmembers. Thank you for having this meeting. I'm here today to share my recommendations on what the County of Maui Government and private philanthropy community to do now to help people like me and Sunshine Vetiver to further our effort to develop new reuse projects, with 100 percent irrigation reuse being the only viable solution. I recommend that private funding and Maui County Government team up to realize the idea of a County of Maui Municipal Reuse Park Program. To achieve this, we need to use the memorandum of agreement process in cooperation with all branches of Government and some amazing private philanthropist, who has pledged to make a one-time \$123 million grant to the County of Maui. This will be enabled by the financial mechanism of an established for benefit of, or FBO, account in place with a prominent local marine resource non-profit organization to make it all tax deductible, and the County Council can vote to accept the gift. With the grant, you can purchase the following list of items that people like me need help with. First, you can secure 50-year leases or purchase the land needed. I've estimated through the tax key evaluations, that would take about 14 million. You'll need R-1 upgrades in Kahului to disinfect the water, and also, you'll need to convey it to the reuse parks. I've estimated that at about 30 million. You'll need turf scrubbers, or some better nutrient removal process, to mitigate the nutrient pollution, because right now it's too much to put on the landscape for like 30 years. You'll need...and we would like to add a UV disinfection process at the inlet to each reuse park so we can get that coliform down to zero, which is the drinking water standard. You'll need to purchase all of the reuse water for ten years. That's about 11 million. And then, you will administer one-dollar leases and grants to reuse projects like mine and John Astilla's to use vetiver to stabilize the landscape, and then also grow food with agroforest. Including design, installing the hardware, plantings, soil matrix amendment, and landscaping of approximately 1,150 acres, that's the biggest component at 45 million, to actually develop for these projects. And then operation's about 3 million a year. With this new County of Maui Municipal Reuse Park Program, you'll improve food security by restoring the reefs to increase food

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populations. You'll increase food supply from the agroforest component of the program, enabled by vetiver slope stabilization. You'll have a lot of employed farmers, carbon fixation through forest growth, and end up with the most famous wastewater disposal system in the world. If you get to zero discharge and 100 percent reuse, people will fly here just to see it. And we'll have that new standard of reuse water that meets the drinking water standard for coliform. I say we call it Maui R-0, a new standard for reuse water, so that people won't have to worry about getting infections working in the reuse park. So this is a big, bold plan, but you're simply not going to get to 100 percent reuse by waiting on customers in a passive way. You have to take this bull by the horns, and my experience is the private funding is out there. Through my injection well hearing testimony, I got funding from someone in the community. So --

CHAIR SUGIMURA: Great.

MR. LIGGETT: It would take all levels of Government and private funding to realize this, but I don't see any other way you'll get to 100 percent reuse than through a big, bold program.

CHAIR SUGIMURA: Thank you. So did you submit written testimony?

MR. LIGGETT: I did, to eComment.

CHAIR SUGIMURA: Okay, good. Then we have it in writing.

MR. LIGGETT: I put quite a bit of time into these estimates. So I think if you want to pull the idea of what it costs in your mind, it's about 120, 130 million. It's not going to be 50; it's probably not going to be 200. It's in that range.

CHAIR SUGIMURA: Okay.

MR. LIGGETT: But I think private funding can get there. I bet someone who testified at the injection well hearings can do this with a click.

CHAIR SUGIMURA: Thank you. Any questions for Mr. Liggett? Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Mr. Liggett. I just was not sure if somebody was already coming forward with that 123 million, or we're just putting it into the universe.

MR. LIGGETT: We're putting it out, but it's like if you build it, they will come. If you create a structure to receive the gift, and it's vetted by the Mayor, Corporation Counsel, the DEM, the County Council, and all the testifiers that come out...I really think if you build the structure to receive the money and say, we are going to solve this problem through this program...I mean, think of how much wealth--it's probably in the trillions--people that own houses on this island. It only takes one person, maybe with a late-in-life gift, or someone that really loves the ocean that says, I want to solve this. And then people who do...who are developing projects don't have to worry about land, or purchasing the water, or getting it to the site. We can focus on the hard work of actually doing the

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reuse project. Because right now, looking at trying to do a large-scale reuse project is just overwhelming.

CHAIR SUGIMURA: Thank you. Oh.

MR. LIGGETT: Acquiring land, getting pipes through the site, et cetera.

COUNCILMEMBER PALTIN: That's great. Thank you so much. I think that falls under identify opportunities for visitors to contribute to solutions category in our TIG. Did you leave your contact information in the eComment?

MR. LIGGETT: There is a link on my logo to my website, but no, I don't think I did. I can send another comment.

COUNCILMEMBER PALTIN: Okay. I think I have your email probably from before eComment days, though.

MR. LIGGETT: Yeah. It's just travis@reefpowermaui.com.

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

MR. LIGGETT: You're welcome.

CHAIR SUGIMURA: Thank you. Any other questions for Mr. Liggett? Seeing none. Thank you very much for testifying.

MR. LIGGETT: Thank you. My pleasure.

COUNCILMEMBER RAWLINS-FERNANDEZ: Next testifier.

MS. ABRAHAM: Our next testifier is phone number ending in 3158. Number 3158, please unmute yourself and proceed with your testimony. Actually, Councilmember, I'm sorry. They just fell off. So we have no other testifiers listed.

CHAIR SUGIMURA: Okay. Okay. So last chance, any testifiers. I think I saw Rod Antone was trying to log in. Rod Antone? There . . . *(inaudible)*. . . see him. Okay. Okay, Members, last chance. No testifiers. Okay. With your permission, I'm going to close public testimony and receive written testimony.

COUNCILMEMBERS VOICED NO OBJECTIONS.

CHAIR SUGIMURA: Thank you. Thank you very much.

. . . END OF PUBLIC TESTIMONY . . .

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CHAIR SUGIMURA: So Members, I'm going to try to end our meeting by 4:00. And so I beg your patience if I'm...sound like I'm rushing, but I would like to send my appreciation to the first item, which is Wastewater Infrastructure Needs, IT-36. And we're going to receive a presentation from the Department of Environmental Management, Eric Nakagawa; but first Paul Sturm, Director of Ridge to Reefs, Inc., and Mr. John Astilla, owner of Sunshine Vetiver Solutions, on potential solutions to improve wastewater management, and the reuse in South Maui, and discuss related matters. We're not going to take any action on this. So at this time then, I'm going to start off by...John, you want to go first?

MR. ASTILLA: Yes.

CHAIR SUGIMURA: And then we'll have...we'll have the Department go last. Okay. You go first, and then Paul.

MR. ASTILLA: Okay. Good afternoon. Thank you so much, Councilmember Sugimura and the rest of the Councilmembers that are participating today. I know there was a PowerPoint presentation. I don't know...Paul, you can bring that up and share that on the screen. If there's technical difficulties, I can just go in presenting --

CHAIR SUGIMURA: Okay.

MR. ASTILLA: -- without the...without the PowerPoint.

CHAIR SUGIMURA: Okay.

MR. ASTILLA: One moment. Okay. Well, I guess while Paul's, you know, figuring that out or whatnot, I'll just go into...you know, right now the County is doing a very excellent job at treating the sewage effluent coming into their Kihei wastewater plant. The nutrient levels are pretty low, and the R-1 quality in the wastewater is the highest quality standard that's out there. But even though they're doing a really good job, there's still an excess of this R-1 wastewater. And currently, it needs to be disposed through irrigation, reuse, or it has to be disposed through injection wells. And this pilot project that we're doing in Kihei is showing that we can achieve this 100 percent reuse. You know, back in 2013, just to put a little context behind this, you know, I met with Councilmember Cochran and some members of the Department of Environmental Management and pitched them this concept of land application of R-1 with the idea that, you know, irrigating acres and acres of vetiver grass can essentially eliminate the use of injection wells. And back in 2013, I felt, you know, I told a pretty compelling story, but there really wasn't any commitment or, you know, further interest beyond that meeting. And the big question that kind of hung over that meeting was, does this work on Maui? You know, this had been done elsewhere in the world. For instance, in Poona, Australia, which is in the State of Queensland, they apply this vetiver for their sewage disposal system. And they're currently disposing upwards of 600,000 liters a day over 10 acres of irrigated vetiver fields, and that breaks down to roughly 17 to 18 thousand gallons of wastewater per acre. And they're not even irrigating with R-1. It's

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just primary screened sewage that's getting irrigated over these fields of vetiver grass, and it's been doing an outstanding job of eliminating their wastewater problem. So you know, that question was still there, does this work? And you know, fast forward seven years later, I was able to partner up with the nonprofit Ridge to Reef and Paul Sturm, and he was able to acquire funding through, I believe it was National Fish and Wildlife Foundation to actually implement the pilot project to answer this question, does it work on Maui? So you know, we're here right now trying to answer that question, provide data to the County that will help drive some decision making to move forward with 100 percent reuse. Let's see. Okay. Paul, you can move on to the next screens. So just to backtrack a little, this is my team, Ridge to Reef. That's Paul and his team of engineers and agronomists. And here is myself to the right, Sunshine Vetiver Solutions. And as you can see, that's just a sample of the vetiver grass that I grew in a pipe. But you can see that extensive root system, and you know, I want you to keep that in mind as we move on. I want to get back to that root system a little bit later on. Okay, next slide, please. And this is just another demonstration of some of the work that we've been doing with vetiver grass. And this is another pilot project we have going on on O'ahu to address, you know, cesspools and potential for replacing leach fields with a system that has zero environmental discharge. Hopefully in the next couple weeks, we'll be getting some good data on this, and we'll be able to share this further on in the future. Hopefully this is something that this Committee would find interesting too, at that junction. Okay, next slide. Okay. So this is, you know, the context. I talk a little bit about this. So why use vetiver grass? And you know, one of the reasons we decided to do this one is... it's low cost, low maintenance. Vetiver also has the ability to sequester large amounts of carbon dioxide, as well as nitrogen, which is a big component of the R-1 wastewater. This whole concept also uses very little energy, and it can be implemented really, really quickly. You know, back in 2018, Brown and Caldwell, an engineering firm, had created a report for the Department of Environmental Management, and they identified in this report that low-rate land application would be the best alternative to injection wells. But in their report, they had used Bermuda grass as the plant species that they were modeling, and you know, we feel that we're taking this recommendation that the County had paid for and improving it with the use of vetiver grass. If you remember back to that picture of the vetiver roots, you see that vetiver has a very extensive root system that extends well past six feet. And because of that root system, it has a very high use of water rate, even in highly saturated soils. So you could essentially really water the heck out of this grass without any negative impact. Those deep roots also have the high potential for nutrient reduction. Some studies show that vetiver can replace up to 9,000 pounds of nitrogen per acre annually. And given that figure, you know, it well surpasses the need that's currently out there. And I believe, you know, there was also in that Brown and Caldwell study showing that they needed about 166 pounds per acre that would need to be disposed of, of nitrogen. So this, you know, vetiver grass, you know, well out performs the actual need. And the high biomass growth...you can see an explosive growth, especially with the R-1 water. The vetiver can really convert those nutrients into biomass production. And it's a...it's a workhorse of a plant. You know, there may be other plants out there or ag commodities that, you know, may be beneficial, and you may...you may be asking, why not grow those. It can be. You know, other plants and other ag commodities can definitely be incorporated with a vetiver system, but the vetiver is the workhorse. I...you know, just from the research I've done

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and from the experience, I think vetiver, like I said, would be a workhorse and would take the brunt of that excess R-1 water, and allow you to still, you know, plant companion plants to go with it. Next slide, please. Okay. So this is kind of just a brief overview. I've been talking about the land application. Later on in this presentation, Paul will be touching base on, you know, our bioreactor work and the modified SAT basin that we're also piloting as well. Next slide, please. Okay. So this is the actual site in Kihei. It's 15,000 square feet of vetiver that we planted there. It's roughly 2,600 plants. And this was taken back in April when the project was only maybe two to three months in the ground. Right now, at about five months old, the vetiver is double the height, and from our master control, our irrigation system, we're applying roughly 12,000 gallons per acre per day. And that's still on the low end, and we're just starting. In the next six to seven months, I think we can safely bump that number up to 17, 18 thousand gallons per acre per day. And eventually, you know, we hope to target that 25,000 gallons to 30,000 gallons per acre. And we're pretty confident right now with just the results that we're seeing that that would be an easy number to achieve. And at that rate, it significantly reduces the land area that's needed for the current demand of excess R-1. Just from our preliminary estimates, we'd need anywhere between 50 to 60 acres to accommodate the current R-1 excess of 1.2 to 1.5 million gallons a day, and that can easily be done on that 60 acres. At full buildout, you know, anywhere between 90 to 100, we'd be able to meet all future needs with vetiver grass. Next slide, please. So this is just some other work that we've done. The top corner picture is just vetiver used as erosion control, and the other three photos are pictures actually above Kā'anapali, where we've used vetiver grass with Ridge to Reef to help stabilize agricultural roads. But once again, you know, this application of erosion control is made possible because of the vetiver's root system. And this is the same, you know, extensive root system that can help suck up that R-1 water and reduce the need to inject anything. Next slide, please. Okay. This is just another informational aside...slide on vetiver grass. Another reason why we'd like to use this for this type of application is because there's no cessation period, unlike other grasses, meaning that vetiver will grow year-round, will not go dormant unless it becomes extremely cold, and during that whole year, it's constantly sucking up wastewater, and it's growing biomass. So unlike other crops, there's no dormancy. We'll have year-round production. Okay. Next slide. Okay. So this is...this was taken from a study from Dr. Paul Truong and Hart in 1991. Back in 2013 when I met with Councilmember Cochran, Dr. Paul Truong was with me presenting this concept. But this is work that he had done in Australia where they had set up contra rows of vetiver to accept primary screened effluent from a sewage plant. And as you can see, the inflow is really high, 68 milligrams per liter of nitrogen, 10.6 milligrams per liter of phosphorous. Once the wastewater passed through this system and the outflow was analyzed, you can see that drop. Nitrogen went down to 0.13 milligrams per liter, and the phosphorous was 1.152, and the fecal coliform was also reduced just by running the effluent through this system. And this was all just gravity flow. They let the water just flow through these contra rows and pass passively from the top to the bottom of the slope. So you can see there is a significant potential for nitrogen and phosphorous removal, as well as reducing the fecal coliform in wastewater. Next slide, please.

CHAIR SUGIMURA: John.

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MR. ASTILLA: Yes.

CHAIR SUGIMURA: So can you finish up your presentation? You had ten minutes.

MR. ASTILLA: Okay. Yeah. Yeah. I think...so you know, like once again, this is just our Kihei project. We're just, you know, trying to answer that question of, you know, does it work on Maui?

CHAIR SUGIMURA: Great.

MR. ASTILLA: And, you know, like I said, right now, our data is very promising.

CHAIR SUGIMURA: Thank you. Thank you very much for presenting. I'll...are you going to have John [sic] present next, and then we can have Members ask you questions after if they have questions.

MR. ASTILLA: Sure. I think Paul had a few minutes.

CHAIR SUGIMURA: I'm sorry, Paul.

MR. ASTILLA: He wanted to speak on some topics of this.

CHAIR SUGIMURA: Yes. Yes.

MR. ASTILLA: Yeah. And so Paul, if you want to take it from here.

CHAIR SUGIMURA: Paul Sturm from Ridge to Reef.

MR. STURM: Yes, I think I'm unmuted now. And I just wanted to maybe advance to the next slide. Let's see. So John --

MR. ASTILLA: Oh, I can...yeah. I can...I can talk about this real quick.

MR. STURM: Okay. Thanks.

MR. ASTILLA: So you know, we just did some really rough back-of-the-envelope calculations and you know, looking at that report from 2018, Brown and Caldwell, just for the Kihei plant, estimated roughly 42.4 million for the capital improvement, and an operation budget of 2.1 million a year. You know, we're looking at this system and just based on the cost of the pilot project, you know, it'll roughly be a one or...one to two year buildout to meet that 60-acre need, and we would possibly do that for 3 to 5 million a year, with a operating budget of half the cost. So these, like I said, are just rough estimates, and we hope to get that more fine-tuned as this project progresses. But you know, we feel this can be done for a much significantly lower price tag than that was identified in this report.

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MR. STURM: And yeah, John, that's one of the beauties of sort of nature-based solutions, is that they're a lot cheaper than sort of a purely engineering solution that can be tremendously expensive, and that also requires a lot of energy. Most wastewater plants can use a tremendous amount of energy to provide and provision clean water. Nature does it very well, and very inexpensively. Just switching to the next slide. So another thing that we're testing here is a denitrifying bioreactor, which is a highly effective way to reduce nitrate and reduce nitrogen in general, as well as things like pharmaceutical compounds that we know are in wastewater. And so in this case, we're using both biochar and wood chips to clean up the water even greater, almost...what we're really shooting for a really high standard that would almost be so clean that people could drink it if, you know, it...but that's not really our target to have it be, you know, potable water. But it would also bring up other use cases. Like this water would be clean enough to use on food crops, which there is reluctance right now to use R-1 on things like lettuce and melons and other things that would be direct fruit food crops. Next slide, please. And this is just an example of one of the bioreactors that we built on the eastern shore of Maryland to clean up effluent from the waste...the poultry industry on the eastern shore of Maryland. We recently built one of these systems that's handling over a half million...or can handle over a half million gallons a day. So these things can be scaled up, and you can see the wood chips, and you can see the biochar in this instance. And we're creating the environment for denitrifying bacteria that essentially turn nitrogen into N₂ gas, which is 80 percent of the atmosphere anyway. So it's really...again, it's a good nature-based solution. We're just mimicking what nature does in a normal stream buffer in a riparian area, in a wetland, and we're doing it in a more...much more defined area, and doing it really efficiently. Next slide. We built one of these, a similar type of practice called a denitrification curtain, at Kā'anapali Golf Course with John, as well as Wesley Crile. And you can see Tova Callender there with West Maui Ridge to Reef. And so what we were able to do is intercept groundwater that was laden with nutrients--we had monitored it prior--and then we were able to intercept that and treat that through the use of--and this is Ricky Apana's biochar--and then we also use woodchips that are from non-native species. And we're able to create a filter, a natural filtration system to improve the quality of the water getting to the ocean. Next slide. The other practice that we've built on John's site there near the Kihei wastewater plant is a modified SAT basin. And SAT basins are one of the disposal methods that's been talked about, and it's been used a lot in Arizona and New Mexico and other areas with warm climates. But what we've seen in the data from those applications is that there's still a fair amount of nutrients that are going into the groundwater. I think the nitrogen levels of one of the studies, it was still at 8 milligrams per liter that was going into the groundwater. So what we're proposing, and what we've built a small model of one of these at John's site, is to use sand, biochar, and vetiver grass to improve the quality of that water before we allow it to go into the underlying aquifers. We feel this is really important when we start talking about an SAT basin as a viable option to...because we want these to perform really well in order to protect the nearshore coral reefs that are highly sensitive to nitrogen. Coral reefs evolved with very little nitrogen only from the fish waste, that's the fish that are living there. They don't need any external sources of nitrogen. And so anytime they get external sources of nitrogen, they're more prone to bleaching, they're more prone to disease, and that sort of thing. So we're really...our goal is really to reduce the concentration as much as humanly

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possible. Next slide. Yeah, and again, just...again, using local materials is really our focus here in these modified SAT basins. Next slide. The other thing that we wanted to point out is that we're going...also going to do a lot of monitoring of these systems. And I'll skip to the next slide. I don't...because that really shows a . . . *(timer sounds)*. . . schematic of some of what we're...how we're monitoring it. So you can see here, this is the field of vetiver grass, and right now we've...we're establishing groundwater monitoring wells. So they're at three, three and a half feet deep, underneath some of the root masses of the vetiver grass. And then we also have real-time nutrient probes, and these nutrient probes will measure soil nutrients at 6 inches, at 18 inches, and 36 inches. Plus, we're going to bury one of these 12 inches so we can measure down to 48 inches. And we want to be able to prove that we're not impacting...we're not going to be impacting the underlying aquifer, the underlying groundwater, which is what feeds the ocean, which is...it makes its way to the ocean, and if that water's not clean, it's going to impact the reefs. So we also have a weather station that's going to be out there that's also telling us when we can put water on this system, and when we shouldn't put water on this system. We're also using both drip irrigation, and then we have overhead sprinklers out there. And so that way...let's say there's not as much water that needs to be disposed of, then we can just use drip irrigation. If we want to turn up...if there's a lot of water that needs to be disposed of, say in the wintertime when there's less demand from golf courses and things like that, then we can both use...we can use surface irrigation...or surface sprinklers, and then we can also use drip irrigation at the same time and really maximize the amount of water that we use. And this just shows where the bioreactor . . . *(timer sounds)*. . . and the sand, the biochar sand filter are, and then also shows where the modified SAT basins are. And we're going to be monitoring all these systems. Next slide. This is just showing one of those...the probes that we're going to be deploying, and we'll be able to read these...you know, we'll be able to read these from our computers, essentially, because it will be transmitting that data, you know, out to the World Wide Web so that we can all be...we can monitor the system and make sure it's performing like we want it to perform. Next slide. This is an important slide. If you see this picture of the vetiver grass and the vetiver grass roots is...what this is helping to...

CHAIR SUGIMURA: Okay. Paul.

MR. STURM: Yeah.

CHAIR SUGIMURA: Paul. So the ten-minute alarm went off, the timer. So could you finish up? And then I'll ask Eric Nakagawa to do a presentation. And then we can have questions from the Members. Thank you.

MR. STURM: Sure, sure. Thank you. And so what this is showing is that under...what's happening underneath the ground between these rows is that the vetiver roots are going to be growing together. And then there's also a tremendous amount of biomass above ground. And so what we have is a system that is like a sponge, and that can absorb the nutrients, can absorb this wastewater, use evapotranspiration, and again, that can uptake 9,000 pounds per acre of nitrogen that...so we're going to be...way overbuild that system in terms of nitrogen. And really, we're going to be protecting the groundwater

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because of these extensive root systems and these extensive...the ability of vetiver to do these tasks. So really, that's...I think that's all I have.

CHAIR SUGIMURA: Thank you.

MR. STURM: And I'm happy to entertain any questions.

CHAIR SUGIMURA: Yeah. Thank you very much. Eric Nakagawa, do you want to do your presentation, and then we can take question from the Members? Hi, Eric, our Director of Environmental Management.

MR. NAKAGAWA: Hi, Chair. Hi, Members. Yeah, sure. So let me hit share and...how do I do this? I click share...screen one. That would be this. Can you guys all see my slide?

CHAIR SUGIMURA: Yes, we can see it.

MR. NAKAGAWA: Okay, perfect. So essentially today I was just going to go over our reuse system, give you guys an update again of what our Kihei recycle water system looks like out there, some of the projects we're dealing with. And then essentially, at the end we can do some Q&A with John or Paul, you know, as far as how does vetiver fit into our plan and that kind of stuff. So it's no...oh, sorry. So here's our current South Maui reuse system. Once again, we have about 42 customers. We use roughly about 50 percent of it on average, right, about 1.8 out of the 3.7 MGD that we receive on a yearly basis. And this is back to regular numbers already. This is pre- and post-COVID already. As you can see, majority of it is surrounding our facility, and...yeah. And then the next...this next slide is nothing new to you guys. I know I present this a handful of times to you guys. So we are looking...in the future, hopefully we can extend our system a little more to the north, or I guess...yeah, technically it's north, right, towards North Kihei. And then here's some of the projects that we...that you guys funded and that are ongoing. So we completed the second reuse tank. We're working on some internal...like the pond liner, and our...we're doing another UV channel, which helps us to produce 100 percent reuse R-1 water. And a lot of these in-progress projects from the benefit of Chair Lee. Of her \$7 million she gave us, I think we spent about half trying to extend on and improve our system. And in the future, you know, we are extending our system, trying to go north towards the Kihei schools and then looping that system, and then hopefully all the way out to that North Kihei, where we have potential other, not-bad-size users right there. So hopefully, once we build our system, you know, it looks like we project roughly around 63 percent, 2.6 million gallons of reuse. That's kind of what we anticipate after we finish all of our systems. So we are in talks with other people, like these vetiver entities, USGS--they're interested in fire breaks--as well as some other...DLNR, they have some type of...I guess in...near the Keālia Pond, they have some little bit of irrigation stuff that they want to do out there. We're also talking to potentially...I know we're looking at some stuff maybe going south towards Wailea. But once again, we kind of analyze it in a bigger picture, right, as far as fiscally, and then infrastructure-wise, what can we handle, what can we afford. This is just a quick...it does have Lāhainā, so you can disregard that. But this is a slide just kind of showing you that here's our average reuse, and it's pretty much in that...you know, from 2016,

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it goes...you know, it's in that 40 to 50 percent range. And that's what kind of we've been fluctuating up and down. And then, let's see. Here's just kind of the amount of users and how much they use. So like I told you, you know, more focus on Kihei, we have about 42 users. And that's it for my short and sweet.

CHAIR SUGIMURA: Okay, good.

MR. NAKAGAWA: So we...I just imagine you guys would have more questions. And --

CHAIR SUGIMURA: Thank you. Thank you, Director.

MR. NAKAGAWA: Thank you.

CHAIR SUGIMURA: Glad to see all the work that you're doing on this subject. So important. Any Member have questions for either John, Paul, or the Director of the Department? Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Mr. Astiya [sic]? Astilla?

CHAIR SUGIMURA: Astilla.

COUNCILMEMBER PALTIN: I just was wondering, you know, on the vetiver...vetevier [sic]. If they, the R-1 water, had other uses besides just growing the vetiver, does the vetiver need that constant source of R-1? Like you know, I think for West Maui, we're thinking of it being an ag water source for DHHL. So like, you know, right now where we have five million gallons in excess, vetiver might be a great solution, but how fast can it ramp up and ramp down of water usage?

MR. ASTILLA: That's a great question, Councilmember. Right now, we've been incrementally increasing our water on a monthly basis. So that's been roughly...I've been adding on about 1,000 gallons per day. So during the first month, we were at 7,000 gallons a day, the following month we were at 8, and, right now we've ramped it up to 12,000 gallons. So you know, in a sense of time, that's a pretty fast ramp up to water. As the plants get older and more mature, that increase can be exponential because we'll have a bigger root system, and because of that, it will, you know, require, you know...it won't require, excuse me. It'll take that water. The more you give it, you know, the more it'll thrive. And you know, just to go back to your other question regarding, you know, creating an ag park and a water source, if you did incorporate vetiver with other like agricultural commodities, orchards, or even row crops, the vetiver itself doesn't require a lot of water to survive. If you give it water, it'll take it, and it can take as much water as...you know, as necessary; but on the flip side, it's highly drought tolerant and doesn't require much water. And you know, as I said earlier during the presentation, you can...you can easily incorporate other ag commodities with vetiver.

COUNCILMEMBER PALTIN: Cool. I got choke questions. So I might cut you off when I got my answer.

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MR. ASTILLA: No problem.

CHAIR SUGIMURA: I'm going to limit to two minutes.

COUNCILMEMBER PALTIN: Okay.

CHAIR SUGIMURA: Okay. Thanks.

COUNCILMEMBER PALTIN: Can I start from now?

CHAIR SUGIMURA: Yeah, start from now.

COUNCILMEMBER PALTIN: Okay. Okay. I'm just going to shoot my questions and short as possible answers. I saw on one of the pictures that the tops look like they were cut down. Do you use that tops for something else? Like is there a value-added product, vetiver oil or something, or is it just to soak up the water?

MR. ASTILLA: You can create value-added products, you know, and I've been doing experiments with using the prunings to grow mushrooms. And it's pretty successful just from a novice standpoint. I'm not a professional mushroom grower, but it seems to work. The oil itself is actually extracted from the root system, and since these plants will be, you know, planted for, you know, permanent long-term disposal of R-1, I wouldn't recommend harvesting for roots, but it makes a great mulch also. And I think, you know, the added value in that...not only does it take up that wastewater, it converts that...that excess nutrient into, you know, plant growth, and it also sequesters carbon. You know, when botanists look at carbon-sequestering plants, they rate them on a level of one through four. Vetiver is considered a C4 sequester, meaning it's one of the highest carbon sequesters for plant material. So you know, I can envision these large acreages of vetiver grass adding that added benefit of carbon sequestration and nutrient reduction.

COUNCILMEMBER PALTIN: Is there any problem with like black plastic growing it? Like you know, how most all of the plantation legacy is that black plastic and things like that? Would that be a hindrance on the vetiver growing?

MR. ASTILLA: No, it wouldn't.

COUNCILMEMBER PALTIN: Okay. I'll yield because I probably had more than two minutes with that first question. Go ahead.

CHAIR SUGIMURA: Okay. Thank you, Tamara. Now we have Chair Lee. Two minutes.

COUNCILMEMBER LEE: Okay. This won't take long. Mr. Astilla --

MR. ASTILLA: Good afternoon.

COUNCILMEMBER LEE: Does...hi. I notice along the shoreline at Waiehu Golf Course, which

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is quite long, starting from six, seven, eight, there seems to be all that vetiver grass.

MR. ASTILLA: Yes.

COUNCILMEMBER LEE: And so I'm wondering if it is vetiver, but if it is, it's a very hardy grass. It grows tall and thick.

MR. ASTILLA: Yes.

COUNCILMEMBER LEE: And so it protects the shoreline. So I was just wondering if that was the same grass and used for that purpose.

MR. ASTILLA: Yeah. So that stuff at Waiehu Golf Course...I wasn't involved in that project unfortunately, but yes, that is vetiver grass, and it also is used, you know, mainly in Hawai'i as erosion control on slopes or in some areas where it can be permitted as coastal erosion protection. And as you said, it's a very hardy grass, it's very salt tolerant, and it's...you know, from what I saw maybe about three years ago, Waiehu Golf Course, you know, where it had been planted, it's doing an excellent job in protecting that shoreline.

COUNCILMEMBER LEE: Right. Thank you. I appreciate that. Thank you.

MR. ASTILLA: You're welcome.

CHAIR SUGIMURA: Thank you. Thank you, Chair Lee. Anyone else have questions? Oh, Mr. Molina. Two minutes.

COUNCILMEMBER MOLINA: Thank you, Madam Chair. I guess for our Director, for the Ma'alaea area, have any of the condos expressed interest in participating with the Maui Nui Resource Council and the County to upgrade their injection well systems?

CHAIR SUGIMURA: Can you unmute him?

MR. STURM: I'm sorry. What was the question again, Mike?

CHAIR SUGIMURA: This is for...I got you unmuted, Eric.

COUNCILMEMBER MOLINA: Yeah. That was for --

CHAIR SUGIMURA: Sorry, Mike.

MR. STURM: Okay.

COUNCILMEMBER MOLINA: Go ahead...let me repeat the question. It was for the Ma'alaea area. Have any of the condos expressed interest in partnering with the Maui Nui Resource Council and the County to upgrade their injection well systems?

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CHAIR SUGIMURA: I can't unmute you. There. Go ahead, Eric.

MR. NAKAGAWA: Oh, sorry. I thought he was asking Paul. My bad. Oh, sorry. Are you asking me about Ma'alaea?

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER MOLINA: Yeah.

MR. NAKAGAWA: Oh, okay. Okay. So...sorry about that. So you're...so can you repeat your question again? Something about Ma'alaea and utilizing what? Vetiver?

COUNCILMEMBER MOLINA: Yeah. No, partnering with the Maui Nui Resource Council. Have they expressed interest in working with the Maui Resource Council and the County to upgrade their injection well systems?

MR. NAKAGAWA: Not that I'm aware of, because...and once again, I don't know who all the contacts they've been contacting. As far as contacting the County, and for me personally . . . *(timer sounds)* . . . they've kind of just looked at the entire system in general, whether that's financing it or whether that's taking it over, or whether that's how can we help them to upgrade their system. So as far as them reaching out to other private entities, I'm not aware of what they...what they've done to this point.

COUNCILMEMBER MOLINA: Okay. Thank you, Mr. Nakagawa. And thank you, Madam Chair. And also just want to thank Mr. Astilla and Mr. Sturm. Went out to your event recently and got...it was a real good education lesson for me with the vetiver grass and what it can do for Maui County, and also what it already has done in other places. So that's something really exciting. Thank you.

CHAIR SUGIMURA: Yeah, that was a...that was very good. Anyone else? It looks like we...oh, Keani. Go ahead, Keani.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Mahalo, Mr. Astilla and Mr. Sturm, for your presentation and your good work. Mr. Astilla, you talked about there being larger projects in Australia? Is that --

MR. ASTILLA: The one project that Dr. Paul Truong had installed was actually for a small municipality. And they were using a wastewater facility --

COUNCILMEMBER RAWLINS-FERNANDEZ: How large? Acreage?

MR. ASTILLA: It was...it's a ten-acre site. Ten acres. Ten acres and --

COUNCILMEMBER RAWLINS-FERNANDEZ: So which...have you worked on projects with complementary plants or other plants?

MR. ASTILLA: Yeah. Currently I have a four-acre farm on the West Side, and I grow my vetiver

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grass side by side with dry land taro. So...and I don't see any problems, and it actually creates a mulch source right next to the taro line. So I can continually prune the vetiver grass and use that mulch for weed suppression. You know, I don't...I use plastic on a very limited basis on the farm, but I see that benefit, and it also protects it from wind as well. But as far as any negative impacts for like side-by-side planting, there haven't been any.

COUNCILMEMBER RAWLINS-FERNANDEZ: Oh, okay. All right. So like food crops?

MR. ASTILLA: Correct. Food crops...there's a new farmer's market site in Ha'ikū where they're using vetiver for windbreaks. They planted a number of fruit trees onsite and they have planted it in half circles around the trees to provide a fast windbreak. Yeah, in terms of like its compatibility with other plants, it's very compatible.

COUNCILMEMBER RAWLINS-FERNANDEZ: Would it work with...oh. Director, you raised your hand? Oh, okay. What about like with construction bamboo?

MR. ASTILLA: Construction bamboo, yes. I actually have a project installed . . .*(timer sounds)* . . . in the gated community off of Baldwin where the first row of the privacy barrier was bamboo, and it's fairly tall, 25, 30 feet tall. And on the inside of that row of bamboo for, I guess, a denser plant material for wind protection, I planted vetiver grass, and it does fine.

COUNCILMEMBER RAWLINS-FERNANDEZ: Awesome.

MR. ASTILLA: It's growing really healthy.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Mahalo. Chair, I did hear the timer, but I know Director Nakagawa also raised his hand. So I don't know if you also want to let him anyway.

CHAIR SUGIMURA: Do you have a comment, Director?

MR. NAKAGAWA: Yeah, sorry. I didn't know if you guys wanted me to comment or give you guys any, I guess...yeah, from our standpoint --

COUNCILMEMBER RAWLINS-FERNANDEZ: Sure.

MR. NAKAGAWA: -- regarding the vetiver and that kind of stuff.

CHAIR SUGIMURA: Um-hum.

MR. NAKAGAWA: Because I know I kind of just did the update real fast. I know you wanted us to do a quick one. But I didn't really incorporate the vetiver or that kind of stuff. So I didn't know if you wanted me to comment or --

CHAIR SUGIMURA: Okay, yeah. You can give us a quick update.

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MR. NAKAGAWA: Okay. Also...yeah. So essentially...so we met with John and actually, Wes the other week, and they kind of showed us what they had in mind and what they wanted to do. So...and I kind of want to make sure, I guess, for...on our case, right, as far as DEM and as far as Council goes--we work together--so essentially, what they're kind of saying and what they want to do is...with the land application option, right, and which we're both on the same page with that, they would come in and instead of us planting grass, right, or any kind of crops that you guys wanted to do, whether it's edible or not, right, they want to plant vetiver. So the benefits of the vetiver is what they're trying to prove to us in their pilot study right now, of what is the advantages of that. So now the two advantages, as you can see, and it clearly stands out for us and when we met, is it takes more water, right, meaning we as a County, we don't have to buy as...buy or lease or whatever the term is...as much acreage as we would with regular grass. So let's say that's one of the pluses, right. So I think according to John, potentially he can go up to 18,000 gallons per acre. That roughly equates to, I believe with our 3.7 million gallons, that's only...that's about 200 acres, yeah. So in our initial study, it identified about...roughly about 400 acres. So maybe it's about half the amount of acres that we would need, right. Okay. So the other benefit they're claiming, or what they're saying, is it also is a better source of taking out nutrients, right. They mentioned about the nitrogen, right, and that kind of stuff. So essentially, in their pilot study, what I told them, and what I can repeat to you guys is, when you do your study...you know us. It's a scientific study, and that's why Paul went over of they put their lysimeters, which is they measure the amount of water and they'll...with the measurements of the water, they'll also measure what kind of nutrients it has, right. So they'll be able to tell us at three feet it soaks up all the water, or at six feet it soaks up all the water, right. So that'll give us a sense of, are they just watering it and it's just continuing to flow through the...through down like regular grass and they're just over-irrigating, or is there six-foot long roots soaking up more water, yeah. So that is the...pretty much, the benefits. So one thing that Paul did bring up, though, is kind of apples and oranges, you know. He mentioned about how natural alternatives cost less, right. But he kind of showed the difference between the Brown and Caldwell study of land application versus this kind of vetiver grass, that kind of stuff. So just to keep apples with apples, when you do the land application part, which is just the grass, right, I mean, the cost is going to be comparable, right. My guess, it would even be less. But overall, if you look at the land application, it's not just...you know engineers, right. It's not just what's soaking up the water, right. You got to get the water there, right, you got to get all the infrastructure to get the water there, you got to buy the land, you got to...I mean, that's what they do, right. Engineers kind of look at the full picture, and then they come out with that 42 million for Kihei, or whatever it was, right. So I don't want you guys to think that for 42 million, right, you get a system that Brown and Caldwell designed, and then it only costs...I forget your guys' cost. It was two to four million or something. You know, and then you're going to get the exact thing with zero water, yeah. So you still got to buy the...buy the grass, I mean...and you still got to put in the infrastructure to get the water to them, and then get the land and that kind of stuff. Let's see. What else would you guys want to know? I think that's about it. So once...so we agreed that this is definitely a opportunity for us to get less...use less land to soak up more water, right. So as long as they can prove that to us--you know, us...me, Council, everybody--then

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we see it as an opportunity. Now in the flip end, at the end of the game though, my understanding is it's not like they're getting--and maybe this is where you're kind of going with that--you know, you're not getting a beneficial crop at the end. So they're not going to make revenue stream for...you know, they're not going to get paid from it. So ultimately, they're charging us for a service, right. We're going to charge you to treat X amount of water, right. We take the water, and we're going to charge you per gallon. So I just want everybody to understand that it's like...almost like a service agreement, right, at the end of the day, that they're trying to come up with that would give us an...another alternative to helping us reach this 100 percent reuse, right. So yeah, I told John and Wes...Paul wasn't available, but I told them, well, at the end of the day, when you come up with your report and you come up with your data, if your benefits outweighs those costs, I'll...you know, I'll come back to IT, present it to all you guys again, and we'll just...we'll discuss, is this something worth pursuing, yeah, for the County. So in a nutshell, that's how we work with these guys, yeah. So then if you guys have any more questions, yeah, I'm ready.

CHAIR SUGIMURA: Okay, great. Because I know that John had explained to me, and Paul, that they're going to be collecting data. So we'll see how this goes. Members, if you have no other questions, I'm going to defer this item so at the right time, or...I don't know how long it's going to take for John and Paul, but we can look at this again and talk to the Department and see where we go. But Members, I'm going to take...defer this item. Thank you very much for that last explanation, Director, because that's exactly where we need to...how to frame this. So appreciate, John, thank you very much for your years of dedication. And Paul, keep up your good work, and Eric. So thank you. Members, at this time I'm going to defer this item and appreciate it. So thank you. Thank you. Thank you very much.

MR. ASTILLA: Thank you so much, Chair.

COUNCILMEMBERS VOICED NO OBJECTIONS. (Excused: TK and KTK)

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR SUGIMURA: Thank you. So at this time, Members, I'm going to take like...use this time to take like a short...can I do a five-minute break? Is that long enough? Yes? Ten? Five?

COUNCILMEMBER PALTIN: Your world, Chair.

CHAIR SUGIMURA: Okay, five-minute break...we'll run. Five-minute break, and then we'll come back. It is now 2:36. So we'll come back at, well, 2:46 then...or 2:45. Okay. At this time I'm taking a recess. Thank you. Thank you, Eric. . . .(gavel). . .

RECESS: 2:36p.m.

RECONVENE: 2:47p.m.

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CHAIR SUGIMURA: . . .(gavel). . . Okay, Members, welcome back to the Information...Infrastructure Transportation Committee, and it is now 2:47.

IT-1(2) AIRPORT SHUTTLES (Rule 7(B))

IT-57 AIRPORT GROUND TRANSPORTATION SERVICES (CC 21-268)

CHAIR SUGIMURA: And I'm going to be taking up the second item on the agenda. And as I told you, I'm combining the last two items into one because it is about the airport shuttles. That's IT-1(2) and ground transportation...Airport Ground Transportation Services, IT-57. As you know, we have been hearing concerns from the community about the visitors that have come back and the transportation...or the roads and the impact that we've had or seen with the visitors back on the island. So I scheduled this item so that we could look at or hear what HTA, Hawai'i Tourism Authority, who's on the line, as well as...they worked with Maui Visitors Bureau, Lisa Paulson, who works in the Mayor's Office, as well as Marvin Moniz and Poly Ad Tours, to put together a airport ground transportation service. So that's what this is about. Just so you know, in the end of the meeting, I'm going to defer this because I look forward to hearing what the larger plans are, but I wanted to hear this so that all of us could see that cohesively, this group has gotten together and found some solutions for some of the visitor...visitors that are here, that we're trying to minimize the number of cars that are on the road, and trying to find solutions. So I think they have. So I wanted them to present. So at this time, I...is Lisa Paulson on the line? I thought maybe she could take the lead. And then Caroline Anderson from Hawai'i Tourism Authority...oh, Kelly. Welcome, Kelly. Thanks for being here.

COUNCILMEMBER KING: Thank you.

CHAIR SUGIMURA: Caroline Anderson from Hawai'i Tourism Authority is here to talk about the program, as they all put their heads together and came up with this as one of the solutions to our influx of visitors that we've had here. I did talk to Marvin Moniz from...all of us know Marvin. He is the king of the Kahului Airport. So he's here, the...under Department of Transportation. Thank you, Marvin. And he was...he was sharing with me what you all did to come up with this solution. So Lisa, if you could, you could...you could start off, and then introduce everybody, and talk about what you've done. I'm so...I love hearing about this, but I know that there's more to come. So please start off.

MS. PAULSON: Absolutely. Thank you, Councilmember Sugimura and Committee. As a part of Hawai'i Tourism Authority's DMAP that we began working on quite a while ago, we had to hit the ground running on some action items a little sooner than others, and this is one of the ones that we wanted to get to to see if we...that we could help mitigate some of the crowded areas at the airport and get some other transportation options to our guests when they arrive. So HTA really took the lead in this in gathering up some of the stakeholders and pulling it together. Maui Visitors Bureau did get the funding for the initial operation. And then I think they have...our guests that we have with us today are going to let you know about the forward movement and momentum on this project.

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So I will turn it over, if permissible, to Caroline Anderson, who is the Director of Planning with Hawai'i Tourism Authority.

CHAIR SUGIMURA: Thank you. Thank you, Lisa.

MS. PAULSON: Thank you.

MS. ANDERSON: Good afternoon. Good afternoon, Chair Sugimura and Members of the Committee. My name is Caroline Anderson, Director of Planning at the Hawai'i Tourism Authority. And really, like Lisa mentioned, you know, this effort involved all of us working together to come up with a solution. And I really wanted to thank Marvin Moniz. I mean, he was just instrumental in making this happen. I mean, without him, this wouldn't be possible. So I want to say thank you so much to Marvin. And this really was, you know, a collaboration between the agencies, as well as the private sector as well. So basically, you know--and maybe I should turn it over to Marvin, because he can probably tell it better than I can--but basically, yeah, he allowed this to happen. And you know, with Maui Visitors and Convention Bureau, you know, they came up...they stepped up, came to the plate, and was able to provide funding for the first two weeks of this pilot shuttle program. And we're looking at this program continuing on until the end of this month. But maybe I should turn it over to Marvin, because he was...he's the man to do all of this. So Marvin?

CHAIR SUGIMURA: Marvin? Can't hear you, Marvin.

MR. MONIZ: That better?

CHAIR SUGIMURA: Yeah. Now we can hear you.

MR. MONIZ: Anyway . . .*(inaudible)*. . .

CHAIR SUGIMURA: Marvin, can't hear you. So you must be good with all this online meeting. So...are you going to call us? Oh, you are. Okay.

MS. ANDERSON: So maybe I could just add, like...so he brought together Poly Adventure Tours, and we helped in basically sharing the project, or this pilot program, with the visitor industry, with the help of, again, Maui Visitors and Convention Bureau and...sorry, Maui Lodging and Hotel Association [*sic*] to really spread the word about it so that our visitors would know other alternative mode of transportation for the Island of Maui.

CHAIR SUGIMURA: Oh, that's great. So when did the project kick off? And I heard it on the news, and I was thrilled just to see this...you know, this movement of trying to help solve some of this destination management of what you did. So when did it kick off, and how many riders did you have? What kind of marketing did you do? And of course, we're interested in what are the future plans.

MS. GONSALVES: So this is Roni with Poly Ad.

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CHAIR SUGIMURA: Oh, okay, Roni.

MS. GONSALVES: So I keep on trying to get in and then I'm muted again. So can you folks hear me?

CHAIR SUGIMURA: We can. We can hear you.

MS. GONSALVES: Okay. So Marvin is having some technical difficulties, and he said, Roni, can you answer their questions. So kala mai, our apologies for that. So Marvin was very instrumental in launching this. He came to Poly Ad in search of finding solutions. So we launched on July 3rd, with the assistance of MVB providing the funding for the first two weeks, and then we went and looked at the Hotel Association to see...and find their support for the funding. The funding, at this point, is still being looked at. Our ridership has not been as much as we had hoped. On average, we move about 18 guests on each coach line in and out. I think part of that is this launched so quickly that we didn't have the media in front of it. So we kind of had the cart before the horse. And we have a similar program, shuttle service, on Kaua'i that did take about three to four weeks before they got some traction to it, and now providing that service quite frequently with much better ridership. Polynesian Adventure, at the end of the two weeks, which was the 17th of July, and we had no update from the Hotel Association. We then committed to running the shuttle for two additional weeks at our cost, and then gave the Hotel Association some time, and also time in front of us with any questions that they had. So both Marvin and I participated in a Zoom to answer whatever questions they might have had. I think, you know, we have to look at this as a community. It does take cars off the road. For every motor coach we put on the road at its capacity, we could take 15 to 25 cars off the road. We are looking at options and speaking with some of the hoteliers. Now, if we can get them over to the resort, set up rental car facilities on each coastline, they would then be able to rent the cars when they need the cars instead of renting cars, parking them at hotels, and leaving that dead weight in hotel parking lots, and then wasting those type of resources. We do want to make sure that we can contribute to the ongoing problem, and therefore we did create a schedule that hit the impact times. The impact time for Kahului Airport is 10:00 to 2:00, 10:00 to 3:00, with of course, being mindful that they're gathering luggage. So when we presented a schedule to the Maui Visitors Bureau, they were very selective in picking that, and if there are changes that need to be made upon request as to schedule times, we could certainly adjust accordingly. It's the motor coaches that are utilized. They have the capacity of 40 seats per coach. Each seat has a USB where they can charge their phones up while they ride. And we entailed to coexist with the current shuttle service, which is SpeediShuttle, whereas we would take care of the big hotels on each coastline and do a loop through that, where the SpeediShuttle, with their smaller equipment, could take care of the multiple condominiums and residential with that. So that was the intent of the startup of the Maui Aloha Shuttle. What is the future? That now lies in the hands of the Hotel Association or funding for this project.

CHAIR SUGIMURA: Very good. Well, thank you. Marvin, can you answer? You want to turn off your video? Maybe that would allow you to...no? That's not it. What if I give you

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the phone number? So Marvin, call...phone testimony --

COUNCILMEMBER KING: You could use screen . . .*(inaudible)*. . .

CHAIR SUGIMURA: But he can't...I can't get him.

COUNCILMEMBER KING: Now he's unmuted.

CHAIR SUGIMURA: Okay. Marvin, can you try speak? Oh, yeah, you're unmuted.

MR. MONIZ: Better now?

CHAIR SUGIMURA: Okay. Yes, Keani. Keani . . .*(inaudible)*. . .

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Aloha, Mr. Moniz. Is it possible to speak a little closer to your mike? Because it might be that you're too far away.

MR. MONIZ: How about now? Is it better?

CHAIR SUGIMURA: Yes.

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah.

MR. MONIZ: Okay.

CHAIR SUGIMURA: Okay. Speak loud.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Yeah.

MR. MONIZ: Okay. Sorry, I got...just to add to a little bit . . .*(inaudible)*. . .

COUNCILMEMBER KING: You need to speak up, Marvin.

MR. MONIZ: How about there? Better now?

CHAIR SUGIMURA: Kind of soft, but we can still hear you.

MR. MONIZ: How about now?

COUNCILMEMBER RAWLINS-FERNANDEZ: And project. Project as much as possible.

MR. MONIZ: Okay. How about now?

COUNCILMEMBER RAWLINS-FERNANDEZ: Oh, a lot better.

MR. MONIZ: Okay, okay. So good. So yeah. We reached out, and it all started from numerous complaints from not just the visitors, but the local residents about the lack of

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transportation to the West Side and South Side because we were so busy that Uber, Lyft, the shuttle service, all could not keep up with the demand here. So we reached out--and Caroline--and we had a conversation and we said, hey, let's reach out to Poly Ad to see if they could support us with a quick fix. I think we had the conversation on June 30th, and they were looking to start on July 7th. And then we said, how about July 3rd? So having said that, it was really put together in like two days, the whole...the whole program. So hats off to Poly Ad for supporting us with that, and also MVB and HTA. So long story short, it helped us reduce some of the traffic, obviously, on the Road to Lāhainā, and also South Maui. The downside to the program was that we didn't have too much time to market it because we started it up overnight. So I think that contributed to a portion of the low ridership. But the idea is to perhaps look at Thanksgiving, Christmas, and New Year's, our next peak period, although we're still peaking now every day. As I look out my window, I see a line here. But having said that, it's...it...the pilot program, I think, was successful. We know we can do it. I think there's some discussions on Highways looking out to the same program. But in a nutshell, it's doable, and I think it helps reduce some of the congestion periods of the day on our highways between both West and South Maui.

CHAIR SUGIMURA: Wow, very good, Marvin. That so sounds like you. Thank you very much for working with everybody and putting this together. Okay. So we know now the program is going to go all the way to the end of this month. And so what's going to happen with August? And I wish we had Rod Antone--he was trying to get into the call--because it sounds like you all are mentioning him as part of, you know, the team that put this together. But Marvin, do you know what's going to happen, or Lisa, or Caroline from HTA? What will happen come August 1st?

MR. ANTONE: I'm here.

CHAIR SUGIMURA: Oh, you are? Where are you?

MR. ANTONE: . . .*(inaudible)*. . .

CHAIR SUGIMURA: Oh, can we designate him as a resource?

MR. ANTONE: Yeah. Sorry.

CHAIR SUGIMURA: Oh, I didn't know you got in. Okay. Sorry about that. Okay, Marvin. I'm sorry, Rod.

MR. MONIZ: Okay, yeah. So I'll let Rod run with the August time frame. If not, I think I've got an answer if he doesn't.

MR. ANTONE: Okay. Sorry, I was on the Tourism update at the same time. Just for future reference, if you got Zoom and BlueJeans on your computer at the same time, BlueJeans will take over your audio. So...anyway. So first of...first of...first of all, kudos to Marvin for sounding the alarm bell and making everybody aware that there was this congestion going on at the airport, and for Sherry for stepping up and throwing down, you know,

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\$36,000 out of...out of her budget just to get this started.

CHAIR SUGIMURA: Wow.

MR. ANTONE: And of course, Roni at Polynesian Adventure Tours, for operating the actual driving, doing the routes. These are beautiful motor coaches. I actually took a ride in them from the airport to see what the route was like. They're very comfortable, fully air conditioned, better than my office right now. And yes, there's...you can...every seat, every row, there's some place to charge your cell phone. And also, when I was there, they had the ocean safety videos running in the...I know, Councilmember Paltin, I know you'd like that one. So this is...this is a great start. Unfortunately, like Roni said, it was hard...cart before the horse. It came on so quickly. I mean, we got the press release, and the next day...I was putting in my newsletter that the shuttle would be running the next day. And the hotels had no time to let people know about it. So ridership's not great, of course. And then, you know, right now, Roni's...Polynesian Adventure is running it at no cost to anybody. It's coming out of their own pocket to give us time to try and find and see if there's a way to support this. There's some limitations. These motor coaches are big, and they don't fit in everybody's driveway, so to speak, unless Roni herself is driving it. She can fit it anywhere. But, you know, she's not going to be driving every route. And there seems to be more of a call for it on the West Side, where traffic is worse. And the general managers there...even if it's not full with people, they'd like to support it, because they know what West Side traffic is like. So if they can help take some cars off the road, that'd be great. Unfortunately, you know, the hotels are extremely busy with what's going on in their properties. I've got a task force group that's looking at a way we can make the numbers work out. I've put in a call...well, I just texted Lisa about if there's some Federal funds that could help out with this. So I don't expect Lisa to have an answer right now. But yeah, we're looking for ways to keep this alive. I did have one question for Marvin, because I was testifying just yesterday about how, you know, this...these numbers might be artificially inflated at the airport because Marvin, like when we were talking, we're seeing a lot of those bigger aircraft that usually go to Asia and Europe. And they're coming here to Maui. And I...but...see, I don't know how long...I don't think any of us know how long the international destinations will be closed off to U.S. citizens. Marv, you got any reconnaissance on that?

MR. MONIZ: Well, I think Canada is scheduled to open up on August 9th. That's the last we got. So we've had some calls from both Air Canada and West Jet to resume service to Maui. And as far as Europe and Asia, I think we're seeing what's happening in Asia, so that might be extended. Europe, we haven't heard back as far as where that's going to end up. But again, as Rod mentioned earlier, part of our influx is we're seeing a lot of aircrafts that would normally be sitting around that were scheduled for Asia or Europe, and because Hawai'i's open, airlines are using a bigger aircraft. So our numbers are huge in terms of 200-seat aircraft versus 300-seat aircraft. So we're seeing a lot more of the Dreamliners, the triple 7s, which are those 300-seat aircrafts. But as those countries start opening up, we'll see one reduction in the size of those jumbo jets that are coming here. But we think that's a part of it, between the jets and the countries being closed. That's what's contributing to these large numbers. Because we know they're paying for these rental cars, they're paying for the resort. So a lot of it is because

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Hawai'i, we're open. So at that point, that's where we're at, Rod. I think Canada's the next one.

MR. ANTONE: Yeah. Miss...sorry, I'm not the one that should say who should answer questions.

CHAIR SUGIMURA: Okay. Rod, you wanted to say something?

MR. ANTONE: No, no, no. I was seeing people raising their hand, but I'm not running the meeting. So --

CHAIR SUGIMURA: Okay. So Kelly King, then Tamara Paltin. I'm going to let everybody ask two-minute questions.

COUNCILMEMBER KING: I think Rod was going to call on me, but...thanks, Rod. So Marvin, is there any estimation...I mean, the other countries are closed...some of them are closed...they're closed to Americans, but also some...a lot of them are not traveling out. So as they open up and we might see people going there instead of coming to Hawai'i, are we also not expecting to see a lot of international travel coming to Hawai'i that hasn't been coming to Hawai'i? I mean, it's a two-way...it's a two-way, you know, issue, I think.

MR. MONIZ: Yeah. And you know, the census that we get from asking questions here to passengers...because I walk the terminal a lot, and I'm always asking questions. But having said that, I think...I'm hearing from people, yeah, you know, they came here because they wanted to go to Asia, wanted to go to London or Paris, you know, and see some foreign country. So there may be a tradeoff, I'm sure, but obviously I think we'll see a reduction because just taking those aircrafts back into Asia and Europe alone will reduce the amount of seats that will come to Hawai'i. So that'll give us...I don't see we'll totally see a big drastic drop, but we'll definitely see some sort of drop once those countries open up.

COUNCILMEMBER KING: Okay. But you don't know exactly what kind of drop or what kind of increase we're going to see from those countries.

MR. MONIZ: No. Kind of early to...I think the bookings...and when I was speaking with one of the sales guys from United, because they're still closed on those countries, the bookings are hard to say right now. They think, if anything, it may pick up in the Christmas, New Year's time frame. But as far as a quick escape, you know, some of those people that would've left Europe, maybe not...maybe not just yet.

COUNCILMEMBER KING: Okay. The other...the other question I had is, you know, if you guys are keeping track...I mean, it's very impressive to roll these projects out really quickly. But when you roll something like that out, when you...when you have a bus that's running on fossil fuel, and you only have 18 people in it, it's likely that your emissions per person are going to be higher than if four of those people had been in one car. So you know, just be aware that . . .(timer sounds). . . taking some time to market

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this program and then do it correctly, maybe even getting those buses on renewable fuel, would be...is going to help address our climate issues. Because when I hear 18 people on one of those giant luxury buses, all I can think of is a bunch of emissions per person going into the --

MS. GONSALVES: If I...if I could answer that, please.

CHAIR SUGIMURA: Oh, this is Roni.

COUNCILMEMBER KING: Who?

CHAIR SUGIMURA: Go ahead. Roni from Poly Ad.

MS. GONSALVES: Yeah, so I --

CHAIR SUGIMURA: Go ahead.

MS. GONSALVES: So speaking of fossil fuel, we are very aware and eco-friendly. So the equipment at Polynesian Adventure Tours operate with a DEF system. That's a diesel emission filter system. So our motor coaches actually release less emissions than a four-door compact car. It's amazing --

COUNCILMEMBER KING: I think you might want to...I'll talk to you about that offline, Roni, but I think you might want to...you're talking about soot, but it's not CO2 emissions. You don't...I know what the DEF is, but it's really...it's really more of a reduction in soot. So you don't see the black smoke, but there's still fossil...there's still GHG emission.

CHAIR SUGIMURA: Okay.

MS. GONSALVES: All right.

CHAIR SUGIMURA: Thank you, Roni. And Tamara, two minutes.

COUNCILMEMBER PALTIN: Okay. Thanks. I got choke questions, so if I cut you off if I got my answer, please don't be offended. So if Canada opens up on August 9th, lots of Canadians like Maui, right. So that's a little scary, but that's not really a question. I guess my first question for the caravan to West Maui...like peak times is 3:00 to 6:00. So I don't know if we can keep that going from 3:00 to 6:00 indefinitely. And the question is, is that both to the airport and from the airport?

CHAIR SUGIMURA: Roni.

MR. ANTONE: Me or Roni?

MS. GONSALVES: Am I muted?

CHAIR SUGIMURA: Oh.

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COUNCILMEMBER PALTIN: Whoever knows.

MR. ANTONE: We'll go to you.

CHAIR SUGIMURA: Poly Ad, I guess...or Rod.

COUNCILMEMBER PALTIN: Do you take folks to the airport and from the airport or only from the airport?

MR. ANTONE: Yeah. Well, I can just tell...I can read you the schedule that we sent out to our members. So --

MS. GONSALVES: So the service --

MR. ANTONE: Oh, go ahead, Roni. Go ahead.

MS. GONSALVES: I'm sorry. The service goes on for both from Central Maui to West, or Central Maui to South, and also departures originating from the resort South and West back to airport. You know, when we looked at the timeline for the shuttle service, we truly looked at the arrival times able to acquire luggage and what those service times would be. So the last shuttle that operates from Kahului Airport is in that...just after the 4:00 hour, which is impact times. Much of that 3:00 traffic we see is also the hotel change of personnel as well.

COUNCILMEMBER PALTIN: Okay. And then, is there a cost to the riders, and would it be something . . . *(timer sounds)*. . . like, you know, if residents wanted to go, they could get dropped off at the hotel and catch the shuttle?

MS. GONSALVES: So when we originated the shuttle, we came up with a price tag that was very comparable at \$50 per person, 35 per child three and older...three to twelve, I should say, for the West Side; and 35 for the South per adult. But we since revised the prices to become more competitive and more user-friendly to the arriving guests. So the new rates that came into effect today is now the West offering at \$35 per adult, 20 per child. It is also \$25 per adult, 15 per child. We do have representation at the airport to facilitate sales and walk-ups there, and our IT and call center supports the online service . . . *(timer sounds)*. . . ability and pre-purchase tickets as well.

COUNCILMEMBER PALTIN: Thank you. And if I get dropped off at the hotel, can I catch a shuttle to the airport for 35?

MS. GONSALVES: Yes.

COUNCILMEMBER PALTIN: Okay, cool. Thanks.

CHAIR SUGIMURA: Very good. Any other questions, Members? Mr. Molina.

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COUNCILMEMBER MOLINA: Thank you very much, Madam Chair. And thank you...I want to spread...extend my thank you's to Mr. Moniz as well for that very, very good tour that my Staff and I recently took with you. Got a good behind the scenes look. And Members, if you haven't had that opportunity, I'd recommend you call Mr. Moniz, add that to his already busy schedule. But Mr. Moniz, you know, and one of the primary reasons for this shuttle, yeah, was because of the lack of rental cars that are available for rent. Have you had any preliminary discussions with the rental car representatives, or maybe Ms. Anderson as to...I believe you guys want to start this shuttle up again maybe like say the holiday period. Will they be fully stocked by that time? Do they believe they'll have more cars available? So maybe we may not need the shuttle or...I don't know. I'm just kind of taking a guess at that point. Any word on that?

CHAIR SUGIMURA: Anyone want to take a guess?

MR. MONIZ: Okay. Sorry.

MS. ANDERSON: Sorry. I'll just speak for myself. I haven't had the conversations with the rental car agencies yet. I'm not sure if Lisa has.

MR. ANTONE: Enterprise is one of our...one of our members at the Hotel Association. They're still having trouble buying cars. The whole...Taiwan's making...not making the computer chips, which means the car manufacturers can't make the cars. So you know, there's no fleet to buy, really, in order to get the cars back. And so people are going to be making money off the...off of Turo for a while, Mike.

COUNCILMEMBER MOLINA: Okay. Okay, yeah. So I think I can see the need. It's a problem that's going to be there for a while. So...which necessitates having the shuttle running. Good. Keep sharing that.

MR. ANTONE: Also, Marv, isn't there a shortage of Lyft and Uber drivers for some reason? I know when I was on the mainland, they said it...they were making more by staying home and being unemployed, and I don't know if that's the same thing here in Hawai'i.

MR. MONIZ: Yeah, that's kind of the problem all around, yeah, with labor. I would say that's...we still got challenges with labor all over. Even the airlines are getting problems getting labor. But to answer your question, yes, Uber and Lyft...taxis, likewise, their staffing is very, very thin right now. And they're continuing to recruit, but like everybody else, getting problems. So yeah, for sure, they're short staffed. And I think like Councilmember Molina said, maybe, you know, that Thanksgiving, Christmas, New Year's time period again we revisit this again, unless the...the ridership, you know, shows a spike. But I think Roni will need some time--Poly Ad--to sales and market...marketing of the program. So it's difficult to put it on, pull it off, put it on, pull it off. So to make it successful, it has to be a respectable and ongoing program. So that's discussions we'll have to have, and also the funding to operate that operation. And granted, I think it's great there's a lot of cars went off the road. I too, like Rod, we had the experience of taking that ride over to West Maui. It was great service. I think the bus spoke for itself, and I think passengers would love it. We had...we would have

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a captive audience for ocean safety videos, you know, mālama na ‘āina while you're here programs. I mean...we can...it's endless what we can put on that thing. So having that captive audience, I think, helps us not just with getting them from point A to point B, but also making sure they respect our culture and our ‘āina.

MR. ANTONE: I'll ride the bus again if any of the Councilmembers want to join.

MR. MONIZ: Yeah, great.

MR. ANTONE: All right. Look at that.

CHAIR SUGIMURA: Yeah.

MR. ANTONE: Wait, how many of you can we have at one place and not violate Sunshine Laws?

COUNCILMEMBER MOLINA: No more than two.

CHAIR SUGIMURA: Write a report.

MR. ANTONE: Okay. We'll take turns.

COUNCILMEMBER KING: We can have four.

MR. ANTONE: Okay, four. Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: We'll make it a site visit.

MR. ANTONE: Roni will...me and Roni will set something up.

CHAIR SUGIMURA: Okay. Keani, you had a question? Oh, I'm sorry. Mike, are you done?

COUNCILMEMBER MOLINA: Yeah. Yeah, I am...I'm done. Are we going to have another round if we have time? For like one question, if possible.

CHAIR SUGIMURA: Okay. One question after this. I'm so excited about this program.

COUNCILMEMBER MOLINA: It's a good topic.

CHAIR SUGIMURA: Yeah.

MR. ANTONE: The shuttle doesn't go Upcountry. Sorry, Mike.

COUNCILMEMBER MOLINA: Not even Pā'ia. Very good. Thanks, Madam Chair.

CHAIR SUGIMURA: Okay. So Keani, and then...and then Alice Lee.

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COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. I don't have a question right now. I was just...I know...I don't know what Roni's last name is, but Roni's on the phone, and I just was hoping that you could let her know that if she mutes herself, then Staff won't mute her because her background sounds make it difficult to hear when we're discussing. And then that way if she unmutes herself when she wants to speak, then she won't have that problem. Because right now, we don't know if she's trying to speak because Staff muted her.

CHAIR SUGIMURA: Oh.

MR. ANTONE: Oh.

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah. So just so that she knows --

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- what's going on. Yeah.

CHAIR SUGIMURA: Thank you. Thank you. Keani's our resident techie. Thank you. Alice, do you have a question?

COUNCILMEMBER LEE: No. Actually, I don't right now, but I probably will in the next round. Thanks.

CHAIR SUGIMURA: Okay. So now we're go...I mean, one minute, or one question. You want to start from the beginning, Alice...or I'm sorry, Kelly? Then Tamara.

COUNCILMEMBER KING: Yeah. I just wanted to say that I think that this should be a long-term goal. You know, we should be doing full bus rides back and forth, you know, instead of...hopefully, we're not going one way empty and the other way back full, but I think the goal should be more of these kinds of mass transportations. And not...the goal should not be to fill our island up with rental cars, you know. So I think this is a good effort, I just...I would like to see it...also pay attention to, you know, our greenhouse gas issues and our emission issues. And so if we can make it more efficient, that would be great. And I know you guys just started. So I know you're working towards that, but I would hate to see us actually encourage more rental cars versus shuttles because this is...this is much more efficient. Like you said, it doesn't leave stranded cars all over the island when people really don't need them, and we're moving...we're moving multiple people in one vehicle. So anyway, it should be a goal, a long-term goal. And also . . . *(timer sounds)*. . . were people...were people paying for this or is it free?

CHAIR SUGIMURA: Oh, there's a cost.

MR. ANTONE: There's a...there's a fee.

COUNCILMEMBER KING: Okay.

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MR. ANTONE: There's a fee for...per rider. I believe if you're going to West Maui it's \$50 per adult and \$35 for children four to twelve, and --

COUNCILMEMBER KING: Okay. I just...I heard you say you needed some money for the budget, and I thought it was being covered by a fee. So I'm not sure what that's about.

CHAIR SUGIMURA: Not yet.

MR. ANTONE: It's both. Poly Ad's costs...operational costs--and this is not with them making any profit or anything, it's just covering operations--it costs 36,000 to run the shuttle for two weeks, which comes out 72,000 a month. So if we had...let's see...got my calculator here...72...1, 2, 3. I think if we had 20 hotels, it would be 5,000 per hotel, something like that.

CHAIR SUGIMURA: Okay. So you're working on something.

MR. ANTONE: Yeah, yeah. The...but you know, we're trying to make the numbers work. Again, Councilmember King, the hotels have the same concerns about, should the passengers be paying, you know. I don't know if there's some way that...maybe if residents could ride...catch a ride too...if there's some way to get public money. But then again, would we be in competition with the County's own bus program, you know? So there's a lot of things we're looking at.

COUNCILMEMBER KING: Yeah.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER KING: That seems like the fee should be worth it for tourists, rather than paying a couple hundred dollars for a rental car.

CHAIR SUGIMURA: Okay. Thank you. Tamara Paltin. One minute.

COUNCILMEMBER PALTIN: Okay. This question is for Ms. Paulson. Do you know if the rental cars register all their cars on the island that they're used? Or Ms. Anderson. Whoever knows.

MS. PAULSON: Yeah. I mean, they have to register their vehicles if they're used in Maui County. So they are registered with our DMV.

COUNCILMEMBER PALTIN: And do you know how many rental cars each agency usually has?

MS. PAULSON: I do not have that total number right now. I would have to consult with the Department of Motor Vehicles.

COUNCILMEMBER PALTIN: Okay. Because I was going to try to tier the registration because we don't want all those rental cars to return until the infrastructure can handle it, and

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currently, our infrastructure can't handle it. And then there's that whole climate change thing. Is there any possibility that, you know, if these shuttles were to become a long-term situation . . . *(timer sounds)* . . . maybe the rental cars could base their cars at the hotel parking garages and rent them like daily if people want to go on day excursions or things like that?

MS. PAULSON: Before the pandemic, that was a common occurrence. Most hotels did have a walk-up desk for rental cars, just for day rentals. I don't know what may have transpired during the pandemic, and Rod may be able to speak to it, but that was very commonplace in the larger hotels, to have a walk-up counter.

COUNCILMEMBER PALTIN: Okay. Thank you.

CHAIR SUGIMURA: Thank you. Thank you. Mr. Molina, Ms. Lee, then Keani.

COUNCILMEMBER MOLINA: Yeah. Thank you very much, Madam Chair. I guess if we could get data at some point on the amount...I know there's talk about, you know, we want to limit the total amount of rental cars on Maui, but I'd like to also know how much of those rental cars are being rented by visitors, and then how much are being rented by, you know, people visiting Maui to see their 'ohana, and also business travel, people from O'ahu coming here to do business. So I don't know if there's some kind of data we could get from the rental car...just from...you know, out of curiosity. And then quick question for Mr. Moniz, you know, there was talk about the gateway. Can you clarify that for us? Because some people said this was going to be an addition, and my understanding it's supposed to be a replacement, yeah, not a whole new addition; right?

CHAIR SUGIMURA: Oh, Gate 10.

MR. MONIZ: That is...that is correct. I think the misunderstanding was there was rumor going around that we're adding another gate or building another gate onto the existing terminal. The story there was about ten years ago, one of the gates were taken apart because it was rusted badly and there was no replacement that could fit the existing mount. So the gate was taken away for quite a few years. So they were able to find a retrofit that does fit. So basically, long story short, we're putting back what was already there. It's kind of like your house door. It got termite damage, but you didn't have a door, so you put a piece of plywood over it for a while, and then finally, you replaced the door. So that's basically what we did. We replaced an existing jet bridge that was always there, but was rotted out. So that's the clarity, if you will, for that story.

COUNCILMEMBER MOLINA: Yeah. Thank you. Yeah, I wanted you to make sure that that's heard publicly --

MR. MONIZ: Yeah.

COUNCILMEMBER MOLINA: -- to diminish all those rumors and misunderstandings. Okay, thank you.

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MR. MONIZ: Thank you.

COUNCILMEMBER MOLINA: Thank you, Madam Chair.

CHAIR SUGIMURA: Good point. Ms. Lee.

COUNCILMEMBER LEE: Okay. I'm not sure who would answer this, but how do you get your customers? Do you work with the...let's say, the larger hotels and ask them to find out if their...if their guests need transportation? Surely you don't wait until they arrive on Maui and then ask, who needs a ride, right? So how do you get, yeah, your reservations in advance?

MR. ANTONE: Is that one for me?

CHAIR SUGIMURA: Go ahead, Rod.

MR. ANTONE: No, no. I wasn't...I was...okay, anyway. You know...unfortunately, the...when folks make their reservations, the hotel...you know, the...transportation's not usually something they arrange through the hotel, it's something they handle on their own. And somehow they're making it to the hotel. I'll tell you, one of the other issues with getting some of the hotels to understand the issue is . . . *(timer sounds)*. . . their guests are not telling them what they went through to get there. They're not saying to the concierge or the check-in person, I just spent three hours at the airport. They're just checking in. So some of the hotels were unaware of what Marvin was going through.

COUNCILMEMBER LEE: But Rod, how did...how did you guys get the customers to begin with to ride the coach, the bus?

MR. ANTONE: I mean, ridership is not great right now. Right now, it's...from what I've heard, if SpeediShuttle's too full, they'll refer them to the Maui Aloha Shuttle. I've written numerous messages, emails, newsletters to my members to let them know that there is this option available. Unfortunately, it's just not getting out there. And I think, like we said in the beginning, cart before the horse, almost being punished for putting this together so quickly without the marketing first.

CHAIR SUGIMURA: Thank you.

MR. ANTONE: But you know, we'll...that's something that I think can be improved upon. Yeah.

CHAIR SUGIMURA: I see...I see Caroline from HTA raising her hand. So if you don't mind.

MR. ANTONE: And Lisa.

CHAIR SUGIMURA: And Lisa. Okay.

MS. ANDERSON: Sorry. If I can just add...so yeah. When we released this information, we

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shared it through our travel trade, as well as to our global marketing team so they could push the word out to their travel trade, so that they could tell their customers. And we had also put it on the Go Hawai'i site, which is the consumer travel site, as well as our website, regarding ground transportation, and letting people know the different modes of transportation for the island, knowing that...of the situation with the shortage of rental cars.

CHAIR SUGIMURA: Good. Ms. Lee, does that answer your question?

COUNCILMEMBER LEE: Well, I can see where that is a challenge because most people generally make those types of reservations in advance, you know, like months in advance when you...when you book your travel. You book your hotel, you book your airlines, and then you book your ground transportation well in advance. Just, you know, that is a challenge, getting to them early on. Thank you.

CHAIR SUGIMURA: Thank you. Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Before you start my time, can Staff please mute Roni? Mahalo. Okay. Mahalo, Member Molina, for asking the question about the new gate. And so KITV is actually who reported on it. So it wasn't like it was a coconut wireless rumor, and it was...the headline is: Kahului Airport over capacity, officials working to build new gate. Officials say that the airport is designed to handle around 7,000 to 8,000 incoming passengers a day. Right now, it is averaging just under 9,000 daily arrivals in the month of July. And so this was in the news, and it says DOT is working to build another gate. So would...Mr. Moniz, would you please, I guess, clarify? So okay...or Mr. Antone. So there was a gate that was not...was rusted and is not being used, but it's going to be back in operation again is what you're saying?

MR. ANTONE: I just wanted to add that a long time ago, before you were born, Councilmember Rawlins, I was a TV reporter at KHON and KHNL, which is now what...Hawai'i News Now, and believe me, we get stuff wrong. It happens.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. So it's not a expansion new gate, but it's a gate that was not used for a number of years?

MR. MONIZ: Correct.

COUNCILMEMBER RAWLINS-FERNANDEZ: But will now be used again?

MR. MONIZ: Correct. Yeah, it is --

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. So and that...and that doesn't need an EIS.

MR. MONIZ: No, because it's...it was an existing...it's like your door from your house, you putting on a new door. So nothing changes on the existing footprint. The hold room is there already. The door to get from the hold room into the jet bridge is there. It's just

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minus the jet bridge.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. And then the capacity at the airport...it says it's designed to handle around 7,000 to 8,000, but it's averaging over what the capacity is designed...or the airport is designed to handle.

MR. MONIZ: I would say that 7,000 is low because pre-pandemic slow times, it still was 7,000, 8,000. I think comfortably we handle 10...10,000. But there's days when we go over 10,000. Once in a blue moon we'll hit a 13,000, but that's not normally the case. But holiday weekends, Fourth of July, and maybe even New Year's, we'll see those numbers. But we...we're not far from the pre-pandemic numbers. We're just about at it now. But again, I was mentioning earlier that the bigger airplanes are bringing in, you know, more seats. So that's part of it. So...but as a whole, we're just about there, I think. You know, and of course, everybody likes the same time frame to arrive. Everybody likes to arrive between 10:00 and 2:00. And I think sometimes some of the questions we get is, why those times; but you know, an airplane doesn't do LA-Maui, Maui back to LA, LA back to Maui, just back and forth. It does Maui, it goes to LA, might continue on to Dallas-Fort Worth, might continue on to Florida. So a lot of those times are driven on where those aircrafts have to continue on. So that answers the question why everything between 10:00 and 2:00. So --

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Mr. Moniz. So when I read that something is like over capacity, it's alarming to me.

MR. MONIZ: Um-hum.

COUNCILMEMBER RAWLINS-FERNANDEZ: But you don't seem alarmed.

MR. MONIZ: Not yet.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. So I don't know what it means to be designed to handle a capacity of 8,000, and then what it means if we're over that.

MR. MONIZ: Right. So --

COUNCILMEMBER RAWLINS-FERNANDEZ: Does that mean there's just not enough toilet paper or something?

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

MR. MONIZ: I think if you...that the peak of the days is 10:00 and 2:00. The majority of the flights come between 10:00 and 2:00. So that's why you create this volume. That's why you see that much traffic going to Lāhainā, because after 2:00 or 1:00, everybody's picking up their cars, right after the peak arrivals, and now you're all heading to West Maui, or South Maui, whichever it may be. So you see those peaks, but you don't see too much of that at 7:30 in the evening or 7:00 in the morning, yeah. So that's what drives those heavier periods of the day, if you will.

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CHAIR SUGIMURA: Okay. Thank you, Marvin. Thank you, Keani.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair.

CHAIR SUGIMURA: Yeah. Yeah. This is such a good discussion. So Members, I'm going to defer this item. And I hope that...I'm going to encourage Rod Antone to put all these great minds together so we can possibly find some more funding to continue this project. HTA, Caroline, thank you very much for being part of the solution, and Lisa. And I guess Sherry Duong was part of this, and I don't see her on the call. So please thank her also.

MR. ANTONE: Sherry was on the Mayor's...yeah, Sherry was on the Mayor's call earlier.

CHAIR SUGIMURA: Oh, okay. You folks are being split many ways. And Roni from Poly Ad, thank you very much. Thank you very much because you actually, from what you said, that this current two weeks is coming from your company to support the community. And when I heard that I went like, wow, that's huge. And Roni, you actually drive, I guess, the bus too, which I'm sure must help in the solutions for making this happen. Marvin Moniz, you are such a doer. I always say you're the Mayor of Kahului Airport. So keep it up. You...yeah, good job. And thank you everybody. I'm going to defer this item, and I'm going to pick it up again, and hopefully from the background, Lisa, we can try to find some solutions so that we can, you know, help with this and keep rental cars off the road and maybe do...have more time for marketing. Like you said, we put this program together in like two to three days, and of course, people didn't know about it. I will tell you, I saw on the news this one mother and two kids, they were just happy to have transportation because they didn't have transportation when they arrived at OGG. And I...when I saw this on the news, I was just like thrilled. Okay, I got to have this in my Committee. You folks are into solutions, and we're all in this together. So I just want to thank you. Members, I'm going to defer this item. Thank you very, very much, and we will continue talking, and I think there's a bigger discussion that is starting to happen for solutions. Thank you.

MR. ANTONE: Send me an email if you want to ride the shuttle.

CHAIR SUGIMURA: Oh, okay. Whoever wants to ride.

MR. ANTONE: I'll work it out with Roni.

CHAIR SUGIMURA: Okay.

MR. ANTONE: Thank you. And then you can play those videos or whatever so that we can make Tamara happy about life-saving.

MR. ANTONE: It's playing, but you don't have to take my word for it. You can see it yourself.

CHAIR SUGIMURA: Okay. I hope they...I hope you have that video about the Road to Hāna

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too. So okay. Members, at this time I'm going to defer this item.

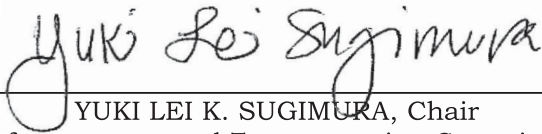
COUNCILMEMBERS VOICED NO OBJECTIONS. (Excused: TK)

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR SUGIMURA: Thank you, everybody for making the time to be here, and we will meet on this again. So bye. Meeting adjourned. . . .*(gavel)*. . .

ADJOURN: 3:39 p.m.

APPROVED:

A handwritten signature in black ink, reading "Yuki Lei Sugimura", is written over a horizontal line.

YUKI LEI K. SUGIMURA, Chair
Infrastructure and Transportation Committee

it:min:210722

Transcribed by: Brenda Clark

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CERTIFICATION

I, Brenda Clark, hereby certify that pages 1 through 39 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 23rd day of August 2021, in Wailuku, Hawai'i

A handwritten signature in dark ink, appearing to read "Brenda Clark", is written over a horizontal line.

Brenda Clark