

House District 8,9,10,11,12,13

Senate District 4,5,6

THE TWENTY-FIFTH LEGISLATURE
HAWAII STATE LEGISLATURE
APPLICATION FOR GRANTS & SUBSIDIES
CHAPTER 42F, HAWAII REVISED STATUTES

Log No: 70-C

For Legislature's Use Only

Rec'd JAN 28 2011

Type of Grant or Subsidy Request:

GRANT REQUEST - OPERATING

GRANT REQUEST - CAPITAL

SUBSIDY REQUEST

"Grant" means an award of state funds by the legislature, by an appropriation to a specified recipient, to support the activities of the recipient and permit the community to benefit from those activities.

"Subsidy" means an award of state funds by the legislature, by an appropriation to a recipient specified in the appropriation, to reduce the costs incurred by the organization or individual in providing a service available to some or all members of the public.

"Recipient" means any organization or person receiving a grant or subsidy.

STATE DEPARTMENT OR AGENCY RELATED TO THIS REQUEST (LEAVE BLANK IF UNKNOWN):

STATE PROGRAM I.D. NO. (LEAVE BLANK IF UNKNOWN):

1. APPLICANT INFORMATION:

Legal Name of Requesting Organization or Individual:
Maui Economic Opportunity, Inc.

Dba:

Street Address: 99 Mahalani St.
Wailuku, HI 96793

Mailing Address: PO Box 2122
Kahului, HI 96733-2122

2. CONTACT PERSON FOR MATTERS INVOLVING THIS APPLICATION:

Name LYN MCNEFF

Title CEO

Phone # 808-249-2990 x300

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3. TYPE OF BUSINESS ENTITY:

- NON PROFIT CORPORATION
- FOR PROFIT CORPORATION
- LIMITED LIABILITY COMPANY
- SOLE PROPRIETORSHIP/INDIVIDUAL

6. DESCRIPTIVE TITLE OF APPLICANT'S REQUEST:

COMPLETE DESIGN AND PERMITTING TO BEGIN CONSTRUCTION OF PHASE I-A OF TRANSPORTATION CENTER

4. FEDERAL TAX ID #: [REDACTED]

5. STATE TAX ID #: [REDACTED]

7. AMOUNT OF STATE FUNDS REQUESTED:

FY 2011-2012: \$ 3,000,000

8. STATUS OF SERVICE DESCRIBED IN THIS REQUEST:

NEW SERVICE (PRESENTLY DOES NOT EXIST)

EXISTING SERVICE (PRESENTLY IN OPERATION)

(NOT A SERVICE)

SPECIFY THE AMOUNT BY SOURCES OF FUNDS AVAILABLE

AT THE TIME OF THIS REQUEST:

STATE \$ 1,200,000 (PLUS \$5 MILLION APPROPRIATED, NOT RELEASED)

FEDERAL \$ _____

COUNTY \$ 1,100,000

PRIVATE/OTHER \$ 5,579,277

TYPE NAME & TITLE OF AUTHORIZED REPRESENTATIVE:

[REDACTED SIGNATURE]

LYN MCNEFF, CEO
NAME & TITLE

1/26/11
DATE SIGNED

Application for Grants and Subsidies

I. Background and Summary

1. MEO BACKGROUND:

Maui Economic Opportunity, Inc. (MEO) is a Community Action Agency founded in 1965 in response to Pres. Johnson's "War on Poverty." MEO's mission is to help the low-income, elderly, youth, persons with disabilities, immigrants, other disadvantaged persons, and the general public to help themselves, so that they may become self-sufficient and enrich their lives.

MEO provides programming in workforce development, education, small business assistance, youth services, prisoner re-entry, transportation, and many other social services that help the communities on Maui, Molokai, and Lanai prosper and grow. MEO delivers services and operates with the belief that instead of giving people fish, it is better to teach them how to catch fish for themselves. MEO served over 17,000 individuals last year, with over 90% below the median income, through 90 different programs.

MEO has a history of successful projects, fulfilling funding requirements, and achieving positive outcomes for the people of Maui County. Audits show no exceptions, and governmental reviews are positive.

MEO has been recognized repeatedly over the years for its outstanding service. MEO's Transportation Department is the recipient of the Community Transportation Association of America's **1996 Community Transit System of the Year Award**. In 2003, MEO was recognized nationally as an **Agency of Excellence** for outstanding leadership, governance, fiscal and human resource policy, planning, and advocacy as a Community Action Agency. In 2008, MEO was recognized as the **Best Place to Work** in Maui County in the large business category, and in September of 2010, Maui Time Weekly's readers voted MEO the **Best Community Non-Profit**.

MEO began its transportation operations in 1969 when the need for senior transportation in various communities became apparent. From a small start-up with a single used station wagon, MEO's fleet has grown to more than 90 vehicles providing a wide range of transportation services to the residents of Maui County. MEO provides County-subsidized, on-demand transportation services to the elderly, low-income individuals, persons with disabilities, and medically needy residents, as well as to preschool children and disadvantaged youth in Maui County. Transportation operations funding for FY 2009/10 was approximately \$5,500,000.

The following are highlights of MEO Transportation services:

- Over 316,000 trips were provided from July 2009 through June 2010 to service the elderly, low-income, persons with disabilities, residents with medical transportation needs, preschoolers, youth, and others.

- Staff consists of approximately 75 FTE's on Maui, 10 on Molokai, and 1 on Lanai that serve as administrators, supervisors, drivers, and repair/maintenance personnel including 4 ASE certified automotive technicians.
- MEO Transportation has a fleet of over 90 vehicles, with 85 buses in service on Maui, Molokai and Lanai; 53 buses are equipped with wheelchair lifts to serve those with various mobility limitations. In the outlying areas, MEO has three vans stationed in Hana with two full-time and one part-time drivers, Lanai has two vans with one full-time and one part-time driver, and Molokai currently has 11 vehicles.
- The general operation begins as early as 4:30 a.m. and continues until 10:30 p.m., Monday through Saturday. A reduced schedule operates on holidays. A pending contract for transportation service that MEO was recently awarded will add Sunday service once the contract is finalized.
- MEO is a participant in the County's Civil Defense group and is ready to assist with transportation needs when called upon.

Maui County established and continues to locally fund the demand response transportation service operated by MEO. The County's public fixed route system is primarily funded by federal dollars and is owned and administered/managed by the Maui County Department of Transportation (MDOT).

The inherent nature of a public transit system is fixed, rigid routes, with limited stops and schedules. Because the transportation needs of the special needs populations that MEO serves require flexibility and specialized care, those needs cannot be met with the typical public transportation system. This population of elderly, persons with disabilities, disadvantaged youth, and others can best be served through MEO's experienced, efficient, flexible, and reliable demand response transportation service. While some of these individuals can be served through the County's ADA Paratransit program (soon to be provided by MEO once the contract is finalized), many of MEO's current passengers have needs that cannot be met within the 3/4 mile corridor and scheduling restraints.

2. GOALS AND OBJECTIVES:

Currently, MEO's transportation administrative office and base yard are located on a 5.4 acre State-owned property on Kane Street adjacent to the new college dormitories and in the vicinity of the Queen Ka'ahumanu Shopping Center. The maintenance facility, which is equipped with three service bays in the Kahului Industrial area on Alamaha Street, is separated from the base yard and administrative offices by over one mile. These existing facilities are quickly becoming cramped and inadequate as vehicles near the end of their useful life and require more upkeep, and as additional vehicles are added to the fleet to meet the increase in demand for specialized transportation services in Maui County. The distance between the two locations presents various daily challenges which would be eliminated with a new transportation center.

In the “Consolidated Applications for a HRS Chapter 343 FINAL Environmental Assessment, Change in Zoning, and Community Plan Amendment” for the MEO Transportation Center, Chris Hart and Partners state:

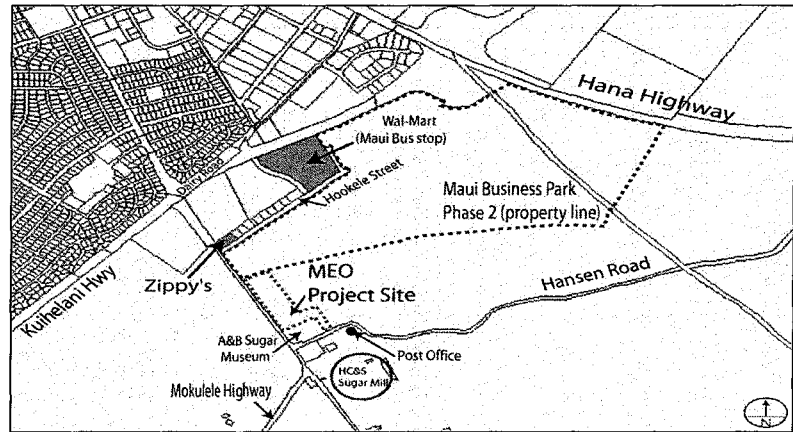
“With the new MCC dormitories and planned redevelopment on Kane Street, the State is urging MEO to relocate its Transportation offices and base yard. Similarly, with crowded conditions at Kahului Harbor, space near that facility is in high demand. Should the MEO transportation services be curtailed, the mobility and quality of life of many residents on Maui will be adversely affected, including the elderly, the low income, the youth, persons with disabilities and special needs, and other disadvantaged residents on Maui who use MEO transportation services.”

MEO was notified some time ago that the State, who owns the base yard (where all MEO vehicles and supervisory staff are located), has plans to develop that location and could give orders to vacate at any time. The State will be demolishing two more buildings on the property within the next two months which will make space for future development. In addition, adjacent properties are being developed for student housing for Maui Community College and a retail venue. That development could severely inhibit ingress and egress from the base yard as access to the yard will be compromised. MEO’s lease on the repair/maintenance shop expires at the end of 2011, with an option to renew for another year at the current rate; however, we have already been asked to relocate, as predicted. The urgency of beginning construction of the Transportation Center to house MEO’s transportation program is evident. To that end, MEO has received recent letters of support from the Chair of Hawaii’s Transportation Committee in the State Senate (Sen. English) and from the chair of the State House Transportation Committee (Rep. Souki) to assist MEO with obtaining additional funding.

The ultimate goal of this project is to ensure MEO’s transportation program has a permanent facility which will provide for greater efficiencies as demand for specialized transportation services continues to increase throughout Maui County. This will be accomplished primarily through the establishment of a centralized transportation center that would eliminate inefficiencies inherent in operating a transportation program divided geographically by over one mile, and provide a site for MEO’s fleet and service administration in response to the state’s request to MEO to relocate its transportation services. A centralized transportation center will better serve the growing transportation needs of the community, contribute to the economic vitality of the islands, and promote better quality of life for its citizens. Objectives include the various components of the facility that will be phased in over the life of the construction project as funding permits.

The MEO Multifunctional Transportation Center Master Plan, completed on April 1, 2005, concluded that a more centralized location in Kahului would improve delivery of MEO transportation services and keep operational costs down. The Plan was developed as a result of a study that considered several options, including the consolidation of services at one of six sites throughout central Maui. A 10-acre site near the A&B Sugar Museum was designated in the Plan as the preferred location due to proximity to existing operations, relatively small impact on operational costs, adequate size to accommodate the long term program, good highway access to the site, close proximity to available utilities, compatibility with adjacent land uses, and the opportunity to reuse an existing disturbed site.

In response to that study, MEO immediately began researching the possibility of acquiring land at the Plan's designated preferred location. Those efforts were successful; MEO has acquired the recommended 10 acre parcel of land in Pu'unene, half of which was donated by Alexander & Baldwin, Inc. Allen Doane, A&B Chairman and CEO, said, "*We are very pleased to partner with MEO in its future -- in its efforts to expand services to Maui's neediest populations. When MEO approached us about acquiring this site, we recognized the importance of this location to MEO, and the importance of MEO to this community.*" The proposed project is centrally located near the major urban center of Kahului and at the hub of major roadways and highways to all regions of the island. The site is also within close proximity to public services, facilities, and other infrastructure. (See map at right.)



To date MEO has received \$1.2 million from the State of Hawaii and \$1.1 million from the County of Maui for the purchase of the land and design services. In addition, the Bank of Hawaii has contributed \$75,000 toward this project with another \$25,000 to be received by MEO this year. MEO has also contributed \$211,853 of its own funds, and previously raised another \$115,000 through fund-raising activities. MEO continues to work diligently toward finding ways to supplement the costs of this facility. Just this past year, MEO raised an additional \$52,424 for the design of this facility despite the current economic conditions.

MEO is requesting **\$3,000,000** in grant assistance for FY 2011-2012 to supplement the \$13,000,000 cost for Phase I-A of the estimated \$21.08 million to plan, design, and construct a permanent MEO transportation facility. Much of the planning and design work has been completed, and the project will be developed in phases, listed in detail in Section II.1.

MEO, in its continual effort to remain good stewards of public dollars, has been successful in ensuring costs for this project are controlled. Projected site development costs for the project (access road and all off-site utility connections) are currently under the original 2008 estimate by over \$1,000,000. Phase I-A, for which a majority of the planning and design is complete, is expected to cost approximately \$13,000,000. This \$3,000,000 will allow MEO to complete the design for Phase IA, and break ground for site improvements.

Initially, Phase 1 plans for this site included the construction of a transportation administration office building near the vehicle maintenance facility. Again, in an effort to control costs, existing trailers that currently serve as offices for MEO transportation staff will be temporarily relocated to the site of the planned administration building to continue to be used by staff who

supervise, manage, and operate the transportation program while future funding for that building can be obtained.

The new Transportation Center will ensure the continuation and improved delivery of vitally needed specialized transportation services provided to current and a growing mobility-challenged clientele in the County of Maui. Statistics show that a “silver tsunami” is coming as the “baby boomers” reach their twilight years. Ridership on MEO’s specialized transportation buses grew by 20% just during the past year, evidence that demand is increasing rapidly. Demand for these transportation services is expected to continue to increase incrementally for many years.

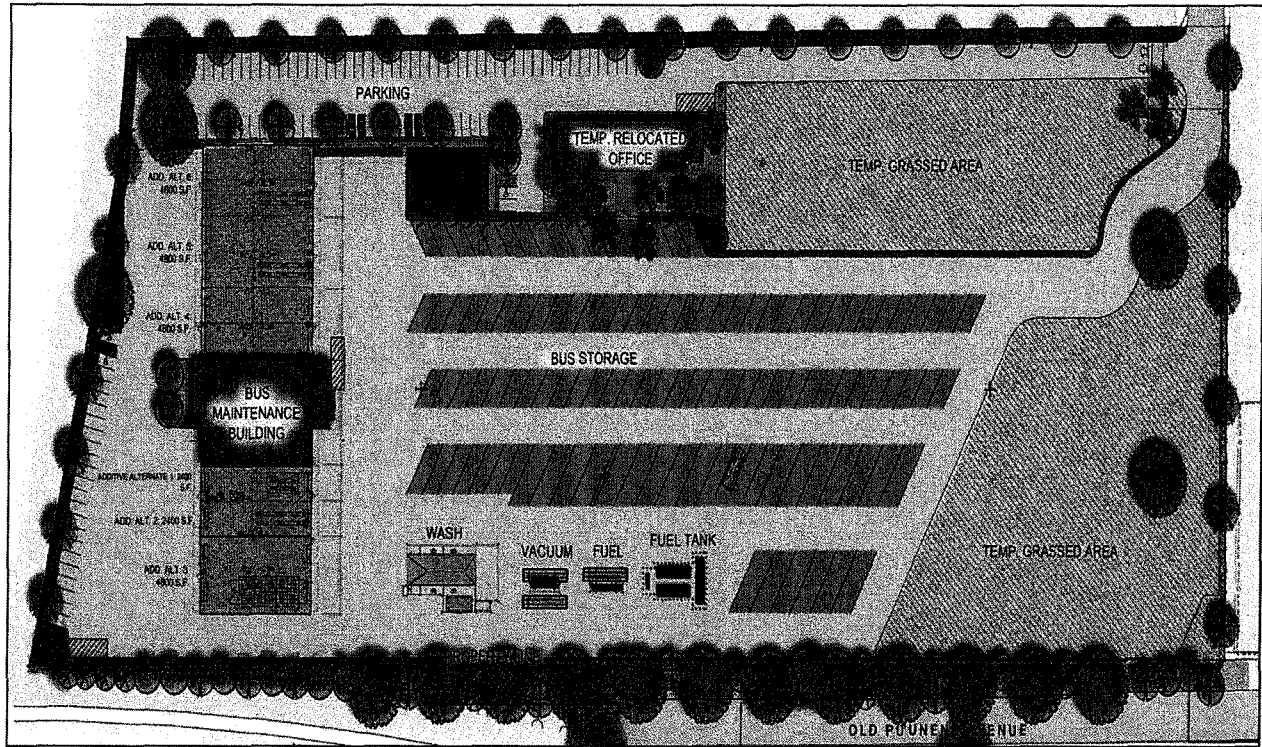
In order to be prepared for this increase in demand, and to increase efficiency, MEO plans to relocate from its two current locations in Kahului to a consolidated bus facility where administrative, vehicle parking, and repair/maintenance functions can be more effectively managed and operated. This grant will enable MEO Transportation to unite the operation and vehicle functions in a permanent location, in contrast to the current situation.

MEO Transportation Center Project Overview

- The 10-acre site for the transportation center is located at the hub of the intersection of Kuihelani Highway, Mokulele Highway, Pu’unene Avenue, and Dairy Road in Kahului, the regional center of the island of Maui. MEO purchased five acres at a deep discount and obtained the remaining five acres through a donation from Alexander & Baldwin, Inc.
- The proposed use is compatible with adjacent land uses, including the planned light industrial expansion of the Maui Business Park.
- The new facility will contribute to efficiencies as it will provide a central location for transportation administration, maintenance, and storage, which will keep operational costs down.
- The site has adequate size to accommodate long-term program expansion as the need for specialized transportation services increases. Within the next two to three years, the fleet is expected to exceed 100 vehicles, which is beyond the capacity of the existing yard.
- The proposed project will ensure the continuation and improved delivery of needed transportation services on Maui by allowing for efficiencies created by having the administration and maintenance operations co-located.
- Characteristics of the facility include: a transportation services building for vehicle maintenance, repair, and parts storage; transportation administrative offices; a “green” bus washing and fueling station; an emergency back-up generator; bus parking/storage; off-street parking; a Passenger Transfer Station; a site for a future MEO Administration Building; and related improvements.

The following is a sketch of the facility after Phase I-A completion. Note that several bays of the automotive services building, the transportation administrative offices, and the MEO administration building will be constructed in the remaining phases.

MEO Transportation Center Phase I-A



3. PUBLIC PURPOSE AND NEED:

MEO's transportation services currently enhance the economic and social welfare and activities of the community and County by supporting the needs of the elderly, youth, low income residents, and persons with disabilities for safe, convenient, and efficient access to community resources. The proposed MEO Transportation Center will provide for continued services in a centralized facility with the opportunity for expansion into the future and increased efficiencies in delivery of services.

MEO has played a primary role in the mobility of the special needs populations, having provided transportation to over 7,500 individuals in Maui County who traveled on over 316,000 passenger trips last year. These numbers are expected to increase substantially as the baby boomers reach their twilight years, beginning this past year and continuing for at least 15 to 20 years, given the current life expectancy.

Since 1950, Hawaii has had a greater life expectancy than the mainland. Today, in Maui County, the life expectancy is 80.3 years with women living to an average of 82.8 years. The expected gain in desired efficiency from this new transportation center will better serve the growing

transportation needs of the community, contribute to the economic vitality of the island, and promote better quality of life for its citizens.

Because of this service initiative, transportation disadvantaged people in the community have been able to access a wide range of social, health, cultural, business, and government services. Through MEO, seniors participate in county-sponsored lunch nutrition programs, see their doctors, attend cultural events, conduct their shopping and banking, visit with friends and old acquaintances, and participate in many other activities they would otherwise not be able to.

People with disabilities are now able to access the same range of services on a regular basis, giving them the freedom to become active members of the community. For those with gainful employment and no way to get to and from work, MEO is their key link to jobs.

MEO has also enabled families of non-independent elderly to continue their productive lives as opposed to being housebound caregivers. Through a common objective of helping families stay and live together, MEO transportation service continues to allow elderly to reside with their loved ones as opposed to being institutionalized. This collaborative program with adult daycare providers, where MEO transports the elderly to and from their facilities, has been a key to the success of adult daycare centers in attracting and offering their services to the community. In these instances, families, and ultimately the taxpayers, realize substantial cost savings.

Reliable transportation provides children an increased chance of success at school by assuring their regular participation in Head Start programs. In addition, public school children of similar family groups are able to take advantage of after-school activities managed by other community agencies, and for service learning environmental activities, as well as job skills/life skills training by utilizing MEO's transportation services.

The shuttle service, operated by MEO and accessible from low-income housing areas, facilitates the mobility of residents who could least afford personal transportation. Regular attendance at work allows these residents to become more self-sufficient, which increases their chance of transitioning to a more sustainable lifestyle.

Maui has a resident population of 145,157 according to the U.S. Census Bureau's 2009 estimates. Maui County's unemployment rate as of November 2010 continued to hover over 8%, which increases the likelihood that those who may have afforded transportation while they were employed, find themselves now dependent on other transportation providers such as MEO.

The numbers of the low-income, disadvantaged, elderly, youth, and persons with disabilities have increased substantially over the past years. There are many reasons, but the primary reason is the onset of the aging of the "baby-boom" generation, coupled with the economic downturn, with its attendant unemployment, high housing/rental costs and unavailable child care.

Transportation is one of the highest priority needs identified in Maui County by the survey completed for the Focus Maui Nui report. MEO Transportation proposes to continue meeting this need through a combination of on-demand, fixed route, and fixed schedule systems. Routes

include services both on and off the main highway, and services that provide varying levels of care, such as curb-to-curb or door-to-door.

The new transportation center will allow MEO to improve services to low-income preschool children enrolled in Head Start; residents in low-income housing; low-income individuals enrolled in the State of Hawaii JOBs program; and the youth, the general public, the elderly, and the disabled throughout the County so they can access community resources such as medical and rehabilitation centers, youth centers, public schools, nursing homes, day care centers for the elderly, jobs, homeless shelters, shopping centers, post offices, banking facilities, and government service locations throughout Maui County.

Due to the type of equipment required in and on specialized transportation vehicles, MEO serves as the only provider of non-emergency medical transportation on the three islands. MEO currently operates 53 accessible ADA lift equipped buses for accessibility within the County of Maui. Required equipment, provided by MEO when necessary, includes wheelchairs, gurneys, and securement systems for those devices and their passengers.

MEO has also been instrumental in helping Maui Memorial Medical Center alleviate room shortages by helping make rooms available for incoming patients through transport of non-critical patients to long-term care facilities such as Hale Makua or to Kula Sanatorium. In some cases, patients have been transported home who elected to remain close with family members. MEO Drivers are required to assist all clients as they board and leave the vehicle, and to carry packages for the elderly and disabled.

MEO's transportation services are an important part of Maui's infrastructure, namely, an efficient transportation system serving the needs of the elderly, the youth, low income residents, and persons with disabilities. The proposed MEO transportation center will allow for continued services and the opportunity to expand as the demand continues to increase. The site is sufficiently large to meet long-term program needs, and the centralization of transportation facilities will keep operating costs down.

MEO's Transportation Center achieves four (listed below) of the goals identified in the **Hawaii Department of Transportation Coordinated Public Transit - Human Services Transportation Plan (CSP)**, available at <http://hawaii.gov/dot/administration/stp/fta-grant/CSP-July-3-2008.pdf>. The following are excerpts from that Plan, which demonstrates that this project will assist the State in achieving its long-term transportation goals.

MISSION, GOALS AND STRATEGIES OF THE CSP

The Hawaii Statewide Transportation Plan provides the primary goals, objectives, strategies, and examples of implementing actions. Consistency with the HSTP must be maintained in order to best achieve the transportation system's overall mission.

The HSTP, with a planning horizon of over twenty years (to 2025), intends to provide policy-level direction to the activities of the Hawaii Department of Transportation and each of the county transportation agencies in the near-term, mid-term, and long-term. Each broad goal statement as it pertains to the CSP is followed by strategies to attain those objectives. While

each strategy is unique, it is common for strategies to meet more than one goal. The examples of implementing actions that follow each strategy are not meant to be exhaustive but rather are intended to clarify the meaning and intent of the strategies. They present potential actions. The CSP is comprised of a mission statement, six goals and proposed action strategies.

GOAL I: Achieve an integrated multi-modal transportation system that provides mobility and accessibility for people and goods. Proposed public and coordinated human service transport strategies to meet this goal are:

1. *Acquiring more vehicles,*
2. ***Centralized operations and facilities,***
5. *Expansion of services,*
6. *Mobility center,*
7. *Scheduler.*

GOAL II: Ensure the safety and security of the air, land, and water transportation systems. Proposed public and coordinated human service transport strategies to meet this goal are:

1. ***Centralized operations and facilities,***
2. *Training,*
3. *Education and Marketing.*
4. *Tracking system.*

GOAL III: Protect and enhance Hawaii's unique environment and improve the quality of life. Proposed public and coordinated human service transport strategies to meet this goal are:

1. *Sustainable programmatic practices,*
2. ***Sustainable equipment and facilities.***

GOAL IV: Support Hawaii's economic vitality.

- Proposed public and coordinated human service transport strategies to meet this goal are:*
1. *Acquiring more vehicles,*
 2. ***Centralized operations and facilities,***
 4. *More efficient funds collection,*
 5. *Expansion of services.*

The potential need to move large numbers of Maui County residents in response to emergencies and disasters is one topic discussed at monthly meetings of the Voluntary Organizations Active in Disaster (VOAD). MEO is an active participant in these meetings and stands ready to respond to the needs of the Maui County Civil Defense Agency should an event occur. The current site where MEO's vehicles are based is itself in a tsunami inundation zone, which could result in an inability to respond properly should such an event occur. The location of the Transportation Center to be constructed with these funds is outside of that zone, so MEO will be more able to respond appropriately from that site if the need arises.

In addition, the Transportation Center location is far enough away from the ocean and its heavy concentration of salt in the moist air, that it will enable vehicles to be stored in a less corrosive

environment, ultimately extending the life of the vehicles as metal components are not rapidly compromised.

The state of the existing facilities and the need for relocation as soon as possible are spelled out in detail in Section 2.

In summary, the purpose of these funds is to ensure that the transportation services MEO provides, that many people throughout Maui County have come to depend on, have a permanent centralized location from which services can be coordinated and provided efficiently and effectively.

4. TARGET POPULATION:

The proposed Transportation Center will touch the lives of many individuals in Maui County -- not only the elderly, low-income, persons with disabilities, medically needy residents, preschool children, and disadvantaged youth who are transported with MEO vehicles, but also their families and caregivers. Having these services available allows for children of the elderly to maintain employment, which would be difficult if the parent in their home was not able to spend the day at Adult Day Care, accessible to them through MEO's transportation services. Parents of school-age children would have employment difficulties as well if their children were not able to be transported to after-school activities. These are but two of the many examples of how MEO's specialized transportation services affect people above and beyond those who are actually transported through MEO's program.

5. GEOGRAPHIC COVERAGE:

MEO transportation services cover all of Maui County -- the island of Maui, including the remote area of Hana, and the islands of Molokai and Lanai. The proposed Transportation Center will affect specialized transportation in every corner of the County. All vehicles being used on all three islands are prepped for services on the island of Maui by MEO's maintenance personnel. As needed, vehicles from the other islands are returned to MEO's Maui maintenance facility whenever major repairs are required.

II. Service Summary and Outcomes

1. SCOPE OF WORK, TASKS, AND RESPONSIBILITIES:

This grant will enable MEO to construct a permanent site for a transportation facility to be developed and designed according to the results of a technical assistance study which was conducted with funding received by MEO from CTAA (Community Transportation Association of America). This study concluded in April 2005 and MEO has worked since then to acquire land at the preferred site. MEO has purchased five acres of land in the preferred area and Alexander & Baldwin has donated another five acres for the facility.

The future site for the transportation facility is located in Central Maui, close to residential and commercial areas of Kahului and Wailuku, and the island's primary commercial harbor and airport. This new facility will integrate all MEO transportation operations in the same location and ensure the continuation and improvement of transportation services for elderly, disabled and other underserved constituencies. The site has good highway access, and is also fully compatible with adjacent land uses.

Phase 1-A: Site grading; installation of utility connections and offsite improvements; construction of a portion of the Maintenance Building; relocation of existing portable buildings for the transportation administration/dispatch office; paving for bus and vehicle storage; MEO Transportation Center installation of bus wash and fueling stations; installation of an emergency back-up generator and alternate energy system (photovoltaic and/or wind power system); landscape planting; and construction of access improvements to Hansen Road. The estimated cost of Phase 1-A construction is \$13 million (See Phase 1-A Plan on page 5).

Phase 1-B: Construction of a 3-story Transportation Office Building and related improvements.

Phase 2: Construction of a Bus Transfer Station to accommodate passenger bus transfers to outlying destinations, if needed.

Phase 3: Construction of an Administrative Office Building for other MEO operations, and related improvements, if needed.

Construction plans are being prepared for the complete maintenance building, consisting of a central core (parts and materials storage, locker and shower facilities, mechanical equipment, and office space) and eleven (11) bus/vehicle service bays. However, the Maintenance Building will be constructed in increments depending on the availability of funding. The minimum Phase I-A Maintenance Building will include the central core and one to three bays. Each bay can service two vehicles at a time. Phase 1-A bid plans will include additive alternates for other bays. Construction of additional bays will depend on available funding. The complete build-out of the maintenance building is expected to span more than ten years.

MEO has secured land use entitlements for its Transportation Center property. The Maui Planning Commission accepted the Final HRS Chapter 343 Environmental Assessment with a "Findings of No Significant Impact" determination and on November 25, 2008 voted to recommend approval of the Community Plan Amendment and Change in zoning applications.

On December 18, 2009, the Maui County Council voted to approve on Second and Final Reading the land use applications for the MEO property. And on December 24, 2009, the Mayor signed the bills for an ordinance to establish the appropriate land use designation and zoning for the MEO property.

Preparation of construction documents has been underway since early 2009 and were completed in February 2010. MEO filed grading, building and other construction permit applications in April 2010.

The MEO Transportation project has received funding support from the State Legislature and the Maui County Council and is on track to secure necessary permits to commence construction in early 2012.

The new transportation center will ensure that MEO will be able to:

- Increase the availability of transportation services to persons with disabilities
- Enhance the accessibility of transportation services for seniors, low-income, and the public, including those who live in rural communities where limited or non-existent transportation restricts their access to basic human and social services
- Expand the availability of transportation services to disadvantaged youth and children
- Improve the reliability and safety of its services
- Meet the expected rise in demand as the “baby boomers” reach their twilight years
- Meet long-term program needs
- Keep operating costs down through centralization of administration and maintenance facilities.

The hardships encountered by low income and other disadvantaged individuals and families are foremost in the minds of MEO staff while collectively working to help solve problems and meet needs. Therefore, MEO services are reviewed and upgraded continually to meet changes in demand and ensure the needs of the target group are comprehensively addressed.

MEO offers varying levels of service in each isolated area such as Molokai, Lanai, and Hana. On the island of Molokai, MEO employs a Lead Driver/Manager as well as a Branch Director. On Lanai, MEO has one bus and one driver, while Hana is now served by two vans and two drivers to address the much needed dialysis transportation as well as increased shopping/ medical trips to Central Maui.

MEO’s three-island transportation operations are characterized by isolated rural communities which, by nature, create high service costs due to increased travel time and rapid wear and tear of equipment brought about by long distances and generally substandard road conditions. This centralized facility will provide enhanced vehicle maintenance capabilities to ensure safe, responsive, and reliable service at the most cost efficient level possible.

3. **TIMELINE:**

The projected timeline, or project schedule, for accomplishing the many tasks required to develop and construct the proposed transportation center is as follows:

| Action Steps FY 2008-2014* | Month | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 |
|-----------------------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Site Acquisition | December 2007 | X | | | | | | |

| Action Steps FY 2008-2014* | Month | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 |
|--|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Finalize Preliminary Project Plans | January 2008 | X | | | | | | |
| File Land Use Applications | February 2008 | X | | | | | | |
| State funding | July | | X | X | X | X | | |
| County funding | July | | X | | | X | | |
| Federal funding | October | | | | | X | | |
| Draft HRS Chapter 343 Environmental Assessment Review | June 2008 | X | | | | | | |
| Final HRS Chapter 343 Environmental Assessment Review | September 2008 | | X | | | | | |
| Maui Planning Commission review of land use applications (Community Plan Amendment, District Boundary Amendment, and Change in Zoning) | November 2008 | | X | | | | | |
| Filing of Large Lot Subdivision Application | July 2009 | | | X | | | | |
| Preparation of construction plans | February 2009 - February 2010 | | X | X | | | | |
| State funding | July 2009 | | | X | | | | |
| County funding | July 2009 | | | X | | | | |
| Maui County Council approval of land use applications | December 2009 | | | X | | | | |
| Filing of construction permit applications (e.g. grading, NPDES, | April 2010 | | | X | | | | |

| Action Steps FY 2008-2014* | Month | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 |
|---|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| foundation, building permits etc.) | | | | | | | | |
| Project Bid RFP Documentation | July 2011 | | | | | X | | |
| Project Bid RFP | September 2011 | | | | | X | | |
| Approval of permits for grading, NPDES and off-site work | October 2011 | | | | | X | | |
| Final Large Lot Subdivision Approval | October 2011 | | | | | X | | |
| Bid negotiation and award | November 2011 | | | | | X | | |
| Secure financing (federal, state, county and private funding) | December 2011 | | | | | X | | |
| Approval of grading permit and site work | December 2011 | | | | | X | | |
| Start mass grading, grubbing and off-site work (5.5 months) | January-June 2012 | | | | | X | | |
| Approval of building and other permits | February 2012 | | | | | X | | |
| Start building construction (18 months) | June 2012 | | | | | X | | |
| Project completion | December 2013 | | | | | | | X |
| Project acceptance | January 2014 | | | | | | | X |
| Project operation | January 2014 | | | | | | | X |

*NOTE:

- FY 2008 (July 1, 2007 to June 30, 2008)
- FY 2009 (July 1, 2008 to June 30, 2009)
- FY 2010 (July 1, 2009 to June 30, 2010)
- FY 2011 (July 1, 2010 to June 30, 2011)
- FY 2012 (July 1, 2011 to June 30, 2012)

- FY 2013 (July 1, 2012 to June 30, 2013)
- FY 2014 (July 1, 2013 to June 30, 2014)

4. QUALITY ASSURANCE AND EVALUATION PLANS:

All members of the project team, including MEO's Projects Manager, have vast experience and excellent skills in many areas that are involved in this project, which helps to ensure the quality of work. Those qualifications are explained in detail in Section V. Project Organization and Staffing.

In addition, several additional quality assurance activities have been conducted throughout the planning and design stages of this project. For instance, the Project Team members have provided cost-free assistance in obtaining estimates of costs for various components of the project. Because of their intimate knowledge of the project, the quality and accuracy of those estimates increases significantly.

MEO's LEED consultant for Building Commissioning and Energy Modeling is coordinating LEED requirements for plan specifications with the Project Team, which includes design and engineering consultants. The consultant was retained to provide an energy and environmental design certification review. Another consultant has provided assistance with value engineering and presented recommendations to MEO on how to cut costs and improve energy efficiency. Lastly, MEO's Transportation Director, who has been with the agency for four months, has an extensive background in all aspects of construction, and is conducting a comprehensive analysis of every segment of the planning and design work that has been completed to ensure quality, while, at the same time, making a concerted effort to ensure that taxpayer dollars will be spent wisely.

MEO holds regular Ad Hoc meetings monthly, or more often as needed, to discuss any capital projects MEO has in process. Members of each project team meet with administrative staff to evaluate the current status of projects, discuss any successes or problems that arise, and make recommendations for next steps with the goal of completing high-quality projects on time and under budget, whenever possible. This provides timely evaluation of the project, promotes quality assurance, and facilitates communication, which is so critical to project success.

5. MEASURES OF EFFECTIVENESS:

MEO will provide the State with quarterly progress reports as requested that will include a full financial report and narrative, as well as progress charts, for the duration of the project. Events that significantly impact the progress of the project will be communicated as needed. MEO will make every effort to adhere to the timeline included in this application; however, the timeline for obtaining the remaining permits required may vary from original estimates.

This facility is expected to provide better coordination of the various departments in the transportation program, and thus enhance MEO's ability to provide high quality, cost-effective, and much needed specialized transportation service. MEO's ability to meet the demand of the expanding special needs population will also demonstrate the effectiveness of this project.

III. Financial

Budget

1. Attached is a budget utilizing the enclosed budget forms as applicable, to detail the cost of the request.
2. Anticipated quarterly funding requirements for fiscal year 2011-2012 are:

| Quarter 1 | Quarter 2 | Quarter 3 | Quarter 4 | Total Grant |
|-----------|-------------|-----------|-------------|-------------|
| | \$1,500,000 | | \$1,500,000 | \$3,000,000 |

3. The following is a listing of all other sources of funding MEO is trying to obtain for fiscal year 2011-2012.

County of Maui - \$1,000,000
Federal DOT - \$1,200,000

IV. Experience and Capability

A. Necessary Skills and Experience

The following is MEO's documentation of verifiable experience of related projects that are pertinent to this request.

MEO managed the planning, design, and construction of its Family Center, a \$4.9 million 19,000 sq. ft. two story, fully accessible building in Wailuku, HI. This project was managed by then MEO board member, Jim Whitehead, a licensed contractor. Mr. Whitehead volunteered his time to act as on-site construction manager. MEO's Deputy Director at the time acted as project manager. The project began in July 1998 and was completed on time and under budget by \$50,000 in July 1999. MEO moved into the building in August 1999. The MEO Family Center was allotted \$2.5 million and received \$2.497 million from the State of Hawaii.

In December, 2010, MEO completed the planning, design, and remodel/construction of a 6,500 square foot Residential Training Center in Wailuku, HI for those transitioning from incarceration or probation/parole into the community. It was MEO's first comprehensive remodel project of an existing aging facility. MEO staff and contractors learned many things dealing with all the challenges inherent in a remodel of this sort, which has served to increase the capability of MEO to tackle a straightforward new construction project such as the transportation center. Maui County's former Planning Department Director is currently employed by MEO and served as Project Manager for this \$3.7 million project, which consists of a two-story residential area, as well as a commercial kitchen and professional office spaces.

Specific experience related to the staff responsible for the planning, design, and construction of the Transportation Center is outlined in Section V.A.

B. Facilities

All of MEO's Facilities are ADA compliant and fully accessible, and the land improvements and buildings in this transportation center will be no exception. MEO is more sensitive to the needs of persons with disabilities than most, due to the fact that thousands of passenger trips are provided to that population each year. Transportation staff are extensively trained on passenger assistance techniques, which involves every aspect of serving persons with disabilities, from proper securement of their mobility devices to how to communicate properly with individuals with various types of disabilities.

MEO has an effective facilities maintenance program for all property that it owns and/or operates. This includes the Harry and Jeanette Weinberg Family Center and the Residential Training Center, the MEO transportation base yard, and a dozen Head Start sites on Maui, Moloka'i, and Lana'i. The facilities program is overseen by staff at the Family Center, Moloka'i center, Lana'i center, transportation base yard, and at Head Start. All major building systems have maintenance contracts with on-call response as needed. In addition, MEO works with the Maui Community Correctional Center (MCCC) workline using inmates to assist with larger interior or exterior upkeep projects. MEO staff inspect facilities on a regular basis for painting and minor repair needs, and MEO's Safety Committee meets monthly and provides reports that are followed up on immediately to ensure that any unsafe conditions are corrected.

Inspections of systems such as heating, ventilation, air conditioning, and the elevator are completed in accordance with a pre-planned schedule. The schedule is determined by law and/or by annual maintenance and inspection contracts that require monthly, quarterly, or annual inspections depending on the system. The service contractor makes repairs immediately upon notification by MEO. In addition, MEO has a Long-Term Facilities Maintenance Plan through 2019, which helps to ensure that all MEO facilities are maintained appropriately.

In the case of Head Start and transportation programs, emergency repair needs are communicated by staff to an immediate supervisor, who communicates with the Program Director. MEO's Head Start Director and the Transportation Facilities Supervisor ensure repairs are completed efficiently and cost-effectively for each of their program sites. At the MEO Family Center, approved emergency repair requests go to the building supervisor who works with the corresponding department director and the program director to ensure the repairs are made. Each branch director on Moloka'i and Lana'i has this same authority.

MEO complies with all state and federal safety and work place regulations to ensure a safe and healthy work environment. In addition, our overall program of regular maintenance, daily cleaning, and building upkeep assists in ensuring that all MEO facilities are maintained in a condition of excellence, which parallels the type of service the communities have come to expect from MEO.

program. In addition, it includes detailed documentation on Fleet Safety, including Fleet Safety Guidelines, Accident Reporting and Investigation, Preventative Maintenance, Vehicle Inspection, Fleet Safety Rules, and Inspection Records/Forms. All staff consistently receive initial as well as ongoing training in these areas to ensure safety remains the top priority for all programs, especially as transportation is provided for some of our most vulnerable residents.

MEO takes very seriously its obligation to ensure drivers and other staff are trained appropriately. In addition to the Safety and Training Manual, MEO also provides training to drivers as identified in its Driver Manual which includes Defensive Driving Requirements, Emergency Driving Procedures, Passenger Relations, and Two-Way Radio Procedures. Other topics covered in this manual are Causes of Accidents, Vehicle Pre-Check Inspections, Driving at Night, Passenger Injuries/Illness, Passenger Complaints, Passengers with Personal Assistive Devices (crutches, canes, walkers, braces, artificial limbs), Passengers in Wheelchairs, and Radio Procedures, to name a few. Updates of most training components are required annually for every driver.

MEO maintains a computerized system for tracking driver participation in required trainings to ensure drivers are maintaining compliance with State/Federal DOT Requirements. This system provides a method to track required updates such as driving abstracts, license renewal, criminal background checks, and medical examiner's certificates so they are renewed or completed before their expiration date. It also documents participation in child safety restraint training, seatbelt cutter training, fire extinguisher training, emergency evacuation training, mandated reporters training, wheelchair safety training, CPR/First Aid certification, drug and alcohol abuse program training, and PASS Passenger Service and Safety Certification, which includes driver sensitivity training, and safety and security training for disabled passengers.

MEO also tracks the state-approved Driver Improvement Program (DIP) participation through an electronic DIP Log that tracks the major areas of training required for all drivers, as well as videos on various topics that are rotated annually.

MEO has eight transportation managers and supervisors who have received the nationally accepted Passenger Service and Safety (PASS) certification (three are trainers), and the USDOT Paratransit Operators Course. This ensures trainers and supervisors have in-depth knowledge of ADA requirements, various disabilities (e.g. hearing impairments, speech disorders, cognitive disabilities, alzheimer's, stroke, cerebral palsy, mental illness, autism, brain injury, etc.), mobility devices, lift operating procedures, and many other topics so they are teaching "best practices" as they conduct ADA training and driver supervision throughout the year.

In addition, drivers are issued their own personal copy of the Federal Motor Carrier Safety Regulations annually and receive training in any significant changes to those requirements as they occur. Participation with the National Safety Council also ensures MEO's safety and training programs are up to date and in compliance with OSHA and other regulatory agencies.

To encourage and support safe driving, MEO also sponsors Safety Incentive programs. Cash for No Crash is designed to promote MEO's commitment to providing a safe and healthy work environment and an accident free/incident free workplace. Drivers who log at least 400 hours of

V. Personnel: Project Organization and Staffing

A. Proposed Staffing, Staff Qualifications, Supervision and Training

MEO's Projects Manager, John Min, was formerly the Director of the Planning Department for the County of Maui. He will manage the Transportation Center project (see attached resume). Other members of the project team include:

- Planner: Chris Hart & Partners, Inc.
- Architect: Maui Architectural Group
- Engineer: Otomo Engineering, Inc.
- Traffic: Phillip Rowell & Associates
- Archaeological and Cultural Impact Consultant: SCS, Inc.
- Land Surveyor: Newcomer-Lee Land Surveyors, Inc.

MEO's Transportation Director, Bill Curtis, also has an extensive background in construction (see attached resume) and will provide additional project oversight. He has been a Licensed General Contractor in the State of Hawaii since 1995.

Providing some project management and all oversight of procurement and payment of expenses for previous MEO construction projects was Mona Kailiponi, who has been with MEO's Fiscal Department for over 20 years and currently serves as the Chief Operations Officer (see attached resume). She will continue to serve in that capacity for the Transportation Center outlined in this application.

MEO has previously relied on experienced volunteers to supplement and maximize limited and precious public funding sources, and will continue to do so. However, since MEO's Projects Manager, John Min, is a previous Director of the Planning Department for Maui County, and since MEO's Transportation Director, Bill Curtis, has many years of experience as an Estimator, Project Manager, and Construction Manager, the need for volunteers for this project is reduced significantly.

Lyn McNeff, MEO's Chief Executive Officer, formerly served as Chief Programs Officer for the agency and played a key role in direct supervision of persons responsible for previous MEO construction projects (see attached resume). She will continue to provide general oversight of staff and contractors assigned to this program throughout all planning, design, and construction stages of this project.

The following information about MEO's training program for drivers within the Transportation Department provides an example of how MEO emphasizes supervision, training, and administrative direction for staff:

The training program at MEO for drivers is extensive and ongoing. Evidence of that are the many training and policy and procedure manuals developed by MEO that are followed diligently. MEO's Safety and Health Manual includes information on Accident Reporting, Hazard Communication, and Bloodborne Pathogens, all directly applicable to the transportation

driving for MEO in a calendar year and are accident/incident free are entitled to monetary awards, with amounts varying depending on the number of hours spent driving a company vehicle for company business. Bonuses are awarded for consecutive years of accident/incident free transportation service.

Additional recognition and a monetary award are given to the Driver of the Year, selected from among those who drive a company vehicle at least 800 hours in a calendar year, have no accidents/incidents during the past three years, and exhibit other qualities as outlined in the Driver of the Year criteria. Both of these programs increase the safety of operations and reward drivers who go out of their way to provide excellent service.

Among the transportation supervisory staff are a Driver Trainer/Road Supervisor and Driver Trainer/Safety Coordinator. A supervisor is on duty at all times. Drivers have access to supervisors at any time through the Dispatchers, who are supervised by the Schedulers/Planners, who in turn report to management. If the need arises, further coordination by transportation management takes place with MEO's Executive Staff. The MEO transportation organization chart (attached) indicates the lines of supervision.

Passengers acknowledge the highly trained drivers on the MEO staff. As one passenger put it, "The MEO transportation staff and drivers have become my extended 'ohana. It is their willingness to serve us that uplifts and strengthens us. They give us hope, when at times in our lives, we are just struggling to stay alive." MEO's training program delivers experienced, professional, and compassionate drivers who create an uplifting and life sustaining environment, and are a movable force toward a higher quality of life on Maui.

The qualifications of MEO's vehicle maintenance staff are also significant, and the vehicle maintenance building portion of this Transportation Center will ensure their skills can be used optimally. The MEO Automotive Technician Supervisor carries multiple certifications and the other Auto Techs employed by MEO all carry one or more. The following is a summary of those certifications held by MEO's Automotive Technician Supervisor.

ASE Master School Bus Technician

ASE Master Medium/Heavy Truck Technician

ASE Master Automobile Technician

Advanced Brake Training - International Truck and Engine Corporation 2006 Air System Brake Training

ATG Ford 6.0L & 7.3L Direct Injection Diesels Diagnosis and Repair

GM 6.6 Liter Duramax Diesel Electronic Engine System

GM EL-2 Advanced Electrical Principles -- Electronic and Transistor Operation

GM EL-1 Electrical Principles – Battery, Alternator and Circuit Testing

Tech II (GM Diagnostics)

ACDelco Service Training

Ricon Wheelchair Lifts and Accessories S & K Series

Standard Motor Products Professional Technician Rapid Component Diagnostics

In addition to the individual Automotive Technician certifications, MEO is also an authorized service center for Ricon lifts and Penntax alternators, and the Automotive Technicians have additional training in GM Fleet Service.

MEO's supervisors and administrators take employee supervision and training very seriously, and diligently apply this systematic approach to every program, evidence of MEO's ability to thoroughly supervise and train employees. This same emphasis on supervision and training to enhance program quality will be applied to the development of the Transportation Center site.

B. Organization Chart

A copy of MEO's Organizational Chart for all programs is attached.

VI. Other

A. Litigation

MEO is neither a defendant nor a plaintiff in any pending litigation and does not have any outstanding judgments.

B. Licensure or Accreditation

MEO holds a Certificate of Public Convenience and Necessity issued by the Public Utilities Commission State of Hawaii License #4575-C. This enables MEO to transport ambulatory and non-ambulatory persons in the County of Maui.

BUDGET REQUEST BY SOURCE OF FUNDS

(Period: July 1, 2011 to June 30, 2012)

Applicant: Maui Economic Opportunity, Inc.
Transportation Facility

| BUDGET CATEGORIES | Total State Funds Requested (a) | (b) | (c) | (d) |
|-------------------------------------|------------------------------------|--|-----|-----|
| A. PERSONNEL COST | | | | |
| 1. Salaries | | | | |
| 2. Payroll Taxes & Assessments | | | | |
| 3. Fringe Benefits | | | | |
| TOTAL PERSONNEL COST | | | | |
| B. OTHER CURRENT EXPENSES | | | | |
| 1. Airfare, Inter-Island | | | | |
| 2. Insurance | | | | |
| 3. Lease/Rental of Equipment | | | | |
| 4. Lease/Rental of Space | | | | |
| 5. Staff Training | | | | |
| 6. Supplies | | | | |
| 7. Telecommunication | | | | |
| 8. Utilities | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |
| 17 | | | | |
| 18 | | | | |
| 19 | | | | |
| 20 | | | | |
| TOTAL OTHER CURRENT EXPENSES | | | | |
| C. EQUIPMENT PURCHASES | | | | |
| D. MOTOR VEHICLE PURCHASES | | | | |
| E. CAPITAL | 5,200,000 | | | |
| TOTAL (A+B+C+D+E) | 5,200,000 | | | |
| SOURCES OF FUNDING | | Budget Prepared By: | | |
| (a) Total State Funds Requested | 3,000,000 | Mona P. Kailiponi | | |
| (b) Fed - Dept of Transportation | 1,200,000 | Name (Please type or print) _____ Phone _____ | | |
| (c) County of Maui | 1,000,000 | Signature of Authorized Official _____ Date 01/26/11 | | |
| (d) | | | | |
| TOTAL BUDGET | 5,200,000 | Lyn McNeef, Chief Executive Officer Name and Title (Please type or print) | | |

(808) 249-2

BUDGET JUSTIFICATION PERSONNEL - SALARIES AND WAGES

Applicant: Maui Economic Opportunity, Inc. - Transportation Fac

Period: July 1, 2011 to June 30, 2012

| POSITION TITLE | FULL TIME EQUIVALENT | ANNUAL SALARY A | % OF TIME ALLOCATED TO GRANT REQUEST B | TOTAL STATE FUNDS REQUESTED (A x B) |
|--------------------------------|----------------------|--------------------|---|--|
| NONE | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
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| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| | | | | \$ - |
| TOTAL: | | | | |
| JUSTIFICATION/COMMENTS: | | | | |

BUDGET JUSTIFICATION - EQUIPMENT AND MOTOR VEHICLES

Applicant: Maui Eco Opportunity, Inc. - Tran Facilit Period: July 1, 2011 to June 30, 2012

| DESCRIPTION EQUIPMENT | NO. OF ITEMS | COST PER ITEM | TOTAL COST | TOTAL BUDGETED |
|--------------------------------|-----------------|------------------|---------------|-------------------|
| NONE | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| TOTAL: | | | | |
| JUSTIFICATION/COMMENTS: | | | | |

| DESCRIPTION OF MOTOR VEHICLE | NO. OF VEHICLES | COST PER VEHICLE | TOTAL COST | TOTAL BUDGETED |
|---------------------------------|--------------------|---------------------|---------------|-------------------|
| NONE | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| | | | \$ - | |
| TOTAL: | | | | |
| JUSTIFICATION/COMMENTS: | | | | |

**BUDGET JUSTIFICATION
CAPITAL PROJECT DETAILS**

Applicant: Maui Economic Opportunity, Inc.
Transportation Facility

Period: July 1, 2011 to June 30, 2012

| FUNDING AMOUNT REQUESTED | | | | | | |
|---|--|------------------|-----------------------|---------------------|--------------------------------------|--------------|
| TOTAL PROJECT COST | ALL SOURCES OF FUNDS RECEIVED IN PRIOR YEARS | | STATE FUNDS REQUESTED | OF FUNDS REQUESTED | FUNDING REQUIRED IN SUCCEEDING YEARS | |
| | FY: 2009-2010 | FY: 2010-2011 | FY:2011-2012 | FY:2011-2012 | FY:2012-2013 | FY:2013-2014 |
| PLANS | 351,853 | | | | | |
| LAND ACQUISITION | | | | | | |
| DESIGN | | 802,424 | | | | |
| CONSTRUCTION | | | 3,000,000 | 2,200,000 | 3,000,000 | |
| EQUIPMENT | | | | | | |
| TOTAL: | 351,853 | 802,424 | 3,000,000 | 2,200,000 | 3,000,000 | |
| JUSTIFICATION/COMMENTS: | <u>Plans</u> | <u>Land</u> | <u>Design</u> | <u>Construction</u> | <u>Total</u> | |
| Source of Funds | | | | | | |
| State of Hawaii - GIA Grant (FY 07-08) Received | | 1,200,000 | | | 1,200,000 | |
| County of Maui - Grant (FY 07-08) Received | | 400,000 | | | 400,000 | |
| Alexander & Baldwin, Inc. - Land Donation | | 5,100,000 | | | 5,100,000 | |
| State of Hawaii - CIP Grant (08-09) Appropriated | | | 200,000 | 800,000 | 1,000,000 | |
| County of Maui - Grant (FY 08-09) Received | | | 700,000 | | 700,000 | |
| MEO Fund Raising (12/14/2007) | 115,000 | | | | 115,000 | |
| Maui Economic Opportunity, Inc. | 211,853 | | | | 211,853 | |
| Bank of Hawaii Grant - Grant (08-11) Re'cd \$75,000 | 25,000 | | 75,000 | | 100,000 | |
| State of Hawaii - GIA Grant (FY 09-10) Appropriated | | | | 3,000,000 | 3,000,000 | |
| State of Hawaii - GIA Grant (FY10-11) Appropriated | | | | 1,000,000 | 1,000,000 | |
| MEO Fund Raising (2010) | | | 52,424 | | 52,424 | |
| State of Hawaii - GIA Grant (FY11-12) Applying | | | | 3,000,000 | 3,000,000 | |
| Federal - Dept of Transportation (FY11-12) to be applied | | | | 1,200,000 | 1,200,000 | |
| County of Maui - (FY11-12) to be applied | | | | 1,000,000 | 1,000,000 | |
| Federal, State, County and Private Foundations (Has to apply in the future) | | | | 3,000,000 | 3,000,000 | |
| Total | 351,853 | 6,700,000 | 1,027,424 | 13,000,000 | 21,079,277 | |

**DECLARATION STATEMENT
APPLICANTS FOR GRANTS AND SUBSIDIES
CHAPTER 42F, HAWAII REVISED STATUTES**

The undersigned authorized representative of the applicant acknowledges that said applicant meets and will comply with all of the following standards for the award of grants and subsidies pursuant to section 42F-103, Hawaii Revised Statutes:

- (1) Is licensed or accredited, in accordance with federal, state, or county statutes, rules, or ordinances, to conduct the activities or provide the services for which a grant or subsidy is awarded;
- (2) Comply with all applicable federal and state laws prohibiting discrimination against any person on the basis of race, color, national origin, religion, creed, sex, age, sexual orientation, or disability;
- (3) Agree not to use state funds for entertainment or lobbying activities; and
- (4) Allow the state agency to which funds for the grant or subsidy were appropriated for expenditure, legislative committees and their staff, and the auditor full access to their records, reports, files, and other related documents and information for purposes of monitoring, measuring the effectiveness, and ensuring the proper expenditure of the grant or subsidy.

In addition, a grant or subsidy may be made to an organization only if the organization:

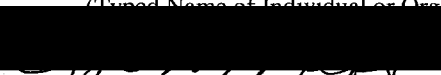
- (1) Is incorporated under the laws of the State; and
- (2) Has bylaws or policies that describe the manner in which the activities or services for which a grant or subsidy is awarded shall be conducted or provided.

Further, a grant or subsidy may be awarded to a non-profit organization only if the organization:

- (1) Has been determined and designated to be a non-profit organization by the Internal Revenue Service; and
- (2) Has a governing board whose members have no material conflict of interest and serve without compensation.

For a grant or subsidy used for the acquisition of land, when the organization discontinues the activities or services on the land acquired for which the grant or subsidy was awarded and disposes of the land in fee simple or by lease, the organization shall negotiate with the expending agency for a lump sum or installment repayment to the State of the amount of the grant or subsidy used for the acquisition of the land.

Further, the undersigned authorized representative certifies that this statement is true and correct to the best of the applicant's knowledge.

Maui Economic Opportunity, Inc.
(Typed Name of Individual or Organization)

(Signature)

1/26/11
(Date)

Lyn McNeff
(Typed Name)

Chief Executive Officer
(Title)

Resume

JOHN E. MIN

EDUCATION

- Graduate of Iolani School (1968);
- Graduate of Whittier College (1972) with a Bachelor of Arts Degree in Sociology, including a six-month study program at the University of Copenhagen, Denmark;
- Graduate studies at the University of Hawaii's Pacific Urban Studies and Regional Planning Program (now known as the Department of Urban and Regional Planning);
- In-service training courses: "Urban Transportation Planning" (National Highway Institute, 1987); "Neotraditional Town Planning" (American Institute of Certified Planners, 1990); "LEED for New Construction Workshop" (Sustainable Living Institute of Maui/USGBC, 2008); "Building and Supporting HOME Programs with Nonprofits- An Intermediate to Advanced HOME-CHDO Workshop" (Rural Community Assistance Corporation/U.S. Department of Housing and Urban Development, 2009); "Project Management for Transit Professionals" (Federal Transit Administration/ National Transit Institute, Rutgers University, 2010).

EXPERIENCE

| | |
|---------------|---|
| 2007- Present | Projects Manager, Maui Economic Opportunity, Inc. |
| 2005 - 2008 | Executive Assistant to Maui County Council Chair Riki Hokama (Part-time) |
| 2003 - 2008 | Consultant (Part-time) |
| 1999 - 2003 | Director, Department of Planning, County of Maui |
| 1992 - 1999 | Managing Partner, Chris Hart & Partners; Landscape Architecture and Planning |
| 1978 - 1992 | Various positions, Maui County Planning Department, including Staff Planner; Senior Staff Planner; Division Head; and Deputy Director |

Work: Served in various staff, supervisory and administrative capacities related to processing of land use applications, including contested case proceedings; general and community planning; public presentations; functional planning (i.e. Water Use and Development Plan; housing policy; capital improvement project planning); drafting of legislation and zoning ordinances; departmental and program planning and budgeting; personnel

management; inter-agency coordination of various planning projects and programs; informational systems planning; and legislative lobbying.

Served as principal staff planner for Molokai Island (8 years) and for the major resort areas of Kapalua, Wailea, and Seibu (5 years).

1976 - 1978

Coastal Zone Management Coordinator, Maui County Planning Department

Work: Assisted the Maui County Planning Department and State Department of Planning and Economic Development in the formulation of a State Coastal Zone Management (CZM) Plan and implementing legislation, including but not limited to staffing the County's three citizen advisory committees for Maui, Molokai and Lanai; coordinating program work between Federal, State and County agencies; preparing related reports and legislative materials on behalf of the County; and assisting the Planning Director on matters related to the CZM program.

1974 - 1975

Planning Intern, Minorities in Planning Program, State Department of Planning and Economic Development

Work: As a full-time graduate student, assisted various State and County agencies (i.e. State Department of Planning and Economic Development; State Land Use Commission; Maui County Planning Department) in planning-related work, including but not limited to preparation of the Paia community development plan on the Island of Maui; review of land use petitions for district boundary reclassification; report writing and editing; and preparation of discussion papers on a planning informational system.

1973 - 1974

Research Assistant, "Hawaii Limited Resources Planning Study, State Department of Planning and Economic Development

Work: Assisted in the formulation of a planning methodology to quantify and compare environmental impact costs for different land uses (i.e. agriculture; residential; unimproved open space) at different locations.

PUBLICATION

- "Hawaiian Fishponds: A Brief History and Review of their Present Status" (Appendix E), Aquaculture in Hawaii 1976: Progress, Resources and Organization, prepared for the Department of Planning and Economic Development, State of Hawaii, January 1976.

SCHOLARSHIPS AND AWARDS

- Volunteer of the Year Award, Wailuku Main Street Association (1994);
- Maui County Planning Department Employee of the Year (1989);
- 10 year Meritorious Service Award as a County Employee (1988);
- Maui County Employee Perfect Attendance Awards (1982, 1984, 1986, 1987, 1988, 1989 and 1990);
- Minorities in Planning Graduate Studies Scholarship (U.S. Department of Housing and Urban Development/State Department of Planning and Economic Development) (May 1974 to August 1975).

COMMUNITY SERVICE

- Member, Impact Fee Advisory Committee, Maui County Planning Department (2009 to present);
- Member, Kiwanis Club of Maui (2004 - Present);
- Former Chairman and Board of Director, Wailuku Main Street Association (2007 - 2009);
- Former Board of Director, Housing, Finance and Development Corporation, State of Hawaii (1994 -1998);
- Former Board of Trustee, State of Hawaii Deferred Compensation Plan (1986-1991);
- Former Board of Director, Maui United Way;
- Former Member, Maui County Affirmative Action Committee.

PERSONAL

Married to the former Jean Marie Ambrose and resides in Kahului, Maui, Hawaii.

January 20, 2011

Bill Curtis

21 Ai St. | Makawao, HI 96768 | C: 808-276-9434 | H: 808-572-2182 | F: 808-572-1860 | billc@maui.net

EXPERIENCED PROJECT MANAGER AND ADMINISTRATOR

Experience

Maui Economic Opportunity, Inc. – Kahului, Maui 8/2010 – Present
Transportation Director

Program director for the transportation department. Oversees the management, administration, operation and supervision of the transportation program and staff.

Artisan Homes, Inc. – Makawao 4/2009 – 7/2010
President

Performed all remaining warranty services for projects completed by Dixon Homes below.

Dixon Homes, Inc. – Kahana 8/1998 – 3/2009
Construction Manager, Vice President, President

Oversaw the management, administration, operation and supervision of all activities of a small (between \$3 and \$5 million per year in billings) general contracting firm based in West Maui that specialized in high-end custom homes, primarily vacation residences for high net worth clientele. Responsible for meeting potential clients, reviewing project specifications, preparing cost estimates, and finalizing contracts. Managed all ongoing contracts, cash flow, credit lines, project budget development, progress billings, and contract close out. Responsible for client, architect, engineer relations on all projects. Created and monitored project budgets and change requests, hired and managed supervisors, accounting staff and met with CPA firm at end of year for closing. Implemented safety changes that brought our workman's comp mod rate from 1.2 down to below 0.8 during my time with the company. After the Owner of the company suddenly passed away in 2006, I became personally financially responsible for all trade accounts and state and federal tax payments. Projects varied in scope from \$1 to \$11 million on managed costs under contract exclusive of land acquisition costs. Homes built have been featured in some regional and national magazines, including Architectural Digest (Jim Falk's home August 2007 issue). I ended my partial ownership position upon completion of the final project that was under contract at the time of my former employer's passing. Supervised up to 30 employees and multiple subcontractors and projects at a single time.

Betsill Brothers Construction – Kihei 1997 – 1998
Project Manager

Estimating, drafting, proposal writing, ordering, scheduling for a small family owned General Contracting firm based on Maui. Primarily market level single family residences, but also managed some commercial, church and multifamily projects as well while at this company.

Goodfellow Brothers, Inc. – Kihei 1995 – 1996
Estimator, Computer Systems, Subordinate RME

Performed estimating and budgeting reports for the Maui office of a Washington based heavy civil general contractor. Mass grading, roads, underground utilities (water, sewer, electric, communications), for highways, golf courses, water tanks and subdivision development. "B" general contractor's license subordinate RME.

Consolidated Builders, Inc. – Kahului 1993 – 1995
Project Manager, Estimator

Estimating, billing, ordering and field supervisor for a small general contractor that specialized in metal framing and retail tenant improvement. Remodeled stores in most every major shopping mall on Maui (Kaahumanu Shopping Center, Maui Mall, Whaler's Village), MRI facility at Maui Memorial Hospital, the office building for Gammie Home Health Care (Kahului), The Maui Visitor's Bureau (Wailuku Millyard) and many others.

Bill Curtis

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JDH Construction, Ltd. – Kahului

1989 – 1993

Project Manager, Field Superintendent, Computer Systems Manager

Managed the computer systems and performed a major accounting system upgrade (hardware and software) as this company grew from \$8 million per year to \$65 million per year in annual billings. At one time we were the largest neighbor island based General Building contractor in the state of Hawaii. Scope of projects included affordable single family homes on the islands of Maui (Waiehu), Kauai (Kapaa) and Lanai City. We also built commercial projects (Maui Gas Office Wailuku, Trans-Hawaiian Baseyard at Kahului Airport, Conference Center at Manele Bay), high end condominiums (Masters at Kaanapali Hillside), a concrete water tank in the mountains above Kapalua for the County of Maui, the Lahaina Aquatic Center, Hannibal Tavares Swimming Pool and a sewage treatment plant for the Mauna Kea resort on the Big Island. I was on the first commercial flight to Kauai after hurricane Iniki to assess storm damage to our 200+ home project in Kapaa (Waialeale Estates – it was fortunately minimal – the largest damage was from neighboring homes falling apart and hitting our homes or home additions that we did not build) and worked at pre-positioning construction repair equipment on Kauai immediately after that so the company ultimately was able to obtain several large condominium repairs projects in Poipu. Harbor operations at Nawiliwili immediately after Iniki were challenging and a great lesson in how to manage after a large scale emergency like a hurricane. I also experienced a developer that went bankrupt as we were in the process of building and was able to complete and perfect a contract's lien so we were ultimately reimbursed for our project expenses.

Ropak Corporation – Fullerton, California

1983 – 1988

Computer Systems Manager

Part of the core executive group during the period when this container manufacturing company grew from 3 to 12 manufacturing plant locations throughout the US and Canada and one outside of Tokyo. During my tenure we had grown from \$18 to \$110 million in annual sales. Originally hired by and working directly for the CEO; as the company grew I worked together with a Controller, and down the road under a CFO. This was before the notion of a CIO came into vogue, but that was essentially my job function. I took an existing software program that we had purchased and extensively enhanced its functionality and usefulness. Once we went international we began dealing with different currencies and laws – I wrote a Canadian Payroll System from scratch and added inventory control and sales analytics on top of the essential accounting functions. My final project before moving to Maui was to set up a computer system that would display either Katakana and Hiragana characters for Japanese users in addition to our English screens. I was responsible for designing, installing and maintaining all of our computer networks and travelled around the US, Canada and Japan managing computer operations. We set as a goal and were able to achieve the ability to close the monthly books in 5 business days for 12 separate divisions which allowed 3 weeks of each month to work on enhancing and improving the process. I loved the job, but did not like living in Southern California.

I took this job instead of repeating some junior college classes that did not transfer over to the Business school I went to – I did not get my BS in Business Administration (I was dual minor in Accounting and Computer Science) but I do not regret for a minute electing to obtain on the job experience in lieu of that degree.

EDUCATION & TRAINING

Menlo College, School of Business Administration, Atherton, CA

1981/1983

No degree

Orange Coast College, Costa Mesa, CA

1979/1981

Junior College (like MCC), no degree, skipped my Senior year of High School

Halden Gymnaset, Halden Norway

1978

Foreign exchange student Junior Year of High School,

1995

Hawaii General Contractor's License BC-20390

RESUME

Mona P. Kailiponi (Mrs.)
P. O. Box 987
Wailuku, Hawaii 96793

Telephone: 808 244-9338

OBJECTIVE: An overall Management position in a Non-profit Agency which involves programs and financial management.

EDUCATION:

National Chen-Chi University at Taipei, Taiwan, Republic of China – B.A. June 1964:
Major - Accounting

Brigham Young University at Provo, Utah – M.A. Oct., 1968: Major – Accounting;
Minor – Business Administration.

Major Subjects: Advanced Accounting, Advanced Cost Accounting, Auditing,
Accounting Theory, Computer Programming.

Minor Subjects: Industrial Human Behavior, Banking, Financial Analysis.

EXTRACURRICULAR ACTIVITY: Public Accounting Association, Debating ,
Scouting.

Experiences:

| | |
|------------------------------|---|
| Oct. 12, 08 – present | Chief Operations Officer, Maui Economic Opportunity, Inc. |
| July 6, 07 – Oct. 11, 08 | Operations Director, Maui Economic Opportunity, Inc. |
| Nov. 29, 1989 – July 5, 2007 | Fiscal Director, Maui Economic Opportunity, Inc. |
| Jan. 1979 - Dec. 1989 | Mona P. Kailiponi Accounting Services – Self-employed |
| Sept. 1975 - Aug. 1978 | Miller and Co., CPA's, Inc., Kahului, Maui, Hawaii |
| Feb. 1969-Feb 1970 | Miller Johnson Butler, CPA, Belmont, California |

COMMUNITY SERVICES:

Board of Director, Treasurer, Maui County Council Boy Scouts of America, May 2008 to present

Committee Member, Audit Committee, Imua Family services, August 2008 to present

Chinese Medical Interpreter, Maui Interpreter Hui, August 2007 to present

Stake Auditor, The Church of Jesus Christ of Latter-Day Saints, 1987 to present.

Cub Scout Pack 56, Treasurer, Den Mother, Committee Chairperson 1987 to 2006

Seminary Teacher, The Church of Jesus Christ of Latter-Day Saints, 2000-2005

(808) 249-2990 (work)
(808) 249-2991 (fax)
lyn.mcneff@meoinc.org

Lyn McNeff

Experience

**Jan. 2011 - Present Maui Economic Opportunity, Inc. Kahului, HI
Chief Executive Officer**

Provide leadership and overall management while administering a delivery system of comprehensive services in accordance with the agency's mission and stated purpose as established by the board of directors. MEO serves 20,000 individuals in Maui County with 90 programs and services, and 250 employees.

**2005- 2011 Maui Economic Opportunity, Inc. Kahului, HI
Deputy Director/ Chief Programs Officer**

Support and assist Executive Director and support and supervise Program Directors of Maui Economic Opportunity, Inc.

**1995- 2005 Maui Economic Opportunity, Inc. Kahului, HI
Head Start Director**

Responsible for the planning, implementation and compliance of the Head Start program in Maui County.

--Director, Kahi Kamali'i - Infant/Toddler Center - opened 7/03

**1993-1995 Maui Economic Opportunity, Inc. Kahului, HI
Education/Disabilities Coordinator**

Oversee entire education and disabilities component and teaching staff for the Head Start program.

**1988-1993 Napili Preschool and Lahaina Ike Loa Lahaina, HI
Director/Head Teacher**

Responsible for entire preschool operation and teacher of 4-year olds.

--Principal/Teacher - Charter School for grades K-3.

**1986-1988 Polo Beach Club Wailea, HI
Rental and Association Accountant and Manager**

**1982-1988 Maalaea Surf Kihei, HI
Rental and Association Manager/Accountant**

Lyn McNeff

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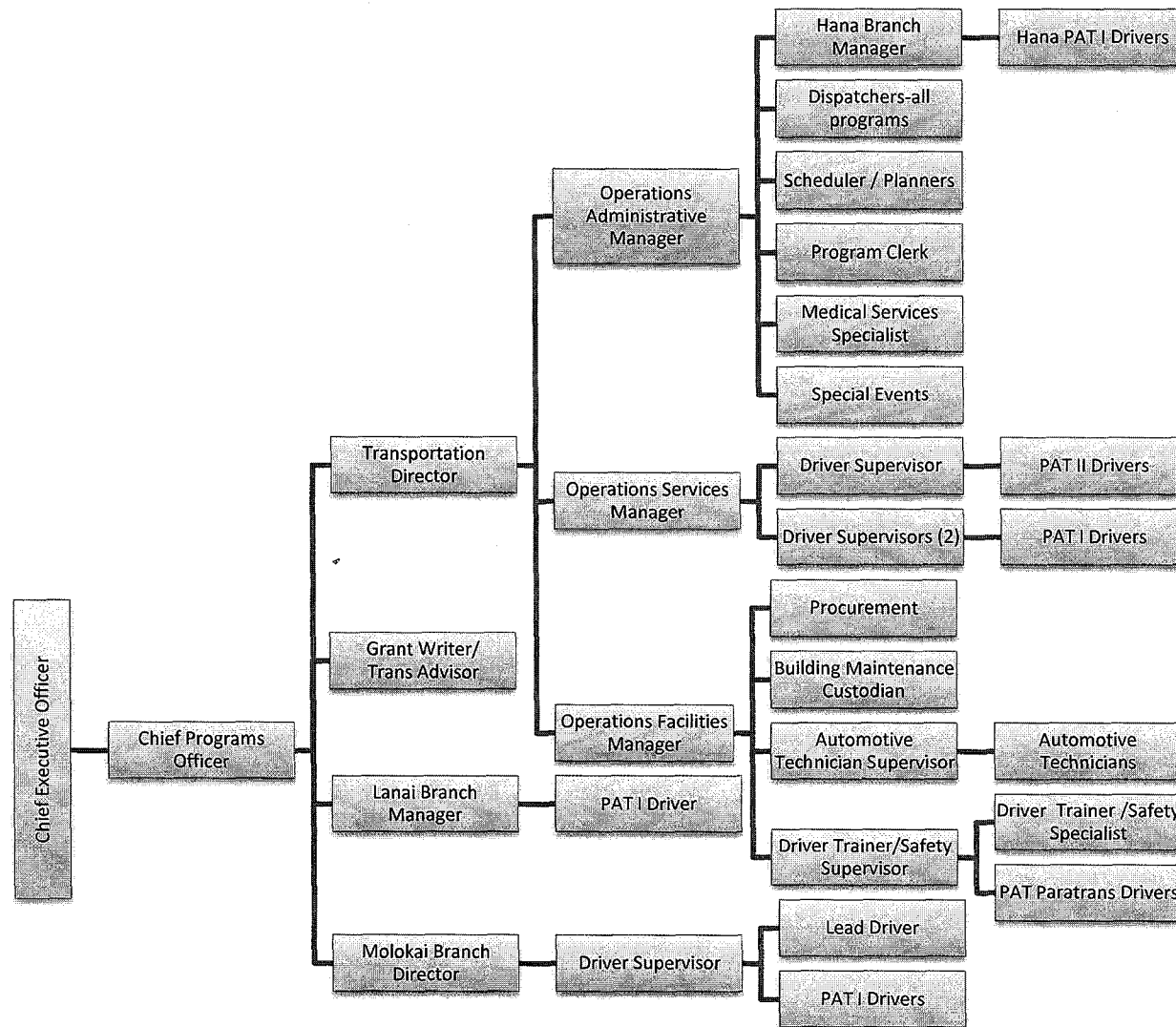
Education

1966-69 **Oregon State University** **Corvallis, OR**
B.S., Elementary Education with emphasis in Early Childhood
30 Credits towards Masters in Elementary Counseling
June 1998 - Johnson & Johnson Management at UCLA - 2 weeks (100
hours) of intense management training
30 hours WestEd training in infant/toddler care
PRISM reviewer for Head Start Program Design and Management
Presenter on Early Childhood, Family Strengthening, and Community
Strengthening at State, Regional and National conferences.

Professional Affiliations

NAEYC/HAEYC/MAEYC – Member and Board Member at local level
National Head Start Association - Board Member
Regional Head Start Association - Board Member
Head Start Association of Hawaii - State President 11/97- 7/05
Mental Health Association of Maui - Board Chair
Mental Health Association of Hawaii - Vice President
Early Childhood Career Development Coalition - Management Team
Child Welfare Services - Citizen's Review Panel
Regional Coordinating Council - Represent State of Hawaii
Good Beginnings Alliance - State Board Member
Maui County Early Childhood Council - Chair
Member of Award of Excellence Team for Maui Economic Opportunity,
Inc.
State of Hawaii School Readiness Task Force
State of Hawaii Early Childhood Education Task Force
Maui United Way - Board of Directors
Maui Non-Profit Directors - Board of Directors
County of Maui - Grants Review Commission

Maui Economic Opportunity, Inc. Transportation Organizational Chart



Maui Economic Opportunity, Inc. Organizational Chart

