

December 15, 2025

The Honorable Ronald D. Kouchi
President and Members of the Senate
Thirty-Third State Legislature
State Capitol, Room 409
Honolulu, Hawai'i 96813

The Honorable Nadine K. Nakamura,
Speaker and Members of the House of Representatives
Thirty-Third State Legislature
State Capitol, Room 431
Honolulu, Hawai'i 96813

Dear President Kouchi, Speaker Nakamura, and Members of the Legislature:

FY2025-2026 Annual Report to the State Legislature

In accordance with HRS 279D-11, please find enclosed Maui MPO's annual report on activities conducted from December 1, 2024, to November 30, 2025.

Sincerely,

K. Kauanoë Batangan

Kauanoë Batangan
Executive Director

Enclosure

Cc: Maui MPO Policy Board (by email)
Cc: Richelle Takara, Federal Highway Administration (by email)
Cc: Ray Tellis, Federal Transit Administration (by email)



Maui Metropolitan Planning Organization

FY 2025 and 2026
(December 1, 2024, to November 30, 2025)

Annual Report to
Federal Highway Administration
Federal Transit Administration
Hawai'i State Legislature
Maui County Council

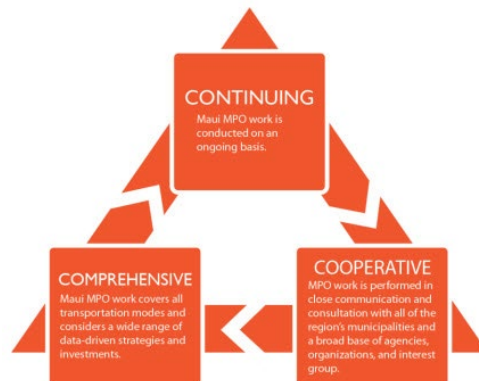
December 2025

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Introduction

The Maui Metropolitan Planning Organization (Maui MPO) was formed in 2016 and operates pursuant to a Comprehensive Agreement between the Maui MPO, State of Hawai‘i, and County of Maui pursuant to the federal requirements of 23 USC 134 and 49 USC 5303. Maui MPO coordinates a comprehensive, cooperative, and continuing (3-C) transportation planning process for federally funded or regional transportation systems on the island of Maui.



Our vision is for Maui communities to be connected by a safe, efficient, and sustainable transportation system. Using a data-driven approach, Maui MPO strives to direct federal funds toward projects that increase access to opportunity and prosperity, while promoting the health and wellness of Maui’s people and environment through improved multimodal transit options.

The Maui MPO Policy Board is the decision-maker on the use of federal-aid transportation funds on Maui. The Policy Board is served by an Executive Director and staff, as well as a Technical Advisory Committee (TAC). Participating agencies include departments within the County of Maui and the State of Hawai‘i. Maui MPO is administratively tied to the County of Maui Department of Transportation. Federal planning grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) account for approximately 80% of Maui MPO’s annual budget. The remaining 20% of funds come from the State of Hawai‘i and County of Maui.



Hawai‘i Revised Statutes (HRS) § 279D-11 requires Maui MPO to submit an annual report to the legislature of all activities conducted by the organization during the year immediately preceding the submission of the report.

This progress report details the activities conducted by Maui MPO in the state Fiscal Years (FYs) 2025 and 2026, from December 1, 2024 – November 30, 2025. Regular financial updates are provided to the Maui MPO Policy Board.

Program Administration

Maui MPO functions under a committee structure comprised of a Policy Board, a Technical Advisory Committee (TAC), and Maui MPO staff. The Policy Board consists of one (1) state senator, one (1) state representative, three (3) Maui County Councilmembers, and various state and county department directors. The TAC consists of representatives from the County of Maui's Departments of Housing, Human Concerns, Parks and Recreation, Planning, Public Works, and Transportation, as well as the State Department of Transportation (HDOT).

The Maui MPO Executive Director and two (2) full-time staff administer the Maui MPO to facilitate a comprehensive planning process for federal-aid transportation projects on Maui. Staff prepares the agendas and meeting materials with approval from the Policy Board and TAC Chairs.

Maui MPO staff prepare financial reports, reimbursement requests, and supporting memoranda to inform Policy Board decisions and to ensure timely expenditure and reimbursement of planning funds as approved in the Unified Planning Work Program (UPWP).

Maui MPO Staff

Kauanoë Batangan, Executive Director

Wendy Nathan, Financial Specialist

Tiffany Iida, Secretary

Maui MPO Policy Board

Troy Hashimoto, Chair – Senator, Hawai‘i State Legislature

Marc Takamori, Vice Chair – Director, County of Maui Department of Transportation

Tyson Miyake – Representative, Hawai‘i State Legislature

Edwin Sniffen – Director, State of Hawai‘i Department of Transportation

Yuki Lei Sugimura – Councilmember, Maui County Council

Gabriel Johnson – Councilmember, Maui County Council

Tom Cook – Councilmember, Maui County Council

Kate Blystone – Director, County of Maui Department of Planning

Jordan Molina – Director, County of Maui Department of Public Works

Maui MPO Technical Advisory Committee

Scott Forsythe – Chair, County of Maui Planning Department

Rachel Roper-Noonan, Vice Chair – State of Hawai‘i Department of Transportation

Ty Takeno – County of Maui Department of Public Works

Annette Matsuda – State of Hawai‘i Department of Transportation

Nolly Yagin – County of Maui Department of Public Works

Wesley Bradshaw – County of Maui Department of Parks and Recreation

*Chico Rabara – County of Maui Department of Public Works

*Phillip Anderson – County of Maui Department of Housing & Human Services

**Jessica Crouse – County of Maui Department of Human Concerns

**Gail Rumbaoa - County of Maui Department of Housing

*Members Rabara and Anderson left the TAC throughout the reporting period.

**Members Crouse and Rumbaoa joined the TAC during the reporting period.

Summary of Finances (Programmed Expenses)

The UPWP serves as the budget for Maui MPO transportation planning activities each fiscal year. Maui MPO continues to maintain compliance with federal regulations and ensure the continued availability of federal transportation funds for Maui. Cost categories follow federal standard budget information for non-construction programs. Work elements include Program Administration, Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Planning Studies. Details for each work element are provided in the following section. Table 1 and Table 2 summarize expenditures programmed by federal cost category and UPWP Work Element, respectively.

Table 1 – Budgeted vs Actual Expenditures by federal cost category as of 10/31/2025

	UPWP FY25 (Rev 1)			UPWP FY26 (Rev 1)		
	Budget	Expenditures*	Variance	Budget	Expenditures*	Variance
Staffing Costs	527,202	345,698	181,504	596,884	93,693	503,191
Consultant Services	945,967	355,960	590,007	250,000	-	250,000
Community Outreach/Communications	29,960	28,309	1,651	29,960	12,147	17,813
Travel	4,000	295	3,705	4,000	257	3,743
Professional Development	14,600	7,245	7,355	14,600	9,425	5,175
Rent	15,674	15,761	(87)	16,457	5,803	10,654
Utilities	2,760	251	2,509	2,760	363	2,397
Materials & Supplies	1,000	1,318	(318)	1,000	786	214
Other Costs	9,640	7,281	2,359	9,640	1,954	7,686
TOTAL	1,550,803	762,118	788,685	925,301	124,429	800,872
Federal Funded	1,240,642	439,380	801,262	740,241	99,543	640,698
Locally Funded	310,161	322,738	(12,577)	185,060	24,886	160,174
	* Actual expenditures are as of 10/31/2025					

Note: Actuals through the end of this reporting period are not yet available.

Table 2 – UPWP Revision #2 (adopted 11/25/2025)

Table 5. Summary of Expenditures Programmed by Work Element						
Work Element	Federal Funds*		Local Funds**		Total	
	FY2025	FY2026	FY2025	FY2026	FY2025	FY2026
1. Program Administration	\$ 483,869	\$ 582,995	\$ 120,967	\$ 155,749	\$ 604,836	\$ 738,744
2. Long Range Transportation Plan	\$ 168,687	\$ -	\$ 42,172	\$ -	\$ 210,859	\$ -
3. Transportation Improvement Program	\$ -	\$ 40,000	\$ -	\$ 10,000	\$ -	\$ 50,000
4. Planning Studies	\$ 588,087	\$ 296,000	\$ 147,022	\$ 64,000	\$ 735,108	\$ 360,000
TOTAL	\$ 1,240,643	\$ 918,995	\$ 310,161	\$ 229,749	\$ 1,550,803	\$ 1,148,744
* Federal Funds are from FTA, FHWA, and other Federal Funding Programs.						
** Local Funds include matching and non-matching funds from the State and County.						

Maui MPO Work Elements

Long Range Transportation Plan

The current version of the Long-Range Transportation Plan (LRTP) is known as *Hele Mai Maui 2045*. The LRTP is a vision for Maui's transportation needs and opportunities over the next 20 years. This plan serves as a blueprint for future transportation investments and guides the development of Transportation Improvement Programs (TIPs).

On April 15, 2025, the Maui MPO Policy Board approved *Hele Mai Maui 2045*. This updated LRTP ensures our transportation system remains efficient, effective, and aligned with evolving needs and priorities, including rebuilding efforts following the August 8, 2023, wildfires that destroyed large parts of Lahaina and Upcountry. LRTPs are valid for five (5) years, so *Hele Mai Maui 2045* is set to expire on April 14, 2030.

Transportation Improvement Program

The Maui MPO TIP identifies how investments will be made to improve the transportation systems within the island of Maui over a six (6) year period. The TIP identifies transportation projects and strategies planned for a four-year cycle, which must be fiscally constrained, and an additional two-year cycle, which is not fiscally constrained. The TIP lists the immediate program of investments that will go toward achieving the performance targets established by the Maui MPO Policy Board through the LRTP. All projects receiving Federal funding must be included in the TIP and be consistent with the goals identified in the LRTP.



The original FFY 2025 – 2028+2 TIP was approved by the Policy Board on August 28, 2024. On September 12, 2024, the TIP was reviewed and approved by HDOT Director Sniffen for inclusion in the State Transportation Improvement Program (STIP). The STIP was then reviewed and approved by FTA and FHWA on November 20, 2024.

The FFY 2025 – 2028+2 TIP has been amended twice over the reporting period. Revision #1 processed all requested administrative modifications and was published by Maui MPO staff on June 26, 2025. Revision #2 processed all requested amendments and was approved by the Maui MPO Policy Board on July 30, 2025.

Information about the Maui TIP and the latest TIP Reports are available online at:
<https://www.mauimpo.org/transportation-improvement-program-tip>

Unified Planning Work Program

The Unified Planning Work Program (UPWP) lists the transportation studies and tasks that Maui MPO staff and member agencies will perform to support the metropolitan transportation planning process over the next two years. It must identify the funding source for each project, the schedule of activities, and the agency or agencies responsible for each task or study. Once approved by the Maui MPO Policy Board and the FHWA and FTA, the UPWP enables Maui MPO to encumber federal planning funds. UPWP work elements carried out by Maui MPO, including creating or updating the LRTP and TIP, enable agencies operating on Maui to receive federal transportation funds for bus transit, highways, bicycle, and pedestrian facilities on the island.

The original FY 2025-26 UPWP was adopted by the Policy Board on July 30, 2024, and approved by FTA and FHWA on November 4, 2024. The FY 2025-26 UPWP was amended twice during the reporting period. Revision #1 was approved by the Maui MPO Policy Board on February 27, 2025, and Revision #2 was approved by the Maui MPO Policy Board on November 25, 2025.

The FY 2025-26 UPWP can be found online at: <https://www.mauimpo.org/maui-mpo-fy25-26-upwp>

Public Participation Plan

In September 2023, the Maui MPO Policy Board approved updates to the Public Participation Plan (PPP). This post-pandemic 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. No changes were made to the PPP in this reporting period.

The current PPP can be found on the Maui MPO website at: <https://mauimpo.org/public-participation-plan>



Planning Studies

Hāna Community Pathway Study

The Hāna Community Pathway Study envisions a 5.5-mile multimodal greenway linking important resources and services like Hāna Elementary and High School, Hāna Health, and the farmers' market, allowing both residents and visitors to safely walk, bike, or roll through their community. Currently, Hāna Highway is the only road connecting the daily services and destinations of its residents and visitors. This two-lane road is winding, narrow, and the speeds of cars on the highway frequently surpass the 25-mph limit.

The pathway aims to increase connectivity, accessibility, and safety by designating dedicated walkways and trails for pedestrians separate from the highway. A final meeting was held on June 23 at Helene Hall by Hana Bay. The final report is available at: <https://mauimpo.org/hana-community-pathway-study-final-report>.

Pā‘ia Relief Route Study

Maui MPO proposes to evaluate options for creating a new public road that would improve safety and deliver traffic relief to the town of Pā‘ia by providing a bypass of the community for through traffic while enhancing conditions in Pā‘ia for residents and visitors to the downtown area. The project is needed in response to capacity limitations and roadway safety and reliability issues along the existing Hana Highway. Alternatives under consideration include the construction of a new road recommended in a prior study and the rehabilitation of an existing cane road owned by Mahi Pono. A No-Build Alternative will also be considered.

The scope of work for this study has been reviewed and approved by HDOT and the area’s representatives in the county council and state legislature. Maui MPO has not yet solicited professional services to conduct the study.

Other Transportation Planning Initiatives

Coordination with the Office of Recovery

As recovery and rebuilding efforts evolve for West Maui, it is important for Maui MPO to work alongside the County of Maui Office of Recovery to ensure compliance with federal transportation planning processes and the appropriate distribution of federal transit investments. Maui MPO has incorporated relevant elements of the *Lāhaina Long-Term Recovery Plan* into *Hele Mai Maui 2045* and has processed amendments to the TIP and UPWP to better support the Office of Recovery activities. Additionally, Maui MPO has served as a resource to the Office of Recovery and its consultants as they create rebuilding plans, especially as it relates to transportation infrastructure and public transportation services.

South Maui Quick Build

Quick Build Treatments (Phase 1)

South Maui experiences a lack of safe bicycle and pedestrian connections along major roadways like South Kīhei Road and Pi‘ilani Highway, creating challenges for residents trying to access destinations. Following the recommendations of a traffic study, Quick Build Treatments were installed in December 2023 by the County of Maui at the intersection of Kenolio Road and Alulike Street. Quick build projects are low-cost and easy to implement solutions that provide immediate safety improvements while helping to build support for long-term, permanent changes. Quick build treatments at the intersection of Kenolio Road and Alulike Street included sidewalk curb extensions, which reduce crossing distances for pedestrians, and colored bike lane conflict areas, which increase the visibility of bicyclists and raise awareness to road users of potential conflict zones. These improvements were installed with the goal of enhancing safety for pedestrians and bicyclists in the area and encourage the use of alternative transportation modes.



Street Art Project (Phase 2)

With the installation of the Quick Build Treatments (Phase 1) complete, Maui MPO proposed to transform the newly created space outside the vehicle travel way through the use of street art. The design of the street art was informed and implemented by the local community, in partnership with project's selected artist, Mathew Agcolicol. The goal of this Phase 2 was to conduct community education, engage in placemaking, and a splash of color to beautify the corridor while encouraging drivers to slow down.



Complete Streets Implementation

Maui MPO proposes to provide community engagement services for corridor planning to streets that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This data will help County of Maui and State of Hawaii highway engineers incorporate complete street concepts into proposed Capital Improvement Projects.

Types of data collection may include: 1) field visits to document existing conditions and identify potential areas of pedestrian, bicyclist, and motor safety concern, 2) study adjacent land uses to project sites, 3) identify existing and potential multimodal uses of the project area, and 3) recommend activities that can positively impact pedestrian, bus, and bike use in the area.

Types of public engagement may include: 1) Public engagement with residents and property owners along project corridors, 2) outreach with relevant stakeholders, and 3) public meetings to present findings and receive feedback.

Maui MPO is in the process of procuring services to conduct this project.