

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE
Council of the County of Maui

MINUTES

October 18, 2021

Online Only Via BlueJeans

CONVENE: 9:05 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Tasha Kama, Vice-Chair
Councilmember Kelly Takaya King
Councilmember Alice L. Lee (in 9:22 a.m.)
Councilmember Tamara Paltin
Councilmember Keani N.W. Rawlins-Fernandez

EXCUSED: VOTING MEMBERS:

Councilmember Michael J. Molina

STAFF:

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

Evan Dust, Executive Assistant to Councilmember Tasha Kama
Lois Whitney, Executive Assistant to Councilmember Tasha Kama
Davideane Kama-Sickels, Executive Assistant to Councilmember Tasha Kama
Axel Beers, Executive Assistant to Councilmember Kelly Takaya King
Ellen McKinley, Executive Assistant to Councilmember Kelly Takaya King
Laura McDowell, Executive Assistant to Councilmember Michael J. Molina
Sarah Pajimola, Executive Assistant to Councilmember Keani N.W. Rawlins-Fernandez
Jordan Helle, Executive Assistant to Councilmember Yuki Lei K. Sugimura

ADMIN.:

Jennifer M. Oana, Deputy Corporation Counsel, Department of the Corporation Counsel
Erin Wade, Chief of Planning and Development, Department of Management
Keanu Lau Hee, Planner, Department of Management

OTHERS:

Bill Hawkins
John Varel
Ann Bassel
Faith Chase
Malia Nolan

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Marvin Moniz, Maui District Airport Manager
Emily Kwatinetz, Vice-President, Dixon Resources Unlimited
(3) additional attendees

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

CHAIR SUGIMURA: Good morning, everybody. Welcome to the Infrastructure Transportation Committee [sic] meeting. Today is October 18th, Monday. The time is 9:05 a.m. My name is Yuki Lei Sugimura, I am the Chair of the Committee. I'd like to welcome all the Committee Members to this meeting. It was...it's nice seeing all of you. I said...I just said that we've had a long break from the last Committee meeting until today. So welcome, Vice-Chair Tasha Kama. Can't hear you. Can't hear you, Tasha.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair, she's unmuted. It might be something on your...on...on her tech end. Maybe another, like a Zoom or a video conferencing platform was on before Blue...before BlueJeans? Maybe?

CHAIR SUGIMURA: Okay, so...I guess you're saying does Tasha have any other platforms on at the same time? Tasha, we can't hear you. No, you don't. So Staff, maybe can you help her? Tasha, we'll come back to you, but we know you're here. Next, we have Tamara Paltin from West Maui.

COUNCILMEMBER PALTIN: Aloha kakahiaka kākou. Mai Malu 'Ulu o Lele. I'm not sure if we're still doing it, but I'm in the West Maui District Office with my aide, Angela, who is more than six feet away from me.

CHAIR SUGIMURA: Okay. Following the Governor's emergency proclamation requirements. Thank you very much, Tamara. Next, we have Keani Rawlins-Fernandez from Moloka'i.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha kakahiaka mai Moloka'i nui Ahina. Let's see, I'm at the Moloka'i District office on my side by my...myself.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: I guess we don't have another greeting, so aloha kakahiaka.

CHAIR SUGIMURA: Yeah, I...I...we're waiting for Chair to come. We're...and the person you may not recognize, because she has a beautiful haircut, is Kelly King. You look very nice, Kelly.

COUNCILMEMBER KING: Ah, thank you for that. Aloha kakahiaka, everyone, and halò, dè do chor, lang may yer lum reek. Got to keep practicing that --

CHAIR SUGIMURA: Ha, ha. When are you leaving?

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COUNCILMEMBER KING: -- since Alice isn't here. Good morning, everyone. I'm in my same spare room. Nobody else is with me. It looks like our opening of our district office got pushed off because of electrical wiring issues until November 1st. So it'll probably open while I'm gone. But until then...until then, I'm still here in the spare room.

CHAIR SUGIMURA: Okay, well, we'll...we'll wait for you to come back for the formal opening, I'm sure.

COUNCILMEMBER KING: Yeah, we'll do a grand...a...a...a blessing when we get back.

CHAIR SUGIMURA: Okay, great. Okay, let's try Tasha Kama again. Vice-Chair Kama. Oh, can't hear you still. There. Can't hear you. Maybe can you ask Chris or Evan to help you, Tasha, because we still can't hear you. I see Marvin Moniz just logged on. Thank you.

COUNCILMEMBER KING: Check and make sure you don't have something plugged into your computer like earphones that you were maybe using before, or have your volume turned off, or no?

CHAIR SUGIMURA: No? Oh, my. Okay, Evan, can you help Tasha with her technical challenges? Thank you. We...well, we know Tasha Kama is here. Nice to see you. Today's meeting we have, besides the Members, we have...Non-Voting Members are Shane Sinenci and Gabe Johnson are welcome to attend. Mike Molina is excused. From Department of Cooperation Counsel, we have Jen Oana, and I see her here. Department of Management, we have Erin Wade, and presenting with her is Julie Dickson and Emily Kwatinetz from Dickson Resource [sic] Unlimited. And we also have Keanu Lau Hee. I don't see her, but she's also...

MS. WADE: She'll be back in just a minute. Thank you.

CHAIR SUGIMURA: Okay. For the first item, we have Marvin Moniz, which he got to sign on. Thank you, Marvin, for being here. He's on a time limit. He's a State Department of Transportation, Maui District Airports District Manager. Committee Staff, we have Laks Abraham, Lesley Milner, Committee Secretary Clarita Balala, Legislative Attorney Richard Mitchell, Council Services Assistant Clerk is Lei Dineen. And Members, today we have two items on the agenda. It is IT-72, Aircraft Noise and Flight Paths Over Maui County, and IT-71, Management of County Owned Parking in High Area Access...High...High Access Areas. I wanted to just do...before I do public testimony, because I see some testifiers here, I just wanted to announce, before we take public testimony on the first item, IT-72, thank you very much, Kelly King, thank you very much, Mike Molina, for bringing this item up. And the areas who have expressed concerns at Council meetings regarding aircraft noise came from Mā'alaea, South Maui, Ha'ikū, and Pā'ia. And I just wanted to let the Members and the community know that we tried to get FAA to appear at today's meeting, but was not able to secure them because they have a 30-day minimum request for their resources to appear at meetings. So they needed 30-day advance notice, and I had only done two weeks. So we got a call

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from their office in El Segundo, California, Lori Freelan (*phonetic*), stating that, as well as she also notified us that there is a FAA task force for Hawai'i, and she shared that they take up noise safety issues related to aerial tours, and shared the following update: that "The FAA works with State and local government partners within our respective constitutional and statutory authorities, and operators, and local communities to address citizens' noise concerns through...through a variety of statutory, regulatory, and voluntary mechanisms. We currently serve as a technical advisor to the Hawai'i Air Noise and Safety Task Force, which was developed to address safety and noise issues related to the rotor and fixed-wing aerial tours in the State of Hawai'i. The FAA champions efforts to advance the development and industry adoption of source reduction technologies and noise abatement operations." We also connected with Congressman Kai Kahele's office, and we'll work with our congressional delegation to work on these FAA issues. And so today, I...I just wanted to say this in advance, in case there was anybody who was waiting to testify that does not know that I'm planning to defer this, and make a request with a 30-day advance notice to request for a FAA staff person to come to our meeting, as well as tomorrow, there is a FAA task force meeting. So I'm planning to attend that, just asking if...the same thing. But just for your information, anybody who's here to testify, I just wanted to give you advance information regarding what I plan to do with this item, and take it up when we can have FAA present. Excuse me. Tamara Paltin, you have your hand up?

COUNCILMEMBER PALTIN: Thank you, Chair. I just was wondering, we had some testifiers mention that they wanted to expand this Countywide. Would that be something we could do in this Committee or would it have to go back to the Council?

CHAIR SUGIMURA: Well, I...I got to...I'm going to ask Jen Oana for that, but I think we're just taking the air traffic noise. And so far, we have the two Councilmembers who expressed concerns. But Jen Oana, do we have to...I don't think so. Do we have to put it back, and get other districts, or Maui island, or do something to expand the areas?

MS. OANA: So under the agenda's description, it does say Ha'ikū, Pā'ia, Mā'alaea, and South Maui. I think it would be a simple fix for the Councilmember to write a letter to your Committee to request their district be placed in this agenda item. The title itself is pretty broad, but those two County communications are specifically for those areas. So --

CHAIR SUGIMURA: Oh, okay.

MS. OANA: -- I think it would just be a communication to your Committee, as opposed to the Council. But I --

CHAIR SUGIMURA: Okay.

MS. OANA: -- I got to think about that.

MS. NOLAN: I'm so sorry to interrupt. I'm actually calling from Moloka'i on Maui County, and we're...we're having a bad problem here as well on...on East...South-facing Moloka'i, so can that also be added to the district?

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CHAIR SUGIMURA: Yeah, you know, I hear your question, and we have Keani Rawlins-Fernandez, your representative, who is raising her hand.

MS. NOLAN: Great.

CHAIR SUGIMURA: So Keani?

MS. NOLAN: Okay, thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha. I'm assuming this is Ms. Nolan. Okay, yeah, so --

MS. NOLAN: Yes, yes, yes.

COUNCILMEMBER RAWLINS-FERNANDEZ: I went...aloha. Aloha. Yeah, we'll take up testimony. Agreed, but I...I wanted to get OCS attorneys to weigh in on that, because I think that the title is broad enough. It does say Aircraft Noise and Flight Paths Over Maui County, and not any specific areas. We've had County Communications in the description before, but it...it hasn't necessarily. So I think if...I understand that the description is limiting, and the...but the agenda title...item title is broad. It does say Maui County, so I'm wondering if...and no legislative action would be taken anyway.

CHAIR SUGIMURA: Yeah. Right.

COUNCILMEMBER RAWLINS-FERNANDEZ: So if we can have...who is our attorney?

CHAIR SUGIMURA: Richard --

COUNCILMEMBER RAWLINS-FERNANDEZ: Is it Mr. Mitchell?

CHAIR SUGIMURA: Mr. Richard Mitchell.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mr. Mitchell.

CHAIR SUGIMURA: Hi.

MR. MITCHELL: Morning, Chair.

CHAIR SUGIMURA: Can we have your comments? Thank you.

MR. MITCHELL: Okay. Thank you for the question, Member Rawlins-Fernandez. I think Deputy Corporation Counsel, Jen Oana, is correct here. While the descriptor is...is broad...the title, rather, is broad, the description is narrowing. So I'd have concern that the public wouldn't have sufficient notice about what really was going to be discussed today. And to suddenly open it up, given that the description of the communications is narrow, it might not give the public sufficient notice. So I would recommend, just to be

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cautious, that we do have additional County Communications expanding it, so that it's from other districts as well.

CHAIR SUGIMURA: Okay. Thank you, Mr. Mitchell. Keani Rawlins, you want to continue with your question?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Yeah, just a follow up for Mr. Mitchell. So when testifiers are citing this agenda item in come...in accordance with Sunshine Laws...so they would say I'm testifying on IT-72. And so when they're testifying, they could speak to the problems in Ha'ikū and Pā'ia, Mā'alaea, South Maui, et cetera, and how those flight...flight paths oftentimes also impact other parts of the County, including Moloka'i. Would that be a problem?

MR. MITCHELL: Yes, that sounds correct, Member Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, great. Mahalo, Mr. Mitchell.

CHAIR SUGIMURA: Okay, so Jen Oana and Mr. Mitchell, then the other Members can send letters to this item, IT-72, and just state that they have West Maui concerns, right? We also got testimony from Waikapu, so there would be Wailuku district concerns. Is that what you want us to do? Yes. Okay. So Members, if you could send us letters if you're having...it sounds like Moloka'i has, and if other areas has concerns about air traffic noise, if you could send a letter to the Committee under IT-72. Yes, Keani Rawlins-Fernandez?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. So when we...when we have items that are subject matter referrals, I...if Mr. Mitchell would be able to weigh in on whether the Chair...when the title is written to be broad over Maui County, is a County Communication still required in order to broaden the discussion? I don't think that's necessary. If...if you include in the descriptor that we will be discussing more than Maui County, I don't think it's...it would be required for the Councilmembers to send a County Communication to be included in the description. I think it's...it's part of your discretion. Mr. Mitchell?

MR. MITCHELL: Thanks again, Member Rawlins-Fernandez, for the question. No, it's not a requirement. I think what both Deputy Corporation Counsel Oana and myself are expressing is caution with the title of the subject being broad, but then the description being narrowing, in which instance it isn't inconceivable the public was not prepared to talk about it broadly because the description is narrow.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Mr. Mitchell. I'm talking about for future meetings.

MR. MITCHELL: And then I would say the same thing. I would say the same thing, that we need to be cautious with our descriptions that are being narrowing to the title.

COUNCILMEMBER RAWLINS-FERNANDEZ: Right. Right. That's what I'm saying. So the

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Chair...so it wouldn't be required for future meetings for Councilmembers to have to refer a County Communication in order to broaden the subject matter because the title is broad enough. So in the description, if the Chair chose to broaden it for a future meeting, that would be --

MR. MITCHELL: Oh, yes, yes, yes. I understand. That's correct.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, so a County Communication is not required in order for the Chair to broaden the discussion to Countywide.

MR. MITCHELL: No, it isn't, and --

COUNCILMEMBER RAWLINS-FERNANDEZ: She would just have to write that in the description in the agenda for a future meeting.

MR. MITCHELL: That's correct.

CHAIR SUGIMURA: So you know, Mr. Mitchell, to tie in this conversation, we'll have my Staff clarify this. Because I'm going to defer this item. It's going to be taken up at another meeting, and we'll be sure we're...we're clear so we don't have this confusion.

MR. MITCHELL: Thank you, Chair Sugimura.

CHAIR SUGIMURA: Okay, thank you. Okay. So Members, thank you. This is good discussion because this is not limited to only the areas that were designated on the agenda, but it is Maui County, and therefore we will take it. But I'm going to defer this item is where I'm going to get to, until we can get FAA to come to this meeting and be a resource, so that we can have a full discussion. And we can include Maui County, as the title does describe, and your representative districts. Thank you. So Members, at this time, I'm going to get into public testimony. It looks like we have public testimony on this item, and for the information of those that are testifying, although I see some repeat testifiers, so you're familiar with...with our system, but I'd like to begin public testimony. You will have three minutes to testify on whatever item you would like of the two items present on my agenda. And you can join either on BlueJeans' meeting link, or you can dial in on 408-915-6290, or enter meeting code in BlueJeans, 886005668, also noted on today's agenda. Written testimony is highly encouraged through the eComment link listed for today's agenda on mauicounty.us/agendas. And if you are...oral testimony is limited to three minutes. If you are testifying, please state your name and...and organization that you are representing, or if you're a lobbyist, please also state that. Please be mindful, the use of chat during the meeting. Chat should not be used to provide testimony or chat with other testifiers. If you are here to provide testimony, please be courteous to others by turning off your video and muting your microphone while waiting for your turn to testify. Once you're done testifying, you will be asked to disconnect from the call. However, you are welcome to continue to view the remainder of the meeting on *Akakū* Channel 53, Facebook Live, or on mauicounty.us. Participants who wish to view the meeting only without providing testimony, please also disconnect at this time, and instead view the meeting on *Akakū* Channel 53. Only Councilmembers,

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staff, and designated resource personnel will be connected to the video conference meeting once testimony concludes. Before we get into testimony...oh, here's Alice Lee. Chair Lee, welcome to the meeting. Oh, we can't hear you.

COUNCILMEMBER LEE: Sorry I'm a little late. I had trouble with my internet this morning, but salve. Salve is Italian for hello.

CHAIR SUGIMURA: Salve. Okay.

COUNCILMEMBER LEE: Yeah. Yeah.

CHAIR SUGIMURA: We changed country. Very good.

COUNCILMEMBER LEE: No, no, no, Madam Chair, that's because in case Member King goes to Scotland by way of Italy, that she needs to say...she needs to know how to say hello to the Italian people.

CHAIR SUGIMURA: Very good. Very good.

COUNCILMEMBER KING: Appreciate that. And there may be Italians there, too, at the conference, so...

COUNCILMEMBER LEE: Right.

IT-72: AIRCRAFT NOISE AND FLIGHT PATHS OVER MAUI COUNTY
(CC 21-420 and CC 21-479)

CHAIR SUGIMURA: It is international. So before we get to testimony, Marvin Moniz, who is on the call, he has to get to another meeting. And he came on at the request of the Committee to speak about this Aircraft Noise and Flight Paths Over Maui County, IT-72. Marvin Moniz, you want to say a few words about this before we go into public testimony? Because I think you're going to have to leave shortly.

MR. MONIZ: Okay, good morning. Can you hear me?

CHAIR SUGIMURA: Okay. Yes.

MR. MONIZ: Okay. Good morning, Council, and I'm happy to be here this morning, and sorry, as Council [sic] went mention, I have to run shortly. But I was just...wanted to share a little bit as far as some of the noise goes and the flight paths goes. First of all, on the flight paths into Kahului, we've had the honor to be working with Captain Bill Hawkins, which I believe is on the call as well. And I'm sure he'll share a little bit more as well. So regarding the flight paths, we've been having a lot of communications with the Mā'alaea Group, along with Captain Hawkins. We did have some concerns out in Kapalua West Maui as well, with Kā'anapali Hillside. I think we've addressed some of that by just having some conversations with the affected carrier that was flying out

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there. And then there was also some concerns in the Ha'ikū area Councilman Molina brought to our attention. Those were some fixes that we were able to reach out to the carriers that were affected, and asked them if they could make some adjustments. So having said that, that was easy for us in the sense of the State's portion. Normally we cover a lot of the day-to-day operations, the airfield, basically handling everything that happens on the ground. And of course, FAA handles air traffic and what happens up in the air, although we do work hand-in-hand with them, and we try to find resolutions to a lot of the issues that the community calls in to us from...from noise and again, in flight paths as well. So I think our relationships with the FAA is...is open. But again, you know, sometimes there's challenges adjusting flight paths, as well as aircraft flying over certain areas at certain times. So again, we want the...the public to know that, you know, we field these calls and we try our best to work with the FAA to find some resolution to some of these issues.

CHAIR SUGIMURA: Okay. Oh, that's interesting. So Marvin Moniz then, do you think that when I take this item up again, we're going to have to include you, as well as other staff with State DOT?

MR. MONIZ: We do have a aviation representative, our office over in Honolulu, who handles the...the noise issues, noise complaints, and who works actually a little bit closer with the FAA, because there is a district office for the FAA over in Honolulu, whereas here, we don't have one, we work with air traffic. But air traffic is kind of like us, where they're, you know, handling arrivals and departures and movement on the ground. So yeah, I would recommend that. And I would also give you those names of who we would need to be in attendance for that.

CHAIR SUGIMURA: Okay, very good. Including Moloka'i and Lāna'i? I don't know if we need to have separate representation, but there's a question from Kelly King.

COUNCILMEMBER KING: Thank you, Chair. Aloha, Marvin. Good to see you.

MR. MONIZ: Hey, aloha.

COUNCILMEMBER KING: Might see you a little bit later when I drop Bob off at the airport. But I...I have a...I just want to ask you about the task force that we're talking about. Is...is that mainly just air tours? Is that...do they ever talk about flight paths for regular travel?

MR. MONIZ: Mostly it's air tours (*audio interference*). Sorry, some feedback there. But yes, mostly the air tours, not too often the flight paths. Yes, correct.

COUNCILMEMBER KING: Because I think our...our concern here is more about the flight paths, but you don't have a separate task force for that?

MR. MONIZ: No, not...not on the DOT side.

COUNCILMEMBER KING: Okay. All right. Well, thanks for being here. Appreciate it, and I

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look forward to --

MR. MONIZ: Thank you.

COUNCILMEMBER KING: -- the fuller discussion.

MR. MONIZ: Okay, thank you.

CHAIR SUGIMURA: Thank you for...yeah, thank you for making it. Does anybody else have a question for Marvin Moniz? Because he's going to have to go off to another meeting. Seeing none, okay. Marvin, if you could provide us the names, and I'll probably talk to you after, just so I can get a little bit more understanding about how you break up your...the responsibilities and duties, so that we can be clear for the next meeting. So thank you --

MR. MONIZ: Okay.

CHAIR SUGIMURA: -- very much for being here.

MR. MONIZ: *(Audio interference)*

CHAIR SUGIMURA: At this time, then I'm going to...I'm going to take public testimony. Thank you, Marvin. I'm going to take public testimony. Laks, could you time those that are interested, three minutes?

MS. ABRAHAM: Yes, Chair.

CHAIR SUGIMURA: And call out the --

MS. ABRAHAM: Yes.

CHAIR SUGIMURA: -- testifiers? Thank you.

MS. ABRAHAM: Our first testifier is Captain Bill Hawkins, followed by John Varel. Captain Bill Hawkins, please unmute yourself and proceed with your testimony.

. . . BEGIN PUBLIC TESTIMONY . . .

MR. HAWKINS: Aloha, Chair and Members. I'm Bill Hawkins, and I am the Aviation Committee Chairman for the Mā'alaia Village Association. I'm also a former captain with American Airlines, and check airman for them as well. Also, a former FAA-approved designate for the aircraft 757 and 767 program. I understand that you're going to have the FAA here at a later meeting. If you would like me to defer my testimony, I'd be happy to do that and do it at that time.

CHAIR SUGIMURA: It's your choice, but, yeah, I'm going to...I'm going to refer requests for a

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FAA staff person to be present at a future meeting.

MR. HAWKINS: Right.

CHAIR SUGIMURA: So we would appreciate you testifying then, but you're welcome --

MR. HAWKINS: Okay.

CHAIR SUGIMURA: -- to speak today.

MR. HAWKINS: All right. Well, I'll just try to make it very short then. We've been working with Marvin for the last three years. I think that he's getting the same pushback that Congressman Kahele is getting from the FAA. Having been an FAA person at one time, I understand the bureaucracy and the resistance to change. And the reason that we resist change is not because we want to be obstinate or anything, but we resist changes because things have been working so well the way they are. If we change a flight path, then something happens, something goes wrong, then that's on us. So it's very difficult to get change through the FAA. But in this case, for the noise abatement procedures, I do believe that there are some very easy solutions. Now, the FAA will use different modes and different things, like, for example, they gave you a two-week suspensions that they needed three days...30 days notification. And they're very good at...at putting things off, and putting them down the road. And right now, what they've done is they said, well, we want to look at the carbon footprint. The approach that we have said, and that we've proposed, reduces the carbon footprint. In fact, it reduces it greatly. But it...and so they're using an excuse after an excuse in order to avoid the real problem. And the problem is, is not only the safety of those people who are in the air and those crews and aircraft, but it's for the safety of those people who are also on the ground. My wife is a medical doctor, and she is well versed in items like cognitive degeneration, hearing loss, lack of sociability, increased heart degree...disease and stress, all which is caused by low-flying aircraft. Now, what we do is when we come in from the mainland, is that we come--being the sugar plant--and we're fully configured at that time. And the reason that we're fully configured is that we expect air traffic control to give us a turn, which would be far short of Mā'alaea over uninhabited area, and give us a turn, and then we would land at the airport. Very short thing, very quick thing to do, and it's the way it ought to be. But air traffic control chooses to send us out further, out over Mā'alaea Bay, and do the complete approach through the instrument landing system, which we call the ILS, which is not necessary. It increases the carbon footprint. And so we have a very easy solution based upon an approach that already exists, that's already FAA approved. And so what we're trying to do is get these radar vectors, if they feel like they have to do radar vectors, is to approach a seven-mile final to Runway 2, and land from there at 2,000 feet above the runway, rather than get fully configured and then fly all that time, burning fuel, increasing our carbon footprint, and all that high-power setting way over Mā'alaea Bay, and then coming over Mā'alaea. And so the...the pushback is well, the airport was there first, and that's true. The airport was there first. And the idea is that the airport...in 1970, while the airport was there, they had a greatly decreased amount of traffic than they do today. So if you want to say the airport is there first, well sure, let's go back to 1970 traffic and 1970 tourism. And that,

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as you know, is probably not going to happen, so let's find another viable solution. And so I have tried to talk to the FAA. I've checked out many of those guys who wouldn't be in the FAA...had it not been for my instruction and for me sitting in the right seat when they went through their check ride in the simulator, they wouldn't be there. Unfortunately, most of those guys have either forgotten me, or they've moved on...so in other words, passed away. So I would be --

CHAIR SUGIMURA: That's the timer.

MR. HAWKINS: -- happy...

CHAIR SUGIMURA: Sorry, that was the timer. Could you complete your testimony? I didn't realize that.

MR. HAWKINS: Oh, okay, so I'll...I'll wrap it up. So I'd be happy to talk with the FAA directly if they would talk with me. They won't, to date. And the other thing, it's time that...that the administrator realized that the safety of the people on the ground is just as important as the safety of those in the air. And there's no better people to push forward that agenda than this group right here. As you said, the FAA responded to you, said State and local government. That's what you are, is local government.

CHAIR SUGIMURA: Thank you, Captain Hawkins. Anyone have questions? Here's Kelly King.

MR. HAWKINS: Hi, Kelly.

COUNCILMEMBER KING: Aloha. Thank you, Chair. Aloha, Captain Hawkins. Thanks for being here. Wow, what a...what a wealth of background you have. Two things. One, can you send me what...you don't have to go into it now, but what your solution is that you guys came up with, especially relative to reducing the carbon footprint? And the...the real question I have for you about your testimony is, are the solutions that you came up with neutral, in that they don't push the flight paths into some other community that's then going to have a similar complaint? So I think what we have to have is solutions that don't just push a flight path from one area to another, and then, you know, we're going to play round-robin with these complaints.

MR. HAWKINS: Yes. In fact, it...it's over totally uninhabited area, which the County has designated as agricultural land. You're talking about the valley.

COUNCILMEMBER KING: Okay. Okay, you don't have to go into detail right now. I just wanted to make sure...make that point that, as we look for solutions, we find ones that work for everybody on the island. And...but I would like to...if you could send it to me personally, just because, you know, this is some of the background I'm...I'm gathering before I go to the global climate change conference.

MR. HAWKINS: Yeah. And I'll be happy to do that. It's...it's very easy for me to talk a lot about aviation. And we have...we have an aviation jar next to the swear jar. Aviation jar is full. Swear jar is empty, so...

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COUNCILMEMBER KING: Okay, I'm signing you up for my team on aviation emissions.

MR. HAWKINS: I will be happy to work with you.

CHAIR SUGIMURA: Thank you. Okay. Thank you, Ms. King. Anybody else have questions for Captain Hawkins? Ms. Lee.

COUNCILMEMBER LEE: Captain Hawkins, how much time would it save in a flight, following your suggestion and a new flight pattern?

MR. HAWKINS: If you're going to follow my suggestion of turning in at the sugar plant, it would save 15 to 20 minutes in fuel time. The...the airlines would love it, because they pay their...their crews by the minute, and it would get passengers in maybe even early.

COUNCILMEMBER LEE: Okay, so the...when you say by the sugar mill, so they...they would fly over an agricultural section, but also a commercial section?

MR. HAWKINS: Well, it would be mainly agricultural. There's not really much commercial, once you come to the...this side...or...or...or the...the farther side of the island. It's...the housing and all the commercial is on the other side of the sugar mill, I believe.

COUNCILMEMBER LEE: Okay. Thank you.

MR. HAWKINS: Because you make a right turn. This is called your downwind leg, and then you make a right turn to a...to a crosswind leg, or a base leg, and then to final. And that's all over open fields.

COUNCILMEMBER LEE: Thank you.

MR. HAWKINS: The...the advantage of flying over the ocean in the winter, you see a lot of whales, but, you know.

CHAIR SUGIMURA: Yeah, thank you very much. Tamara Paltin has a question for you, Captain Hawkins, and so does Tasha Kama.

MR. HAWKINS: Okay.

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Captain Hawkins, for your testimony. My clarifying question was just that...is your research only on Mā'alaea? I'm not sure if you heard the beginning part of the conversation, where it's kind of a Countywide issue, and...and you did a lot of research, but I just was wondering if you did research into other parts of the County as well, or if you'd be able to.

MR. HAWKINS: Well, I've flown heavy jets over the County for almost 30 years, so I...I know it fairly well. And I have concentrated on Mā'alaea, because this is a...a...I'm a member of that group, but I would be happy to help in other areas.

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COUNCILMEMBER PALTIN: Awesome. Thank you so much for your service.

MR. HAWKINS: You're welcome.

CHAIR SUGIMURA: Thank you. Tasha Kama.

VICE-CHAIR KAMA: Thank you, Chair. Can you hear me?

CHAIR SUGIMURA: Yes, yes.

VICE-CHAIR KAMA: Okay, very good. Thank you. So my question...and thank you again for the wealth of information, Captain Hawkins, that you're sharing with us. My question is, in your research, have you looked into the impacts also on the native species, such as our birds, our flora, and our animals, and so forth?

MR. HAWKINS: Well, it would...it would probably be significantly less under my plan, or the plan that I provided, than it would be in the plan that the FAA now has. But again, the advantage of the FAA to put you way out over Mā'alaea Bay is because they want adequate airplane...aircraft separation. Let's say that you have a Cessna 172 that's over the lighthouse and trying to come in. They don't want to put a heavy jet in front of him and then have this light aircraft, because there's wingtip vortices...vortices. And if you have absolutely no wind, that airplane's going to be...could go inverted. And that's one of the main reasons that they have these long, drawn out flight plans in order, so that the Cessna 172 can land in front of the heavy jet, which wouldn't even notice the 172 wingtip vortices.

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

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

COUNCILMEMBER LEE: Captain Hawkins. But we have a separate runway for the short...the smaller planes, a Runway 5?

MR. HAWKINS: Correct. Yeah, Runway 5 is a good runway, but you have to understand that Runway 5 and Runway 2 almost come to a V, and where they both land is right at that V area. And just a little bit of background, why do we call it Runway 5 and Runway 2? Well, there's a reason for that. If you put a zero before and a zero after the number, that gives you the magnetic heading of that runway. So Runway 2 is 020, Runway 5 is 050. And to that extent, that they're...they're very close. Now, if you're coming from the other direction, then it's spread quite a bit apart. But coming in there, you're still fighting for that same airspace right there.

COUNCILMEMBER LEE: I see. Thank you.

CHAIR SUGIMURA: Thank you.

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MR. HAWKINS: You're welcome.

CHAIR SUGIMURA: Thank you, Captain Hawkins. No other questions I see, thank you very much. Next testifier.

MR. HAWKINS: Okay. All right. Thank you. Aloha.

CHAIR SUGIMURA: Aloha.

MS. ABRAHAM: Our next testifier is John Varel, followed by Ann Bassel. Mr. Varel, please unmute yourself and proceed with your testimony.

MR. VAREL: Can you hear me?

CHAIR SUGIMURA: Yes.

MR. VAREL: Oh, good. I don't want to put on the video, not because I didn't get a nice haircut like you ladies, but my internet connection is pretty weak, so I'll just continue. Thank you. All of you ladies look beautiful, by the way. Okay, this testimony...I'm in Waihe'e Valley, and the testimony I'm about to share with you was written by my wife because she said I wasn't getting emotional enough. So I'll share her written testimony with you briefly. It's regarding the helicopter tours, not flight paths. As a person who has been blessed with living in Hawai'i for over 60 years, and enjoyed a bit of travel before realizing I wanted to stay in Hawai'i, which seemed like the most beautiful place in the world, sadly, to me, it isn't any longer. We have lived next to Waihe'e Valley for the past 20 years, after moving down from Keokea, and it was once a very tranquil and peaceful valley, with the sounds of...of birds and ocean breezes in the trees. It now sounds like a war zone, thanks to the relentless noise of the commercial helicopter tours coming into Waihe'e Valley. On a busy day, they start at 7:00 in the morning and run until 6:00. And oftentimes, there's five or six of them at the mouth of the valley, I presume to go back and see the two-minute tour they have to the Wall of Tears, and it's every five minutes. I've logged as many as 20 an hour, she says. They no longer stay in the valley; they fly over our farm, over our house. We just can't get away from the noise. These tours do not serve our local community, they intrude upon it. It's just another example of no preservation of a lifestyle for the locals, or the exploitation...and the exploitation of our natural beauty for the tours to operate. It's too bad, she says, to take a hurricane or a statewide shutdown to have...due to a global pandemic, in order to enjoy the...the life we lived out here in the country. So I don't think...I don't think there is any...the noise factor is relentless. If there is a flight path for them to go visit the Wall of Tears and go on to our dear island of Moloka'i, they don't do it. They turn around and come back out of the valley. The...the elevation levels aren't adhered to; they literally fly right over our house, circle our house, invading our privacy. And we run an equestrian center here, and oftentimes we have to literally tie the horses up because there are so many helicopters flying over relentlessly. So in closing, if the industry needs to be here, we need to have tour planes. They should stay off on the ocean and see our island from the perimeter, not invade our privacy. As we all well know, by the...the...the Hawai'i tourist authorities poll, where 67 to 70 percent of the tourists feel that we're not...we're

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run...the islands are being run for the tourists and not for the locals, I think only compounds the problem. And if you want to think about the big picture for our grandchildren . . .*(timer sounds)*. . . the carbon footprint, albeit small as a percentage to the whole, we as residents of Maui County are responsible for that. We bring in the planes, then we put them on a tour bus or a rental car, and we drive 'em to the heliport. And then the heliport drops its carbon down, and at a quarter of a ton for every flight hour, that's extensive. So all in all, I would like to definitely add Waihe'e Valley to the list of complaining areas on the air tours. Thank you.

CHAIR SUGIMURA: Thank you. So you submitted that public...your testimony, your written testimony? We got one this morning.

MR. VAREL: I have not yet, but I...but I will, Councilwoman. I will.

CHAIR SUGIMURA: Okay. Thank you. Thank you very much. Members --

MR. VAREL: Thank you.

CHAIR SUGIMURA: -- anybody have questions for him? Thank you very much. We got one from Mr. Pelligrino, also a written testimony, who is from Waihe'e. So that was sent to Committee. No questions for you. Oh, yes? Yes, Ms. Lee?

COUNCILMEMBER LEE: Mr. Pelligrino is from Waikapu. So if you're going to start putting down individual communities, you may as well include the whole County because we --

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER LEE: -- may be leaving somewhat...some area out, yeah? Thank you.

CHAIR SUGIMURA: Yeah. Okay, thank you very much. So I think, Laks, your...your timer cannot be heard when it goes off...Laks? But if you could make it louder. Next testifier, please.

MS. ABRAHAM: Our next testifier is Ann Bassel. Ann Bassel is followed by Faith Chase. Ms. Bassel, please unmute yourself and proceed with your testimony.

MS. BASSEL: Good morning, and thank you very much for this hearing. I didn't have a lot of notice about it, but I'm glad to have heard about it on Friday from a neighbor. And I just am...I'm testifying IT-72. And I live in Ha'ikū, off of Upper Kauhikoa Road. And so what I've noticed over, I suppose, the past couple of years...of course, with the pandemic, things quieted down, which was nice. But it started back up again, or the numbers of flights that come over here as opposed to going out over the ocean. And I guess that's what I'm wondering, why? And that would be my choice, was that they, if at all possible...and I don't know all of the...the technical details, but to go out over the ocean instead of coming over Ha'ikū, and as they're descending, especially, because then it gets louder. And I'm higher up, at 1,200 feet roughly, so the noise gets louder. And in the evening, or I guess, you know, the early morning hours, the cargo planes. I have...I

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wear earplugs to go to bed because that's how I've dealt with, you know, being awakened by the noise. So yeah, I'm in favor of whatever paths would take them all away from our residential farming areas. And then the other thing that probably is even more worrisome are the helicopters and small planes. They fly very low over our...our farm. And sometimes I run out and shake my fist at them because they are so low and make so much noise. I know that's not a nice thing to do, but anyway, I...I just want to throw that in. So I appreciate anything that can be done, and I guess it sounds like there'll be another hearing. But yeah, I appreciate anything that can...can be done. So thank you all very much.

CHAIR SUGIMURA: Thank you, Ms. Bassel. Anybody else have questions for her? Seeing none, thank you very much.

MS. BASSEL: Thank you.

CHAIR SUGIMURA: Next...oh, I'm sorry, Ms. Bassel? Here, Tamara Paltin has a question.

MS. BASSEL: Oh, okay. Hi, I'm back, I think.

CHAIR SUGIMURA: Yes.

COUNCILMEMBER PALTIN: Thanks. Thank you, Chair. Thank you, Ms. Bassel, for your testimony. I just was wondering, you know, in a previous testimony, part of it was about...I wanted to clarify, because part of the previous testimony was pushing the flight path into the agricultural districts. So if they were to get pushed into the agricultural districts, would that not help you?

MS. BASSEL: Again, I don't...I didn't understand that, what was meant by the agricultural district. Obviously, I'm in an agricultural --

COUNCILMEMBER PALTIN: Land...land zoned agriculture, if I'm --

MS. BASSEL: Right. Right. But I'm in that...you know, that zoning. I'm in agricultural. And so it does...the noise and the lower flying does impact not only us living here, but animals. You know, it's just a loud roar. And so that's why I'm testifying, that if there's a way that it...from what I've read and I remember, you know, other times when I've flown in and out of Maui, going out over the ocean.

COUNCILMEMBER PALTIN: I think you answered my question.

MS. BASSEL: Oh.

COUNCILMEMBER PALTIN: Like, if we...if it gets pushed into the agricultural zone district, that's not sufficient for you, is the answer.

MS. BASSEL: Well, it's already flying over the agricultural. I mean, that's what I guess I'm testifying about. That these...there are flight patterns that come in over our agricultural

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district, so --

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

MS. BASSEL: -- I'm not sure. I don't...I don't quite follow. I thought that's what this was about, that, you know, there...we're...those of us who live here, who raise animals, the...the noise level and that...of the...especially the descending or ascending planes as they take off, so...

CHAIR SUGIMURA: Okay.

COUNCILMEMBER PALTIN: Thank you.

CHAIR SUGIMURA: Thank you. Thank you very much.

MS. BASSEL: Thank you. Thanks.

CHAIR SUGIMURA: Any other questions for the testifier? Seeing none, thank you, Ms. Bassel. Thank you very much. Next, testifier, Laks. Faith Chase.

MS. ABRAHAM: Our next testifier is Faith Chase, followed by a Jan. Ms. Chase, please unmute yourself and proceed with your testimony.

MS. CHASE: Hi, good morning --

CHAIR SUGIMURA: Good morning.

MS. CHASE: -- Chair, Committee. I'm going to take my testimony a little out of order. I'm going to talk about the parks first. I'm not sure really what this item is, but I'm very interested, because I think it...it segues into the questions I have about providing safe sleeping spaces for the houseless, those living in their cars, struggling with safe sleeping spaces. So I'm interested to hear what...what that conversation is. But I just would want...want to remind you, as the Chair, that that is something important, and it...it partners with affordable housing issues. The...thank you so much for putting this...you know, this helicopter issue on the agenda. It caught me by surprise as well, I didn't get very much notice, but I have been...I live backside right now, and I have several pictures, over 20 pictures, over the course of the last three months, of helicopter tours and the DLNR helicopters that they use for maybe DOFAW, and this relates to an email correspondence that I'm having with you right now, Chair Sugimura, relating to the axis deer. So they might be doing fencing, they might be doing animal counts, but they are flying below 100 feet. And quite frankly, I didn't know where to go with all this information, or who to even begin to speak to, so now that I know about this...this task force, I have...I have a place to go. But I would say that it's not just the helicopter tours that need to be reevaluated. We're talking about over...we're talking about wild cow, goats, wild dogs even out on the backside. So when you come down on a helicopter that's below 100 feet, you're ush-ushing [*sic*] all those animals into the homesteads. So this is a real situation that's not just related to Mā'alaea and Pā'ia, this is related to all

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of Maui County. I think...I believe what I've understood from some layman, you know, contributors, is that they save gas if they go lower, and then they don't go along the coast and then go up the mountain where there is nobody living. So I can understand that, but who are they saving...who...you know, by...by not thinking about the safety of the homesteaders? Big deal, you're saving gas, you know, I...I don't understand that. I would say that if there is a...a position, or if there is an opening, or if there's a way to include some of the residents who are concerned with this task force, you should probably make sure that they're included. What else could I say? I'm just going to follow this conversation. I'm glad you're going to defer it. There's lots to say here, but I'm hoping that the DLNR DOFAW officers might get wind of this testimony this day, this...this Committee meeting, and to make reconsiderations, because they give short notice when they're going to fly, they don't follow their flight patterns, they're obstinate, and they've been asked over and over again to communicate. And they haven't been thorough about that. So thank you. I look forward to following this.

CHAIR SUGIMURA: Thank you, Ms. Chase. I have a question for you. So where is backside? Sorry, I don't know that.

MS. CHASE: Starts from past 'Ulupalakua. You have Kanaio, Kahikinui, Kaupo, Kipahulu...and you know, when I was younger, my parents and the people in Kipahulu, when the helicopter tours used to make any kine, they would paint bad words on top of their roof, and that's not really friendly to our visitors. On top of that, you've got to remember that this is related to the water theft, because if we had more water in the streams, we wouldn't be all rushing to the Wall of Tears. We'd have more waterfalls for the tourists...the helicopter tourists to visit, so consider that. There are a lot of empty waterfalls that the helicopters aren't going. Sorry I had to add that.

CHAIR SUGIMURA: Okay. Thank you. Any other questions for Ms. Chase? Seeing none, thank you very much for testifying.

MS. CHASE: Thank you. I look forward to seeing your email reply.

CHAIR SUGIMURA: Next testifier? Jan?

MS. ABRAHAM: Our next testifier is Jan, followed by Mala [sic] Nolan. Jan, if could please unmute yourself and proceed with your testimony.

CHAIR SUGIMURA: Jan? Oh, there, okay. Jan?

MS. ABRAHAM: Chair, she's muted on her end. We unmuted her, but she is muted on her end.

CHAIR SUGIMURA: Jan, would you like us to go to the next testifier and come back to you? Or maybe she can call in. Jan? Think she's muted. Go to the next testifier. Maybe we can send her the phone number to call, Laks.

MS. ABRAHAM: Yes, I'll try to message her in the chat.

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CHAIR SUGIMURA: Okay. Thank you.

MS. ABRAHAM: Our next...our next testifier is Mala [sic] Nolan, and that's followed by phone number ending in 0035. Mala [sic] Nolan, if you can unmute yourself, and please proceed with your testimony.

MS. NOLAN: Hi. Can you guys hear me?

CHAIR SUGIMURA: Yes.

MS. NOLAN: My name is Malia, and I'm actually calling from Moloka'i, which is part of Maui County here, and I'm calling because the issue that we're seeing on Maui is actually a Statewide issue. I...I know that this is a team that can't address the whole State, but it is something...I founded Quiet Skies Honolulu, I lived in Honolulu for many years, and found that about three years ago, they rerouted all the commercial flight aircraft from Honolulu Airport over land instead of over the open ocean. And my family home that my mother grew up in, that I grew up in, now has over 100 flights to and from the mainland, and to and from the outer islands, a day directly overhead, when they used to fly several miles offshore. So we can't sleep, it was extremely detrimental to our public...to our health, our community health. We were having currently, and still do have, between 70 to 100 tour helicopter flights a day over our home, over our communities. This is in the Diamond Head area. But all of East O'ahu is severely impacted by this now. These are changes that were approved by the FAA, so it is something that I really want to thank each of you for taking the time to look at what we can do on a State and County level, because it is a serious issue for our public health. I moved to Moloka'i...I have family roots here, but I moved here because of the aircraft noise. That was one of my big reasons for returning to Moloka'i, and I was very heartbroken to find, actually, that not only is the tour helicopter issue very bad on East Moloka'i, but we're also having a reroute of fixed-wing aircraft that are going to and from Honolulu from Maui Airport. You know, I know Ms. Ann Bassel spoke about the issue over Ha'ikū of the flights coming in. And I know John Varel also spoke of the impact of the flight aircraft in his community. We're having this along the south-facing shore of Moloka'i, where these cargo flights that are flying at, you know, all hours of the day and night, and then also our inter-island flights going to Honolulu airport and Lāna'i as well, are flying right over land or just offshore, to the point where they wake us up, you know, I no longer can sleep with my windows open. I have to sleep with earplugs. And, you know, they're...they're very low. It's propeller planes and jet planes, and it's...it really has an impact on our health and our well-being to have our sleep interrupted, our peace interrupted. And then the issue of the tour helicopters, they're impacting Maui County so much, and they're impacting all of Hawai'i. And we are seeing, you know, here on East Moloka'i, up to 70 a day flying over East Moloka'i. They fly from Maui, they fly from Kahului airport, they go around the East end, and they go over our communities. And so while I really appreciated some of the comments that Captain Hawkins made about how it is detrimental to public health, it...it infects...it affects cognition, it affects our sleep, it affects stress levels in the body. You know, my own mother is 75, and I've seen her cognition deteriorate in the last few years that these aircraft have started flying

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over our own home on O‘ahu in such high volume. I do want to name that changing it to agricultural designated land might not be the best solution, because that’s still land where people live. That’s still land where people do their lives. You know, Moloka‘i is a great example of an area that much of this island is designated agriculture. However, even though we don’t have a large population, we do have a population that is negatively impacted, just like those rural areas of Maui County or Maui Island. The other thing I want to name, I just...I have another note here. And Captain Hawkings [sic], again, I really appreciated a lot of . . . *(timer sounds)*. . . what he was sharing, but he also mentioned the issue of fuel efficiency and cost efficiency for the airline industry. And I would name, in my own personal opinion, that really shouldn’t be something that as a County we’re taking into consideration when we think of public health, because saving an airline industry, a multibillion-dollar company, or even local airline industries that are not quite as profitable, a few dollars on, you know, what they have to pay their employees, or some dollars on...on the gas costs, we’re...we’re offsetting the cost...our own people are taking the brunt of that, our own people are paying for that. And so I do want to name that that doesn’t seem like the best equation to me. Something that is offshore here on Moloka‘i, the flights used to fly in the center of the channel, or they used to fly around the back of the island, and now they’re flying directly over the south-facing shore just offshore. And so we’re seeing...they’re doing this to save a little bit of money, but it’s...it’s really impacting the well-being of our people here, just as it is on the island of Maui as well.

CHAIR SUGIMURA: Ms. Nolan. Any questions for her? Seeing none, thank you for testifying today.

MS. NOLAN: Thank you so much.

CHAIR SUGIMURA: Laks?

MS. ABRAHAM: Chair Sugimura, we have no other testifiers on the list at this time.

CHAIR SUGIMURA: Okay. Thank you very much. So Members, with your permission, we will receive oral testimony and...we have received oral testimony. I’m going to also receive written testimony to this item and thank you. So at this time, Members, I’m going to close public testimony.

. . . END OF PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: And I did tell you that my intention for IT-72 Aircraft Noise and Flight Paths Over Maui County, I’m going to defer this. And before I defer it, I just want to recognize who was very nice to try and help us, which is John Wennes. He’s the air traffic manager, Maui Air Traffic Control Tower. And he thought he could come and listen to this, and then possibly take information back to the FAA office in California. But I did...I did tell you about the communication I received from that office, and Members, as I said earlier, and I will continue with this at a later date. And I’m going to ask in writing for the FAA to send a representative to come and talk to us about air traffic, aircraft noise,

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and flight paths over Maui County for this item. Members, I also am planning to take this and try to ask you at a...at the next meeting that we take this up, to develop a resolution so that we, as a Council, could send our concerns and comments forward to the FAA task force. And after doing research to whoever that we need to communicate with...and I think we got some valuable information and there...sounds like they've been working on this for Mā'alaea and other areas longer than...than it was...you know, than...than they have brought it forward to us. So we will take this up again, Members. I'm going to defer this item and, again, I'd like to thank Mr. Marvin Moniz for being a resource for the Council. So any other questions, Members, on this item? Yes, Ms. Rawlins-Fernandez?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. You know, when you request the presence of the FAA, are you planning to send some questions? So that --

CHAIR SUGIMURA: Good idea.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- they can be prepared. I'd...I'd really like to understand how we, as a Council, and our community would be able to contribute to the...you know, whether we're going to change the flight paths, or how do people, you know, get involved? So if they can explain to us that process of changing the flight paths, I think that would be really valuable for all of us, you know, so that they can come with some kind of --

CHAIR SUGIMURA: Prepared.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- a presentation...on all of that. Like, how do they determine these? I...I also understand that they have other, like, community processes that they're working on; the ATMP. And then the State also has Hawai'i Air Noise and Safety task force, and that is only for rotor and fixed-wing aerial tours in the State of Hawai'i. And so it...they have a website and they have public meetings, but they haven't been very productive and effective in carrying out some of the community's wishes and addressing some of those concerns. I can put the website in the chat so that others can...can check it out.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: It's hanstf.org for the public that's watching that would like to learn a little bit more of what's being done. Because those...the State legislators that sit on this are Senator Chris Lee and Representative Henry Aquino. Mahalo, Chair.

CHAIR SUGIMURA: Thank you. And they are...as I said earlier, they're having a virtual meeting tomorrow at 10:30, so I plan to attend that, just to learn more. And they have a posted agenda for the meeting tomorrow, and it lists who the members are. And you're right, it is Representative Henry Aquino, as well as Senator Chris Lee, who is on this task force, along with members who represent the industry. And on the congressional level, it does list who also is on this, which includes our whole congressional delegation:

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Senator Brian Schatz, Senator Mazie Hirono, Congressman Ed Case, and Congressman Kai Kahele. And yeah, thank you, Keani. So we will definitely keep in touch with that, and send...that's a good idea, send questions that'll then direct them when...if they...oh, I hope they do come and testify. Because they did sound like they would come, but they just needed the 30-day advance notice. So thank you very much, Members. With your permission, I'm going to defer this item, and take it up again. If I just look at our calendar, at the earliest, probably sometime in December, I think there's one meeting in December, but we will find out their availability and definitely schedule it. Based upon the comments that we heard from the members, when I do take this up again, I will do a press release, so that there will be advance notice, because, as you know, we post in advance of this meeting. But it sounds like these members did not hear about it until last week Friday or so, when it was posted longer. So we will take that into consideration. So thank you very much, Members. I'm going to defer this item. Thank you for the discussion. Appreciate it.

ACTION: DEFER PENDING FURTHER DISCUSSION.

IT-71: MANAGEMENT OF COUNTY OWNED PARKING IN HIGH ACCESS AREAS (CC 21-419)

CHAIR SUGIMURA: Now, Members, I'm going to take up IT-71, which is Management of County Owned Parking in High Access Areas. We have Erin Wade here to testify, along with Keanu Lau Hee. And then under Rule 18(A), Rules of the Council, I'd like to ask for your permission to have as resource personnel, Julie Dickson and Emily Kwatinetz from...to do the presentation for this next item. Hi, Erin. Please proceed.

MS. WADE: Good morning, Chair and Members. Thank you. Would you folks like...or Laks, did you want me to control the presentation or would you?

CHAIR SUGIMURA: Laks?

MS. ABRAHAM: It's up to you. Just let us know what works best. We have it ready if you need it.

MS. WADE: It would be great if I can control it, so if you don't mind, I'll experiment real quick. And while I do that, we do have Keanu Lau Hee from Department of Management Staff. I don't know if you just want to say hi, Keanu.

CHAIR SUGIMURA: Good morning.

MS. WADE: And then we also have Emily, who is from Dixon Resources Unlimited. Emily has been coaching us through setting up a parking program. Apologies, is everyone able to see the PowerPoint? Okay, very good, thank you. So just to launch in, we spoke to you folks last year about investigating parking management in County-owned parking facilities. Today, what I wanted to talk through was what our objective is with the program, which is really to proactively control County-owned parking at beach parks,

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in business districts, and on streets throughout the County's most heavily utilized areas by developing a payment and place management system that offers options, including paid parking, parking permits, kama'aina waivers, reservations for...to...for the County to encourage compliance with community values and prevent overuse of limited and sensitive resources. So that's the reason that we started looking at this program, and today we'll talk through how we...how this came to be, what we're working on right now, and who's working on that with us. And I'd like to ask you folks for a little bit of feedback. I am going to go a little quickly, though, and I apologize. I have an 11:00 meeting that was scheduled before this Committee meeting. But that's scheduled, so I'm sorry. I'm going to make sure that I do this efficiently. So our team, and I call them our coaching team, because both Julie and Emily have worked with dozens of communities throughout the nation to help them bring managed parking to the community. They don't represent any parking equipment, or anybody that's ultimately a parking vendor. They just come in and help us, coach us through how to make code changes, talk with MPD about enforcement, talk through all the nitty gritty of what it takes to really implement paid parking. They came in initially in 2016 to help us look at both Lāhainā and Wailuku for parking management. This was a joint contract between Planning Department when I was in Planning, and Public Works Department, who was looking at Lāhainā. So Planning's focus was Wailuku, Public Works was Lāhainā at the time. And these are the elements that they looked at in the parking action plan. It was paid on- and off-street parking that was County owned, how revenue should and could be managed, and one of the notes I just wanted to mention here is our coaching team really advocates for municipalities not to leave money on the table, not to seek out a concession format that is just a negotiated take by the County, but that ensures the County is retaining the majority of the revenue collected. To work out what enforcement should look like, what enhancements would be needed to facilities, and then what could be possible as a result of some additional (*audio interference*), to talk through what an automated permit management system could look like and, you know, we're lucky now to have seen the State go first with this a little bit, as they've implemented at Wai'anapanapa and the daily parking rates at Makena. So we don't have to be the guinea pig, they...they went first. So that's been helpful. So just continually, you know, checking in with them about what's working and didn't. We kind of launched...we started investigating this sort of at the same time, and they just kind of put the pedal to the metal and went for it. And we've been doing a lot more background work, but that's great, because now we have their data and information to (*audio interference*). We also talked about alternative modes of transportation in high-density areas, where it might be valuable to do micro-shuttles in addition to parking systems for employees (*audio interference*). Permit parking for employees, residents, because there's always some spillover, or can often be spillover when you manage a particular location, and then folks decide, you know, we all want to outsmart the system, and so they decide oh, well, I'm not going to park in there, I'm going to park on a neighboring street, and then suddenly all the residences are impacted surrounding it. So residential permits are not always necessary, but sometimes they're requested by neighborhoods, so that has been a conversation. And then always the wayfinding program and public information (*audio interference*) important to be able to commute (*audio interference*) employee what the expectations are, and (*audio interference*) hoping to do that. So the goals right now, moving forward, taking away the...that initial work

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that was done with the parking action plan, we're trying to build vibrant communities, create more access for locals, reinvest the money in improvements, minimize the impacts to residents, influence the demand to maximize efficiency. What we want to do is...areas like Lāhainā is the perfect example, you don't want a price parking in Lāhainā for the visitors so high that they don't want to park. You want to price it so that you've got great occupancy, you still have folks coming to the businesses, and it feels accessible and not exorbitant. Of course, being able to look into options for locals, whether it's waivers, or free time, or like what Makena does, where Hawai'i residents are exempt, those are all options as we move forward through the process. And then incorporating lessons from other operations like we talked about with the park system, and then, you know, many communities that Dixon has worked with (*audio interference*). So one of the first things we started doing, we did a kickoff meeting in May with all of the departments you see here. Here with Department of Management, they're handling the initial development of the program because it is so multi-departmental, and all of these other departments play a role. Of course, IT is involved in what the platform and interface is going to be, and ultimately some assistance with the payment systems, and communicating what the expectations are to the Department of Finance, in terms of receiving payments, and then also coordination with DMV related to vehicle registration if we do end up going the direction of residential relicense to vehicles versus on rental cars and such. The two departments that own facilities that are intended to be subject to our parking management system are Department of Parks and Recreation, and Department of Public Works. They would continue to retain the ownership of their facilities and be responsible for improvements to those facilities (*audio interference*) workflow. But ultimately, it'll be Department of Transportation that oversees the paid parking program. And in the County Charter, it's pretty clear that that would fall under their responsibility, so we've been working with Department of Transportation. They're very well positioned, because the majority of the operations day to day would be handled via contracts. This is already how they run the majority of their Department, via contracts. Very good at data analytics and looking at bus ridership, adjusting as needed to maximize efficiency, a very similar function for parking management. And so with the support of Department of Management, as new facilities come in, and we kind of introduce and do a community outreach and public conversation about what's needed in each of those facilities, at the point of issuing the request for the scope of work and the request for assistance, Department of Transportation will take the baton and then go from operations moving (*audio interference*). And then finally, MPD, it's important to know that there are two positions existing in...both in Lāhainā and Wailuku Town, there are police officer positions whose description...position description relates to parking management. So those would continue to be (*audio interference*) that basically oversee the parking ambassador operations in both of those areas, that would extend as we incorporate additional locations throughout the (*audio interference*) Maui. So I think I've showed you this before. This is our timeline. At this point, we're by and large on track. It did take us a little bit longer to communicate with the judiciary to talk to those folks about their expectations for citations. And we had some additional clarification to make on that as well. But we are now looking to finalize our workflows, kind of what I just described for...for each Department, and then we'll be bringing you some ordinance changes here shortly. But just so you know, some of the conversations I had with each of these departments and in the focus group format was the County...the County of

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Maui's campus parking we've been discussing, what the Wailuku parking structure's access to equipment would be, the codes and policy changes needed for moving this program forward, the management, of course, and organizational structure; what kinds of enforcement would be important, how to go about doing that, and then communications and design. So we have retained the Nishikawa folks to help us develop the online platform and interface for the community and the brand as well, for Park Maui. So it'll be easily recognizable. The goal is for the user platform to be easily recognizable as folks come up to a parking facility that *(audio interference)*. As I said, the role of Department of Transportation, because they're going to be the one doing the primary communication, they're going to oversee the day-to-day operations, coordinate the program itself, they'll be managing the contracts, and *(audio interference)* the data coming in. And the great thing about utilizing a pay station, like that Makena is a good example, you get great information about what types of folks are coming and going, how long they're staying. And that information is really valuable for us to determine what the needs are in a space. You know, we'll do the community outreach, but ultimately we'll get to work with DOT to identify the needs of a space. So immediately, I think I kind of shared, working with the focus groups, we're working on a community outreach strategy. So, you know, we do intend to focus back on Lāhainā and Wailuku because we've done so much preliminary work on those two locations. And then Parks Department is interested in doing a South Maui parks pilot program. So we've started investigating opportunities for that, and even potentially having some equipment sent over that we can test in the salty, windy, sunny, you know, heavily...lots of solar exposure environment, to make sure we're not purchasing, you know, a huge contract worth of equipment that's not going to hold up in Maui's environments. So we're looking into that. We're coordinating with the other County agency *(audio interference)* brand, and then, like I said, the next big step...and the reason we wanted to do this refresher with you is because we have several code amendments that are going to be coming forward in both Title 10 and *(audio interference)* over the traffic section and the finance. So we'll be working to do that, testing technology, and then identifying as well what the parking benefits fund will be able to accomplish, how revenues should be distributed in which locations. And that, of course, is going to be a dialogue with you folks. Dixon folks have done quite a bit of research for us about what other communities have done. So we've kind of pulled out some best practices, but we'll be coming to you for the revenue distribution like *(audio interference)* best benefit the County. And then, of course, there'll be monitoring and ongoing participation *(audio interference)*. So just real quick, to set the stage for the code updates that are coming, the first is going to be to enable paid parking at all. There isn't a provision for this currently in the County Codes; that'll be Title 10 that we'll be looking at. The next is going to be to establish the benefits fund. And then finally, facility by facility, we'll be coming back to you folks for timing and pricing conversations. For...like for all the South Maui parks, there's a possibility we'll be able to do all of them at once, depending on how Parks wants to proceed with that. But we want to leave it open to the possibility that we may need to adjust, based on user need or access issues. And then time limits. So we will, and this is currently in the County Code, it posts time limits per roadway frontage, so this will be something we may want to allow for some additional flexibility in the language if it aids the efficiency or effectiveness of the programs, so...but Dickson has some suggestions that we'll dive into with you folks next time. Paid parking, the...the...in terms of hours and

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pricing. So, you know, just again, giving flexibility (*audio interference*) adopt. Typically, I know in the budget document, we adopt a rates and fees section, which is perfectly...that works fine, but we may want to, in the code, identify the ability for some flexibility, where a...on a normal day, we're charging...let's say it's Lāhainā, on a normal day we're charging \$2 an hour. But on the 4th of July, when we know there's fireworks, and the neighborhood is packed, we're going to charge \$5 an hour because it's at a premium...parking's at a premium. We want to encourage folks to take one of the shuttles to reduce traffic congestion. You know, there may be additional reasons (*audio interference*) pricing is to be able to incentivize the types of behaviors we're hoping for. So Julie and Emily are real experts in this, that I'd like to give them, the next time we (*audio interference*) folks the opportunity to come and dive in. But I wanted, you know, just to get that mental idea of how might that be important to have some flexibility. The other piece of this, and all of us that work in Wailuku have been guilty of this one time or another, is parking and then realizing you're in a two-hour parking stall, and you can't...you're not ready to go yet, so you move your car out of the two-hour parking stall so you don't get the ticket. Probably all of us have gotten the ticket at some point. The goal would be that we identify locations that are all-day parking, and if they're by permit, so that if you have an employee permit, you're free to park there 12 hours a day or...or however long that section of the garage or that section of the community is allowed. But to really encourage, you know, we need parking, what reparking does. And particularly on Market Street, if you talk to the business owners on Market Street, and you'll hear this in Lāhainā too, they get frustrated with one another because those business owners that aren't dependent on the turnover, you know, especially Wailuku, you have the lawyers or the accountants, that, you know, they're only seeing a new client every hour, every two hours, so the high rate of turnover isn't as important to them, and often they'll park on the street. Where the merchants that are looking...like the coffee shop or the retail sales, that they're looking to get a new customer every two to five minutes, they need the turnover on the street. And by allowing someone to really take out parking for a long period of time, right in front of that...you know, the prime location in front of a business can be problematic. So if you get the folks that didn't want to...you know, that parked out there, parked for two hours, and then just moved their car three spaces down the block, they're continuing to perpetuate that issue for the businesses. So just one of the reasons...one of the options that we're looking at, and it's a really common code requirement, especially in business districts that are higher density (*audio interference*). We are looking to create parking ambassadors, and so there would be a new section in Title 10 talking about this program and the goal. The goal, out the door, would be compliance. So where paid parking would be a requirement, that we just want folks to pay the meter or, you know, if they get their hour free, two hours free, once the time starts that they are supposed to be paying, to pay the meter, the goal would not be penalties, but ultimately, we do have to have the ability for enforcement if somebody in the County is overstaying. And then, like I mentioned, employee and residential permits are going to be an important part of the program. All of this, we're hoping to be available as an online platform. We can just sign up online for your employee permit or a residential permit, similar to how the Wai'anapanapa program works for a reservation. So I am sorry, I kind of went through that quickly, but I wanted to make sure I got you folks the bulk of the information. Julie always puts the slide up, and I'm sorry Julie couldn't be here herself. I think...I don't know if I saw Emily on the line, but one of the

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things she...they always ask is, if you had a magic wand, what you would want to change or accomplish with parking management. And so I wanted as, you know, you're thinking about any questions or comments, we would really love the opportunity to get some feedback from you folks about your hopes and expectations for the program. And then just to put this slide up quick. So our next steps, we're gathering feedback, and that includes your folks' thoughts and input, and then next steps is Council action. Following that we're going to do the vendor solicitation, requesting assistance for...whether it's the access, management for the parking structure, permitting system, citations, or that would be (*audio interference*) and our people go out, and then we'll also do the parking site selection of each --

COUNCILMEMBER RAWLINS-FERNANDEZ: Ms. Wade?

MS. WADE: -- throughout...throughout this whole thing we'll be (*audio interference*).

COUNCILMEMBER RAWLINS-FERNANDEZ: Ms. Wade, I just wanted to --

MS. WADE: So I will end it there, and then...and would look forward to hearing from you folks.

COUNCILMEMBER RAWLINS-FERNANDEZ: Ms. Wade? Ms. Wade? Your...your...the screen is black. I don't...I don't know if it's supposed to be a slide, but I just wanted to let you know, we just see, like, one --

AUTOMATED VOICE: (*Audio interference*) on. Welcome.

COUNCILMEMBER RAWLINS-FERNANDEZ: We just see a blue line in the middle. I don't know if it was supposed to be a...like a slide or something. You're muted, Ms. Wade.

MS. WADE: Sorry about that. I have this funny speaker that likes to decide to turn itself off periodically. What I did hear, was that there was a slide that just had a slash through it. Was that the parking magic wand slide, Keanu? Okay. Oh. Keanu, can you unmute so that I can --

MS. LAU HEE: It...it was the...yeah, it was the Next Steps slide, Erin. Just kind of laying out what we're going to do next.

MS. WADE: Okay. Hopefully you folks got the gist. It wasn't anything specific or super exciting.

CHAIR SUGIMURA: I think you summarized...you said the last page of your PowerPoint presentation was the next steps, but we just couldn't see your...the visual.

MS. WADE: Okay.

CHAIR SUGIMURA: So at this...you know, at this time, I think...I know, Erin, you said you have to leave at 11:00, you have another meeting. Is Keanu going to take over after you leave? And was Emily going to also present? Because if...if the contractors are also

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going to present, I wonder if I could take like a ten-minute break. We've been going straight through. Is that okay with...if Keanu is going to be here to take over for you?

MS. WADE: Keanu, do you mind staying on after 11:00?

MS. LAU HEE: No, I'm available.

CHAIR SUGIMURA: Okay. So at this time, I...Erin, I'm going to...I'm going to take a ten-minute break, so the Members can have their morning break, and then come back and finish off with Emily. And I guess if Keanu is going to be here, and you up to 11:00, well, you'll...you have to leave at 11:00, but Keanu will be here, so can take questions from the Members after that, three minutes each. Yes?

MS. WADE: So just to clarify real quick, I don't think Emily will be presenting. She's available for question and answer if needed, but you've...you've...gave you the bulk of the presentation for today.

CHAIR SUGIMURA: Oh, okay. Okay. So Members, let me ask you the question then. If you have questions, we can...we can do that three-minute intervals after the break, or you want to just finish this off, and do the questions, and we're done with our meeting? Members? Presentation happened. You want to continue? Okay, let's just continue. Is that all right, Members?

VICE-CHAIR KAMA: Yeah. Yeah, let's continue.

CHAIR SUGIMURA: Okay, let's continue then, because then, Erin, you'll be here at least up to 11:00. So at this time, then, anybody have questions? I'm going to take Vice-Chair Kama first if you have questions.

VICE-CHAIR KAMA: Thank you, I do. So my question for you, Erin, is, you know for those that have handicap stickers, when they park into a parking stall, are they going to have to pay for parking also, or will you have handicapped stalls available?

MS. WADE: I'm glad you asked this because I think this is the first time this came up. For me, all of the...and I'll look into clarifying. I know when you have a handicap sticker on the street now, you're able to park in any stall. But, Emily, I don't know, are you able to clarify typically how that works?

MS. KWATINETZ: Yeah, I would say most agencies, they're not required to pay. I think typically there are some scenarios in off-street cases where you could charge them, but that's one of the things that we're working on ironing out the details with right now.

CHAIR SUGIMURA: Oh, good.

VICE-CHAIR KAMA: Thank you. So Erin, so that would be... so that issue would have to be in code also, right? Okay. Okay.

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MS. WADE: That's right. Yeah, we would want to clarify that specifically.

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

CHAIR SUGIMURA: Okay, that's a perfect Tasha Kama question. Thank you very much. Next, we have Chair Lee? No? No questions. Tamara Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. Thank you, Ms. Wade, Ms. Lau Hee, and Ms. Kwatinetz --

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER PALTIN: -- for your presentation. My question, I'm not sure if Luakini Street parking is being included in your study, but if so, I'm wondering if you can also...I didn't see in your nexus of County departments, if you can reach out to Department of Housing and Human Concerns, or Officer Kauha'aha'a. They had some issue, I think, with being able to keep that area free of furniture and whatnot.

MS. WADE: Yes, thank you. I've heard about the issues related to Luakini, including fires and all kinds of other, you know, damaging situation. So we will...before anything is implemented, of course, we'll have several months' lead up to coordinate before access controls go on that facility. But yes, we'll...we'd be happy to coordinate with Housing and Human Concerns.

COUNCILMEMBER PALTIN: And then was there going to be a point where we saw the specific parking lots that we're looking at rolling out at the roll out?

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

MS. WADE: Yeah? Okay.

CHAIR SUGIMURA: That list.

MS. WADE: We were...we're definitely ready to share everything for Wailuku and Lāhainā, those are pretty self-explanatory; it's every County-owned facility within those jurisdiction, or...or within those communities. The South Maui, while we have some ideas, we don't know exactly which...which is going to come first. And so . . .*(timer sounds)*. . . --

CHAIR SUGIMURA: Oops, sorry.

MS. WADE: -- we are doing some work with Parks right now to just figure out --

COUNCILMEMBER PALTIN: I'll wait for the next go around. Thank you so much.

CHAIR SUGIMURA: Thank you. So Erin, since you answered that, you do have the Wailuku and Lāhainā list, do you think you could submit it to the Committee when you're ready?

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If those lists are completed? Okay.

MS. WADE: Sure. Yep.

CHAIR SUGIMURA: Okay, thank you. Member King.

COUNCILMEMBER KING: Thank you, Chair. Aloha, Erin. Cute haircut. Today's the cute haircut day. So a couple of things, just questions on the parking...possible parking situation in South Maui. I'm glad you guys are looking at possibly handling all the parks at one time, but are we also working with the State? Because, you know, they're doing the paid parking out at Makena, and there's this big question about where those funds go to, and why we keep...why we just got shorted again on the Makena lifeguards, when they're charging for parking out there. So just...just to know, are we in...in conversation with the State about their...their moving ahead with the paid parking in South Maui so we can collaborate?

MS. WADE: Yeah, so Sang Kim, who was at DLNR, has been promoted, which he is the...he is the gentleman that worked on the paid parking program, so we have a new person that we're working with. You know, our Department hasn't been talking with the State about revenue, but I do think the Mayor's office has been, so I can get some additional information about revenue distribution.

COUNCILMEMBER KING: Okay, yeah, that would be good. I just wanted to make sure that we were talking with them, because we might be able to learn some things. And a couple other comments, just one that as we're trying to actually hopefully cut down on parking spaces because we want to cut down on the number of rental cars here, maybe just think about what incentives we can give to people to either ride the bus, or bicycle, or walk, you know, how...besides just charging people for parking, maybe there's some other kinds of incentives. And also, would you guys support a change in the parking code to...you know, it's been increasing, the requirements for the number of parking spaces and maybe...you know, maybe we need some exemptions for areas that are close to a bus stop, or you know, bike hub, or something like that. And then the last comment I have is that the word Park Maui has obviously misled some people to think that we're talking about parks. So maybe parking (*audio interference*) or something, you know, but just think about how we could...you could brand it so that people know what we're talking about, that what we're talking about is parking and parking spaces. That's all the input I have right now. But I appreciate the...the forethought that you put into the plan, and the steps along the way, and I look forward to hearing more. Thank you. Thank you, Chair.

CHAIR SUGIMURA: Thank you. Member Lee [*sic*]. Good suggestions. Okay, so who has not gone yet? Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Aloha, Ms. Wade, Ms. Lau Hee, and Ms. Kwatinetz. So my question is about...okay, so you have, like, facility parking, and then parking along County roads, right? And so my question is about parking for, like, residents. Will there be considerations on...so like 'Ahihi-Kina'u, and my legislative

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proposal for beach parking and not charging residents, or if we're...if we are going to charge residents, it's, like, pretty minimal; is that something that your team has considered?

CHAIR SUGIMURA: Erin?

MS. WADE: Thank you...thank you, Chair. We...in talking with Director Peters about beach parking lots, she has stated that she feels the expectation of the community that Hawai'i residents would not pay. And so I think we're going into our program modeling in terms of revenue projections with that assumption that...that residents would be exempt as they are at Makena but, you know, open to further discussion.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, so when you...I...I saw your...in looking back on that slide that has the Immediate, 12-month, 5-year and 10-year, and a list of tasks, when you come back to Council...so I guess the first part would be enabling the County to charge for parking, because we don't have that legislation in our code yet. And then the second part would be coming to the County, in looking at the facilities, the price, and then that's where we would also talk about whether residents would be charged, and if so, how much, or maybe not at all. And...and I'm not only talking about the beach. I'm...I'm talking about other areas.

MS. WADE: Yeah, yeah, and, you know, based on the dialogue that we've had with Parks specifically, I know that the expectation is probably exemptions for residents. We have heard more about potentially giving a two hours free or one hour free in Wailuku and Lāhainā, and then potentially charging something after that for residents. Giving people...you know, retaining access, but then ensuring, again, that there's turnover happening of the vehicles, so it maybe wouldn't necessarily be . . . *(timer sounds)*. . . --

CHAIR SUGIMURA: Oh, sorry, continue.

MS. WADE: Again, it's worth the conversation.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Ms. Wade.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair.

CHAIR SUGIMURA: Okay, so looks like we went through all the questions from the Members. Anybody having a second round of questions? Ms. Paltin.

COUNCILMEMBER PALTIN: Thank you. At the end of my last three minutes, I heard you said every County property in South and...or Central and West Maui; is that correct? Yes or no? Just...I only have so much minutes. No? Okay, and then so, like, not D.T. Fleming Beach Park? Is that on the list?

MS. WADE: It's on the list in the pilot program for South Maui, yes. But we don't know at

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what stage that would come.

COUNCILMEMBER PALTIN: You mean West Maui?

CHAIR SUGIMURA: West Maui.

MS. WADE: Oh, I'm sorry, we haven't done the list for West Maui yet.

COUNCILMEMBER PALTIN: Okay, just because that bigger back parking lot, I think, is owned by Kapalua, so then if we charge folks for the front parking, then everyone's going to go probably into the back parking, but...and then is Launiupoko on the...the first list? No?

MS. WADE: No. Like I said, with Parks, we've only done South Maui at this point, so we're...we're in several conversations about West Maui as well.

COUNCILMEMBER PALTIN: Okay. Okay. So I guess the more information is coming yet. And so only all the County parking, beach parking in South Maui, you're saying, is on the list to roll out.

MS. WADE: For...for Year-1. Yes, for Year-1.

COUNCILMEMBER PALTIN: But not West Maui beach parking.

MS. WADE: Correct.

COUNCILMEMBER PALTIN: Okay. Okay.

MS. WADE: Not in Year-1.

COUNCILMEMBER PALTIN: Thanks for the --

MS. WADE: It...we'll follow up with West Maui for sure. But as you say, there's...they're more complicated facilities, actually, in West Maui. There's a whole lot more local usage, so it complicates the roll out.

COUNCILMEMBER PALTIN: And the overspill too, to like non-County parking is...is kind of tricky as well. And then I was wondering if there was any possibility that if Luakini Street is on there, it wouldn't necessarily be a part of the wayfinding program, where it lets everybody know, like, hey, there's parking over here. Or it just is; is that a possibility?

MS. WADE: It is. We've actually talked about it possibly becoming an employee permit lot, just because that's one of the primary locations employees use, but we've also talked about it...you know, it doesn't have to be like an advertised lot where, you know, we...primarily send people up the Prison Street lot as we have in the past.

COUNCILMEMBER PALTIN: Could it be like an employee/resident lot?

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MS. WADE: Of course, yep. Anything could work out well there. But I agree, it's not a good place to send folks who aren't familiar with the neighborhood in the first place.

COUNCILMEMBER PALTIN: Okay, great. Thank you. Thank you, Chair. Thank you, Ms. Wade, thank you, Ms. Lau Hee, and Ms. Kwatinetz.

CHAIR SUGIMURA: Thank you. Thank you very much, Erin. Good job, you've progressed a lot. And so Members, we'll take your recommendations into consideration for this, and I'm going to defer this item because we're going to hear back from you. One of the questions I had is, because you're talking about DOT being the primary coordinating Department, you know, what is the impact to that? Because they are so...I think they got one new employee, but they have seven employees, so they might be now at eight. And so what is going to be involved for them to be the coordinating agency for this? They're my Department, so I'm curious for them what the impact is on overall budget. And are you going to come back in the next budget to give us information, or is this still in the pilot program and...okay, far down the line? And I think you answered...you answered my other questions about who's going to be responsible, and what kind of support you need. You're going to come back with ordinance recommendations, right? Okay, so we'll look forward to that, and we look forward to hearing some kind of budget. And again, if we could have the list of the properties that you were looking at, or the areas that you're looking at in Wailuku and Lāhainā to implement this, and then a rough of what Parks is doing in South Maui, because I think those are the kind of questions that came up. So Members, at this time, then, I'm going to defer this item with your approval. And we are at the end of our meeting. We're...we're going to take up the IT-72, which is the aircraft noise, at another meeting, and do what you said in terms of our...our letter to the FAA. We'll...we'll send them questions, so they know...they'll know what we're looking at, as well as with this item, Erin, we'll send you questions that came up from this meeting that you could come back to us and provide information for the next meeting of this. But good job, Erin, you've...you've done a good job putting this together, so appreciate it. So Members, at this time I'm going to...I'm going to defer these two items, and our meeting is now adjourned at 10:50. Thank you very much, Members, for going without a break.

ACTION: DEFER PENDING FURTHER DISCUSSION.

VICE-CHAIR KAMA: Thank you, Chair.

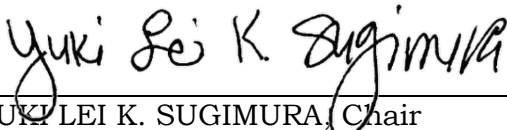
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CHAIR SUGIMURA: Yeah, good meeting, everybody. Thank you. . . .*(gavel)*. . . Meeting is now adjourned.

ADJOURN: 10:50 a.m.

APPROVED:



YUKI LEI K. SUGIMURA, Chair
Infrastructure and Transportation Committee

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Transcribed by: Kaliko Reed

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CERTIFICATION

I, Kaliko Reed, hereby certify that pages 1 through 36 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 18th day of November 2021, in Wailuku, Hawai'i

A handwritten signature in dark ink, appearing to read 'K. Reed', is written over a horizontal line.

Kaliko Reed