



MAUI METROPOLITAN PLANNING ORGANIZATION

Public Participation Plan



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**Maui Metropolitan
Planning Organization**

Public Participation Plan

Prepared in cooperation with:

County of Maui
State of Hawai'i, Department of Transportation
U.S. Department of Transportation, Federal Highway Administration
U.S. Department of Transportation, Federal Transit Administration

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EXECUTIVE SUMMARY

Purpose

The Public Participation Plan (PPP) guides the Maui Metropolitan Planning Organization (MPO) in how communities are engaged in decisions about transportation planning. The plan is one of four Core Plans required of MPOs that provide a foundation for how the MPO engages with the public throughout the various transportation planning processes. The other plans are the Transportation Improvement Program (TIP), the Long-Range Transportation Plan (LRTP), and the Unified Planning Work Program (UPWP).

The objectives of the PPP include active engagement of the public, input from historically disadvantaged communities, clear and current information dissemination, and coordination with relevant agencies.

This version of the PPP provides recommendations and strategies to engage the public throughout the transportation planning process. It emphasizes reaching underserved and underrepresented communities, utilizing visuals to enhance accessibility, encouraging continuous engagement and dialogue, and incorporating performance measures for evaluation.

Public Engagement

To inform the PPP update, the Maui MPO used two major techniques. It collected comments through an online survey, with 91 respondents providing their experiences and insights. Key findings from the survey include the lack of name recognition for the Maui MPO, reliance on traditional news sources for information, a preference for online meetings, and a desire for regular communication between the MPO and the public.

Based on these findings, recommendations include building awareness of the Maui MPO, utilizing traditional news media, offering online engagement options, and maintaining regular communication through multiple channels.

In addition, virtual public informational meetings were also conducted to present the public review draft PPP and gather feedback. The draft PPP was available on the MPO website and disseminated through press releases, social media and email notices. The public review period extended for 45 days. Appendix B summarizes all completed public engagement activities, and Appendix E contains all received comments and their dispositions

Summary of Changes

The Maui MPO revised the existing PPP to reflect the findings of the online survey and the informational meetings. These changes are to:

- Increase the use of visuals and graphics so the plan is easier to use;
- Separate specific direction and actions from technical language;
- Provide more information about the MPO, how its organized, what it does, and its purpose;
- Update the requirement for public participation in terms of goals, strategies, and evaluation metrics that are measurable; and
- Expand the importance of responding to underserved and historically excluded populations and identify enhanced outreach methods for these communities.

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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ACS	American Community Survey
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CP	Community Plans
CWPP	Countywide Policy Plan
DBEDT	State of Hawai'i, Department of Business, Economic Development and Tourism
DHHC	County of Maui, Department of Housing and Human Concerns
DOH	State of Hawai'i, Department of Health
DPW	County of Maui, Department of Public Works
EO	Executive Order
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HDOT	State of Hawai'i, Department of Transportation
HRS	Hawai'i Revised Statutes
IAP2	International Association for Public Participation
IJA	Infrastructure Investment and Jobs Act
LEP	Limited English Proficiency
L RTP	Long-Range Transportation Plan
MDOT	County of Maui, Department of Transportation
MEO	Maui Economic Opportunity
MIP	Maui Island Plan
MPO	Metropolitan Planning Organization
PD	County of Maui, Planning Department
PPP	Public Participation Plan
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
U.S.C.	United States Code

1.0 What is the Maui MPO?

The Federal-Aid Highway Act of 1962 established the national statutory and policy requirements for urban transportation planning, which came in response to the construction of the Interstate Highway System and the planning of roads through and around urbanized areas. The Act requires transportation projects to be based on a continuing, comprehensive, and cooperative planning process (“3C Planning Process”) in order to receive federal transportation financial assistance. The Act also requires the 3C Planning Process to be undertaken cooperatively by the states and local governments through Metropolitan Planning Organizations (MPOs), which are required to be established in urbanized areas with populations of 50,000 or more, as determined by the U.S. Census.

According to the 2010 U.S. Census, the population of the urbanized area of Kahului, Wailuku and Paia exceeded 50,000 people, thus triggering the formation of the Maui MPO in 2016. The Maui MPO is an agency assigned to the County of Maui’s Department of Transportation (MDOT), which operates pursuant to an Administrative Supplemental Agreement dated August 1, 2022 and is organized under 23 United States Code (U.S.C.) Section 134 and 49 U.S.C. Section 5303, and pursuant to Chapter 279D, Hawai’i Revised Statutes (HRS). The Maui MPO’s planning area includes the island of Maui. It does not include the islands of Moloka’i and Lāna’i.



Figure 1: Maui MPO Planning Area Map

1.1 Maui MPO Core Functions

The Maui MPO facilitates comprehensive planning for federally funded and regionally significant transportation systems on the island of Maui and includes: the U.S. Department of Transportation, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State of Hawai’i Department of Transportation (HDOT), and County of Maui departments and agencies. Together with these implementing partner agencies, the Maui MPO develops plans and programs for a multimodal transportation system. The core functions of the Maui MPO are to:

1. Establish a public forum: provide an easily accessible, fair and impartial forum for public transparency of decision-making and planning processes.
2. Identify and evaluate alternative transportation improvement options: use best available data and planning practices to review and assess alternatives. A variety of planning studies, data

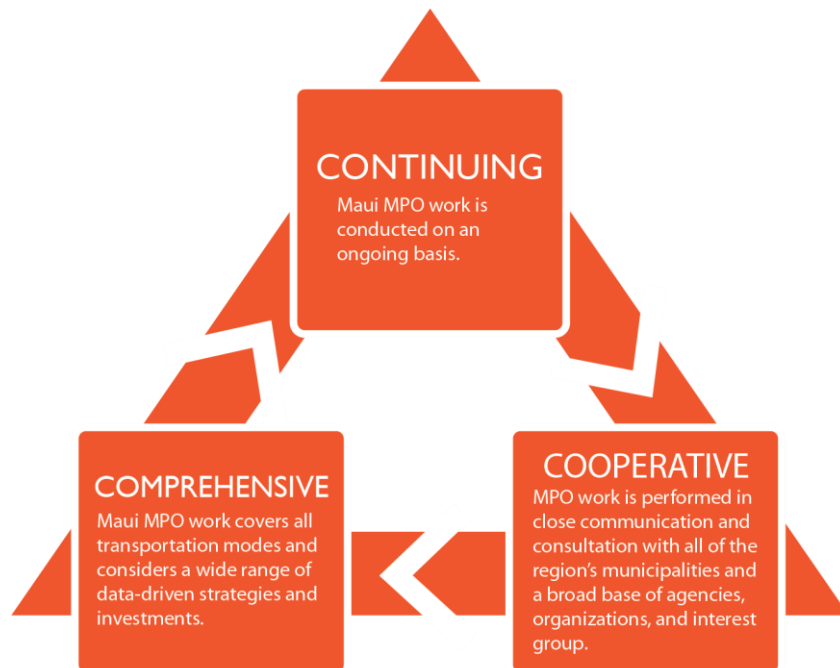
What do we mean by “fiscally constrained”?

Fiscally constrained refers to all projects listed in the LRTP that must have identified funding sources versus a “wish list” of projects that do not have a source of funding.


- gathering, and evaluation projects are available in the Unified Planning Work Program (UPWP).
3. Develop and maintain a fiscally constrained* multimodal Long-Range Transportation Plan (LRTP) covering a twenty (20) year planning time frame.
 4. Develop and maintain Transportation Improvement Program (TIP): Establish a program based on the LRTP that is designed to implement the planning area’s goals in a fiscally constrained manner.
 5. Identify performance measure targets and monitor progress toward achieving goals.
 6. Provide transparency for all planning processes: Create public engagement opportunities that are interactive, robust, meaningful and take place virtually and in-person.

1.2 Maui MPO Core Planning Documents

The MPO carries out and coordinates a continuing, comprehensive, and cooperative (3-C) transportation planning process with the U.S. Department of Transportation, Hawai’i Department of Transportation, and County of Maui Departments of Transportation and Public Works.



The MPO develops plans and programs for a multimodal transportation system that facilitates the safe and efficient movement of people and goods. Maui MPO does not construct projects or implement these programs directly. Maui MPO uses four documents to coordinate the transportation planning process: 1) Transportation Improvement Program, 2) Long-Range Transportation Plan, 3) Public Participation Plan, and 4) Unified Planning Work Program. Each of these documents is described further in this section.



Maui MPO's Core Plans

- Long - Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP)

Long-Range Transportation Plan (LRTP)

Maui MPO collaborates with HDOT, MDOT, DPW and other State and County organizations and the planning area community to develop a Long-Range Transportation Plan using a performance-driven process based on an agreed upon set of performance measures and targets. Plans are prepared using an interactive engagement planning process with the community and stakeholders. *Hele Mai Maui* identifies Maui’s transportation needs and opportunities over the next 20 years. Transportation projects must be identified in *Hele Mai Maui* to be eligible for federal funding. The plan identifies transportation projects, services, and programs that improve transportation options on Maui for people of all ages and abilities. The *Hele Mai Maui* LRTP can be found on the Maui MPO website at mauimpo.org.



Transportation Improvement Program (TIP)



The Maui MPO Transportation Improvement Program identifies how investments will be made to improve the transportation systems within the planning area. The TIP identifies transportation projects and strategies planned for a four-year cycle. TIPs list the immediate program of investments that, once implemented, will go toward achieving the performance targets established by the MPO and documented in the LRTP. The TIP is the County’s means of allocating its transportation resources among the various capital, management, and operating investment needs of the planning area, based on a clear set of short-term transportation priorities

prepared through a performance-driven process. All projects receiving Federal funding must be in the TIP. Goals of the projects included in the TIP must be consistent with the goals of *Hele Mai Maui*, which used public input to establish the goals and measures that should guide public transportation decisions.

The Maui MPO Technical Advisory Committee (TAC) and the Policy Board review and approve the four-year TIP every three years, which then gets submitted to HDOT for inclusion in the Statewide Transportation Improvement Program (STIP). There are two levels of revisions for the TIP with different public review requirements. Minor revisions, or “administrative modifications,” are processed by MPO staff, DPW, and HDOT, and the Policy Board is notified. Major revisions, called “amendments,” require a 14-day public review period and Policy Board approval. The Maui TIP program, procedures, and policy definitions and procedures can be found on the Maui MPO website. The STIP must be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) before Maui can receive federal funds. Federal funds cover only 80% of project costs, therefore State and County funds must be available to cover the remaining 20% of costs. The STIP can be found on the State of Hawai’i Department of Transportation website at <https://highways.hidot.hawaii.gov/stories/s/STIP-Home/63ng-czz7/>.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program lists the transportation studies and tasks that MPO staff and member agencies will perform to support the metropolitan transportation planning process. It must identify the funding source for each project, the schedule of activities, and the agency or agencies responsible for each task or study. UPWPs reflect issues and strategic priorities unique to each metropolitan area and will differ by MPO. Once approved by the Maui MPO Policy Board and the FHWA and FTA, the UPWP enables Maui MPO to encumber federal planning funds provided under 23 U.S.C and 49 U.S.C. 53. The UPWP gets updated annually in anticipation for the upcoming fiscal year. Additionally, UPWP work elements carried out by Maui MPO including the TIP and the LRTP enable Maui to receive federal transportation funds for bus transit, highways, and bicycle and pedestrian facilities.

Public Participation Plan (PPP)

The PPP describes the MPO’s strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing public participation and effectiveness. The goal of the PPP is to ensure the involvement of citizen interest groups, freight industry, commerce associations, major economic developments, educational institutions, public transit providers, and other interested stakeholders, including the public at large. The 2017 can be found on the Maui MPO website at mauimpo.org.



Getting the public’s feedback at a booth at Kihei’s First Friday event.

1.3 Maui MPO Organizational Structure

The Maui MPO functions under a committee structure comprised of a Policy Board, Technical Advisory Committee (TAC), and MPO staff, described below.

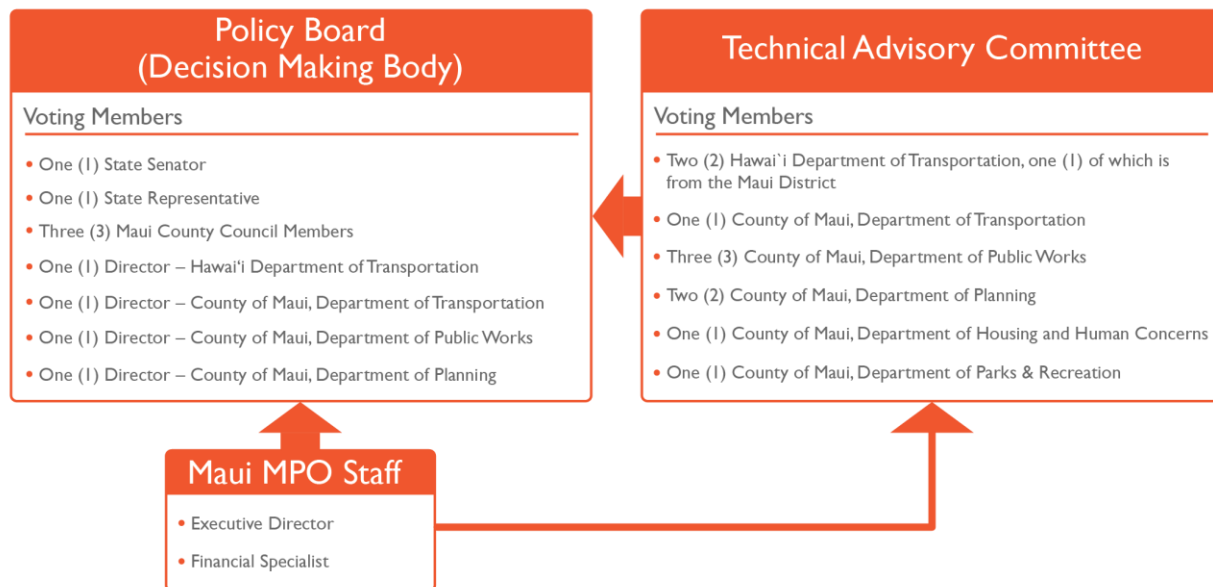


Figure 2: Maui MPO Organizational Flow Chart

Policy Board

The Maui MPO Policy Board was established in accordance with Chapter 2.35 of the Maui County Code. The Policy Board is charged with maintaining a regional transportation planning process that is continuing, comprehensive and cooperative. The Policy Board is the final decision-maker in the MPO planning process. It has the authority to approve the long-range transportation plan and then prioritize and choose projects (included in the Transportation Improvement Program and Unified Planning Work Program). The Board operates in accordance with its [Bylaws](#), which were approved on May 29, 2020. The Policy Board is composed of nine (9) voting members as listed below:

- State of Hawai'i, Department of Transportation Director
- County of Maui, Department of Planning Director
- County of Maui, Department of Transportation Director
- County of Maui, Department of Public Works Director
- Three (3) members of the Maui County Council, who shall be appointed by the Council Chair.
- One member of the State senate, who shall be a resident of Maui island and shall be appointed by the senate president.
- One member of the State house of representatives, who shall be a resident of Maui island and shall be appointed by the speaker of the house.

Technical Advisory Committee (TAC)

The Maui MPO Technical Advisory Committee (TAC) is the main advisory committee for the Maui MPO Policy Board and is made up of expert personnel from constituent agencies. These committee members provide subject matter expertise to Policy Board members, oversee studies, and advise MPO staff. The TAC operates in accordance with its [Bylaws](#) which were approved in May 2019. TAC members are appointed by the Director of their respective agency in writing to the Maui MPO Executive Director. The Technical Advisory Committee is composed of ten (10) voting members as listed below:

- Two (2) staff members from the State Department of Transportation, one of whom shall be from the Maui District
- One (1) staff member from the Maui County Department of Transportation
- Two (2) staff members from the Maui County Department of Planning
- Three (3) staff members from the Maui County Department of Public Works
- One (1) staff member from the Maui County Department of Housing and Human Concerns
- One (1) staff member from the Maui County Department of Parks & Recreation

MPO Executive Director and Staff

The Maui MPO staff consists of an Executive Director and a Financial Specialist. The staff administers the MPO plans and programs while working closely with the Policy Board and TAC members and staff from Federal, State and County agencies to ensure compliance with applicable regulations.

1.4 Stakeholders

Stakeholders are anyone who lives, works, or plays on Maui since everyone on Maui uses some element of the transportation system. Within the stakeholder group, there are subsections of users that are more directly interested in the Maui MPOs work because of their role in certain aspects of the transportation system. Three categories of stakeholders are identified for the purpose of this plan:

- *System Users*: This is the broadest category, including everyone who uses Maui’s transportation system, public transit, pedestrian paths, bicycle infrastructure, and roads.
- *Service Providers*: This category includes public transportation employees, freight shippers, providers of freight transportation services, and transportation providers (public and private).
- *Government Agencies*: This category includes the agencies that have an active role in transportation planning on Maui, including State agencies like HDOT and the Department of Health (DOH), the State Office of Planning and Sustainable Development (OPSD), and County of Maui agencies such as the County of Maui Departments of Transportation (MDOT), Public Works (DPW), Parks & Recreation (PR) Planning (PD), Housing and Human Concerns (DHHC).



Figure 3: The Maui MPO Stakeholder Input Diagram

- *Community Advocate Groups*: Community advocates are those that have a vested interest in the various issues, challenges, and opportunities in transportation planning on Maui. Some of these topics have included: pedestrian and bicyclist safety; multimodal transportation alternatives; distracted driving prevention; grade separated infrastructure for transit stops, multi-use pathways, greenways and racks for bicycling. These groups are vitally important as they represent the diverse and passionate interests of the many communities on Maui.

The Maui MPO uses input from all four of these stakeholder groups to create and update the Maui MPO’s core plans.

Appendix A lists all the individual groups, organizations, and agencies the Maui MPO directly reaches out to in its planning efforts. Any individual wishing to be notified of the Maui MPO’s planning activities can [join the email list](#) on the Maui MPO website at mauimpo.org or follow the Maui MPO on [Facebook](#) (www.facebook.com/mauimpoorg), and [Instagram](#) (www.instagram.com/mauimpo). Any group wishing to be added to the Maui MPO’s stakeholder list may email the Maui MPO’s executive director (ExecutiveDirector@mauimpo.org) or send a letter to the Maui MPO (200 South High Street, Wailuku, HI 96793) to be added to the list.

Lead Federal Agencies

The MPO also coordinates with federal agencies such as the U.S. Department of Transportation (USDOT), FTA, and FHWA. The FTA and FHWA are responsible for providing oversight of HDOT and Maui MPO processes, including expenditure of federal funds and project delivery to ensure compliance with applicable federal laws and regulations. The Environmental Protection Agency (EPA) is responsible for providing oversight and guidance to ensure compliance with federal environmental laws. The Maui MPO will consult with the U.S. Army Corps of Engineers, National Park Service, U.S. Fish and Wildlife Service, and others listed in Appendix A during the planning process.

Lead State Agencies

The Maui MPO also acts as a coordinating representative for Maui Island in statewide transportation planning processes. When HDOT initiates the statewide long-range land transportation plan update process, the Maui MPO staff will participate in the process and share Maui Island's needs and priorities. The Maui MPO also assists the HDOT in notifying the public about the transportation planning documents and other statewide transportation planning processes using email lists, the Maui MPO website, and social media. Providing transparency and ease in accessibility to the Maui community ensures that the voice of Maui is represented through a statewide planning process.



Photo of a public workshop to identify areas of concern for the Statewide Pedestrian Master Plan.

Lead County Agencies

The Maui County Planning Department updates long-range land use plans such as the [Maui Island Plan](#) (MIP), [Countywide Policy Plan](#) (CWPP), [Community Plans](#) (CPs) and [Transit Oriented Development Corridor Masterplans](#). The Maui MPO staff is an active participant in these update processes, assisting the County to establish land use policies, programs, and make decisions that improve the consistency between land use and transportation planning.

Similarly, the Maui County Department of Parks and Recreation engages in master planning and other regional parks system planning. The Maui MPO staff is actively involved in these planning efforts as well, providing consistency in considering multi-modal transportation elements throughout the department's regional planning process.

The Department of Housing and Human Concerns oversees the development of affordable and workforce housing. A critical component of transit-oriented development is the provision of a variety of multi-modal transportation and transit options close to jobs, schools, services, and affordable workforce housing. Even when efforts are made to streamline the permitting process for more affordable housing projects, Maui MPO will work with the DHHC to ensure that the exemptions will not prohibit fair, equitable and accessible public transportation.

Public Transportation Agencies

The Maui Department of Transportation oversees the operation of Maui Bus and has been providing public transit services on the island since 2009. The bus is operated by Roberts Hawai'i but is funded by the County of Maui. The Maui MPO will continue to coordinate with Maui Bus during the development

of applicable plans and programs and will provide Maui Bus with the opportunity to review and provide input at key decision points.

Maui Economic Opportunity (MEO) provides transportation services throughout Maui County consisting of the MEO Human Services and Maui Bus Paratransit Services. MEO Human Services provides specialized services throughout Maui County, including door-through-door service to the most vulnerable residents living outside the paratransit service area. The Paratransit Service is operated complementary to Maui Bus fixed routes on Maui island, providing curb-to-curb service for persons with disabilities living within three-quarters of a mile of the fixed route.



Hawai'i Bike Challenge University of Hawai'i, Maui HEAL Team.

2.0 Public Involvement

2.1 What is the Public Participation Plan?

The PPP essentially acts as a handbook that outlines the public participation methods, strategies for public engagement and outreach, and state and Federal regulations regarding public participation in the development of the Maui MPO core planning documents. An effective PPP should clearly describe how transportation projects are planned and funded; and how, when, and where the public can be involved.

This plan recommends strategies that inform the public at an early stage, during the scoping process, and continues to engage people prior to key decisions. The PPP ensures the MPO is reaching out to people who are typically underserved and/or underrepresented such as low-income, Limited English Proficiency (LEP), transit dependent, older adults, and people of color. The MPO encourages continuous engagement and clear responses from agencies to foster meaningful dialogue among all stakeholders. Finally, the PPP includes a method for evaluating its own effectiveness, so it can serve as a living document that is flexible with time.

2.2 Public Survey Responses

In September 2022, the Maui MPO launched a public survey on their website to collect input on the public’s experience with the MPO’s past engagement activities to better plan for future outreach efforts. A press release was distributed to announce the availability of the survey and Maui Now published an article on October 4, 2022 (<https://mauinow.com/2022/10/04/maui-mpo-launches-public-engagement-survey/>) announcing the survey. This resulted in 91 survey respondents. The survey contained nine (9) multiple choice questions and two (2) open-ended questions. A summary of the full survey results is included in Appendix B.

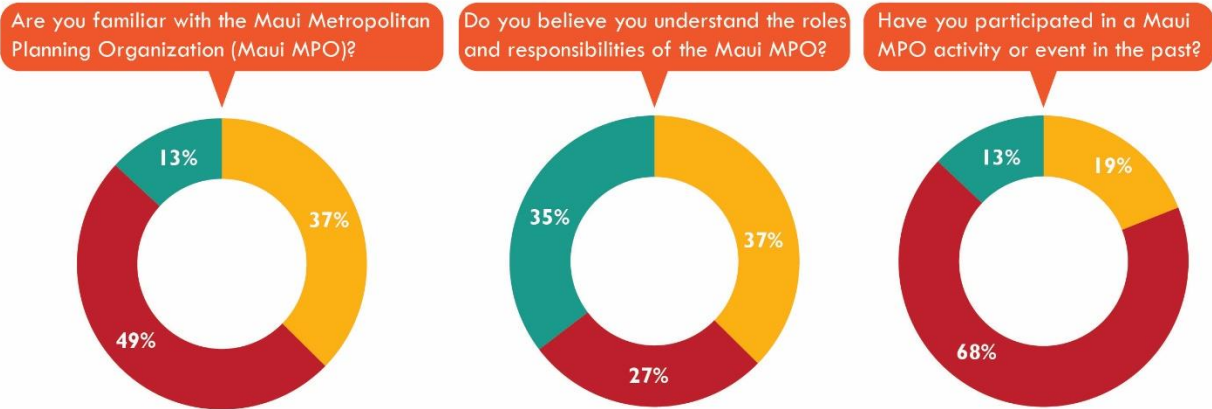
Survey results were tabulated and analyzed to identify key findings and subsequent key takeaways to inform the PPP update. Key findings and takeaways are summarized on the following pages.



Maui MPO Facebook posting dated October 4, 2022, promoting the availability of the public survey for the PPP update.

Finding # 1: Build Awareness of the Maui MPO.

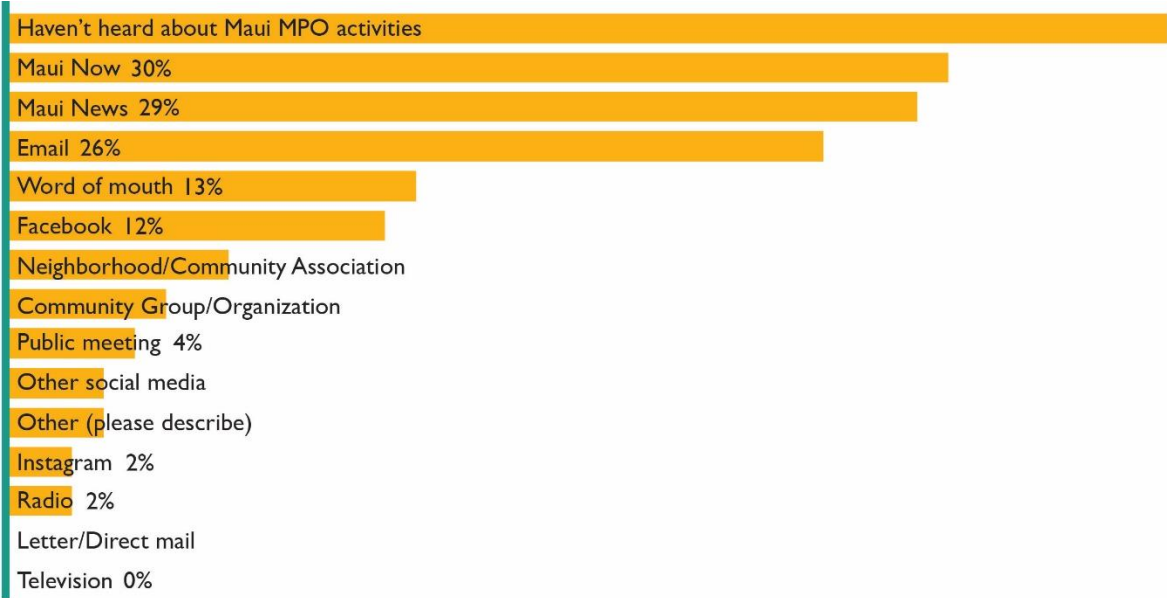
Out of 91 people surveyed, here is how they responded to the following questions:



Takeaway: This information implies that Maui MPO should place more emphasis on building awareness of the organization and what it does in order to maximize public engagement opportunities.

Finding #2: Most people learn about the Maui MPO through traditional news sources.

Respondents were asked how they have heard about Maui MPO activities in the past. Below is a summary of responses received.

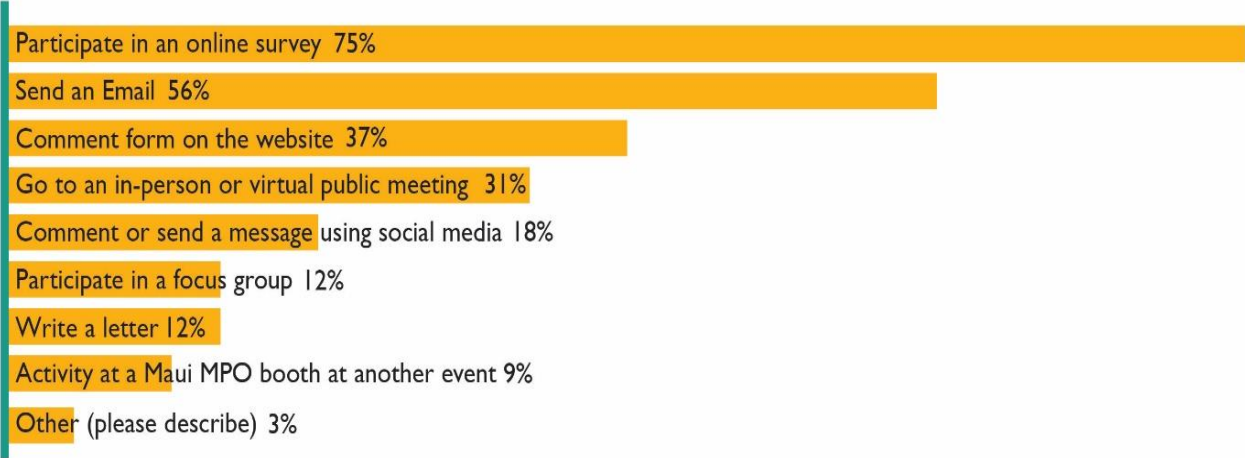


Takeaway: Saturate local news and social media with the Maui MPO’s transportation planning initiatives.

The above responses show Maui MPO should focus its efforts on reaching out through traditional means, leaning on press releases (and subsequent articles in Maui Now and Maui News), the Maui MPO’s extensive email list, and Facebook to get the word out for public engagement.

Finding #3: People like online meetings.

Respondents were asked their preferred method for engagement when sharing opinions with Maui MPO about a project or idea. Below is a summary of the responses received.



Takeaway: Ensure an online option for all in-person engagement activities.

Maui MPO should continue to offer in-person and online versions of public engagement activities. In-person activities may not capture all interested public stakeholders due to schedule conflicts, but online engagement tools can offer better solutions for people who have a busy family or work life, are introverted or shy, or who are unable to participate in in-person meetings due to mobility or health challenges.

Finding #4: The community wants to engage with the Maui MPO.

Respondents were asked in open answer format, what ways each thought the Maui MPO should consider expanding its outreach efforts to better serve the Maui community. Responses received are highlighted below:

"Have a booth at the Friday town parties, swap meets, Sunday market in Kahului."

"Have more presence in the places that people frequent."

"Recorded virtual meetings."

"At the beginning of a project there should be an open public meeting with the barebones of the project and an invitation for whoever would like to show up regularly to be a 'stakeholder' and invite friends."

"First by getting out that there is an MPO."

"Attend and participate in community association meetings and activities."

"Communicate what the Maui MPO does for Maui."

Takeaway : Keep reaching out in as many ways as possible and the community will reach back.

Continue to provide a diverse array of public engagement options and activities. To build awareness and community understanding, the Maui MPO should become the community’s leading information hub on the island’s transportation issues. This means regular engagement about Maui MPO’s activities, such as through surveys and polls, social media postings, and participation at other community meetings and events. All the responses received are included in Appendix B.

2.3 Summary of Changes to the PPP

The Maui MPO has updated the PPP based on responses to the public survey as well as public review comments received during the 45-day draft plan comment period. A comment disposition table documents all comments received and dispositions is included in Appendix C. In general, the aim of this update was to increase the use of visuals and graphics so the plan is easier to navigate, separating out dense technical and legal language from specific direction and action. Below is a summary of significant changes made since the 2017 PPP.



Introduction: The Maui MPO expanded the introduction section to provide an overview of the MPO as an entity, including more background context, the MPO’s core functions, identification of stakeholders, and a description of the purpose of the PPP. Also included in this update is the inclusion of visuals such as diagrams, photos, and maps.



Public Participation Techniques, General Participation Guidelines and Plan-Specific Guidelines: These sections from the 2017 PPP have been updated and redistributed into two sections in the 2023 PPP: sections 2.0 Public Involvement and 3.0 Public Participation Requirements for Core Plans. Section 2.0 Public Involvement provides an overview of the MPO’s goals and objectives of public engagement, the strategies to be utilized, meeting guidelines, and an evaluation process to review the effectiveness of outreach efforts. The strategies and techniques to be utilized are organized by the International Association for Public Participation’s (IAP2) Spectrum of Public Participation under the following categories: Inform, Consult, Involve, Collaborate, and Empower. Section 3.0 Public Participation Requirements for Core Plans describes the general public outreach process the MPO will follow, and also breaks down the specific strategies and techniques from the Spectrum of Public Participation that are proposed to be utilized for the development of each of the MPO’s core plans.



Title VI & Environmental Justice: This section has been expanded to provide a more holistic narrative of the importance of complying with nondiscrimination legislation and reaching underserved and historically excluded populations. The section identifies potential obstacles for public participation and provides more detail on enhanced outreach methods to reach underserved communities.



Stakeholder Consultation: This section has been summarized and included in the Introduction section. A subsection has been added to identify lead federal agencies involved in Maui MPO's planning processes.



Hele Mai Maui Open House, 2019.

3.0 Public Involvement in the MPO Planning Process

3.1 The Maui MPO Participation Spectrum

The Maui MPO recognizes that not every transportation planning process requires the same level of public engagement. The PPP adopts a variation of the International Association for Public Participation’s spectrum of public participation. The Maui MPO spectrum includes five (5) levels starting at the “Inform” level on the left, as shown in Figure 4. The figure also explains the goal of public participation at each level and the promise the Maui MPO makes to the public when a level of the spectrum is chosen for a process.

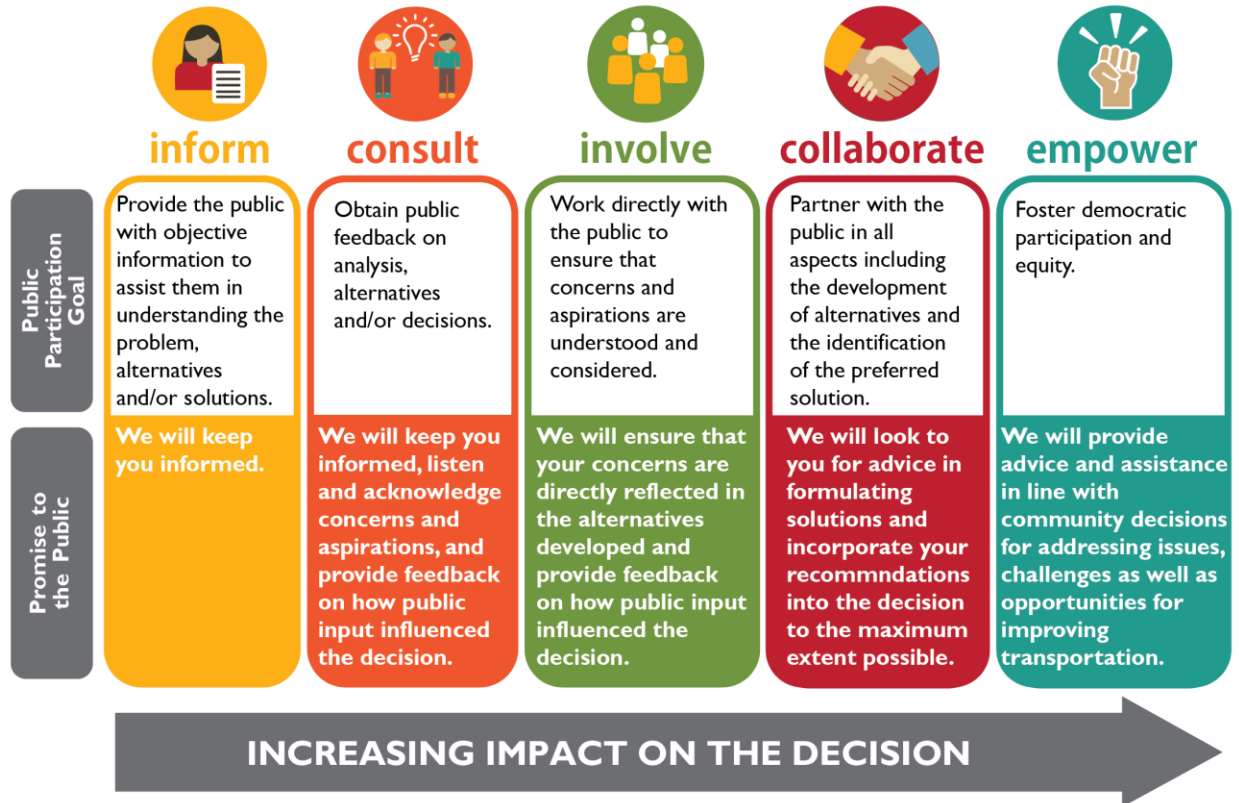


Figure 4: The Maui MPO Participation Spectrum

Impact of COVID-19 on Public Engagement: The COVID-19 pandemic has redefined how people engage. Social distancing has led to widespread adoption of virtual engagement tools and online technologies which have increased public participation, accessibility, and efficiency in decision-making processes. As the world continues to adapt to the post-pandemic era, virtual and online engagement tools will remain prevalent to ensure that engagement remains inclusive and accessible for all.



3.2 Goals for Establishing Meaningful Engagement

The Maui MPO will provide the public, stakeholders, and agencies with opportunities for meaningful involvement in the development of its plans and programs. This PPP provides guidance and direction for the MPO’s public and stakeholder involvement process and identifies actions that can be taken to provide the public and other interested parties with the opportunity to engage in the various aspects of the MPO’s planning process. The Maui MPO recognizes five (5) distinct levels of outreach and engagement, each with a unique end goal. The MPO believes that each strategy is consistent with all levels of the participation spectrum, but some strategy objectives may support one of the levels in particular. The following goals will guide the public and stakeholder involvement processes.



1. **INFORM** – Provide the public with balanced and objective information to assist them in understanding issues, alternatives and/or solutions. Maui MPO will keep the public informed using virtual and in-person tools, activities, and processes. Adapt new communications strategies and technologies for expanded opportunities for public outreach.



2. **CONSULT** – Obtain public feedback on analysis, alternatives and/or decisions. Maui MPO will keep the public informed, listen to, acknowledge concerns, and provide feedback on how public input influenced the decision. Ensure that all citizens who wish to participate have an opportunity, and that all ideas are given fair consideration.



3. **INVOLVE** – Work directly with the public throughout the planning process to ensure that public issues and concerns are consistently understood and considered. Maui MPO will create dialogue among transportation planners, elected officials, citizens, and historically underserved populations to ensure that their concerns and issues are directly reflected in the alternatives developed and provide feedback on how the public input influenced the decision.



4. **COLLABORATE** – Partner with the public in each aspect of the decision-making process including the development of alternatives and the identification of preferred solutions. Maui MPO will ensure that all citizens who wish to participate have an opportunity, and that all ideas are given fair consideration.



5. **EMPOWER** – Foster democratic participation and equity by gaining community support for and ownership of goals and projects which leads to increased trust in the Maui MPO planning processes. Maui MPO will provide advice and assistance as requested in line with community decisions for addressing issues, challenges as well as opportunities for implementing improved transportation.

3.3 Objectives and Strategies

This section presents the PPP objectives and associated engagement strategies to be utilized across the five (5) levels of the Maui MPO public participation spectrum.

Objective 1: The Maui MPO will actively engage the public in a transparent and accessible transportation planning process according to the policies contained in this PPP, following Federal and State law.

Strategy 1: Provide the opportunity for public and stakeholder review and comment on key decision points as identified in Chapter 4 of this PPP for the development of major MPO plans and programs.

Strategy 2: The Maui MPO will provide opportunities for all interested parties to comment on the transportation planning process and products through techniques, such as email updates; social media posts; mailing lists; press releases and paid advertisements; legal notices; websites; virtual and in person open houses and town halls, and online comment forms.

Strategy 3: Ensure that information is easily accessible to all interested parties in the community.

Strategy 4: Hold MPO meetings at convenient & accessible locations & times

Objective 2: The Maui MPO will seek out and consider input from historically disadvantaged communities.

Strategy 1: Make the involvement of historically disadvantaged communities and individuals protected under Title VI of the Civil Rights Act of 1964 and environmental justice a priority.

Strategy 2: Regularly collect demographic data to identify the transportation needs of various communities throughout the region.

Strategy 3: Document public engagement efforts, public comments, and Maui MPO responses in the development of MPO plans, as applicable.

Objective 3: The Maui MPO will provide information that is clear, concise, and current.

Strategy 1: Make use of visualization describing Maui MPO processes and activities (photos, renderings, graphics, geographic information systems and geo-spatial maps) and other techniques to enhance better understanding.

Strategy 2: Regularly track the effectiveness of outreach strategies employed by the Maui MPO.

Strategy 3: Disseminate information regarding MPO activities to the public and other stakeholders using various technologies and communicative platforms, including digital and print.

Objective 4: The Maui MPO will coordinate public involvement and consultation processes with federal, state, & local agencies, as applicable.

Strategy 1: Maintain compliance with federal and state regulations pertaining to public involvement and consultation processes.

Strategy 2: Promote MPO public meetings and major public engagement efforts to appropriate federal, state, and local partner agencies.

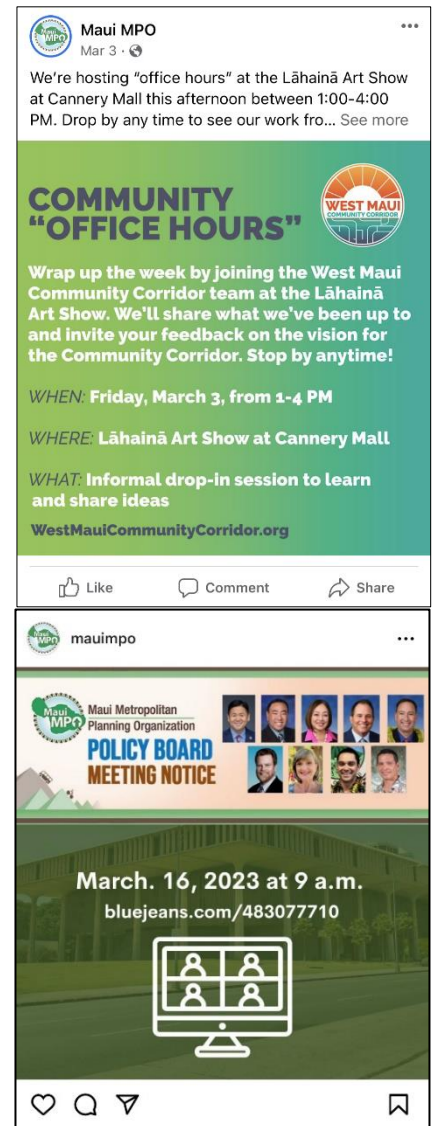
3.4 How to Achieve Enhanced Community Engagement

How will the Maui MPO **INFORM** the public?

This type of public engagement will be used to inform the public of the plans and processes of the Maui MPO and to develop a regional awareness of the role of the MPO. These strategies can be characterized as those that “get the word out” and are designed to improve communication with the public for them to gain a better understanding of the Maui MPO plans and processes. In addition to educating the public, strategies included in this category also improve the awareness of the MPO by maintaining consistent outreach across multiple channels.

What tools and techniques can be used to **INFORM**?

- Regular core planning updates posted to the Maui MPO website
- Maintain mailing lists (email and physical address)
- Emails, announcements, and regular newsletters
- Direct mailings/post cards/flyers distribution
- Library packets
- Regular updates through social media
- Informational videos
- Frequently Asked Questions (FAQ) section on the Maui MPO website
- Links to project status websites on MPO Webpage



The Maui MPO website and social media platforms are used to share program information and updates on upcoming meetings and public engagement opportunities.

*How will the Maui MPO **CONSULT** with the Public?*

The purpose of this type of engagement is to capture feedback from the public to ensure that local and regional priorities are reflected in the Maui MPO plans and studies. Emphasis is placed on strategies that are fun, creative, and engaging to the public, and that also provide an opportunity to educate the public on project constraints and opportunities. Strategies can be conducted to include both online and in-person activities. Additionally, efforts are made to ensure strategies are accessible to all residents and communities.



What tools and techniques can be used to CONSULT?

- Maui MPO Policy Board and TAC meetings
- Online interactive geospatial mapping
- Online and mail surveys
- Public meetings/hearings (in-person or virtual)
- Focus groups and stakeholder meetings
- Provide feedback forms at community association and other civic organizations' meetings
- Online commenting opportunities
- Virtual open houses
- Interviews
- Visualization techniques
- Live polling at meetings
- Display booths
- Pop-up events
- Project briefings
- Social media



*How will the Maui MPO **INVOLVE** the Public?*

This level is appropriate for those planning processes that require interaction with the public to guide the plans the Maui MPO creates. For this level of participation, the Maui MPO's goal is to work directly with the public during the process to make sure that the public's concerns and aspirations are understood, and that those issues are considered in the decision-making process. The Maui MPO will provide feedback on how public input influenced the MPO's decisions.



What tools and techniques can be used to INVOLVE the Public?

Possible techniques to involve the public may include those listed in the previous levels and the following additions:

- Workshops



- Town halls
- Comment cards

*How will the Maui MPO **COLLABORATE** with the Public?*

At the “collaborate” level, the Maui MPO partners with the public in all aspects of the planning process, including the development of alternatives and the identification of a preferred solution. The MPO promises to look to the public for advice and innovation and incorporate recommendations to the maximum extent possible.



As with all the other levels, this level can use any of the techniques mentioned in the sections before it. Some of the techniques that are used at this level include, but are not limited to:

- Planning Charrettes
- Site Tours and Field Trips
- Citizen Advisory Groups

*How will the Maui MPO **EMPOWER** the Public?*

The purpose of this level is to foster democratic participation and equity. The Maui MPO will provide assistance and advice, as requested, to guide community decision making processes used to address issues, challenges, as well as opportunities for an improved transportation system. Emphasis is placed on building trust with the community in the transportation planning process, and building confidence that public input is being used to guide the outcomes and improvements that will be implemented.



3.5 Performance Measures

A performance measure is the specific method in which activities, operations, or systems can be assessed for its performance or effectiveness. The use of performance measures provides a way for the MPO to track how well each outreach technique engages the public. The development and execution of public outreach techniques should be an iterative and flexible process that allows the Maui MPO to adjust and pivot their approach to public engagement based on the public’s feedback. Tracking performance measures holds the Maui MPO accountable to ensure effective and meaningful public outreach rather than merely meeting public participation requirements and compliance. A list of performance measures for outreach techniques is included in Appendix D.



After data is collected on the performance of the outreach techniques, the MPO will assess how effective each technique was and may consider revising how the technique is carried out or replacing a technique entirely. The use of performance measurements will also help the Maui MPO to:

- **End status quo thinking.** Public involvement is often treated as an event rather than a process. Involve the community earlier in the planning process to better understand the context and identify solutions.
- **Stop One-Size-Fits-All Methods.** Public meetings can be inconvenient or impossible to attend for some. Various methods may be needed to allow people with diverse circumstances to have a voice in decisions that affect their community.
- **Lack of Accountability.** Measuring the effectiveness of public involvement is challenging and time consuming. Agencies are too compliance focused counting numbers of meetings and attendees, rather than the impacts such as changes to a proposed plan or project.
- **Limited Resources.** Underserved communities may lack the resources needed to advocate on behalf of their community.
- **Systemic Barriers Remain.** Lack of infrastructure funding (availability of transit/Wi-Fi access) have compounded the impacts of a lack of services.
Income and Wealth Disparities. Navigating the complexities of federal grant opportunities requires specialized expertise, staffing resources and experience. Overburdened county and state staff may not have the adequate resources to gain access to necessary expertise and resources.

3.6 Monitoring and Evaluation

The Maui MPO may begin to track outreach efforts on a monthly basis based on the metrics identified in Appendix D. In addition, the use of short 10-questions or less post-meeting surveys could be an effective way to evaluate effectiveness of public outreach. The next update of the PPP should include charts and/or tables to show the trends for each of the metrics collected by the Maui MPO, and how metrics are used to refine engagement activities and methods.



Onehee Avenue Complete Streets Bulb-Out Demonstration Project.

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4.0 Public Participation Requirements for Core Plans

4.1 Public Involvement Process for Maui MPO Transportation Planning

The Maui MPO is responsible for four major transportation plans and programs, the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Transportation planning requires a cooperative, performance-drive process that relies on continuous public engagement. Public input from the community, stakeholder groups, organizations, and government agencies are required for the Maui MPO to formulate their major planning documents and other various planning studies. A summary of the transportation planning process is shown in the diagram below sourced from the FHWA.



Figure 5: FHWA Transportation Planning Process Diagram

In addition to the FHWA’s planning process, the four major planning documents will share the following steps in their process. The summaries on the following pages provide an outline of how the public participation process will interact with the plan development process. The detailed steps for each plan’s update process and opportunities for public engagement are shown on the following pages. The color themes and icons correspond to each category of the spectrum level for all of the Maui MPO transportation planning processes.

4.2 Long Range Transportation Plan Update (LRTP) Planning Process

The Hele Mai Maui LRTP is a 20-year multimodal strategy and capital improvement program that identifies transportation projects, services, and programs that improve transportation options for people of all ages and abilities. The plan helps to guide and prioritize the spending of transportation funds on projects that best serve the values, needs, and goals identified by the community. Transportation projects must be identified in Hele Mai Maui to be eligible for federal funding. The LRTP is updated every five years.



Things to Remember

The following are a few key points to remember about the LRLTP planning process:

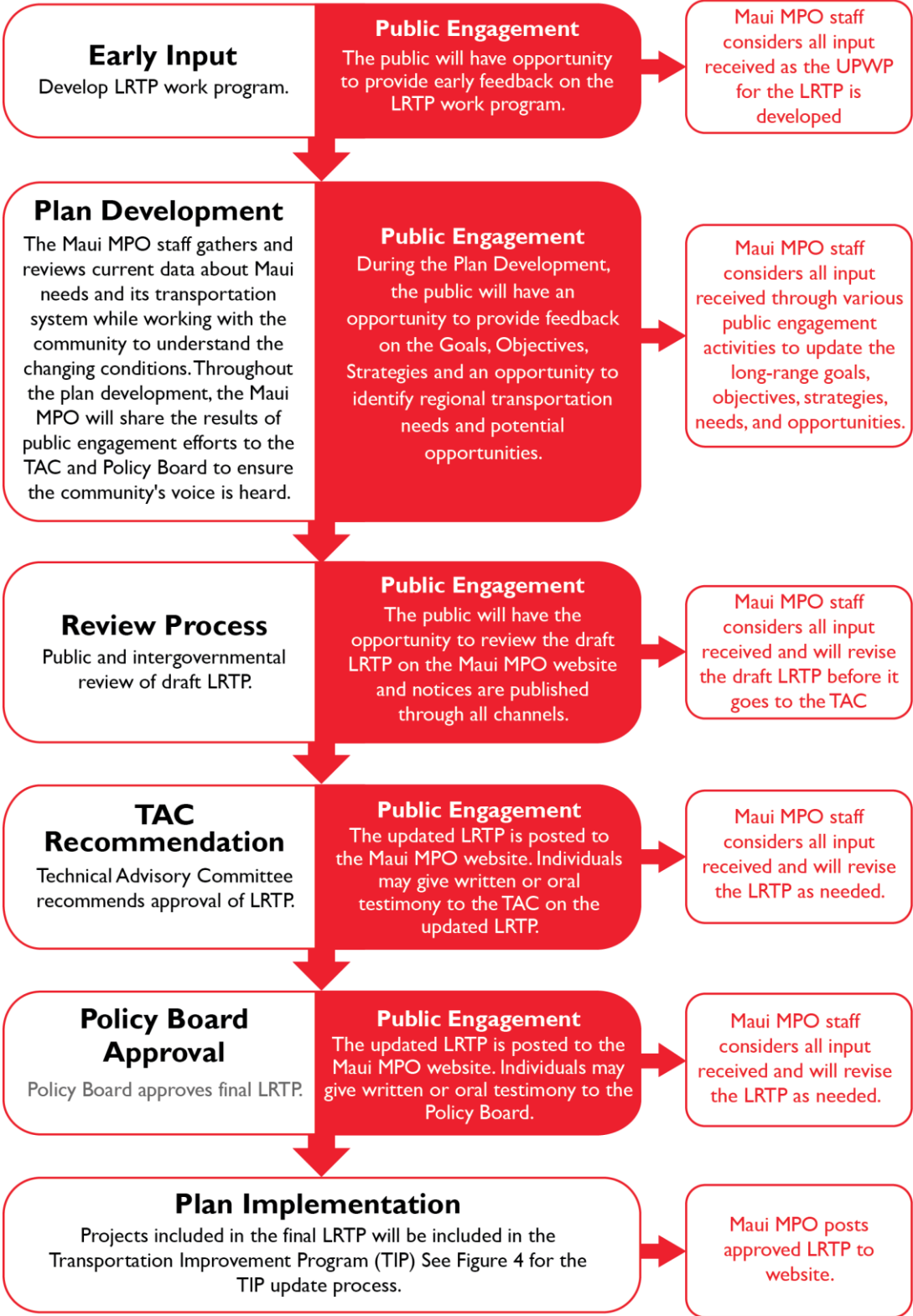
- Projects in the LRTP are eligible for federal transportation funding assistance.
- Public meetings will be held to identify challenges, opportunities, and projects for the LRTP.
- Consultation agencies, the Policy Board, and TAC will have the opportunity to review the draft LRTP.
- Written/oral comments received on the draft LRTP will be documented in the final plan.
- If the final LRTP differs significantly from the draft LRTP then the public will be afforded additional opportunities to comment on the plan.
- The final LRTP will be available on the Maui MPO's website.



The Maui MPO engaging with residents at a community open market event.



Long-Range Transportation Plan (LRTP) Update Process (5 year cycle)



4.3 Transportation Improvement Program (TIP) Planning Process

The Transportation Improvement Program (TIP) is a four-year, short-range program, which provides a prioritized, fiscally constrained list of federally funded multimodal transportation projects within the Maui MPO planning area. The TIP is updated every four years.



Things to Remember

The following are a few key points to remember about the TIP planning process:

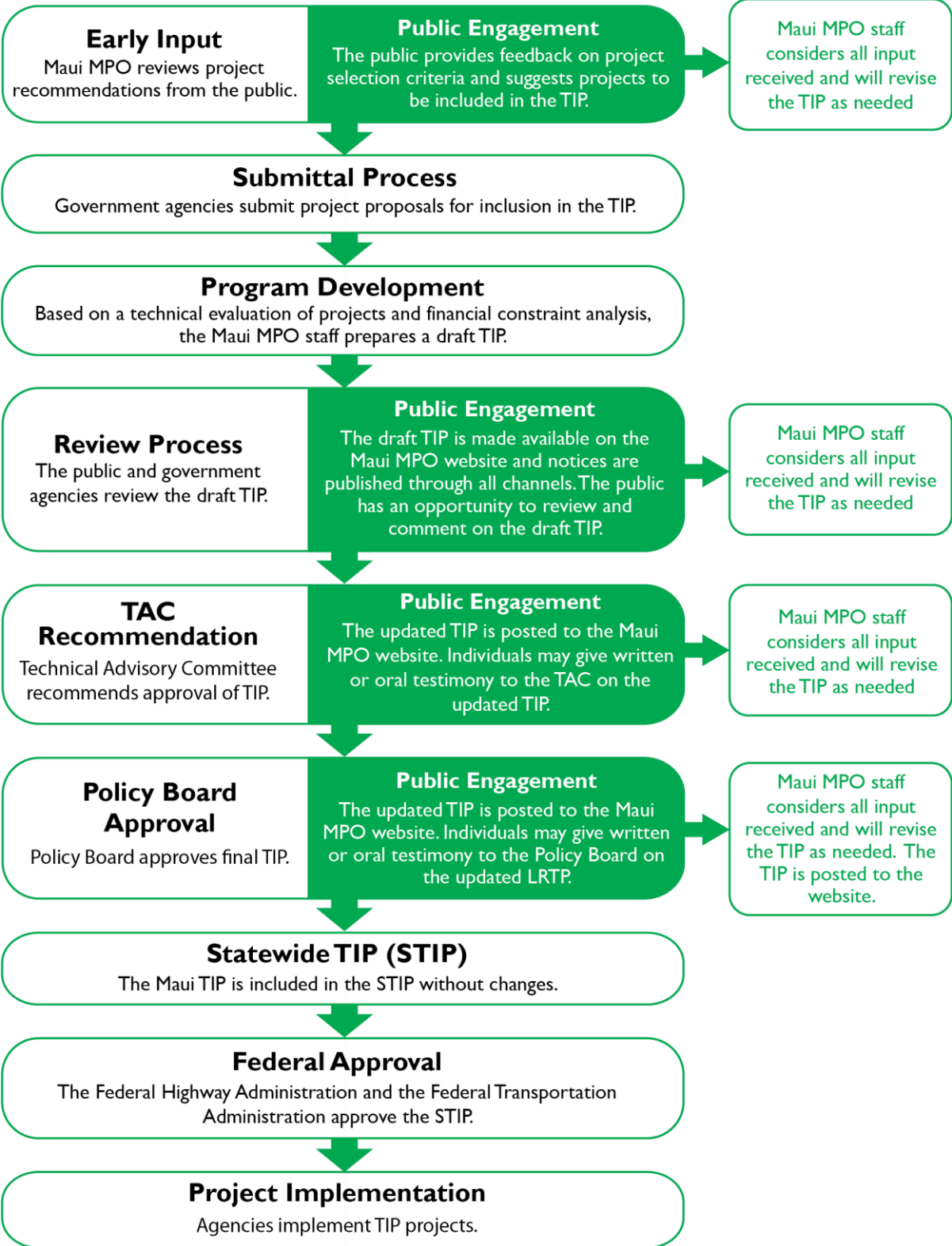
- Public meetings will be held to present the draft TIP.
- Projects in the TIP must be consistent with the LRTP (Hele Mai Maui).
- Local agencies applying for funds in the TIP are required to hold a public meeting before application submittal.
- Written/oral comments received on the draft TIP will be documented in the final plan.
- If the final TIP differs significantly from the draft TIP presented to the public, additional opportunities for public input will be afforded.
- The final TIP will be available on the Maui MPO's website.



Policy Board and Technical Advisory Committee meetings follow Hawai'i Sunshine Law to ensure public transparency in transportation programs under the Maui MPO.



Transportation Improvement Program (TIP) Update Process (3 year cycle)



4.4 Unified Planning Work Program (UPWP) Planning Process

The Transportation Improvement Program (TIP) is a four-year, short-range program, which provides a prioritized, fiscally constrained list of federally funded multimodal transportation projects within the Maui MPO planning area. The TIP is updated every four years.



Things to Remember

The following are a few key points to remember about the UPWP planning process:

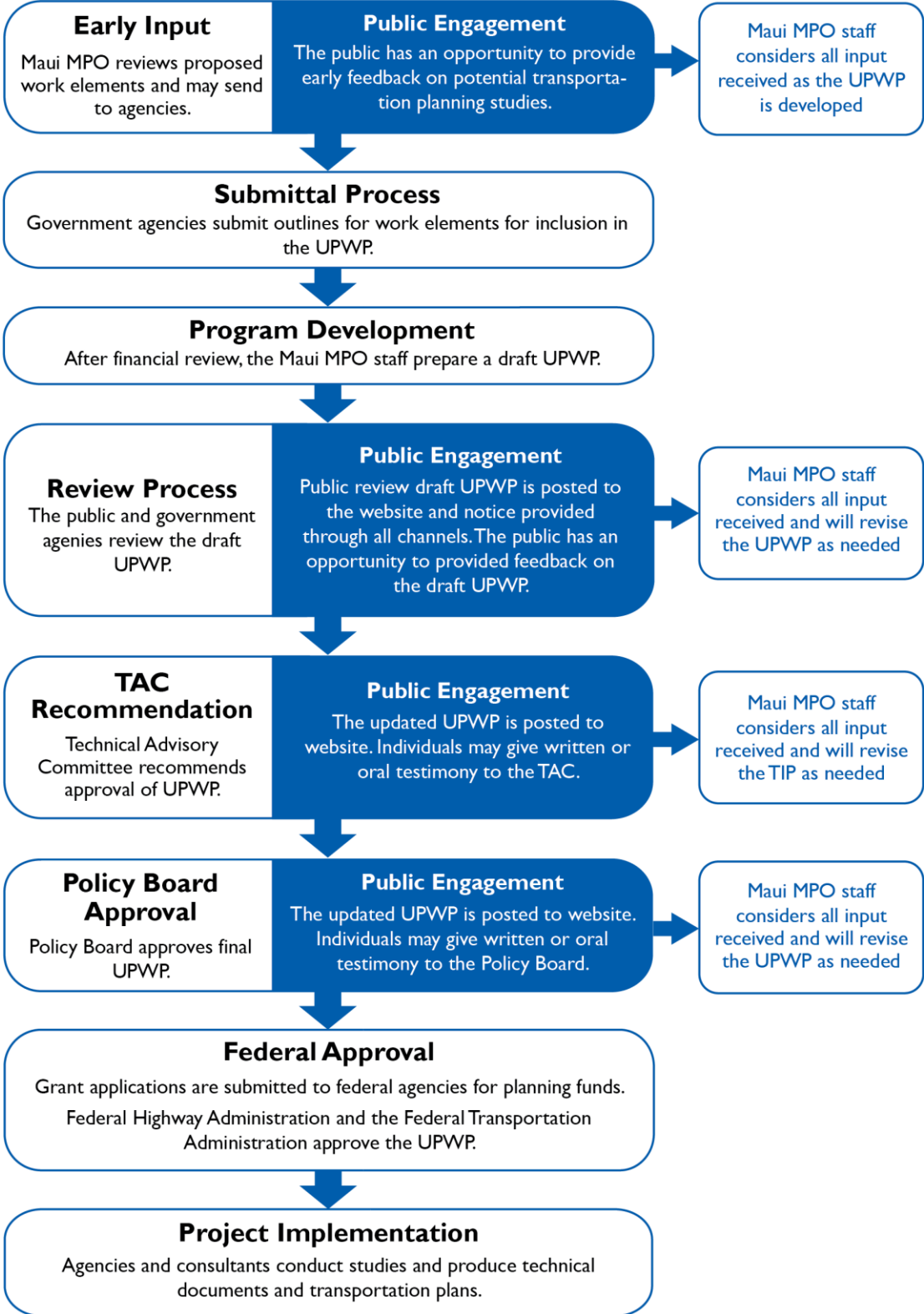
- The Policy Board and TAC will be afforded the opportunity to review the draft UPWP concurrently with HDOT.
- The final UPWP will be available on the Maui MPO's website.



Keiki stopping by the Hele Mai Maui booth in Ka'ahumanu Mall for a quick coloring break and to learn about the future of transportation on Maui.



Unified Planning Work Program (UPWP) Update Process (1 year cycle)



4.5 Public Participation Plan Planning Process

This Public Participation Plan provides guidelines for community involvement and engagement conducted by the Maui MPO and contains goals, objectives, and strategies used for public participation. The PPP is periodically reviewed and updated as needed.



Things to Remember

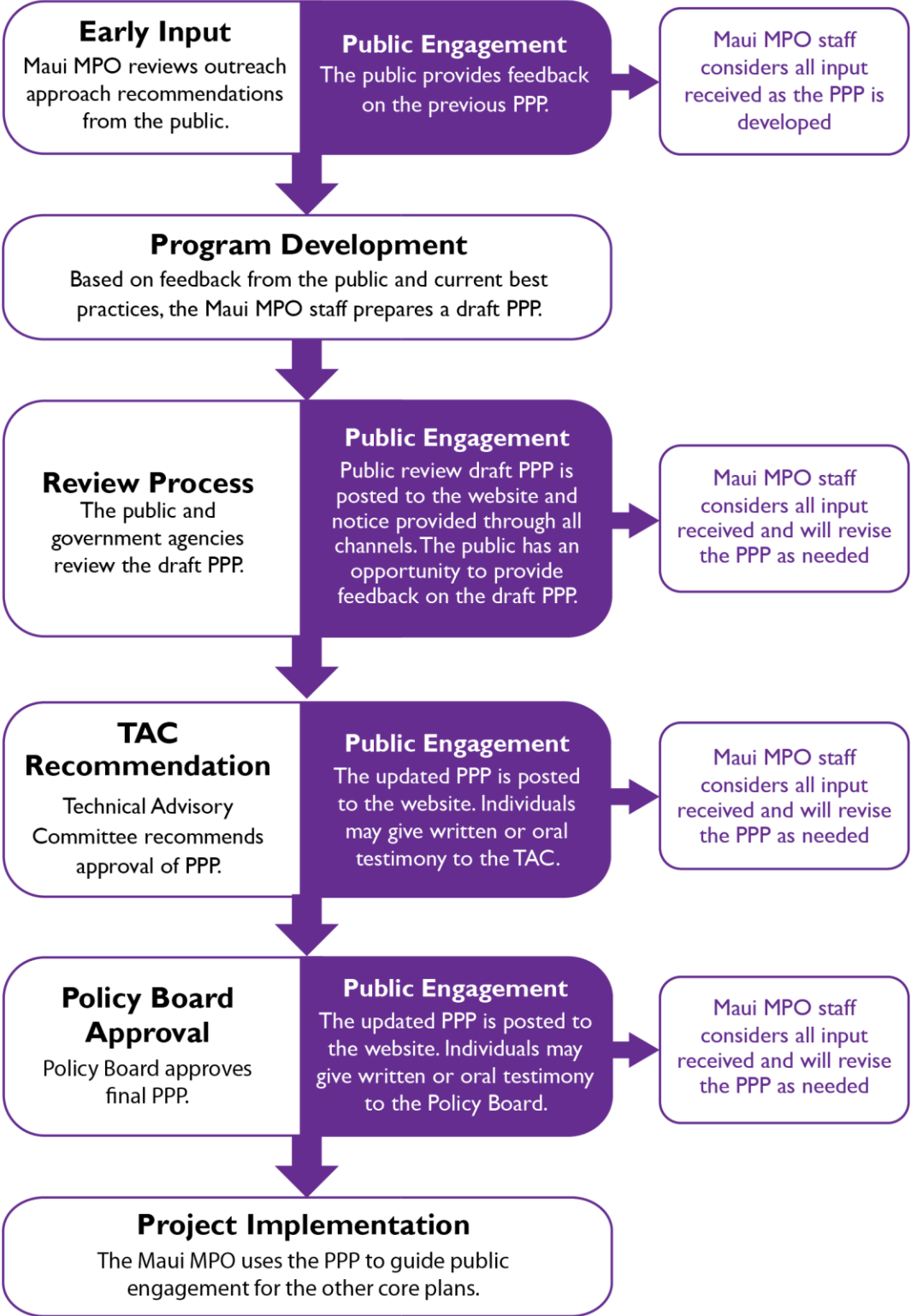
- Consultation agencies, the public, the Policy Board, and TAC will have the opportunity to review the draft PPP concurrently with the Maui MPO implementing partners including HDOT, DPW and MDOT.
- Written/oral public comments received on the draft PPP will be documented in the final plan.
- The final PPP will be available on the Maui MPO's website.



Maui MPO regularly coordinates and participates in bike tours to encourage collaboration among bicyclists. Here, the group takes a break in the shade to discuss potential improvements in South Maui.



Public Participation Program (PPP) Update Process (5 year cycle)



Plan Development Summary

	L RTP	TIP	UPWP	PPP
Planning Horizon	5 years	4 years	Annually	As Needed
Public Participation Spectrum Level*	Collaborate	Consult	Consult	Involve
Code of Federal Regulations Public Engagement Requirements	Minimum Three (3) Public Meetings	Minimum One (1) Public Meeting	Public Meetings Not Required – Public Engaged at TAC and Policy Board Meetings	Public Meetings Not Required – Public Engaged at TAC and Policy Board Meetings
Public Draft Review Period	Public: 30 calendar days	Public: 30 calendar days - 14 calendar days for amendments	Public: 10 calendar days	Public: 45 calendar days
	State: 30 business days	State: 30 business days	State: 30 business days	State: 30 business days
	Federal: 20 business days	Federal: 30 business days	Federal: 20 business days	Federal: 20 business days

**Spectrum level listed here is a starting point. If warranted, the Maui MPO may choose to elevate a process to a higher level on the spectrum.*

4.5 Other Long-Range Planning Initiatives

In addition to the four major documents, the Maui MPO conducts and is integrally a part of other long-range planning initiatives, plans, and studies covering a variety of transportation-related fields, in coordination with local, regional state and federal partners. A combination of outreach methods, engagement opportunities, and public comment periods may be used in the development of specific plans or studies. A list of links to the other multimodal plans and studies that the Maui MPO participates in is provided below; a summary of the plans and studies are included in Appendix E.

1. **Vision Zero Maui Action Plan:** mauimpo.org
2. **West Maui Greenway Action Plan:** mauimpo.org
3. **West Maui Community Plan Update 2022:** <https://www.mauicounty.gov/2476/West-Maui-Community-Plan-Update-2022>
4. **South Maui Community Plan Update:** <https://southmaui.wearemaui.org/draft-plan-review/#viewplan>
5. **Ka’ahumanu Ave Community Corridor Action Plan:** <https://www.kaahumanucommunitycorridor.org/>
6. **West Maui Community Corridor Action Plan:** <https://www.westmauicommunitycorridor.org/>
7. **Getting on Board Maui Bus Route Study:** <https://www.mauicounty.gov/2044/Studies>
8. **Maui Short Range Transit Plan:** <https://www.mauicounty.gov/2044/Studies>
9. **Maui Traffic Demand Model Update:** <https://www.mauimpo.org/travel-demand-model>
10. **Central Maui Transportation Study:** <https://www.imuacentralmaui.com/>
11. **Kihei Sub-Area Transportation Study:** <https://www.mauicounty.gov/556/Engineering-Division>

5.0 Inclusion for All in Transportation Planning Processes

5.1 County of Maui Public Meeting Guidelines

Hawai'i Sunshine Law (Hawai'i Sunshine Law updates since COVID 19)

The Maui MPO operates in compliance with State public meeting laws to ensure transparency in the decision-making process. The Hawai'i Sunshine Law requires that all meetings of the Policy Board and the TAC be open to the public.¹ Appendix G includes references to Federal, State and local governing regulations for Maui MPO engagement processes.

Public Meeting Notices

All Policy Board and TAC meeting notices include how, when and where to testify – and are included on Maui MPO's website at mauimpo.org. All notices of scheduled and special meetings will be provided a minimum of six days prior to the meeting. These notices shall provide the day, time, and location of the meeting, including a link to the virtual meeting. Contact information will also be provided for Maui MPO staff. All public notices are also posted on the Maui MPO website and sent via press release to the media list in Appendix F.

Testimony Procedures

- Each testifier shall be allowed to speak for up to three minutes. No further oral testimony by the testifier shall be permitted. An individual's request to testify may be deemed withdrawn if the individual does not answer when called to testify.
- Individuals may be disconnected from the meeting for breaking decorum. If the connection between any testifier and the video conference is lost, the meeting will still continue.
- Testifiers will be called by the Chair to offer their testimony and are asked to mute their audio and video when they are not testifying. Testifiers via video are asked to sign-up using the Chat function providing your name and the agenda item you are testifying on.
- Testifiers via phone will be called by the Chair after video testimony is finished. Board members shall not be contacted by the Chat function.
- "Board Packets", as defined in Section 92-7.5 of the Hawai'i Revised Statutes, are available electronically as soon as practicable on the Maui MPO web page.
- If BlueJeans connectivity affecting quorum is lost, the meeting will be in recess. It will not be considered a loss of quorum unless connectivity cannot be restored within 30 minutes. If the BlueJeans connection is prematurely terminated, for whatever reason, please log back into the same link, if connectivity affecting quorum cannot be restored within 30 minutes, the meeting will automatically reconvene the following Friday at 9:00 a.m., using the same virtual connections, unless the Board announces a different date and time.
- Anyone requesting an auxiliary aid or service or an accommodation due to a disability or limited English proficiency should contact the Maui MPO at least three working days prior to the meeting date at (808) 270-8216 or by email at getinvolved@mauimpo.org or by mail at 200 South High Street, Wailuku, Hawaii 96793.

¹ Hawai'i Revised Statutes §92-7 (https://www.capitol.hawaii.gov/hrscurrent/vol02_ch0046-0115/HRS0092/HRS_0092-0007.htm#:~:text=%C2%A792%2D7%20Notice,meeting%20when%20anticipated%20in%20advance.)

5.2 Underserved and Historically Excluded Communities

Communities that have limited access to essential services and transportation can be unintentionally excluded from public participation processes; thus, one goal of this PPP is to ensure that all citizens who wish to participate have an opportunity, so that all ideas will be given fair consideration.



Transportation and land use decisions can determine a community's access to housing, economic, recreational, and transportation opportunities and are particularly important to historically underserved populations. Transportation links people to places, allowing them to move between home, work, school, and community services. A community's land use pattern can determine the distribution of these activities and destinations, and when combined with transportation options, impacts the ability of a household to meet their daily needs. Excluded communities can experience further disparities if they are not meaningfully included in planning for access to critical services and destinations.

Prior to the implementation of special outreach efforts, Maui MPO staff will use several methods to identify where underserved and historically excluded communities are likely to live and work. The 2020 U.S. Census data provides a region-wide method for analyzing socio-economic characteristics of communities within the Maui MPO planning area. The Census can also be used as a tool for identifying low-literacy, limited English proficiency, and minority populations.

The Maui MPO has created an Emphasis Equity Map for Maui as one of the ways to locate the underserved and historically excluded populations, as shown in Figure 6. The map includes a Transportation Equity Index, which indicates communities colored with darker shades of green may have a higher reliance on non-auto forms of transportation and are likely to benefit the most from public transit and multimodal transportation projects. The equity index is based on combined densities of people below 200% of the federal poverty level, adults aged 65 and over, youth between the ages of 10 to 17, households without access to a vehicle, people with a disability, people with Limited English Proficiency (LEP), and people who self-identify as not white/Caucasian. Using this Emphasis Equity Map may assist and encourage decision-makers to prioritize projects and programs in these areas to support historically underrepresented communities that may have fewer transportation options.

The following are other resources and methods the Maui MPO may use to identify underserved and historically excluded populations.

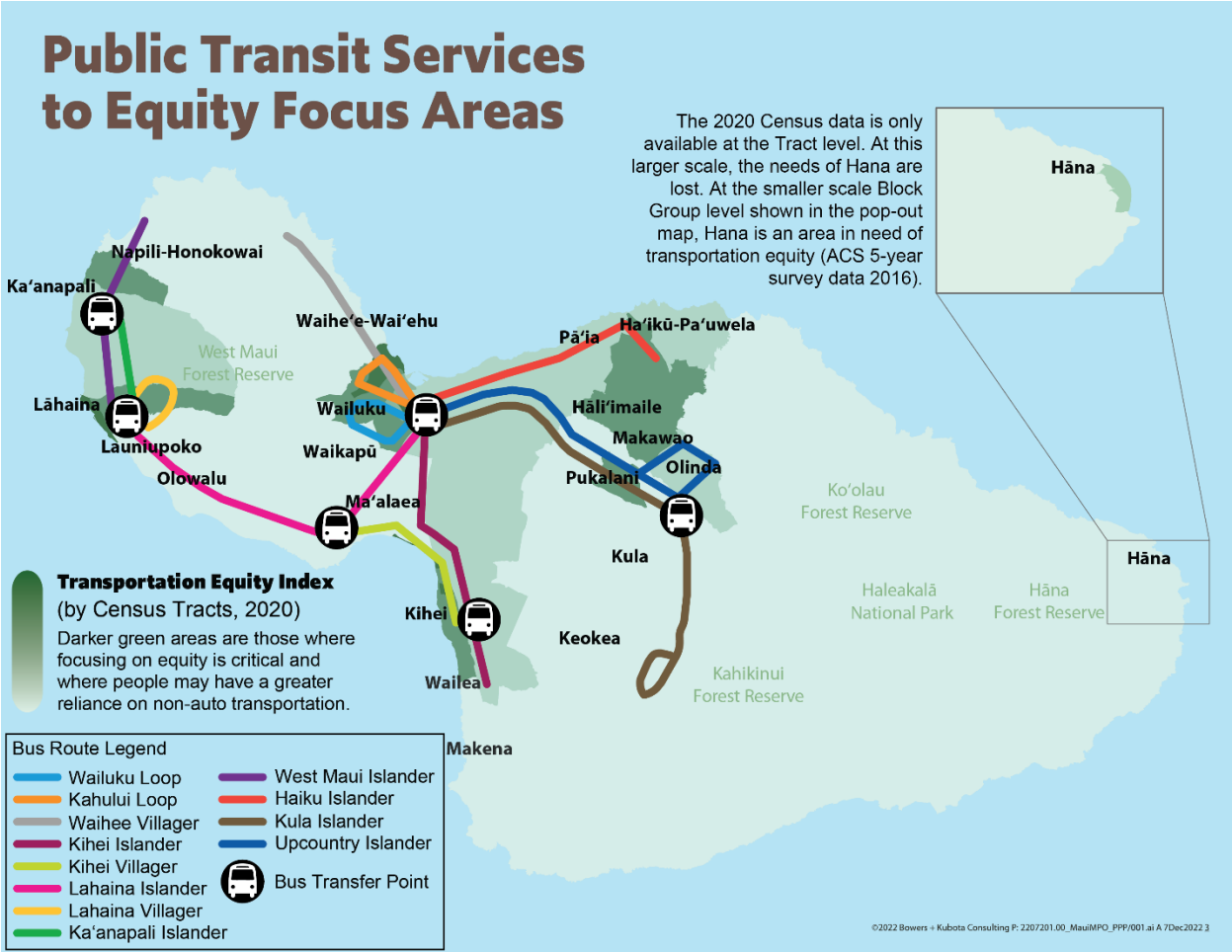


Figure 6: Maui MPO Emphasis Equity Map and Bus Routes

Population Whose Primary Language Is Not English

This population is often referred to as the Limited English Proficiency (LEP) population. LEP data is available through the State of Hawai'i, Department of Business, Economic Development and Tourism (DBEDT) reports and maps on American Community Survey (ACS) data. A 2016 report on the Non-English-Speaking Population in Hawai'i found that about 21% of Maui residents aged five and older spoke a language other than English at home, and 10% spoke English less than "very well". In Kahului, 38% of residents spoke a language other than English at home, and 23% spoke English less than "very well". Ilocano, Tagalog, and Japanese were the top three most common non-English languages spoken at home in Hawai'i.



Population Who Are Economically Insecure

Consultation with service providers, including the County of Maui, Department of Housing and Human Concerns and the State of Hawai'i, Department of Health can provide supplemental information both on the location and the best method for interaction with low income and homeless populations.



Population Who Experiences a Mobility Disability

2021 Census data reports 18,977 individuals in Maui County are living with a disability. The U.S. Census Bureau defines disability as “a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.”



Population Who Has a Transportation Disadvantage

Transportation disadvantaged people are unable to transport themselves or have limited transportation options due to disability, income status or age. These individuals can be located and assisted through the cooperation of transit agencies and specific disability agencies (Maui Bus and Maui Economic Opportunity). Please see Figure 7 “Maui Bus Routes Map”.

5.3 Overcoming Obstacles to Participation

In order to receive and incorporate input from underserved and historically excluded populations, the Maui MPO will consider and address the challenges listed below with the solutions described when preparing public outreach plans:

- **Challenge: Access to and from public meeting venues:** Buildings and meeting spaces are not ADA compliant, no access to a vehicle, public transit is not available to reach the meeting location.
 - **Solution:** Ensure meeting venues are easily accessible by public transit and are designed to Americans with Disabilities Act (ADA) standards.
- **Challenge: Access to the internet:** Portions of the public may not have access to the internet at home and therefore, no consistent access to email, virtual engagement, or other online notices.
 - **Solution:** Ensure that traditional communication channels to engage the Maui MPO are maintained, such as through phone and voicemail, and that hard copies of meeting information can be mailed or distributed upon request to those with none or with limited internet access.
- **Challenge: Limited English Proficiency:** Underserved and historically excluded populations may include those that do not speak English or may speak English as a second language.

- **Solution:** Consider providing translation services during public meetings and distributing flyers and informational handouts in other languages as needed. Also consider holding meetings in specific communities where LEP is known and providing translator services at the meeting is a possibility.
- **Challenge: Hearing or visual impairments:** Oral presentations cannot be heard or seen.
 - **Solution:** Provide special accommodations such as sign language translation during public meetings when needed. Provide an option for narrated versions of public presentations to be published on the Maui MPO website.
- **Challenge: Some people may not feel comfortable speaking out and expressing their opinions during meetings.**
 - **Solution:** Provide nonverbal alternatives for collecting input. Consider those that may not feel comfortable speaking during meetings by offering comment cards, conducting interactive (anonymous) polling paper and online surveys, and other means of collecting written input. Provide a website or contact information for those that wish to provide input outside of the meeting.
- **Challenge: Meeting times: Are not convenient for some working schedules.**
 - **Solution:** Ensure that public meetings offer a variety of meeting days and times to accommodate traditional and nontraditional work schedules. Public meetings are announced with ample advanced notice to accommodate scheduling concerns. Record public meetings and/or presentations and post them on the Maui MPO website.

5.4 Enhanced Outreach Methods

The Maui MPO will conduct enhanced outreach methods to gain the fullest reach of underserved communities, and to help overcome barriers these underserved communities face. Through research of nationwide PPPs, Maui MPO has identified five best practices for working with underserved and historically excluded communities: (1) Being intentional; (2) Assessing Barriers; (3) Partner with Community; (4) Go to them; and (5) Maintain Open Communication.



Be Intentional

When planning engagement activities, it is important to ensure the landscape of each community is understood. This practice results in building trust through understanding and will ensure that planning activities will be developed in alignment with community values and culture.

This practice will help to engage Maui’s Native Hawaiian populations, Maui’s immigrant populations, and the populations that experience a mobility disability or economic insecurity. The MPO will strive to tailor events for the specific communities they reach out to, because public participation is most effective

when geared to the specific concerns, interest, and values of the community.

Assess Barriers

Populations and individuals who face racial discrimination differ significantly from those who are physically disabled. The same holds true for community members who are unhoused compared to those who lack technological literacy. There may be—and often is—overlap between the needs of disparate underserved communities, but the unique needs of distinct groups must also be recognized. Thus, a multidimensional approach is often required to engage with underserved community members effectively and comprehensively.

Additionally, a best practice would also involve use of non-language-based options when appropriate or needed. Graphic-based and/or sound-based communication tools are effective for reaching a broader range of audiences and convey meaning under a variety of circumstances.

Partner with Communities

The Maui MPO believes that creating partnerships with Maui community partners fosters inclusive public outreach. This is important for two reasons: (1) this will help delegate the many tasks (i.e. creating mailing lists, contacting stakeholders, sending out project information) that come with



conducting extensive community engagement, and (2) most of these underserved members, like many of the rest of us, are much more likely to trust their known, existing networks as conduits to share concerns, and respond to ideas.

The Maui MPO has identified institutions, organizations, formal and informal social networks that are active within the underserved communities and that can be utilized; Appendix A includes a list of these community partners.

Participate in the Community

One example of a best practice promotes community participation to increase the level of public awareness of the MPO and meets Maui MPO's public participation objectives.

Another example of an outreach method is data driven resulting in a quantitative community profile and therefore includes accurate depictions of the issues and challenges of greatest impact. With data available to more accurately depict the issues impacting the community, better suited solutions can be identified and prioritized.

Maintain Open Communication

Public outreach is not a one-time event, but a transparent and accessible process. Meaningful engagement is based on trust. Maui community members want to feel like they have been heard and that their input made a difference, which can be achieved by following up and being transparent with each outreach process.

Maintaining continuous and open public engagement involves summarizing participant input, both as a method for encouraging continued input and for the purpose of improved decision making. Public input must be documented and described how it was used to impact decisions.

5.5 Transit Service Profile

When scheduling public meetings and identifying potential meeting locations, the Maui MPO should consider meeting venues and bus schedules that are easily accessible by public transit to maximize meeting attendance and accommodate those who may not have access to a vehicle for transportation. The Maui Bus is the primary public transit provider on the island with bus services provided seven days a week, including holidays, on fourteen routes through Central, South, West, Haiku, Kula, and Upcountry Maui communities. All vehicles on the routes are ADA accessible.

If public meetings need to be held in communities where the Maui Bus does not operate, the Maui MPO will ensure that other options to join the meeting are made available (i.e. virtual option, remote site to broadcast meeting, etc.). The Maui MPO may also hold multiple meetings to provide other options and opportunities for the community to participate.

5.6 Nondiscrimination Legislation

Since MPOs receive federal funds, they are subject to the legislation and regulations set forth under the Bipartisan Infrastructure Law and regulations outlined under 23 U.S.C. Section 34, 23 CFR Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613.

The Maui MPO must follow all applicable nondiscrimination legislation. The policies and programs of the Maui MPO should avoid disproportionately negative impacts on minority and low-income populations and emphasize equitable distribution of benefits across Maui’s urban and rural populations.

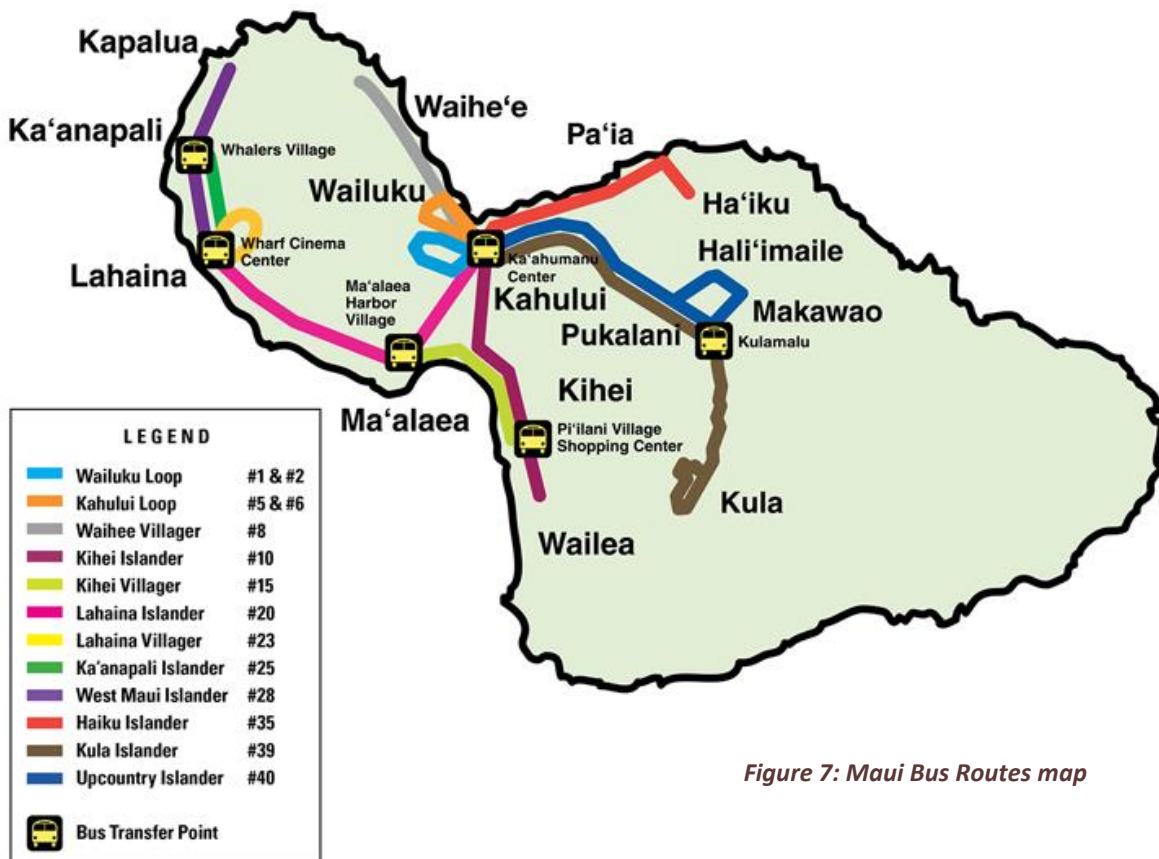


Figure 7: Maui Bus Routes map

The PPP also details how the Maui MPO will comply with Title VI of the Civil Rights Act of 1964, Executive Order 12898 – Environmental Justice, Executive Order 13166 - Limited English Proficiency, and the Americans with Disabilities Act of 1990.

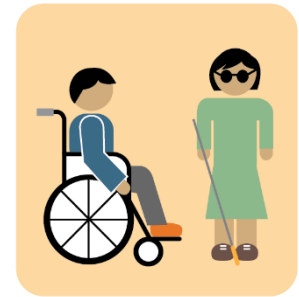
Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title VI regulations apply to all organizations (government and not-for-profit) that receive federal funds. The Hawai‘i and Maui Departments of Transportation receive federal funds from the United States Department of Transportation (USDOT) and distribute these federal funds to the Maui MPO. As a result, all planning activities that are federally funded must comply with Title VI.

Americans with Disabilities Act (ADA) of 1990

The ADA of 1990 states that “No qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a State or a local government.”



The Act guides the Maui MPO’s transportation planning efforts to ensure that individuals with disabilities are not denied access to, be excluded from participation in, be denied benefits of, or otherwise subjected to discrimination under any program or activity of the Maui MPO.

Executive Order 12898: Environmental Justice (EJ)

Executive Order (EO) 12898 provides directives to federal assistance programs to ensure that low-income and minority populations are included in the transportation planning process. Agencies must conduct their programs, policies and activities that substantially affect human health or the environment to avoid subjecting populations to discrimination because of their race, color, or national origin. The Maui MPO’s EJ initiatives will strive to accomplish this by involving the potentially affected public through public involvement.

There are three fundamental EJ principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full, fair, and meaningful participation in the transportation decision making process by all potentially affected communities; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Executive Order 13166: Limited English Proficiency (LEP)

Executive Order 13166 requires agencies receiving federal funding to examine the services it provides, identify any need for services to those with LEP, and develop and implement a system by which LEP persons can access those service without unduly burdening the fundamental mission of the agency.

According to the guiding policy, there are four factors to consider when identifying “reasonable steps.” These four factors, as they apply to the Maui MPO, include:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the program to people’s lives; and
4. The resources available to the grantee/recipient and costs.

Additional Nondiscrimination Legislation

The Maui MPO is also subject to the following non-discrimination legislation as listed below:

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 – provides protection and assistance for people affected by federally funded projects.
- Sections 503 and 504, Rehabilitation Act of 1973 – addresses disability discrimination.
- Section 162(a), Federal Aid Highway Act of 1973 – address discrimination based on sex.
- The Age Discrimination Act of 1975 – addresses discrimination based on age.
- The Civil Rights Restoration Act of 1987 – clarifies the original intent of Congress with respect to Title VI and other nondiscrimination requirements by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs receiving federal funds.

Requesting an Accommodation

Requests for reasonable accommodation should be directed to Maui MPO staff no later than three business days prior to the scheduled meeting date by phone at (808) 270-8216, by email at executivedirector@mauimpo.org or by mail at 200 South High Street, Wailuku, Hawaii 96793.

Accommodations can be made for auxiliary aid or service, or accommodation due to a disability, or limited English proficiency, and meeting accommodations or to receive materials in alternative formats



The following are examples of general accommodations that can be made for public meetings.

Service Animals

If a person arrives with a service animal, accommodations shall be provided for both of them during the event.

Cane, Scooter, Walker, and Wheelchair Access

All Maui MPO public meeting venues will be ADA accessible. Seating will accommodate scooter, power chair and wheelchair users.



The Maui MPO acknowledges that the ADA specifies that a universally accessible path be provided to event seating and shared areas. The accessible path must be at least 36 inches wide for interior spaces and 44 inches wide for exterior spaces. In addition, there must be areas throughout the room where wheelchair users have space to turn around (at least a 60-inch in diameter circle).

Protruding objects in the meeting space and indoor areas should be measured to ensure that they do not constitute a stumbling or tripping hazard. Objects that are wall-mounted must have bottom edges between 27 and 80 inches above the floor and cannot protrude into accessible walking routes any more than four inches.

The Maui MPO will provide seating and space for personal assistants that assist disabled individuals with day-to-day living. The Maui MPO will ensure that paths to both restrooms and building exits are clearly marked.



Effective Communication

All meeting, event, or conference materials (electronic or print) shall be available, upon request, in accessible formats. Materials distributed at a public meeting are subject to the requirement that communication be equally effective for persons with disabilities. Accessible formats may include raised print, large print, Braille, and/or some other digital format. Large print is generally considered to be 18-point font. The Maui MPO will provide an opportunity for individuals with disabilities to request the accessible format of their choice free of charge.



Completed demonstration project at Likikai Elementary School.

Appendix A | Maui MPO List of Stakeholders

NOTE: Any individual or group may request to be included in “Maui MPO List of Stakeholders” by contacting the Maui MPO.

Island-wide and/or State-wide Organizations

AARP	Maui County Farm Bureau
‘Aha Moku	Maui Nui Marine Resource Council
Alliance of Community Associations	Maui Safety Association
American Medical Response (AMR)	Maui Tomorrow
Coral Reef Alliance	Maui Visitors Bureau
Faith Action for Community Equity	Matson
Filipino Chamber of Commerce	Native Hawaiian Chamber of Commerce
Hale Makua	Native Hawaiian Hospitality Association
Hawai‘i Association of the Blind	Platinum Tours Maui
Hawai‘i Executive Transportation	Realtors® Association of Maui, Inc.
Hawai‘i Teamsters Local 996	West Maui Ridge to Reef Initiative
Hawai‘i Transportation Association	Roberts Hawai‘i
Hawaiian Electric Company	Rotary Club of Maui
Hawai‘i Land Trust	Sierra Club
House Maui Initiative	SpeediShuttle
Hui No Ke Ola Pono	Stand Up Maui
Kaiser	Surfrider Foundation
Kiwanis Club of Maui	Sustainable Transportation Forum
Mālama I Ke Ola	University of Hawai‘i Maui College
Maui Bicycling League	VIP Trans Maui Airport Shuttle
Maui Chamber of Commerce	West Maui Chamber of Commerce
Maui Lions Club	Young Brothers

Geographic Sub-Areas

Central Maui

Kehalani Community Association
Maui Lani Community Association
Paukukalo Community Association
Waihe‘e Community Association
Waikapū Community Association
Wailuku Main Street Association

Upcountry

Hali‘imaile Community Association
Kula Community Association
Makawao Community Association
Pukalani Community Association

North Shore

Ha‘ikū Community Association
*Pā‘i‘a-Haiku Advisory Committee
Pā‘ia Community Action Committee
Pā‘ia Elementary School Principal
Pā‘ia Protestant Church
Pā‘ia Town Association
Pā‘ia Youth and Cultural Center
Portuguese/Puerto Rican Heritage Center
Spreckelsville Community Association

** The entity is an advisory committee to the Maui Planning Commission (MPC) and all correspondence to the entity should be directed care of the MPC.*

East Maui

*Hāna Advisory Committee
Hāna Community Association
Kanaio Community Association
Hāna Business Council

South Maui

Kīhei Community Association
Mā‘alaea Village Association
Makena Community Association
Maui Meadows Neighborhood Association
Wailea Community Association
*South Maui Advisory Committee

West Maui

Kahakuloa Community Association
Lahaina Town Action Committee
Mālama Olowalu
Napilihau Community Association
West Maui Greenway Alliance
West Maui Taxpayers Association
Kaupo Community Association

** The entity is an advisory committee to the Maui Planning Commission (MPC) and all correspondence to the entity should be directed care of the MPC.*

Intergovernmental Review Agencies

Federal

Army Corps of Engineers
Environmental Protection Agency
Federal Emergency Management Agency
US Department of Commerce

- National Oceanic and Atmospheric Administration (NOAA), Office of Coastal Programs

US Department of Transportation

- Federal Aviation Administration
- Federal Highway Administration
- Federal Maritime Administration

US Department of the Interior

- Fish and Wildlife Service
- National Park Service

County

Department of Finance
Department of Management
Office of the Mayor
Department of Housing and Human Concerns
Department of Parks and Recreation
Department of Planning
Department of Public Works
Department of Transportation
Department of Water Supply
Maui Emergency Management Agency
Maui Police Department

State

Department of Agriculture
Department of Budget and Finance
Department of Business, Economic Development and Tourism
Office of Planning, Coastal Zone Management
Department of Defense
Department of Education
Department of Hawaiian Homelands
Department of Health
Department of Land and Natural Resources

- Commission on Water Resource Management
- Division of Aquatic Resources
- Division of Boating and Ocean Recreation
- Engineering Division
- Division of Forestry and Wildlife
- Division of State Parks
- Office of Conservation and Coastal Lands
- Land Division, Maui District
- Historic Preservation

Department of Transportation

- Airports Division
- Harbors Division
- Highways Division
- Civil Rights Office
- Statewide Transportation Planning Office

Appendix B | Survey Responses

Survey Responses Summary

1. Are you familiar with the Maui Metropolitan Planning Organization (Maui MPO)?			
Yes	34	If Yes...	
No	45	Favorable	16
Not Sure	12	Neutral	15
		Unfavorable	3

2. Do you believe you understand the roles and responsibilities of the Maui MPO?			
Yes	34		
Maybe	25		
No	32		

3. Do you believe you understand how transportation projects are planned and implemented on Maui?			
Yes	18		
Maybe	29		
No	42		
No Answer	2		

4. Have you participated in a Maui MPO activity or event in the past?			
Yes	17	If Yes... How?	
		Attended Maui MPO meetings or events	14
No	62	Received emails	13
Not Sure	12	Participated in surveys	11
		Visited a Maui MPO booth (e.g. at Friday Town Parties, the Fair)	6
		Other (please describe)	2
		If Yes... Effective?	
		Yes	9
		No	3
		Not Sure	5
		If Yes... Heard?	
		Yes	8
		No	3
		Not Sure	6

5. Have you attended a Maui MPO Policy Board or Technical Advisory Committee meeting?

Yes	13	If Yes... Able to Comment?	
No	76	Yes	6
Not Sure	2	No	2
		Did not want to make a public com	5

6. In the past, how have you heard about Maui MPO activities? (please select all that apply)

Haven't heard about Maui MPO activities	34		
Maui Now	27		
Maui News	26		
Email	24		
Word of mouth	12		
Facebook	11		
Neighborhood/community association	6		
Community group/organization	5		
Public meeting	4		
Other social media	3		
Other (please describe)	3		
Instagram	2		
Radio	2		
Letter/Direct mail	0		
Television	0		

7. If you wanted to share your opinion with the Maui MPO about a project or idea, what ways would you reach out or participate? (please select all that apply)

Participate in an online survey	68		
Send an Email	51		
Comment form on the website	34		
Go to an in-person or virtual public meeting	28		
Comment or send a message using social media	16		
Participate in a focus group	11		
Write a letter	11		
Activity at a Maui MPO booth at another event	8		
Other (please describe)	3		

8. In the future, do you think you are more likely to attend Maui MPO meetings and events if they are hosted online or are you more likely to attend in person?					
Online	38				
In person	6				
A mix of both online and in person	26				
Not likely to attend Maui MPO meetings and events	21				
Other	0				

9. Do you, or someone you know, experience any barriers to participation in Maui MPO's activities? Some common barriers to participation include transportation to MPO meetings, no access to childcare, and lack of internet access for virtual meetings.					
Yes	13				
No	64				
Not Sure	14				

OPEN ENDED RESPONSES

All Open-Ended Responses: Maui MPO Public Participation Plan Survey

Survey Data Collection Period: 9/30-10/17/22

4. Have you participated in a Maui MPO activity or event in the past? (Selected Other)

- Very involved with providing input on plans testifying and supporting MPO projects
- Various.???
- ALOHA: I went to a few meetings & presentations over the years.

5. If you were not able to make a comment but wanted to, what prevented you from speaking at the meeting?

- ALOHA: I was told it was a "special" meeting and what I wanted to speak about was not on the agenda. Thus I was ruled out of order and told I could not speak on the transportation/road issues important to me.
- Joined meetings too late to provide testimony. Also, felt as though my testimony was not wanted.

6. In the past, how have you heard about Maui MPO activities? (Selected Other)

- Pre covid bus commuter and Hawaii planners conference.
- County Council recommendation
- First heard of it today on my Facebook page.

7. If you wanted to share your opinion with the Maui MPO about a project or idea, what ways would you reach out or participate? (Selected Other)

- Testify at meetings
- Contact a member of the team
- Not sure how to reach them

9a. Please describe any barriers you or someone you know have experienced when trying to access Maui MPO's activities.

- No email notification of when decision making meetings are held
- Limited transportation options. bus routes and schedules don't really go where they need to go. Going to an evening event using the bus is almost impossible. Newspapers tend to announce an event or activity the day before, sometimes the day of. Not enough notice for people to include it in their schedules.
- I am legally blind and cannot drive so I find attending meetings in person difficult
- If it was no inline, commuting to MPO office from west side can be challenging. Having online meetings have helped my participation
- Online is better. Maui MPO social media game is on point. Better than DOT
- Depends when the being would take place.
- They have poor WIFI connection and can't always connect to a meeting. But they wouldn't go in person either, so having it online at least gave them a better opportunity of attending.
- Childcare, location and timing of meetings. Hearing about the meetings with enough time to prepare to attend
- 80% disabled, and bed-ridden
- I am disabled and it is too hard to go to in person meetings. I have never heard of a MPO online meeting
- Meetings are held during weekdays, when I am work. I might be helpful to hold meetings between 5pm and 8pm.

9b. If you, or someone you know, has experienced barriers, how do you think Maui MPO can help overcome those barriers?

- No idea because no idea what MPO's real duties, actions, and authorities are - or if it is just another advisory group that passes on recommendations to the county or state. First time I've ever heard of MPO and lucky I have a computer.
- What transportation barriers can be overcome by online meetings. lack of Internet access would require increasing broadband for all Maui residence.
- "Accessibility
- Open to ideas
- Listen
- Take feedback seriously, have solutions"
- Just supporting better WIFI infrastructure for the County in general would be helpful (at the council or planning commission). When people are against telecommunication expansion, they are hurting those that want and need this capability (not just for personal use, but for health and safety too).
- Giving lots of notice and holding meetings either in a central location or multiple meetings in different communities. Plan meetings at different times i.e. weekday evenings, weekday lunch hour, weekend so that different people have an opportunity to attend.
- Online meetings, make events on Facebook

10. In what ways do you think the Maui MPO should consider expanding its outreach efforts to better serve our Maui community?

- What is MPO and why should I participate? How does this help locals who can barely afford rent or groceries?
- What is MPO and why should I participate? How does this help locals who can barely afford rent or groceries?
- Maui desperately needs roads and road repair. Urgent examples include the Honoapiilani highway crumbling into the ocean and the Paia bypass. Without these roads, Maui is going to quickly become unlivable.
- First by getting out that there is an MPO
- video clip on what MPO is and how they function and how community can participate -online links
- Recorded virtual meetings.
- Keeping information in the news
- I am very interested in how MPO provides real impact on decisions regarding what road projects receive priority and how Federal funds available are allocated
- Request emails of Maui residents for direct communication
- If indeed you are a county authorized agency, then have a link on the county planning dept or highways dept page and provide sufficient detail for us to know who you are and what you actually do.
- social media and poster
- Link in Maui now articles to page on website explaining a project and asking for input via website form or email
- I don't have a silver bullet, but a couple of weeks ago I happened to share the existence and contents of the MPO Mobility Options report with the moderators of the social media program Hawaii Hale, and they had not heard of it even though they are very interested in the transportation part of urban planning. Maybe specifically presenting projects like that one on Maui Now or a few of the social media forums would make people more aware.
- Reading about it in this article has given me more awareness of this project. Always easier to participate on line.
- This, a Maui Now story.
- "I recently participated in a town hall meeting that was more like breakout group type format.
- Very effective.
- We had come with challenges and solutions.
- it was great! I wish MPO can do something like that. And return back every year and discuss what was done to solve the challenges.
- We have lot of plans but very little implementation. How can we find funding to implement? there are so many sources but we need staff to apply to funding"
- Send information via snail mail once in a while. Have a booth at the Friday town parties, swap meets, Sunday market in Kahului.
- News articles. Radio interviews. Mail flyers.
- Continue to publish information thru social media and news outlets to advertise the MPO
- Fix Kahekili Hwy and put a real bike path in place before anyone else is killed by traffic accidents.

- Maybe expand to TikTok for the younger crowd
- more press releases
- I believe the outreach has been very good up to now.
- Press releases to local media like the one that was used to promote this survey on MauiNow.
- Still not sure what you do, will continue to research your organization.
- Reach out to various ways people use transportation, such as cyclists and those who use public transportation.
- Normal ways....
- Tell us what this means in a way we can clearly understand!
- Tell us what this means in a way we can clearly understand!
- Take out ads in Maui News, Maui Now, and the Honolulu Star Adviser to provide information and contacts.
- I've never heard of Maui MPO before this article in Maui Now. More Internet outreach is needed.
- Regional meetings in the timeframe of planning of future projects.
- To engage the public in more surveys, talk story events, being visible at community events such as ALL MACC events. Just a table with a couple of representatives with info for the public would be highly effective.
- Maybe run more radio and newspaper ads (for those that are not heavy into social media use)? Continue with Facebook and social media outlets too for those that do rely on this form of notification.
- More internet presence, such as Facebook with updates, website updates, automated emails when there are updates.
- Communicate what the Maui MPO does for Maui. Why is it important?
- Stakeholders should include a broad range of community members. There is too much focus on what Oahu, large land owners and government wants in the projects, too little true community involvement. At the beginning of a project there should be an open public meeting with the barebones of the project and an invitation for whoever would like to show up regularly to be a "stakeholder", and invite friends.
- I think the outreach efforts are working
- Attend & participate in community association meetings and activities.
- Have more of a presence in places that people frequent.
- People need to know the importance of participating. Right now there seems to only be certain groups that claim or leads one to believe the group represents the majority of people in the community. It's always the same people/group in all the different meetings.
- Survey seeking input. Newspaper articles
- More presence on social media and have local news agencies share info about Maui MPO through social media pages. Reach out and collaborate more with other County agencies and departments so that other County employees can get involved and share ideas and work together.
- I follow Maui Now, but maybe a county Facebook group and website page where meetings from all public engagement events such as planning departments, land use, water use, MPO etc post their meetings in one central place

- ALOHA: it seems that more advertisements and outreach are necessary, using various methods and techniques.
- Seniors
- We attended several meetings when it first began, & continued to do so, but less frequently, as we saw our input had little positive effect; we finally ceased
- Tell the truth ❤️
- "More Facebook or Instagram info Would reach more of the younger generation"
- Meet with the community
- All electric vehicles eventually.
- Regularly publicize completed MPO projects as well as progress on projects in the works. I consider myself to be fairly well informed yet I can't name one completed MPO project.

11. Do you have any other comments that would help us with updating the Public Participation Plan?"

- Help Maui feed itself with local produce and make tourists staying at hotels take a hotel bus/shuttle from the airport.
- Help Maui feed itself with local produce and make tourists staying at hotels take a hotel bus/shuttle from the airport.
- If your goal is to get roads built, you have my full support
- In my opinion the first years of MPO existence were a complete failure in having impact on allocation of Federal funds. Show me anything they accomplished beyond spending their funding to exist as a new bureaucracy.
- I wonder who really participates and responds to MPO activities and outreach? Might there be a response bias and if so, why? How do you get feedback from e.g. low income communities? Elderly communities? Hawaiian and kamaaina communities? Young adults? If feedback from any of those groups is limited, might want to think outside the "e-box." Don't assume everyone has a smart phone, either.
- Share the word by mouth through every church leaders to their members
- I would like to see more feedback on comments and results of input
- Keep posting online.
- Ref #10. MPO can hire more outside consulting firms develop and implement do not count on DPW. It will never happen. If you folks are smart you should know tis already. Find funding to hire out side contractors or consulting firms implement. There are some great work done by MPO have great plans. Time to implement. This is a common issue with Hawaii in general. We have plan, and plans and plans. Lets implement, implement , and implement. Bets input i can give. Let's be innovative, think like a private sector. Get community, non profits involved lets find funding and implement.
- Be sure to include all segments of the community with completing questionnaires and include them in the plan, for example Kupuna and the homeless, both of which may have limited internet access.
- Yes, set up local area meetings with different groups.
- Maybe ask what other MPOs are doing

- I think we need to emphasize and focus on implementation of completed plans such as the West Maui Greenway
- Nice to know this exists. Anything that informs and allows input from the public regarding government services is a win-win in my book.
- Is there a digital form that captures and collects public comments. Are responses given to those that submit their ideas?
- What branch or department of the Government are you?
- Encourage cycling people to participate to help input safe ways and encourage people to cycle to work (besides recreationally).
- More news coverage about MPO, cause never heard or knew about it....
- I would love to have my voice count in planning Maui's transportation future.
- "Please add this comment to the public outreach section of the Public Participation Plan:
- As clearly articulated by Charles Maron in the book Strong Towns (2019), and evident to any rational person, there is a pattern of unsustainable infrastructure development occurring in the country, and Maui County is no exception.
- Very careful scrutiny should be given before accepting any federal money for federal projects. Most notably, scrutinizing the perpetual maintenance obligation for the proposed improvement truly an economically bifacial undertaking for the People of Maui County, or not.
- Those specific figures should be calculated and recorded in posterity for retrospective evaluation."
- Again, be visible. MACC events, Swap meets, "First Friday events". Maybe set up an information table at Food Truck locations.
- May be good to infiltrate the community groups/meetings so ppl can hear how they may input and influence transportation planning.
- May be good to infiltrate the community groups/meetings so ppl can hear how they may input and influence transportation planning.
- Continue with the outreach and maybe explain the role of the MPO better so the public recognizes the limitations they have (what roads are under its jurisdiction).
- Work on ways to better convince the public that their participation and comments matter. Such as stressing how the public participation and comments are actually incorporated into a proposed project (then follow up when a project gets approved by explaining how certain components of a project were chosen/designed because of specific public participation and comments). Some people might not participate because they do not believe their input will make a difference and those that do participate might not participate in the future if they do not know if their past participation made any difference.
- "Say upfront what each meeting is for. Does the project already have the green light and the public participation is just for information? Say so. Is this a chance to impact the design or layout? Let us know.
- Be clear with what you are providing and asking.
- The greenway was a well run project. The new bus hub in Kahului seemed poorly thought through.
- Do giveaways such as gift cards. That will attract more people to participate.

- Outreach is great however I think implementation of plans seems never to be priority discussion point. we have lots of plans but little implementation.
- I have an upcountry MPO idea that I would like to share. If there was an interactive place to share ideas where other community members could consider how new ideas would impact them and also provide feedback that would be great
- "ALOHA: YES, the PA'IA RELIEF ROAD/PA'IA BYPASS is LONG overdue and NEEDS to be built already! There were numerous meetings and designs and STILL NOTHING!
- I ALSO feel that it is time to CHANGE the Pi'ilani Highway in either the East Maui to Kula route OR the Kihei road! WHY the same name and number for TWO DIFFERENT ROADS! It has been this way for almost FORTY YEARS! Call one part ""Mokulele Highway"" and the other road the ""Pi'ilani Highway""!! ... not hard! Do a survey and see what the community wants; which keeps ""Pi'ilani"" and which becomes ""Mokulele"" or some other name! MAHALO"
- We hope the departure of the stellar ED, Lauren Armstrong will make the board aware of a need for improvement
- Stop lying 📍
- I would like a page to follow on FB. Maybe there is one but I'm not aware
- No
- I don't understand how the bus routes and stops are chosen. I live in Haiku and am speaking about the bus service on the north side and upcountry. Why is there no bus route connecting Haiku to upcountry? There are also no stops at the beach parks (Hookipa and Baldwin Beach) or the public schools, Kalama Intermediate and King Kekaulike High School. The public buses could be used by kids to get to school, get home after school get to a job after school or to go to the beach or activities after school. Instead, us parent end up driving a lot of extra miles and our kids end up missing opportunities due to their parent working and not being able to provide transportation. Thank you for your consideration.
- There are so many projects needing to be addressed yet nothing seems to be done, such as timing traffic signals on Kaahumanu Ave, providing pedestrian separation from traffic on so many busy streets, reworking the bridge at Main/Lower Main/Waiale to provide better traffic flow, widening Puunene between Wakea and Kuihelani Hwy. Yet nothing has changed.

Appendix C | Disposition of Public Comments

Virtual Zoom community meetings were held on Tuesday, June 13, 2023 at 6 p.m. and Wednesday, June 14, 2023 at 12 p.m. to present the public review draft of Maui Metropolitan Planning Organization’s Public Participation Plan (PPP) to the public. These meetings were held during the 45-day comment period ending on July 5, 2023. The draft PPP was made publicly available online on the www.mauimpo.org webpage.

Comments were collected through several methods: verbally during the virtual community meetings, by commenting directly on the document online at www.mauimpo.org, by filling out and submitting the online comment form, by email submission to the Maui MPO or by mail to Maui MPO at 200 S. High Street, Wailuku, Hawai’i 96793. Hardcopies of the draft PPP were also made available in Hana, Makawao, Kihei, Lahaina and Wailuku public libraries.

The following table includes comments received from the public, Technical Advisory Committee and Policy Board stakeholders on the draft PPP during the 45-day comment period

Comment Disposition Table

Date	Source	Comment	Disposition
4/24/23	TAC Member via email (David Yamashita)	<p>I reviewed the document and have three basic suggestions. They all relate to the amount of information that's being presented. Because there is so much, it's essential that the graphic layout and report organization help the reader. Thanks for the opportunity to review it and please let me know if you have any questions.</p> <p>1. The plan is very comprehensive and ambitious, with a range of recommendations. That said, because there is so much text and content, it's a little tough to differentiate substantive content from less important content. On page 12 at the top, the plan mentions the increase "use of visuals and graphics" to make it "easier to navigate". This is an admirable goal but my opinion is that some of this is "visual clutter" that is distracting and does not add to the information. My suggestion is to review each of the graphic elements and remove the ones that really don't contribute to the discussion.</p> <p>2. Another suggestion is to use a consistent graphic layout with a consistent template(s) for pages with maps, diagrams, graphic icons, etc. Right now, these elements are sometimes on the right, sometimes on the left, and are placed in areas where white space would help readability. Having a graphic designer review the document would likely improve the report's accessibility.</p> <p>3. Finally, because there's so much information, an Executive Summary is needed. Most readers will not read the entire document and as a result, a brief overview and summary will provide the main points and recommendations of the document.</p>	<p>Acknowledged and agree with intent to utilize graphic and reader friendly layout.</p> <p>Review of graphics in the report was conducted and changes were made to:</p> <ul style="list-style-type: none"> • Figure 2. Maui MPO Organizational Flow Chart • Section 2.2 Pubic survey responses – graphics were cleaned up by removing shading, extraneous boxes and confusing color themes • Section 4.0 Public Participation Requirements for Core Plans – graphics were removed and replaced with narrative describing highlights; boxes and flowcharts remained to illustrate the flow of the public engagement process for each core plan and corresponding transportation planning process (Sections 4.2 – 4.5) <p>An executive summary has been added.</p>
5/25/23	Online Comment	The Commission on Persons with Disabilities is interested in being able to provide feedback on transportation projects and take part	The Commission on Persons with Disabilities has been added to the Maui MPO list of

Date	Source	Comment	Disposition
	Form Rowena Dagdag- Andaya, County Executive, Office of Aging	in master planning efforts sponsored by the MPO. Would you or Karen be able to provide an overview of the MPO's Public Participation Plan and engage in a discussion with the members on how to persons with disabilities can become more involved in transportation planning efforts? Their next meeting is Thursday, June 8, 2023 at 12:30 pm via Blue Jeans. I'm also working with Nolly and Jennifer Wieland in coordinating a walk audit with members of the deaf community and the Maui Wheelers (persons in wheelchairs) in mid-June. This is one of the engagement activities for the Imua Central Maui Transportation Study.	stakeholders and engagement with the Commission will ensue as appropriate. Maui MPO ED will be delivering a presentation to the Commission on Disabilities July 13, 2023
6/1/23	Online Comment Form Winnie Yoshiko White	Please do not turn the West Maui corridor into another Wailea/Kihei, where local people no longer have available access to our beaches. Currently, we can park in the sand almost anywhere along the hwy and enjoy our beaches, without paying. Unlike Wailea, Kaanapali, Kihei or many of the other beach areas, we must fight for a parking space, pay or just cannot get to the beach at all because homes block our access. The pail hwy is the last area on Maui that is so special because of direct beach access without parking lots. So much of what is special about Maui has been taken from local people and given to the wealthy or tourists. We are always an after thought. If we want to go to a beach in Wailea, we must find parking and trek a ways with all our stuff. Unlike the wealthy or hotel guests who have direct access. Don't take away the last area locals love and enjoy.	Acknowledging comments. MPO ED responded via email to sender. No changes to PPP.
6/13/23	Online Comment Form Gerald Durkan	Thank you for all your hard work. I am a very active bicyclist and would like to see special attention to making the roads safer. Allowing more access to riders of all abilities is important in your planning I feel. Dedicated bike lanes, community awareness education, cleaning road shoulders more often, enforcement of speeding/distracted drivers, etc would be some of the areas I would like to see explored. (If these are options).	Acknowledging comments. No changes to PPP.
6/14/23	Online Document	Please add Hāna Business Council as an East Maui organization / representative	Added Hāna Business Council to list of Maui MPO stakeholders. MPO ED meeting with

Date	Source	Comment	Disposition
	Heidi Lea, Hāna Business Council		members of the Hāna Business Council, August 1, 2023.
6/13/23	Virtual Public Informational Meeting #1 Mike Moran	What actions did you take to alert community of these 2 meetings?	The Maui MPO presented the public review draft PPP to the Technical Advisory Committee, the Policy Board, and distributed local news media press releases, social media posts and direct emails to the list of Maui MPO stakeholders on file. MPO ED participated in radio interview on KAOI with Angus McKelvey to promote upcoming virtual public meetings.
6/13/23	Virtual Public Informational Meeting #1 Jerry Isdale	Can MPO's web site host project status pages? These would track the activities of things like Paia Bypass etc. Showing what the various other govt agencies etc. are doing with (or have dropped) the project. Such a Project Status page could/should link to other org's pages relevant to the project. Keeping them current will require a bit of either/both automation and manual checking.	This recommendation has been incorporated into the PPP under section 3.4 "How to Achieve Enhanced Community Engagement, within the bulleted listing of the Inform methods of engagement."
6/13/23	Virtual Public Informational Meeting #1 Mike Moran	Why no staff at MPO?	Maui MPO staffing is based on a limited operational budget which currently allows for two (2) positions including the Executive Director and Financial Specialist. Currently, as of July 2023, the Financial Specialist position is vacant.
6/13/23	Virtual Public Informational Meeting #1 Mike Moran	Who funds MPO?	Funding for the Maui MPO is provided by the Federal Highways Administration and Federal Transit Administration based on population and vehicle miles traveled. HDOT, OMPO, and Maui MPO share the available funds of which Maui MPO receives 11% or about \$500,000436,000 in annual operating funds, excluding local match.

Date	Source	Comment	Disposition
6/13/23	Virtual Public Informational Meeting #1 Jerry Isdale	County has decent GIS staff. Can MPO get their help in getting online maps - which can also be hard copy for reports?	The County of Maui is a current stakeholder and partner with Maui MPO and provides support as available. This recommendation has been included in the Inform method of engagement.
6/13/23	Virtual Public Informational Meeting #1 Mark Deakos	I think some metrics measuring some level of social well-being, perhaps with a slant towards transportation would be a valuable metric to track if the program is going in the proper direction. The goal would be to gradually improve those well-being metrics over time. Metrics showing the number of people attending/responding/reach out to are all good metrics but don't necessarily get to how the project have improved community well-being. Maui Tomorrow has been working on metrics of well-being ;-)	The metrics recommended in the PPP are intended to serve the purpose of evaluating the effectiveness of specific outreach methods, and do not include those for social well-being which would be more appropriate when evaluating the benefits of specific project improvements and proposals.
6/13/23	Virtual Public Informational Meeting #1 Adele Rugg	Maui MPO Planning map should include more places on Maui island, like in South Maui.	Maps have been updated to include Kīhei, Mākena, and Wailea.
6/13/23	Virtual Public Informational Meeting #1 Dick Mayer	Most people don't understand what Maui MPO does. Suggest changing the name to "Maui Transportation Planning" so that people know what the organization does. All outreach should emphasize the transportation aspect of what the MPO does instead of "metropolitan."	Maui MPO staff provides an orientation explaining transportation planning as the primary purpose of the Maui MPO. Additionally, all Maui MPO presentations to Maui's community associations and other civic organizations include information about the MPO purpose and the variety of transportation planning documents, processes, transportation planning studies and projects – all related to transportation planning. To change the actual name of the Maui MPO, contact should be made to the Policy Board Chair to possibly place on a future Policy Board agenda for discussion.

Date	Source	Comment	Disposition
6/13/23	Virtual Public Informational Meeting #1 Mark Deakos	How do you measure metrics for what is built? For example Pā'ia Bypass, this is a needed project. Measuring what is actually built is critical, people don't come to meeting because they give comments but don't know if their comments actually get translated into actions.	MPO will work collaboratively with their implementing agencies (County of Maui Departments of Public Works, Transportation and State Department of Transportation) to post project updates. Will recommend this suggestion during the update of the Maui Long Range Transportation Plan (<i>Hele Mai Maui</i> 2019).
6/13/23	Virtual Public Informational Meeting #1 Ward Marfin	I'm on the Hāna Advisory Committee to the Maui Planning Commission, and this would be a good way to help get the word out. Maintaining a list of projects and what is happening with each one would be a good way to keep people informed. Use of bulletin boards good in Hāna, couple people post stuff online and others post on bulletin boards at post office Hasegawa's and library.	Project list updates will be recommended as part of the update of the Long-Range Transportation Plan taking place in 2024.
6/13/23	Virtual Public Informational Meeting #1 Ward Marfin	Maui Economic Opportunity (MEO) has a group called Planning and Coordinating Council made up of 60+ senior groups across the County. Suggest reaching out to them for outreach. Contact person is Debbie Kabibi.	Maui MPO ED will contact MEO.
6/13/23	Virtual Public Informational Meeting #1 Ward Marfin	Hanalani is a senior club in Hāna that meets at 4 th Mondays, generally 9am at Hāna Bay Pavilion. Contact is Randy Orozeo (248-4088 and 753-0246). Others to reach out to are Scott Crawford and Dawn Lono. And Hāna Cultural Center is another good place to contact.	Hanalani and Hāna Cultural Center will be added to the Appendix A List of Stakeholders. Maui MPO ED will reach out to Randy Orozeo, Scott Crawford and Dawn Lono.
6/13/23	Virtual Public Informational Meeting #1 Dick Mayer	Spell out plan names in the table instead of acronyms.	Comments acknowledged, changes made in the presentation.
6/13/23	Virtual Public Informational Meeting #1 Dick Mayer	Suggest conducting an exercise at public meetings in different parts of Maui to allow people to identify priorities using limited budget amounts.	Will incorporate transportation project prioritization exercise by community planning districts during the update of the Long Range Transportation Plan.
6/13/23	Virtual Public Informational Meeting #1	When asking for input from the public, also be clear about what abilities and limits the MPO has.	Comments acknowledged.

Date	Source	Comment	Disposition
	Dick Mayer		
6/13/23	Virtual Public Informational Meeting #1 Dick Mayer	A good map is critical. Develop a map of Maui that identify all projects underway and keep it simple. Identify projects by codes like S for safety or Widening and link those projects to information showing the site plan, budget and status so people can see what happening.	The Long Range Transportation Plan (<i>Hele Mai Maui</i>) update will update all maps.
6/14/23	Virtual Public Informational Meeting #2 Heidi Lea	Representatives or the HDOT recommended getting in touch with Maui MPO re: development of a multi-modal pathway in Hāna	Maui MPO ED involved in ongoing discussions about development for this project. A meeting is scheduled for August 1, 2023 to discuss.
6/14/23	Virtual Public Informational Meeting #2 Saman Dias	Under performance measures, is that around how you are receiving feedback from the community? Is it about driving traffic to information being presented by the MPO vs specific transportation improvements needed (such as quick builds).	Comments acknowledged. Each outreach technique is described as to how, depending upon the objectives, the best method for outreach can be improved and achieved, relevant to the Maui MPO planning process. As far as how to best communicate the transportation improvements needed, that will be further explored the update of the Long Range Transportation Plan.
6/14/23	Virtual Public Informational Meeting #2 Saman Dias	Suggest MPO track implementation comments for sharing with implementing agencies (such as HDOT and DPW) because MPO is the central place where stakeholders can get information about the transportation system on Maui.	Comments acknowledged. Update of Long Range Transportation Plan will include the suggestion to establish a geospatial map that will provide TIP project information and project updates.
6/14/23	Virtual Public Informational Meeting #2 Saman Dias	There are times when public wants to testify to Policy Board but are prevented from doing so because the issue is not on the agenda. Can that change?	MPO is held to uphold the Sunshine Regulations (https://oip.hawaii.gov/laws-rules-opinions/sunshine-law) for public engagement so this cannot be changed. If you desire to have a topic added to the Maui MPO Policy Board or Technical Advisory Committee agenda, contact MPO Executive Director.

Date	Source	Comment	Disposition
6/14/23	Virtual Public Informational Meeting #2 Heidi Lea	I am the executive director of the Hāna Business Council and would like our organization added to list of stakeholders. Currently we are looking at hot spot surveys on Hāna Highway and developing a code of conduct for visitors. Invites MPO to come and present to the HBC.	MPO will add HBC to Appendix A: Maui MPO Stakeholders List
7/5/23	Email Linden Joesting	<p>So glad the MMPO is working on this part of the plans. It was a wonderful document to review. My suggestions fall into two categories - Additional stakeholders and process suggestions.</p> <p>Additional stakeholders</p> <ol style="list-style-type: none"> 1. Maui County Farm Bureau (which is a State-wide org) <ul style="list-style-type: none"> • Hawaii Farmers Union United • County Parks if they're involved with Farmers' markets • Others such as Maui Hub which picks up, delivers, and offers several locations to pick up food. • Farmers because they need to get their products to markets. 2. Related to farmers are education providers <ul style="list-style-type: none"> • UH Maui College • DOE (lunch in schools program to buy 30% local produce by ...); will provide lunch distribution center(s)? • Charter schools • Private schools • Non-traditional schools such as Ma Ka Hana ia `ike https://www.hanabuild.org/ • And of course, students • Education requires constant travel for families and all the supporters for a school. 3. Faith organizations. E.g. Cup of Cold Water https://www.episcopalhawaii.org/a-cup-of-cold-water.html 4. Military and veterans organizations 5. Hawaiian Home Land Community Associations 	<p>Comments acknowledged. Changes made to PPP:</p> <p>Additional Stakeholders added when contact information was available:</p> <ol style="list-style-type: none"> 1. Maui County Farm Bureau 2. County Parks are part of the County of Maui Parks and Recreation Department – already on the list 3. UH Maui College is already on the list 4. DOE is already on the list 5. Ma Ka Hana ia `ike https://www.hanabuild.org/ 6. Cup of Gold (https://www.episcopalhawaii.org/a-cup-of-cold-water.html) 7. Maui County Veteran’s Council 8. Pasha and Matson already on list 9. Department of Hawaiian Homelands already on the list <p>Process Suggestions:</p> <ol style="list-style-type: none"> 1. Under Section 5.2 “Underserved and Historically Excluded Communities” Maui MPO Emphasis Equity Map (figure 6) overlaid to Maui Bus Routes Map (figure 7) as updated figure 6.

Date	Source	Comment	Disposition
		<p>6. NGOs that serve people who may not be reached as part of larger groups. Domestic Violence, etc.</p> <p>7. Ocean-going companies such as Pasha and Matson.</p> <p>Process suggestions</p> <p>1. Overlay Figure 6 and Figure 7. The combination could show areas of greatest equity need or reliance on non-hub transportation with the existing bus routes. This could show some interesting possibilities.</p> <p>2. A format for listening and talk story sessions could be through some of the above stakeholders. E.g. distribute forms as Community association meetings.</p> <p>3. The use of online and paper formats is super. Nicely done for this draft PPP.</p> <p>Thank you for the opportunity to contribute these comments.</p>	<p>2. Under section 3.4 “How to Achieve Enhanced Community Engagement” a bullet is added “provide forms to collect information at community association and civic organizations’ meetings”</p> <p>3. Mahalo!</p>
7/2/23	Online Document Lee Chamberlain	<p>Suggestion</p> <p>The MPO regularly says and emphasizes that the MPO is not an implementation organization and refers to DPW, DOT and HDOT as the implementing organization. What the MPO should say is the "MPO is not the lead in implementing transportation projects but will provide a overall coordination role in planning and programming funds for projects and operations."</p>	<p>Comments acknowledged. This information is clearly stated in the following:</p> <ul style="list-style-type: none"> • Section 1.1 Maui MPO Core Functions • Section 1.4 Stakeholders, Lead Federal Agencies and Lead State Agencies <p>No change to PPP.</p>
7/2/23	Online Document Lee Chamberlain	<p>• The Hawaii legislature passed Act 54, Session Laws of Hawaii 2009, which requires the State's and all counties' departments of transportation to adopt a complete streets policy that reasonably accommodates convenient access and mobility for all users of the public highways. It also established a temporary task force to review existing state and county design standards and guidelines.</p> <p>o In 2018, the mayor of Maui presented a Vision Zero proclamation in honor of a cyclist who was struck and killed on the shoulder of the Piilani highway. • ACT 757 Vision Zero. The department of transportation and the county transportation departments shall adopt a Vision Zero policy that seeks to prevent and ultimately</p>	<p>Comment acknowledged and received in several prior email communications.</p> <p>Maui MPO ED worked closely with the County of Maui Administration, under the leadership of Mayor Bissen, and established a working group with the sole purpose of identifying the next steps to be taken for the implementation of the West Maui Greenway. The Administration provided funding for a contract to hire a consulting team to map</p>

Date	Source	Comment	Disposition
		<p>eliminate all traffic fatalities through a combination of engineering, enforcement, education, and emergency response strategies that focus on equity." • Act 131 Purpose is to modernize Hawaii's ground transportation infrastructure. HDOT shall provide for a safe, accessible, equitable, fully multimodal, and sustainable system of ground connections that ensures the accessibility of people and goods and improves economic vitality, public health, livability, and quality of life. • "Bike Plan Hawaii Master Plan" first published in 1974. o Bike Plan Hawaii Master Plan lays out bike friendly infrastructure throughout the Hawaii islands. o There have been several updates since 1974 with the latest being Bike Plan Hawaii Master Plan (2003). • Resolution 92-04, Mayor Lingle-the General Plan of the County of Maui, as revised in 1991, calls for reduced dependency on automobiles as the County's primary mode of transportation; o General Plan supports "the development of a county-wide network of bikeways and pedestrian paths" ♣ The bicycle is an important, viable mode of transportation that provides an alternative to the automobile, especially for trips of five miles or less; • In Bike Plan Hawaii Master Plan (2003) the West Maui Greenway is listed as a Priority One Project (to be completed less than 10 years). • The West Maui Greenway is additionally included in the Pali to Puamana Parkway Master Plan (2005), Hele Mai Maui : Long Range Transportation Plan (2040) and the West Maui Community Plan (2021). • The West Maui Greenway is a proposed 25 mile multi-use trail that will connect Ukumehame to Lipoa Point. link • The purpose is to create a safe, comfortable, and joyful greenway path through West Maui that serves as both a recreational and a new transportation facility, connecting people's destinations while highlighting the diverse history, landscape, and culture of the region. Progress has been made with • the completion of the West Maui Greenway Master Plan (September 2022) • a new revised statute derived from the West Maui Community Plan 2.2.13 Requires new development, redevelopment, and Chapter 201H, Hawai'i Revised Statutes and</p>	<p>out specific next steps needed to be taken for implementation.</p> <p>No change to PPP.</p>

Date	Source	Comment	Disposition
		<p>Chapter 2.97, Maui County Code, housing projects to incorporate the planned West Maui Greenway into the project and provide rights of way for the greenway if the alignment crosses the property. • The West Maui Greenway is listed in the County of Maui Public Works Transportation Improvement Plan (TIP) projects reference MC 28 updated 6/30/2022. The existing Status issues, - we have a plan to move forward as defined in the West Maui Greenway Master Plan Final reference. link 1. Implementation - Chapter 6 page 108 2. Prioritization - page 110 3. Opportunities for Funding - Page 113 4. Next Steps - Page 117 Defining points essential for continued advancement as drawn from the Next Steps include; 1. Designate a lead agency or representative in County Government to champion this project. 2. Seek Funding for Environmental Clearance and preliminary engineering “Next Steps #1” 3. Focus on Segment 5 as specified in Next Steps. 2.2 miles, 12 ft wide w/2 foot buffers from the Lahaina Rec Center to Launiopoko Beach Park. Environmental permitting for Segment 5 of the WMG. • SSFM Scope -High-level permit and cost breakdown for NEPA/Chapter 343 compliance including Catex/343 exemption. o \$108,500 • An application for TA funding which has a 20% match equaling \$21,700. • The Maui Bike League, as a Non-Profit, has the authority to submit the application along with a Sponsoring Agency. o The County has rejected the opportunity to Co-Sponsor the TA application that the MBL submitted to complete NEPA. • As you know, the WMG project is listed in the TIP under MC28. o MC28 fiscally constrains funding from STBG monies and has DPW responsible for PE2 in FFY24 and CONSTRUCTION in FFY26. o Query to DPW revealed DPW has not accepted MC28 as a project. o The project lead is now Maui Park and Recreation which has not been defined as an implementation agency by MPO • The \$200,000 match from the County has been approved for the STBG funding for PE2 in FFY24 which will include design and permitting. • There is no transparency nor a point of contact identified to provide current status. ARE THE NEXT STEPS OUTLINED IN THE WMG PLAN</p>	

Date	Source	Comment	Disposition
		BEING FOLLOWED OR IS THE COUNTY FOLLOWING STATUS QUO PERPETUAL PLANNING?	
7/2/23	Online Document Lee Chamberlain	ADD-----PROJECTS DELIVERY.....outlines all of the objectives, plans, and data for projects and delivery.	Comments acknowledged. Suggestion for project updates to be addressed during the update of the Long Range Transportation Plan. No change made to PPP.
7/2/23	Online Document Lee Chamberlain	I UNDERSTAND THAT THIS SUBJECT IS PPP HOWEVER CONCERNING PERFORMANCE MEASURES I THINK THERE COULD BE INCLUSION OF Developing SMART Objectives THAT HAVE A SPECIFIC TARGET ie Increase the PPP by 20% for 2024.	Comment acknowledged. Not sure what is meant by “increase the PPP by 20% for 2024”? As far as measuring the improvement of public outreach (the purpose of the PPP update) the specific performance measures, techniques, outreach effort and specific metrics are all included in Appendix D Performance Measures. No changes made to PPP.
7/2/23	Online Document Saman Dias	Maui MPO PPP performance measure is more of a marketing matrix. i.e. how many people reacted to Facebook post, email blast click rate. Number of subscribers for newsletter etc. If MPO is looking for performance measure here are some key areas addressed in this document Please refer to page 32 of link What are performance measures? Performance measures demonstrate how well the transportation system is doing its job of meeting public goals and expectations of the transportation network. Some methods used to measure performance include tracking average speeds and crash rates. Many states and metropolitan areas monitor how close they are to achieving specific goals, such as accessibility to key regional population, employment, cultural, and recreational centers, the mobility of disadvantaged populations, levels of air quality, and the health of the economy, by using performance measures. Measuring performance is a way to gauge the impacts of the decision-making process on the transportation system. Performance measures aim to answer questions about	Comments acknowledged. No changes made to PPP.

Date	Source	Comment	Disposition
		<p>whether the performance of the transportation system (or economy, air quality, etc.) is getting better or worse over time; and whether transportation investments are correlated or linked to stated goals and outcomes. Examples of performance measures include:</p> <ul style="list-style-type: none"> • Accessibility: Percent population within “x” minutes of “y” percent of employment sites; whether special populations such as the elderly are able to use transportation; whether transportation services provide access for underserved populations to employment sites; also, whether services are ADA compliant. • Mobility: Average travel time from origin to destination; change in average travel time for specific origin-destination points; average trip length; percentage of trips per mode (known as mode split); time lost to congestion; transfer time between modes; percent on-time transit performance. • Economic development: Jobs created and new housing starts in an area as a result of new transportation facilities; new businesses opening along major routes; percent of region’s unemployed who cite lack of transportation as principal barrier to employment; economic cost of time lost to congestion. • Quality of life: Environmental and resource consumption; tons of pollution generated; fuel consumption per vehicle mile traveled; decrease in wetlands; changes in air quality, land use, etc. • Safety: Number of crash incidents or economic costs of crashes. <p>I did some research to assist you and here are some other MPO sites that have a nice presentation of their performance measure key areas. We could create our own set of key performance measures. If we can show to the community proactive public participation process conducted by the Metropolitan Planning Organization (MPO) and if data can be shown on the MPO website then more public will be interested in interacting with the MPO. And will increase the marketing matrix outlined in the appendix C. Examples of other MPO sites- link link link What is the transportation planning process? Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business</p>	

Date	Source	Comment	Disposition
		community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the Metropolitan Planning Organization (MPO), state Department of Transportation (state DOT), and transit operators Please reach out if we can help in any way to implement performance measures that is more appropriate for Maui County. Mahalo! Saman	

Appendix D | Performance Measures

inform

Technique	Maximizing Outreach Effort	Performance Measures
Information updates at Maui MPO meetings	Ensure staff is aware of relevant information to share at MPO meetings	Number of meeting attendees
Social media posts	Update regularly with information regarding upcoming MPO meetings and activities, major regional accomplishments, and transportation-related news	Facebook: Number of followers (1386 as of Nov. 2022) and posts (average 10 posts per month) Instagram: Number of followers (658 as of March 2023) and posts (average 6 posts per month)
Email blasts/updates	Send out email updates with newsletter and/or information on upcoming events and meetings	Number of recipients and click rate
Newsletters	Distribute to interested parties/MPO contacts quarterly and post it online to MPO's website and social media	Number of recipients and website contact ("open" and "click" rate)
TV & Radio; Press Releases and Paid Advertisements; Featured Stories	Seek coverage from State-wide and Maui-wide media outlets that reach the target audience	Number of radio or television appearances
Mailing List	Update on a regular basis based on undeliverable email and mail, and receipt of new contact information	Number of contacts and subscribers/unsubscribers
Legal Notices/Classifieds	Post legal notices/advertisements in accordance with applicable federal, state, and local requirements	Circulation of newspaper
Websites	Update regularly with information regarding MPO planning efforts	Number of website hits and visits
Pop-up Tables	Ensure that staff is aware of opportunities to set up a pop-up informational table at high-traffic non-MPO events	Number of people engaged and number of events
Educational Games	Create a quick and simple game that is inclusive of people of all ages and abilities	Number of participants

Technique	Maximizing Outreach Effort	Performance Measures
Maui MPO Policy Board and TAC Meetings	Conduct at accessible locations and during times that can accommodate traditional and non-traditional work schedules	Number of meeting attendees
Surveys	Share surveys on MPO's website and social media, and coordinate with organizations and partner agencies to distribute	Number of survey respondents
Public Meetings (in-person or virtual)	Conduct meetings at accessible locations and during times that can accommodate traditional and non-traditional work schedules. Promote meetings on MPO's website and social media	Number of meetings and attendees
Focus Groups and Stakeholder Meetings	Highlight issues that may be of interest to the group and be prepared to provide any requested information	Number of meetings and participants
Flyers and Handouts	Simplify information on flyers and handouts and incorporate graphics and images – post on website, distribute to mailing list, and provide at all public meetings	Number of flyers and handouts sent, and number of locations posted
Maui MPO Website	Update website with information regarding upcoming MPO events and meetings, and recent planning efforts. Use website to post surveys and comment forms	Number of website hits and visits
Comment Forms	Provide comment forms at every public meeting or event, and post forms on the MPO website	Number of comment forms received
Library Packets	Provide clear instructions to library staff and conduct annual checks to ensure packets are stocked and placed in accessible locations	Number of packets distributed
Open Houses	Conduct at accessible locations and during times that can accommodate traditional and non-traditional work schedules. Promote open houses on MPO's website and social media	Number of attendees
Interviews	Ensure interviewees selected are appropriate representatives and/or subject matter experts	Number of interviews conducted
Mailings	Ensure mailing list is updated regularly	Number of comment letters received
Video	Provide clear and simple information that is easy to understand in a fun and entertaining format	Number of views

involve

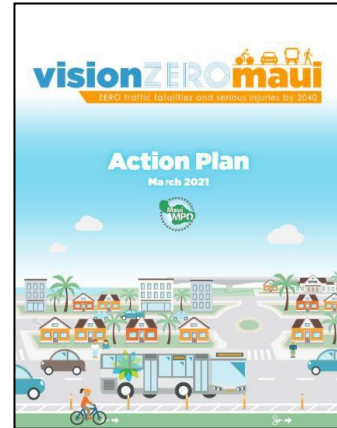
Technique	Maximizing Outreach Effort	Performance Measures
Workshops	Conduct meetings at accessible locations and during times that can accommodate those invited	Number of workshop attendees
Forums	Promote on the MPO's website and social media	Number of attendees
Polling	Conduct interactive polling during public meetings and ensure a laptop or tablet is available to those who may not have a smartphone or device	Number of participants
Interactive Mapping	Provide clear information and ensure map navigation is simple and easy for all viewers. Update the map with new information and provide printed copies during meetings	Number of data points recorded

collaborate

Technique	Maximizing Outreach Effort	Performance Measures
Charrettes	Conduct charrettes at accessible locations and during times that can accommodate those invited. Provide a virtual attendance option	Number of charrette attendees
Tours and Field Trips	Ensure special accommodations are made available if needed	Number of attendees
Citizen Advisory Groups	Conduct meetings at accessible locations and during times that can accommodate group members. Highlight issues that may be of interest to the group and be prepared to provide any requested information	Number of meetings

Appendix E | Other Multi-Modal Plans and Studies

1. **Vision Zero Maui Action Plan.** The Vision Zero Maui Action Plan outlines the specific steps that the MPO and its partner agencies will take to achieve safe streets. The plan was developed with input from community members and partners. Based on analysis and input, the Vision Zero Action Plan identifies strategies that lower speeds, design streets to be more forgiving for human error, and prioritize safety for everyone, no matter their age, ability, background, race, income, or socioeconomic status. The Vision Zero Maui Action Plan can be viewed on the Maui MPO's website mauimpo.org.



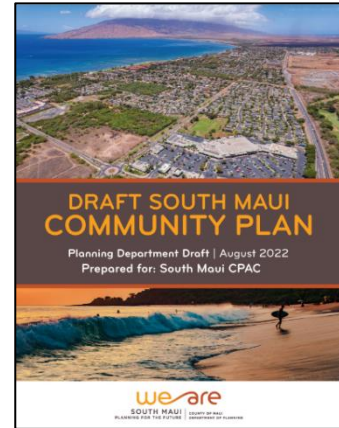
2. **West Maui Greenway Action Plan.** The West Maui Greenway Action Plan is a vision for a proposed 25-mile, multi-use trail that will connect Ukumehame to Līpoa Point on Maui's west side. When complete, this 25+ mile Greenway will provide safe and welcoming recreation and transportation opportunities for the community, separated from traffic from Līpoa Point in the north to the Lāhainā Pali Trailhead to the south. The project team conducted extensive public engagement, evaluated and prioritized route alternatives, and developed design guidance and visualizations to see that this major community asset highlights the diverse history, landscape, and culture of the region while providing safe and comfortable connections to local destinations. The West Maui Greenway Action Plan can be found on the Maui MPO's website mauimpo.org.



3. **West Maui Community Plan Update 2022.** The 2022 West Maui Community Plan updates the 1996 West Maui Community Plan and maps, and consists of a vision statement, goals, policies, and actions to guide growth and preservation in West Maui. Resource papers provide data to support the plan's policies and actions. The Plan was developed through an open and inclusive public process that was led by the County of Maui Planning Department. The West Maui Community Plan Update 2022 can be viewed on the County's website <https://www.mauicounty.gov/2476/West-Maui-Community-Plan-Update-2022>.



4. **South Maui Community Plan Update.** The South Maui Community Plan is a community-specific land use plan that provides guidance on future development and preservation of South Maui over a 20-year period. With a focus on land use and development, the updated Community Plan will help bring to life the community’s vision for the future of South Maui. The Draft Plan is currently being reviewed by the Maui Planning Commission and is available to view at <https://southmaui.wearemaui.org/draft-plan-review/#viewplan>.



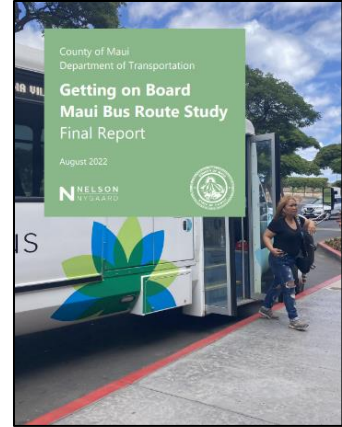
5. **Ka’ahumanu Ave Community Corridor Action Plan.** The Ka’ahumanu Ave Community Corridor Action Plan will make it safer and more convenient to walk, roll, bike, or ride public transit to reach destinations along and around Ka’ahumanu Avenue and Main Street. It identifies strategies to increase affordable housing, support local businesses, and better connect people to the places they want to go. The Ka’ahumanu Ave Community Corridor Action Plan can be viewed at <https://www.kaahumanucommunitycorridor.org/>.



6. **West Maui Community Corridor Action Plan.** The West Maui Community Corridor Plan identifies new land use designations and important transportation connections to guide growth in a sustainable way. The Action Plan will identify a new vision for the future of 3.6 miles of Honoapi`ilani Highway between Lāhainā and Kā’anapali and the areas around the corridor. The Action Plan is still under development; updates on the process can be found at the project website <https://www.westmauicommunitycorridor.org/>.



7. Getting on Board Maui Bus Route Study. In May 2021, MDOT began a Comprehensive Operational Analysis of the fixed-route bus, commuter bus, and paratransit systems, which was branded as the “Getting on Board Maui Bus Route Study”. The goals of the study were to connect the community, improve transit options, ensure financial sustainability, and operate a sustainable service. The study can be found on MDOT’s website at <https://www.mauicounty.gov/2044/Studies>



8. Maui Short Range Transit Plan. The Maui Short Range Transit Plan is a county-wide plan that evaluates the existing fixed route transit and paratransit system to develop a six-year implementation plan for transportation services. The plan was developed through rider surveys, community meetings, technical analysis, and coordination with key stakeholders. The plan can be found on MDOT’s website <https://www.mauicounty.gov/2044/Studies>.



9. Maui Traffic Demand Model Update. Maui MPO maintains the Maui Travel Demand Model to provide travel information that aids in planning for regional transportation improvements. A model update completed in 2021 includes current (2019) and projected (2025, 2030, and 2045) transportation demand on the island of Maui using TransCAD modeling software. The Travel Demand Model and report can be found on the Maui MPO’s website <https://www.mauimpo.org/travel-demand-model>.

10. Central Maui Transportation Study. I Mua Central Maui Transportation Study will develop a vision for Central Maui’s (Kahului, Wailuku, Waikapū, Waiehu, and Waihe’e) transportation needs and opportunities over the next 20 years. It will identify the projects and programs needed to keep Central Maui moving forward for current residents and future generations. A draft of the study is still under development; updates on the process can be found at the project website <https://www.imuacentralmaui.com/>.



11. Kihei Sub-Area Transportation Study. The purpose of the Kihei Sub-Area Transportation Study is to develop transportation solutions to address mobility needs and congestion for all modes of transportation in the Kihei area. The study serves as a policy and implementation guide for improving Kihei’s multimodal transportation system. The study can be found on DPW’s Engineering Division website <https://www.mauicounty.gov/556/Engineering-Division>.



Kihei Sub-area
Transportation Plan

Appendix F | Media List

	Agency/Company	Contact
 <p>News</p>	Maui News	Website: https://www.mauinews.com/
	Lahaina News	Website: https://www.lahainanews.com/
	Maui Now	Website: https://mauinow.com/
	Maui Time	Website: https://mauitimes.news/
	Maui Watch	info@mauiwatch.com
	Fil-Am Voice	Website: https://filamvoicemaui.com/
	Civil Beat	Website: https://www.civilbeat.org/
	Maui 24/7	Website: https://www.facebook.com/maui247
 <p>Radio</p>	Pacific Media Group	Website: https://mauiradioadvertising.com/
	H Hawai'i Media	Website: https://www.hhawaiiimedia.com/
	Mix 105.5	Website: http://www.kpmwmaui.com/
	Hawai'i Public Radio	Hawai'i Website: https://www.hawaiipublicradio.org/
 <p>Television</p>	Akaku	Website: https://www.akaku.org/
	PBS	Website: https://www.pbshawaii.org/
	MCTV Live (UH Maui)	Website: https://maui.hawaii.edu/mctv-live/
	Hawai'i News Now	Website: https://www.hawaiinewsnow.com/
	KHON	Website: https://www.khon2.com/
	KITV	Website: https://www.kitv.com/
 <p>Other</p>	Maui Family Magazine	Website: https://mauifamilymagazine.com/
	HMSA Island Scene Magazine	Website: https://islandscene.com/

Appendix G | Governing Regulations

The Maui MPO carries out and coordinates the 3C Planning Process through the development and maintenance of four major planning documents (LRTP, TIP, UPWP, and PPP) under federal and state transportation planning law. The MPO must comply with federal metropolitan planning law and regulations set forth under 23 U.S.C. Section 134, 23 Code of Federal Regulations (CFR) Section 450, and 49 U.S.C. Section 5303; state law under HRS Chapter 279D; and County of Maui ordinance under Maui County Code Chapter 2.35. In addition, the MPO's Policy Board and TAC must carry out meetings in compliance with the Hawai'i Sunshine Law, codified under HRS Chapter 92, Part I.

In developing and updating the Maui MPO's major planning documents, the MPO must also comply with the following non-discriminatory policies and regulations:

- Title VI of the Civil Rights Act of 1964
- Americans with Disabilities Act of 1990
- Executive Order 12898 Environmental Justice
- Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency
- Section 503 and 504 of the Rehabilitation Act of 1973
- Age Discrimination Act of 1975
- HRS Section 368-1.5, Programs and activities receiving state financial assistance

Federal Regulations

23 U.S.C. Section 134 and 49 U.S.C. Section 5303 provide the statutes governing the designation and general requirements of MPOs. 23 CFR Section 450 provides more specific requirements of MPOs and the rules with which they must comply. The following sections from 23 CFR Section 450 provide the development process and content requirements for the MPO's major planning documents:

- Development process and plan requirements for the UPWP: [23 CFR Section 450.308 Funding for transportation planning and unified planning work programs](#)
- Development process and content and consultation requirements for the PPP: [23 CFR Section 450.316 Interested parties, participation, and consultation](#)
- Development process and content requirements for the LRTP: [23 CFR Section 450.324 Development and content of the metropolitan transportation plan](#)
- Development process and content requirements for the TIP: [23 CFR Section 450.326 Development and content of the transportation improvement program \(TIP\)](#)

State Regulations

The Maui MPO is organized pursuant to state regulations under HRS Chapter 279D. Under HRS §279D-3, the duties of the Maui MPO consist of the following:

(b) A metropolitan planning organization shall:

(1) Operate according to executed comprehensive agreements, including any supplemental agreements, between the State, county, and other operators of public transportation receiving federal funds; and

(2) Facilitate and support the continuing, cooperative, and comprehensive transportation planning process between the State, county, and other operators of public transportation receiving federal funds, including the consideration of projects and strategies that support national planning factors as defined in 23 United States Code section 134, regional goals and objectives, and consideration of plans and planning activities of others as they affect transportation.

(c) A metropolitan planning organization may:

(1) Assign to staff members duties not defined or designated by federal law, this chapter, or executive agreement;

(2) Enter into agreements with the State, county, other operators of public transportation receiving federal funds, and other entities as needed to fully comply with all requirements of federal law and this chapter;

(3) Be placed within a state or county agency, as appropriate, for administrative purposes only;

(4) Contract to purchase goods and services, including professional and technical assistance and advice;

(5) Contract for or accept revenues, compensation, proceeds, and gifts or donations or grants in any form from any public agency; and

(6) Contract with other state or local agencies and quasi-public or private organizations for the use of their staff resources to assist the metropolitan planning organization in its functions.

The Maui MPO is assigned to the MDOT for administrative purposes and operates under an Administrative Supplemental Agreement dated August 1, 2022, which can be found on Maui MPO's website linked [here](#). The Maui MPO is also subject to the responsibilities outlined in the Comprehensive Agreement dated May 22, 2019 between the MPO, Mayor of Maui, and Governor of Hawai'i, which can be found at the link [here](#). The Performance Based Planning Agreement (linked [here](#)) between the Maui MPO, MDOT, and HDOT further outlines roles in data sharing and coordination to reach Maui's transportation goals. Under the Performance Based Planning Agreement, the Maui MPO is responsible to:

1. Work in consultation with Public Transportation Operator (MDOT) and HDOT in developing the financial plan for the MTP.
2. Work in consultation with Public Transportation Operator and HDOT in developing the financial plan for the TIP.
3. Conduct Technical Advisory Committee and Policy Board meetings as required and necessary.
4. In consultation with Public Transportation Operator and HDOT, updated the MTP and TIP in accordance with HDOT and Federal laws.
5. Conduct comprehensive, cooperative and continuous transportation planning for the island of Maui MPA.
6. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

Meeting Requirements – Hawai'i Sunshine Law

The Hawai'i Sunshine Law, as codified under HRS Chapter 92, Part I, governs the matter in which all state and county boards must conduct their official business. The purpose and intent of the law is as follows:

Opening up the governmental processes to public scrutiny and participation is the only viable and reasonable method of protecting the public's interest. Therefore, the legislature declares that it is the policy of this State that the formation and conduct of public policy - the discussions, deliberations, decisions, and action of governmental agencies - shall be conducted as openly as possible. To implement this policy the legislature declares that:

- (1) It is the intent of this part to protect the people's right to know;*
- (2) The provisions requiring open meetings shall be liberally construed; and*
- (3) The provisions providing for exceptions to the open meeting requirements shall be strictly construed against closed meetings.*

The Maui MPO's Policy Board and TAC must comply with the regulations set forth in HRS §92-3, which requires all meetings to be open to the public. In addition, adequate written public notice of scheduled and special meetings must comply with the requirements listed under HRS §92-7:

The notice shall include an agenda that lists all of the items to be considered at the forthcoming meeting; the date, time, and place of the meeting; the board's electronic and postal contact information for submission of testimony before the meeting; instructions on how to request an auxiliary aid or service or an accommodation due to a disability, including a response deadline, if one is provided, that is reasonable; and in the case of an executive meeting, the purpose shall be stated. If an item to be considered is the proposed adoption, amendment, or repeal of administrative rules, an agenda meets the requirements for public notice pursuant to this section if it contains a statement on the topic of the proposed rules or a general description of the subjects involved, as described in section 91-3(a)(1)(A), and a statement of when and where the proposed rules may be viewed in person and on the Internet as provided in section 91-2.6. The means specified by this section shall be the only means required for giving notice under this part notwithstanding any law to the contrary.

(b) No less than six calendar days prior to the meeting, the board shall post the notice on an electronic calendar on a website maintained by the State or the appropriate county and post a notice in the board's office for public inspection. The notice shall also be posted at the site of the meeting whenever feasible. The board shall file a copy of the notice with the office of the lieutenant governor or the appropriate county clerk's office and retain a copy of proof of filing the notice, and the office of the lieutenant governor or the appropriate clerk's office shall timely post paper or electronic copies of all meeting notices in a central location in a public building; provided that a failure to do so by the board, the office of the lieutenant governor, or the appropriate county clerk's office shall not require cancellation of the meeting. The copy of the notice to be provided to the office of the lieutenant governor or the appropriate county clerk's office may be provided via electronic mail to an electronic mail address designated by the office of the lieutenant governor or the appropriate county clerk's office, as applicable.

(c) If the written public notice is electronically posted on an electronic calendar less than six calendar days before the meeting, the meeting shall be canceled as a matter of law and shall not be held. The chairperson or the director shall ensure that a notice canceling the meeting is posted at the place of the meeting. If there is a dispute as to whether a notice was timely posted on an electronic calendar maintained by the State or appropriate county, a printout of the electronic time-stamped agenda shall

be conclusive evidence of the electronic posting date. The board shall provide a copy of the time-stamped record upon request.

(d) No board shall change the agenda, less than six calendar days prior to the meeting, by adding items thereto without a two-thirds recorded vote of all members to which the board is entitled; provided that no item shall be added to the agenda if it is of reasonably major importance and action thereon by the board will affect a significant number of persons. Items of reasonably major importance not decided at a scheduled meeting shall be considered only at a meeting continued to a reasonable day and time.

(e) The board shall maintain a list of names and postal or electronic mail addresses of persons who request notification of meetings and shall mail or electronically mail a copy of the notice to the persons by the means chosen by the persons at their last recorded postal or electronic mail address no later than the time the agenda is required to be electronically posted under subsection

During TAC and Policy Board Meetings, anyone wishing to speak will be allowed three minutes to address the committee or board. The Chair of either group may extend the time allotted for public testimony at their discretion.

Anyone wishing to testify at a meeting may sign up on the sign in sheet if attending the meeting in person. Virtual testifiers may indicate their wish to testify using the meeting's chat function.

If written testimony is submitted to the board in-person, the testifier should provide 15 copies for the committee or board, and one copy to the Maui MPO staff. Email testimony should be submitted via the online form [here](#) or via email to ExecutiveDirector@mauimpo.org. Mailed testimony should be sent to 200 S High Street, Wailuku, HI 96793. Testimony received within 24 hours of the meeting will be distributed to the Policy Board or TAC by Maui MPO staff.

County Regulations

County level regulations establishing the Maui MPO are codified under Maui County Code Chapter 2.35. The code provides the general powers, duties and functions of the Maui MPO, as well as the required members of the Policy Board.

[2.35.030 - Organization, powers, duties, and functions.](#)

- A. The Maui MPO shall operate according to executed comprehensive agreements between the State, County, other operators of public transportation receiving federal funds, and other entities as appropriate. The organization, powers, duties, and functions of the Maui MPO shall be as provided by law.*
- B. The Maui MPO shall have its own policy board, executive director, and staff, except the County department of transportation may provide administrative support pursuant to a supplemental administrative agreement.*
- C. Decisions by the Maui MPO policy board shall be the result of a continuing, cooperative, and comprehensive transportation planning process.*
- D. The Maui MPO may engage the services of consultants on a contractual basis for rendering professional and technical assistance and advice.*
- E. The Maui MPO may contract for or accept revenues, compensation, proceeds, and gifts, donations, or grants in any form from any public agency.*

- F. *The Maui MPO shall meet all requirements of 23 United States Code sections 134 and 135, 49 United States Code sections 5303 and 5304, and the implementing federal regulations; chapter 279D, Hawai'i Revised Statutes; and any other relevant requirements.*

23.35.040 - Policy Board Membership

The policy board shall be composed of nine members. The policy board shall include:

- A. *The director of the State department of transportation or any successor department thereof with primary responsibility for statewide transportation project implementation.*
- B. *Three members of the Maui County council appointed by the council chair.*
- C. *The director of the County department of planning.*
- D. *The director of the County department of public works.*
- E. *The director of the County department of transportation.*
- F. *One member of the State senate, who shall be a resident of Maui island and shall be appointed by the senate president.*
- G. *One member of the State house of representatives, who shall be a resident of Maui island and shall be appointed by the speaker of the house.*