

INFRASTRUCTURE MANAGEMENT COMMITTEE
Council of the County of Maui

MINUTES

August 29, 2011

Council Chamber, 8th floor

CONVENE: 9:02 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Elle Cochran, Chair
Councilmember Robert Carroll (out 10:29 a.m.)
Councilmember Donald G. Couch, Jr.
Councilmember G. Riki Hokama (in 9:06 a.m., out 10:08 a.m.)
Councilmember Danny A. Mateo
Councilmember Joseph Pontanilla

NON-VOTING MEMBERS:

Councilmember Gladys C. Baisa (in 9:04 a.m., out 10:38 a.m.)

EXCUSED: VOTING MEMBERS:

Councilmember Michael P. Victorino, Vice-Chair

STAFF:

Scott Jensen, Legislative Analyst
Yvette Bouthillier, Committee Secretary

ADMIN.:

Michael Miyamoto, Deputy Director, Department of Environmental Management (IM-20)
Tracy Takamine, Chief, Solid Waste Division, Department of Environmental Management (IM-20)
Robert G. Hill, Lieutenant, Department of Police (IM-14)
David C. Goode, Director, Department of Public Works (IM-14)
Jo Anne Johnson Winer, Director, Department of Transportation (IM-14)
Marc Iwao Takamori, Deputy Director, Department of Transportation (IM-14)
Michael J. Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel

OTHERS:

Item 14: Blackie Gadarian
Sara Gadarian
Alison Ito, the Wharf Cinema Center
Francis Borden
Others (5)

PRESS: Akaku: Maui Community Television, Inc.

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CHAIR COCHRAN: . . .(*gavel*). . . Good morning. The meeting of the Infrastructure Committee [*sic*] meeting will now come to order. Monday, August 29, 2011, and it's at two minutes after 9:00 a.m. Good morning, Members. Before I begin, please anyone turn off your cell phones or silence any noisemaking devices. And here with us this morning we have...first of all, Vice-Chair Victorino is excused, and Mr. Bob Carroll is rolling in at this moment. Good morning.

COUNCILMEMBER CARROLL: Good morning.

CHAIR COCHRAN: We have Chair Danny Mateo.

COUNCILMEMBER MATEO: Good morning.

CHAIR COCHRAN: Good morning. Don Couch.

COUNCILMEMBER COUCH: Good morning.

CHAIR COCHRAN: Good morning. And Vice-Chair of the Council, Joe Pontanilla.

COUNCILMEMBER PONTANILLA: Good morning.

CHAIR COCHRAN: Good morning. And I am Elle Cochran, your Chair for the Infrastructure Management Committee. Let me introduce our Administration officials. I see we have Mike Miyamoto, Deputy Director of Environmental Management in the gallery; also Tracy Takamine, Solid Waste Division Chief of Environmental Management; David Goode, Director of Public Works; Jo Anne Winer of...Director of Transportation; also Marc Takamori, Deputy Director of Transportation. In the gallery also Lieutenant Robert Hill of the Department of Police and Michael Hopper with...Deputy Corporation Counsel. With the Committee Staff I have Legislative Analyst Scott Jensen and Committee Secretary Yvette Bouthillier. Good morning, everyone, and thank you so much for being here. Public testimony will be taken in a few moments. Anyone please sign up out in the lobby and...of the Chamber gallery. Testimony will be limited to the two items that are on the agenda today, and pursuant to the Rules of the Council, each testifier will be given three minutes and with one minute to conclude. When testifying, please state your name, any organization you may be representing. At this time, Members, without objection, I will open the floor up for testimony. No objections?

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: No? Thank you. Thank you, Members. Staff, please call the first testifier.

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MR. JENSEN: Madam Chair, the first testifier is Blackie Gadarian. He will be testifying on IM Item 14.

CHAIR COCHRAN: Good morning. I'd like to say that we have a non-voting Member here, Ms. Baisa from Upcountry, that's just joined us. Thank you, Ms. Baisa, for being here.

COUNCILMEMBER BAISA: Good morning, Chair, and thank you.

CHAIR COCHRAN: Good morning. Good morning, Mr. Gadarian. You may begin.

...BEGIN PUBLIC TESTIMONY...

MR. GADARIAN: Concerning this ordinance, proposed ordinance, the people who live on Luakini are dead set against it for obvious reasons. This ordinance is being pushed through as a back, a backdoor routine, backdoor whatever it is, to making a more permanent position for the bus terminal which is now being called the bus transit system or something. It seems that the people in the County for all the different committees have decided that they must save this, this Wharf parking area for buses, they must save the Wharf for the buses. Everything is geared to the buses being at the Wharf. We have proposed at least four places where these buses to go to so they wouldn't bother the people on Luakini, but contrary to what Council people in Maui have said that they're concerned with the welfare of, of the public in Maui, they seem to be more concerned with the permanence, the permanence of a bus terminal in the residential street.

CHAIR COCHRAN: Excuse me, Blackie.

MR. GADARIAN: Yeah.

CHAIR COCHRAN: If I, if I may interrupt, please. Today we are strictly --

MR. GADARIAN: Yes.

CHAIR COCHRAN: --addressing the one-way.

MR. GADARIAN: I understand; however --

CHAIR COCHRAN: If you can please stick to that. Thank you.

MR. GADARIAN: --you people have made the rules and you brought up the word "bus" in your, in your preface, didn't you? The subject of the buses was brought up by

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you just a moment ago, and if you can speak about the buses, so can we, can't we?

CHAIR COCHRAN: Right. In relation to the reversal of the one-way which is what we're all here to discuss today.

MR. GADARIAN: I'm not concerned with, with the people who are going to give testimony here, if any, about how wonderful this one-way street will be the opposite way, where they'll be able to enjoy the benefits of the Wharf by going to their bathrooms and the coffee and that sort of thing. I'm not going to go by . . . *(inaudible)* . . .

CHAIR COCHRAN: One minute to conclude, please.

MR. GADARIAN: The people on Luakini are against this street. They're against every part of what you people are trying to do. The reason why they're not here is they're workers. They don't have the time to come down here. I do. I resent every bit of what you people are trying to do.

CHAIR COCHRAN: Thank you, Mr. Gadarian. Members, is there any need for the testifier to clarify or reemphasize anything? Thank...seeing none, thank you. And thank you, Blackie and Sara, for being here. Next testifier.

MR. JENSEN: Madam Chair, the second testifier is Sara Gadarian. She'll also be testifying on IM Item 14.

MS. GADARIAN: Sara Gadarian, 622 Luakini Street. There are several problems that are generated by changing the one-way traffic on Luakini, among them being generating confusion in the village of Lahaina. What will be the impact is that all of the traffic that is going to Luakini from either block, two of the blocks, one will be one-way going north, one will be one gateway going south, all from Dickenson Street which is...goes right by Sacred Hearts Church and School, and all of that. There are businesses. Luakini is a...also besides being a transit stop for the bus, is a travelled street, narrow street where delivery trucks service numerous businesses on Front Street. It will generate traffic and confusion in the town and impact the circulation. The other aspect is that it's...will eliminate much-needed parking from the mauka side of Luakini Street in the one block where you're proposing to change the one-way in that there are, this morning, 11 cars parked obviously by people working in the area on the street. And very valuable parking is being eliminated because, as I understand it, they will not be able to park on the mauka side of the street if the one-way is changed. We propose that you go back to good planning and not have one block going one way, one block going the other way, and add to the confusion in Luakini in Lahaina Town.

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CHAIR COCHRAN: Thank you, Sara. Members, any need for clarification by the testifier? Seeing none, thank you, Ms. Gadarian, for being here. Mr. Jensen.

MR. JENSEN: Madam Chair, the next testifier is Alison Ito, she'll be testifying on IM Item 14.

CHAIR COCHRAN: Thank you. Good morning, Ms. Ito.

MS. ITO: Good morning, Madam Chair and Members of the County Council. My name is Alison Ito and I'm here representing the Wharf Cinema Center where I'm the Director of Sales and Marketing. From all of us at the Wharf, thank you very much for your time. The bus system originally was started by the Wharf, and the system worked when we operated it. The bus transportation then continued through various companies: Trans Hawaiian, Akina's, and then Roberts Hawaiian, and now with Roberts Hawaii through the County of Maui. The areas has been in existence for almost 30 years, and the stop is not only tried but, you know, has been proven . . . *(inaudible)* . . . On August 1st at the site inspection of the Luakini bus stop, testimony from the Wharf management and staff was given, and because we don't want to be redundant or take up much of your valuable time, we would like to simply enter into the record a petition that was circulated a few days last week where over 350 signatures were secured. It supports the reversal of the one-way street which is the issue before us, and to keep the Luakini bus stop where it is. Thank you.

CHAIR COCHRAN: Thank you, Ms. Ito. Members, any need for clarification by the testifier? Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Ms. Ito, for coming. Those 350 signatures, how many of those are Luakini residents?

MS. ITO: I'm sorry, sir, I didn't count. There's...the addresses are on there, and there are Luakini residents on there.

COUNCILMEMBER COUCH: Do we have that?

CHAIR COCHRAN: I believe --

COUNCILMEMBER COUCH: Okay.

CHAIR COCHRAN: --Staff has the copy and will be making...yeah.

COUNCILMEMBER COUCH: And the other question I have, you say there have been buses stopping there for 30 years?

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MS. ITO: Almost 30 years.

COUNCILMEMBER COUCH: What kind of...is it...

MS. ITO: Well originally it started when the Wharf did their own system, the Wharf and Hilo Hattie's did their own system, and they used to take the bus all the way up to Kaanapali and...

COUNCILMEMBER COUCH: So it was a shuttle bus system that kept stopping there?

MS. ITO: Yes. And then it turned into sort of like a shopping system where it also extended over to Wailea and came in, and the Wharf was always the hub for that.

COUNCILMEMBER COUCH: And are those buses still going to be stopping there as well or is it now only the County buses?

MS. ITO: No, that's part of the...which has become this system now.

COUNCILMEMBER COUCH: So the only buses stopping there are going to be the County buses?

MS. ITO: Would be the County buses.

COUNCILMEMBER COUCH: Okay. Thank you.

CHAIR COCHRAN: Thank you, Mr. Couch. Members, any further discussion? Seeing none, thank you, Ms. Ito, for being here.

MR. JENSEN: Madam Chair, the, the final testifier signed up for this morning is Francis Borden testifying on IM-14.

MR. BORDEN: Good morning, Committee Members, Madam Chair. My name is Francis Borden. For those people that are from Lahaina, Blackie and Sara, I am representing myself. I'm not representing the Wharf where I'm actually currently employed. Insofar as a safety concern of reversing the Luakini one way, as a former bus driver both with Trans Hawaiian and Akina's, I can tell you that making right-hand turns is perhaps one of the more difficult things about driving in Lahaina. Now reversing the one-way street on Luakini Street, making it go in the opposite direction, you would eliminate three right-hand turns from just the Kaanapali bus alone. Right-hand turns are so much of a concern in fact that the Department of Transportation includes that as part of the testing. In order to get certified as a commercial driver, you need to pass a right-hand turn, and if you can't do that, you can't be licensed. Now just from a safety standpoint,

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eliminating right-hand turns from that route is an ideal situation, and that's the main point I wanted to make insofar as driving that route. Thank you very much.

CHAIR COCHRAN: Thank you, Mr. Borden. Members, any need for clarification from our testifier?

COUNCILMEMBER PONTANILLA: Chair?

CHAIR COCHRAN: Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. Thank you for your testimony. So looking at the right-hand turns, yeah, I can understand why because of the, the radius doing the turn. So left, left turns would be more accountable for the buses, you say?

MR. BORDEN: Absolutely. The right side of the vehicle is always your blind side --

COUNCILMEMBER PONTANILLA: Okay.

MR. BORDEN: --so, you know, in eliminating right-hand turns from the route itself, and that's just one route, mind you. I kind of from memory did the Kaanapali route, the way it goes. That's not counting, you know, the Lahaina Villager or the bus that comes from Kaahumanu Shopping Center.

COUNCILMEMBER PONTANILLA: Okay. Thank you. Thank you, Chair.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members, any further discussion? Seeing none, thank you, Mr. Borden, for being here. Mr. Jensen, was that the last testifier?

MR. JENSEN: Madam Chair, no one else signed up prior to the meeting.

CHAIR COCHRAN: Is there anyone else in the gallery that wishes to testify? If so, please come down to the podium. And seeing none, I will now entertain to close testimony for the morning.

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: Thank you.

...END OF PUBLIC TESTIMONY...

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ITEM NO. 14: WHARF TRANSIT HUB FOR THE MAUI BUS (LAHAINA)
(C.C. No. 11-183)

CHAIR COCHRAN: Members, we have two items on our agenda today, the first item is IM-14 relating to the Wharf transit hub for the Maui Bus in Lahaina. The second item is IM-20 regarding curbside recycling pilot project. IM-14, the first item, is a draft bill to change the traffic flow along Luakini Street. This Committee conducted a site inspection at the transit stop on Luakini Street earlier this month on August 1st. Today's discussion will focus on one of the proposals discussed at the site inspection, to reverse the one-way traffic flow between Dickenson Street and Prison Street. I would like to ask Ms. Winer to provide any necessary background information before I open up the floor for questions. Ms. Winer, thank you for being here.

MS. JOHNSON WINER: Aloha.

CHAIR COCHRAN: Aloha.

MS. JOHNSON WINER: And thank you very much for having this item on the agenda today. For those of you that were not in attendance at the site inspection, this came about actually as a result of some complaints, and Mr. Gadarian is correct, it did arise as a result of discussion about the Maui Bus and some of the complaints that we were having from area residents about noise, about congestion, bus fumes, that type of thing. But when I had gone to the site to do my investigation about what might be a potential solution to the area residents' problems, one of the first things that ended up happening...and of course I've lived there, you know, in...on the West Side for a number of years. So something is not always obvious to you, but when my husband and myself who...and he was formerly with Miramar Police Department, he observed something that he felt was extremely unsafe, irrespective of any of the other issues, and that was we were actually offloading our passengers in an active roadway, including our ADA passengers. And right away a red flag came up, because he said do you realize the liability that Maui County actually has when you're disembarking and, you know, putting the people who were then, they were actually coming across the street with their bicycles, they were entering the bus and exiting the bus in a really unsafe situation? So because we have to...and, and as many of you know, part of your work too as Council members is your due diligence. So what we had done was we sought the input from the Police Department, and at the time Jody Singsank was in charge of the West Maui, you know, Police Station. So she has since retired, but herself and one other officer came and they observed over a period of time these same issues that we were experiencing or that we had also observed. So what we did was we sought their input, and they did recommend that the traffic be reversed simply so that we would be offloading and on-loading passengers to the bus because of the way our doors open from the correct side of the street, and it would

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be taking passengers out of harm's way as well as any of those traversing that area. One of the things that was pointed out by the Police Department at that point in time was that the vehicles that were parking on the mauka side of the roadway, if they had to reverse in the opposite direction--meaning they would be coming from the south...or from the north to the south--that the way that they were parking on the mauka side, it might make it difficult the way they had to pull into some of the shrubbery to get in and outside of their vehicles. At that time, there was no discussion of eliminating any of the parking on the mauka side, but that was one of the concerns that had been raised by the Police Department. And we are not as a part of this proposal actually saying that that parking should be eliminated. It's just that it will prove for some individuals where they have high shrubbery, they may have to cut back the shrubbery a little bit in order to park in that direction. And then as the next step in the process, we actually went before the Traffic Safety Committee [*sic*], and the Traffic Safety Committee [*sic*]...and they do have I believe one individual that was employed as a bus driver as well who made some of the same points that one of the gentlemen today had made as part of testimony, that the safety is really paramount. So that recommendation from the Traffic Safety Council after we had gone through extensive questioning and Mr. Gadarian and his wife were also there to give their concerns as well. And so they unanimously recommended that the reverse be approved only for that distance, just for the one block. One of the issues that was raised today in testimony was about why not do it...I...it wasn't said in this way but, you know, just for that one block area it might create some inconsistency. And what would have happened in order for that to take place is the buses would have had to come down Lahainaluna Road and come onto...and make that a very, very narrow turn down by...onto Luakini Street. And that was not really a turn that was something that was easily doable, you know, by our buses, so we didn't want to put any more congestion onto Lahainaluna. But Dickenson is a larger street and it's easier for the bus to come into that area. We also, as part of my research, I did visit with the head of Lahaina Restoration Foundation. They supported the reversal and asked us why it took so long. And the other organization, I went before Lahaina Town Action Committee, and they also supported the reverse of the one-way. So a number of residents, I did visit with them, and Mr. Pallet who lives directly across the street, when I met with him and Mrs. Silva, and there was one other neighbor who I cannot recall her last name, but anyway I met with four individuals. And at that point in time, they said they were certainly willing to give that an opportunity to see that work. I have no idea if they've since changed their opinion, but they were very open to it from a safety perspective. And they thought *it* might also have some additional benefits for some of their concerns.

CHAIR COCHRAN: Thank you, Director Winer.

MS. JOHNSON WINER: Thank you.

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CHAIR COCHRAN: Members, I'll now open up the floor for some discussion. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you. I...the biggest thing is why this location and not a different location, what's the rationale behind that?

MS. JOHNSON WINER: At Luakini?

COUNCILMEMBER COUCH: Uh-huh.

MS. JOHNSON WINER: The reason why we wanted to reverse the one-way at Luakini was because our doors open...

COUNCILMEMBER COUCH: No, I mean the bus stop being there at all.

MS. JOHNSON WINER: The hub is right now where it is, and it's been there. We do not have financial resources. I tried really hard to confine my comments not to the location of the hub but actually to the reverse of the one-way. We're not prepared with any other sites at this point in time, because a study would have to be undertaken. More than likely because that's in the Historic District, the locations that have been suggested, you would have to do site analysis, also a Special Management Area hearing would take place. And I, I know that in the future, you know, when that particular subject comes up, we're prepared to do this. In any event, even if the transit hub were to be relocated, more than likely the Wharf would still remain as the site --

CHAIR COCHRAN: Thank you, Ms. --

MS. JOHNSON WINER: --for a bus stop.

CHAIR COCHRAN: --Johnson Winer.

COUNCILMEMBER COUCH: Okay. Yeah. I guess that, that leads up to my follow-up question. Is this a temporary site or a permanent site? And it sounds like you're saying it's a permanent site.

CHAIR COCHRAN: Mr. Couch, sorry. If we can just stick to the topic of the reversal, in particular.

COUNCILMEMBER COUCH: Well, yeah, I understand.

CHAIR COCHRAN: Or are you trying to --

COUNCILMEMBER COUCH: I'm trying to --

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CHAIR COCHRAN: --draw it all together?

COUNCILMEMBER COUCH: I'm trying to draw in whether or not I would vote for the reversal if I don't like the site there at all. That's...I have to kind of weigh that in my mind, so I'm trying to figure that out first of all.

CHAIR COCHRAN: And just to follow up though, this is strictly looking into the safety aspect --

COUNCILMEMBER COUCH: Right.

CHAIR COCHRAN: --of this site which is there and the passengers' safety, basically.

COUNCILMEMBER COUCH: Okay.

CHAIR COCHRAN: Thank you.

COUNCILMEMBER COUCH: I have more but I'll let the others.

CHAIR COCHRAN: Okay. Members...

COUNCILMEMBER PONTANILLA: Chair?

CHAIR COCHRAN: Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. You know I've heard the testimonies out there, I've heard testimonies in here, and, you know, it seems like the neighbors are really against, you know, the parking. But in regards to the reversal, you know, one testifier provided real good information about left-hand turns, and, you know, I can support that, looking at the left-hand turns, because it provides a wider radius for the bus entering and exiting Luakini Street. For the Department though, if we were to do that, you know, for only buses, only buses, put up a sign saying that left-hand turn for buses only entering from Dickenson and exiting on--what's that?--Shaw --

CHAIR COCHRAN: Prison.

COUNCILMEMBER PONTANILLA: --could be erected, so that bus drivers would understand that it's left in, left out, you know, to make it much easier for those buses trying to exit and entering Luakini Street. Yeah, I can support the reversal, but in the meantime, you know, if, if the Department can work with probably Public Works to look at what else can be done to provide safety issues or corrections on Luakini in this particular area. Because we heard that people were

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walking on the side of the street, there's no sidewalk, and I think I asked Mr. Goode for some cost estimates in, in, you know, taking a look at Luakini Street just to ensure that public safety is looked at.

CHAIR COCHRAN: Thank you. Director Goode.

COUNCILMEMBER PONTANILLA: And I know you cannot do it in the next probably several years, but, you know, at least the planning of trying to do that.

MR. GOODE: Chair Cochran and Member Pontanilla, it's something we can definitely look at. I've looked at the maps and the right-of-way is only 20 feet. Unfortunately with 20 feet if you throw a sidewalk on one side you're not going to have room for parking and a through lane. So with only 20 feet, I can only get 2 of the 3.

COUNCILMEMBER PONTANILLA: Well...

MR. GOODE: That's, that's a really tough little road.

COUNCILMEMBER PONTANILLA: No, no, I know it is, and, and is parking allowed on, on Luakini Street, on both sides of the --

MR. GOODE: Well currently it's striped --

COUNCILMEMBER PONTANILLA: --right-of-way?

MR. GOODE: --just for the mauka side.

COUNCILMEMBER PONTANILLA: Just the mauka side?

MR. GOODE: And as Ms. Gadarian testified, there's about 11 stalls.

COUNCILMEMBER PONTANILLA: Okay.

CHAIR COCHRAN: Thank you.

COUNCILMEMBER PONTANILLA: Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Thank you, Mr. Goode. With my personal recollection of growing up in that particular area, there are some stretches that have sidewalk and of course there are parking. And I think that it's going to be a question for me anyways to police when they come up to ask about that, the restrictions and how can we, you know, implement the safety aspect of that road versus--I know people aren't going to want to hear this but--the, the

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parking. You know, it may have to take away some parking that exists there today. But anyways, Members, any further questions for...Chair Pontanilla...sorry, Mateo.

COUNCILMEMBER MATEO: Thank, thank you, Madam Chair. Madam Chair, this is, this is a little difficult for me. I often use the, the service to, to go to Lahaina and then from Lahaina get back to actually Pukalani. So I'm, I'm familiar with the service. I, I think, I think my concern at this point is, you know, we've heard the, the residents, we've read some of their concerns, you know, a lot of it relates to safety. But it always bothers me when homeowners or the residents in the area feel afraid to just go out into their yards and to ask some of the users of the system to get out of their yard, the, the fear of what could happen to them. And, and yet I understand the need for the reversal because of the sheer hazardous condition that occurs. I think what bothers me at this point is I believe I'm looking at a permanent situation where, you know, this, this change at this point will be the change for the next number of years instead of looking at this reversal as an interim measure until one can find another location that may be safer to, to actually start planning for. And, you know, yes, financially it's...it may not be an opportune time, but I don't think we should restrict ourselves from taking a look at options or alternates that may be, you know, available to the County. So, you know, contrary to what may have been said this morning during testimony, not all of us have made our decision, and I continue to struggle with this one. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Chair Mateo. Mr. Carroll.

COUNCILMEMBER CARROLL: Thank you, Chair. I support changing the direction. I was there on the site inspection, and thank you very much for making that. That was very enlightening.

CHAIR COCHRAN: You're welcome.

COUNCILMEMBER CARROLL: Whether it...how long it lasts or how long it takes Public Works to, you know, address if we have any possible changes over there, just the safety factor alone, I mean it is unbelievable that we're discharging people on the street. This cannot continue. We really need to pass this out today. The concerns raised by Mr. Mateo and Mr. Pontanilla and all the testimony we heard and the people that live there certainly need to be addressed, but the direction needs to be changed now before we have--heaven forbid--somebody get hurt or even a fatality over there. Thank you.

CHAIR COCHRAN: Thank you, Mr. Carroll. Ms. Baisa.

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COUNCILMEMBER BAISA: Yes. Thank you very much for the opportunity. Although I'm not a voting Member of this Committee, I want to thank you first of all for having the site visit. It was very enlightening for me to actually stand there for a while and see the buses come and go and see the people and listen to all of the testimony that was given. And while I can...if I were able to vote I would support the immediate solution which appears to be the matter of reversing the traffic on the street for now. I have concerns about a long-term solution being...I think we need to look at a long-term solution. You know, I just put myself in the shoes of the people that live right across that, and I certainly understand the, the need for the Wharf to have people come and, you know, be there. I mean it's an economic situation. But also I put myself in the shoes of the people that live right across where these buses are stopping, and, you know, one of the reasons why I hate having a speed bump next to my house is because everybody slows down and you hear them shift and, and they take off. And, you know, you have all this noise, it sounds like somebody's coming into your house even though they're not, so I can imagine the impact on people that live right there where the buses come every so often, and I guess it's fairly often. And buses come and go, and they're not quiet, they're very noisy, and when they pick up they make noise. And they...when they start and go, you know, they make all these smells and that must be coming into their home, so I'm trying to be empathetic. I can imagine it is difficult. So I think, you know, for me, probably changing the traffic direction is an immediate thing that we can do for the sake of safety, 'cause I was very uncomfortable to see people being let off in the middle of the road. That is...that's not a good idea. The other thing I had thought about and it hasn't been discussed here and, you know, I'm probably...probably not even worth talking about. But standing there for all that time, what I saw was two buses arriving in the same area very close to each other, and because of that, there was no ability for all the buses to stop farther away from where the people live but still on the side of the Wharf and out of the street. If we were to amend the schedule so that they wouldn't arrive there at the same time, it also would take care of their safety. They wouldn't let off in the street. They'd be let off on the side of the Wharf where, you know, it's a little safer for them. But I do think that we need a longer-term solution, and I am totally supportive of, you know, studying this and coming back and seeing what else we can come up with. But for now this is...if this is the solution that the Traffic Safety Committee [*sic*] proposes and everybody feels kind of comfortable with it including the Police, then, you know, what else can you do? But I still, you know, I have these little angst about people that live there. Thank you.

CHAIR COCHRAN: Thank you, Ms. Baisa. I'll get right to you, Mr. Couch. Ms. Winer, about adjusting the schedule, do you have any comments about that?

MS. JOHNSON WINER: Well the reason that we have to have the two buses coming at the same time is that one group of people get off one bus and then transfer to the

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other one, so that's why we have the two. But the way it's staggered, they don't come any more frequently than every half hour, you know, so there's two buses I believe, and Marc probably has the schedule down better than I. But we try, you know, to get them to pull in and off the roadway as best they can, so that...but, but I know the problem that Ms. Baisa's talking about. Because even if there's two large buses coming at the same time which is oftentimes what happens, the one bus pulls back into the shorter space, you know, and, you know, if, if you were on the site, we're saying the space that's farther to the south is the one that the first bus will pull into, and then the other bus takes the larger space that's closer to the northern end and the loading ramp on the other side. But, you know, right now we're doing the best we can, given the schedule. And also to answer some of the question that I heard, this is something that while creating a separate, you know, and it's a separate agenda item, we have indicated to the local individuals that what they should do is also lobby for funding so that a transit stop study could actually be done. And I was actually suggesting that what they do is at budget time if they want this to be accomplished, then what they should do is lobby the Council for funding so that the different studies can actually be undertaken. Because we can't just move to, you know, another area, so we have some other challenges. And then hopefully our Department would be able to give information to you that would give you the costs and the issues involved with each one of those potential sites.

CHAIR COCHRAN: Thank you, Director. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you. You know, people can--I think anyway--people can wait five minutes if they get off of one bus before they get on another, five or ten minutes to give the...more business to the Wharf if they're going to be doing that. So I don't, I don't see why we can't have a...as part of this, a rule that says one, one bus at a time, 'cause it's just...it's...I don't think it's that much of an inconvenience. People wait for buses quite a bit. I think it's less of a burden on the people who live there if there was only one bus at a time. The question...the biggest safety question is why it...why are we doing it in only a section. I know Ms. Winer talked about it a little bit, but I mean when you have a one-way street to have that direction changed right in the middle doesn't make sense. I would support making the, the thing one way completely the other direction, and if you have to turn the buses somewhere, turn 'em on Dickenson instead of Lahainaluna. Because as one of the testifiers said, is now you have Dickenson where people are going left or right, they're not sure, and when you're, when you're driving down you can't remember which way to go or, you know, you got all the signs and you're, you're messed up as to how you want to get around. Might as well just make it one way all the way. I can't see...I mean I would certainly love to hear what the Department of Public Works and the Police Department has to say. I can't believe that they would recommend that the street

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change directions one way right in the middle of the street. So if I could get that -

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CHAIR COCHRAN: Thank you.

COUNCILMEMBER COUCH: --from Public Works or, or the Police Department --

CHAIR COCHRAN: Okay.

COUNCILMEMBER COUCH: --what, what their...I mean if, if they really recommend switching the directions of one way...having a one-way street one way in two different directions.

CHAIR COCHRAN: Can we get Police down? Yeah, go ahead, Director Goode.

MR. GOODE: Yeah. We, we would rather have it go one way the entire length, say from Lahainaluna to Prison. And actually it's two way from Prison as it winds up back to Wainee. But you can still take the bus down Dickenson, so that wouldn't change. So you wouldn't be burdening that other section of Luakini say from Dickenson to Lahainaluna with the bus. But from a just traffic circulation standpoint, yeah, you want to have it as through as far as possible, and, and not overburden Dickenson as being the only way to get down to Luakini.

CHAIR COCHRAN: Thank you.

MR. GOODE: Just from a traffic circulation standpoint outside the bus, it makes more sense in our mind to do it that way.

COUNCILMEMBER COUCH: Okay. And as long as I got you on there, there were other safety issues like the parking and what not. Do you have any other ways to mitigate what we're going through here on the safety?

MR. GOODE: Well first of all I think on the...well there's a couple of safety issues if I...try to address all of 'em if I can remember here. One is the speed humps, that came up at our, our site visit which was very informative for our Department as well. We had some testifiers from Luakini Street saying they'd started a speed hump application years ago, couldn't get all the necessary signatures, and one of the signatures they couldn't get was the folks that own the underlying property under the Wharf Cinema which is a master lease. And Ms. Soares said at the meeting when I asked her, I said, oh...she said she can sign for that, so I have here, I have a speed hump application I'd love to give it to a Luakini resident who wants speed humps. I didn't see the same folks here today as we saw there, but we can restart that process. That's, that's number one, and I think some of the folks that testified, they said it's not necessarily buses, it's all of us. And

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secondly, as it relates to parking, I think you need to talk to the Police. We've chatted informally since the hearing, they do have concerns as it relates to the parking on the mauka side, and so I, I think you ought to talk to them. And then thirdly, another idea that came out of talking to our engineers and they don't know the answer yet, we'd have to do some more research is, is there a way on at least one of those parking stalls to install like a traffic...a loading and unloading island that could be protected? So the folks that come off the bus are in this protected little island area which could be a raised, like, sidewalk area maybe with railings, et cetera. Again, I don't know if there's enough space for that, and with two buses coming in, it may not be practical to have two of these, but it might be another way to shelter those folks that are getting on at that moment but more importantly getting off. So it's something we'd have to investigate, and I'm holding out my hopes that maybe there's room for one, but two might be tough based on what I recall seeing there. So I think that addresses the three safety issues that we've looked at since the meeting.

COUNCILMEMBER COUCH: Yeah. Did you look at the parking? I know that, that it's not proposed to be eliminated here, but I can see that in the future maybe the Police Department saying, looks it's, it's causing issues or your Department saying it might be causing issues, we, we need to eliminate the parking. But 11 parking spaces is, is a lot in that area, so.

MR. GOODE: Well as we know, parking in Lahaina is valuable.

COUNCILMEMBER COUCH: Yes, I know.

MR. GOODE: So we would, we would want to keep those stalls if it's, if it's possible. So again I think you ought to talk to the Police because they can speak better for what the, the concerns are, but, you know, ideally we can hang on to those, but if we cannot, then we cannot. I think if, if it got changed and the recommendation is to eliminate the stalls, I think we'd be duty bound to remove the stalls. Right. And I don't think that's in the Code as far as where that parking stalls are located.

COUNCILMEMBER COUCH: Okay.

CHAIR COCHRAN: Thank you, Mr. Couch.

COUNCILMEMBER COUCH: Thank you.

CHAIR COCHRAN: Thank you, Director. Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. Mr. Goode, is there a possibility of the Department taking a look at routing traffic in Lahaina Town, making more one-way streets to accommodate, you know, the congestion issues that we have

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today? In other words, if you make Dickenson one way coming down, Shaw Street one way going up, then the talk about what Mr. Couch is saying, make Luakini from Lahainaluna Road a one way from the northerly direction to the southerly direction up to Shaw Street then you have a better circulation. But, you know, you guys the expert, so, you know, you tell us if there's a possibility of routing traffic more easily and as well as taking care of the issue at hand, buses parking at the, the Wharf along Luakini.

MR. GOODE: And, Mr. Pontanilla, I think that's something we could look at. It would require some outside expertise, probably computer modeling. But more importantly, just talking to the folks in Lahaina, how they get around, because they've got places to go. I mean certainly the residents in the area aren't necessarily using Front Street but they have places to go, and we need to accommodate that. But it would require a pretty significant effort to come up with something. And then I'm pretty sure not everybody's going to like it, so it would --

COUNCILMEMBER PONTANILLA: No, no, I understand that, you know --

MR. GOODE: --it's going to be a...it'll be a pretty --

COUNCILMEMBER PONTANILLA: --everybody get --

MR. GOODE: --good size level of effort.

COUNCILMEMBER PONTANILLA: --everybody get hard time change. But, you know, when you look at costs and, and safety issues, then we, we need to take a look at, you know, other plans in regards to providing services to the Lahaina people actually. So thank you.

MR. GOODE: Okay.

CHAIR COCHRAN: Thank you, Mr. Pontanilla and Director. Mr. Hokama.

COUNCILMEMBER HOKAMA: Chair . . .(coughs) . . . excuse me, Chair, if I may give you a perspective to consider regarding this item this morning. I know what you have agendized is very narrow. Obviously from all the comments and questions, it's a bigger problem. So I would say...I would ask you to consider something of maybe pushing this out, and I don't see why the Committee cannot recommend some requirements attached to this whereby you would challenge the appropriate administrative departments to report back to your Committee their findings of what it would take to address the bigger issue of the parking and this traffic concerns and safety concerns. It's interesting, this legislation in my perspective is about how to get buses around corners. I would hope we would not lose the total

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perspective of what it takes to make this whole area work including regular vehicles and pedestrian traffic that needs to get... 'cause for me I would prefer all right turns, everything being equal. And maybe that's something that has to be part of the new plan. We own property that is for public parking, so I would expect the departments to start working about a proposal of how to better utilize County public parking, and to see whether or not things of a relocated site for various needs of the County makes better sense. You know, I know, there are pockets in program budgeting money that the departments can shift if they so desire, so let's challenge them and ask them to come up with some consideration, put a clock so they need to return by a specific time, Chair, and we can get this moving forward. Thank you.

CHAIR COCHRAN: Thank you, Mr. Hokama. And at this point, I'll ask to see if maybe Department of Police may join us. Thank you. Here, sir. Thank you, Lieutenant Hill --

MR. HILL: Good morning.

CHAIR COCHRAN: --for joining us. Good morning. Aloha. Members, I have Department of Police here for any questions you might have for him. Mr. Couch, I believe --

COUNCILMEMBER COUCH: Sure.

CHAIR COCHRAN: --you had some questions.

COUNCILMEMBER COUCH: What is the Police Department's recommendation on making Luakini one way only, essentially, in two different directions in two different sections that actually abut each other.

MR. HILL: The correspondence that was sent February 11th says that they're in support of it, and that was...the study was done by Captain Singsank and the Lahaina District personnel. So that is the position of the Department.

COUNCILMEMBER COUCH: That it's okay to be a segmented one way?

MR. HILL: If there was a recommendation to do something else then we'd have to go back and look at it again and do the same sort of study and make another recommendation back to the, the Committee.

COUNCILMEMBER COUCH: Okay. And the parking issue, is that a Police Department concern if the, if the --

MR. HILL: It is...

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COUNCILMEMBER COUCH: --direction was changed?

MR. HILL: As it is currently, it's, it's a physical thing right now. If the area where the parking is was reversed and you'd use the same size stall in the same position they are, people would not be able to get out of their car on the driver side. That's the, the issue on that. Now somebody brought up the hedges. I'm not sure if those hedges are encroaching on County property or anything else like that, so if there was anything that could be looked at in that perspective and to relook at and see if, if there would be a way of opening your door on the driver side and getting out, then it probably wouldn't be as much of a concern as it is now. But as it is now, honestly if you park there, you'd have to actually get out on your passenger side.

COUNCILMEMBER COUCH: Are those spots marked? Are they...is there the little...

MR. HILL: I believe they are. There's a, there's a designated parking zone there.

COUNCILMEMBER COUCH: So if they were moved out two feet then that...

MR. HILL: That's the other question, and informally talked to Mr. Goode about that if, you know, if they were moved out, what would be the impact of that, and I don't think there's enough room. That would be an engineering's kuleana.

MR. GOODE: We'd have to go out and walk it off, mark it off, see if it can work.

COUNCILMEMBER COUCH: See if it'd work.

MR. GOODE: And right now where the hedges are, we don't know if it's in public or private property, so it might require surveying work.

COUNCILMEMBER COUCH: And Ms. --

CHAIR COCHRAN: Thank you.

COUNCILMEMBER COUCH: --Madam Chair

CHAIR COCHRAN: Yes.

COUNCILMEMBER COUCH: --my biggest concern would be to lose...another concern would be to lose those parking spaces, 'cause as we...as Mr. Goode pointed out that parking is a huge premium in, in Lahaina.

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CHAIR COCHRAN: Right. And personally I utilize that a lot. The...they're not actually like marked on the asphalt itself as in stalls, per se, but there are, you know, no parking signs like, you know, the arrow saying from this corner to here parking. And so that is there at this point. Some...if I may ask Police. Lieutenant Hill, one of my questions in regard to the whole parking issue, number one, would there be able...would they be able to park on the makai side versus the...instead, because of the reversal now that the, the, the driver will now enter into the road when they park on the makai side of the road? Would it...would that be --

MR. HILL: If, if that was --

CHAIR COCHRAN: --just reverse?

MR. HILL: --physically possible I'm sure it, it would be okay, but then again that would, that would not be our jurisdiction, because somebody would have to make those designations, and I think it would be through this body. But if it was physically possible, I don't, I don't see that as, as an issue.

CHAIR COCHRAN: Okay. And so, Director Goode, would that be in your purview?

MR. GOODE: Yes. Our Department would have to go out and investigate it and see where they might be able to squeeze 'em in.

CHAIR COCHRAN: Okay. Thank you. Members, further discussion for Department of Police? Seeing none, thank you, Lieutenant Hill --

MR. HILL: Thank you.

CHAIR COCHRAN: --for being with us here today. And, Director Winer, I had a question because there seemed to be conflicting comments in regards to the, the last drop-off or pickup at the Wharf, is it 11:30 or 8:30 p.m.?

MS. JOHNSON WINER: It's...I believe on our schedule I think it's 8:30. It's not...you mean, you mean in the evening?

CHAIR COCHRAN: The...at the Wharf...sorry?

MS. JOHNSON WINER: The last, the last pickup comes, yeah, in fact I think it might even...it's...the last pick up is 10:00?

CHAIR COCHRAN: The schedule I'm looking at says 11:00 p.m.

MS. JOHNSON WINER: Okay. Then --

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CHAIR COCHRAN: And --

MS. JOHNSON WINER: --then I'm wrong.

CHAIR COCHRAN: --the Wharf told me it was 8:30.

MS. JOHNSON WINER: I think that's for the one bus that takes people over to Queen Kaahumanu Center. See, some of the people who disembark at that particular stop, they wanted to go later, and we told them because the buses basically have to conclude their schedule and how they would pick up people based on what takes place at the transfer point at Queen Kaahumanu Center. So I'm not sure which...it could be that some of the stops...in fact if you could just give me a moment, I'll look at our schedule and then we can tell exactly what it is.

CHAIR COCHRAN: Okay. Thank you. Members --

MS. JOHNSON WINER: My Deputy has the schedule.

CHAIR COCHRAN: --while Ms. Winer is, is looking that up, any further discussion we might have on this? I wanted to make comment to Chair Mateo's statements, and as far as I understand through Director Winer, this reversal can be a trial period. I know that's cost and if we're going to do it and then reverse it back, and also I, I also agree that, you know, this bus system is growing, you know, it's, it's, it's something that it's inevitable. And, yes, I completely, you know, agree and see the importance of us discussing the whole relocation aspect of this, so that's not a dead subject. You know, but I think at this point what we're trying to address...and I know, Mr. Hokama, it's very narrow scoped, but it is something that will definitely be an answer to the safety aspect that we are facing here today right now. All the other concerns, I would be very, very more than happy to definitely keep that dialogue alive and, and going forward. Ms. Winer, are you ready?

MS. JOHNSON WINER: Yes.

CHAIR COCHRAN: Thank you.

MS. JOHNSON WINER: In, in...the stopping times are correct, and the statement that I gave you is...I'll just reiterate. The Lahaina Islander which is Bus No. 20, that departs at 8:30 and it has to reach Queen Kaahumanu Center at 9:30 in order to make that connection. And then the Villager which is the circulator, that actually takes place within a much, you know, narrower radius. The last stop when all of our bus systems basically end is at 11 o'clock.

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CHAIR COCHRAN: Eleven p.m.

MS. JOHNSON WINER: Yeah. So both statements are correct.

CHAIR COCHRAN: Oh, got it, thank you.

MS. JOHNSON WINER: It just depends on the route.

CHAIR COCHRAN: And it just reminded me, Mr. Mateo, in addressing your, your comments earlier, I believe the, the fear as you mentioned from the local residents of saying, you know, don't come in my yard or whatever. Because they have to wait in the roadway and towards the residents' properties, that's what's causing that portion, but if they're all now sort of waiting under where the buses will let them, you know, disembark and embark, then I think hopefully that will address partly that issue also where people will more utilize under the Wharf versus in the front properties of, of the residents there. So hopefully we can move this forward and see if that can address that concern, but thank you for bringing that up. That's, that's good. Yes, Ms. Baisa.

COUNCILMEMBER BAISA: Yes. Thank you very much, Chair. You know, I've been listening intently to this and trying to, you know, weigh the various solutions that are being talked about. But, you know, I still have this lingering concern about how we deal with some of the other things, and it was mentioned that we need a study. Director Winer, on your staff, don't you have somebody who's a planner or engineer, somebody who might be able to help with this?

MS. JOHNSON WINER: We do have an engineer, and the only area that we would probably have a little bit of difficulty might be...and we could work with some of the other departments to give some quick guesstimates as to what costs might be. We may have to work with Planning. Oh, certainly Mr. Goode, you know, has always been very cooperative in working with our Department. We could probably do an internal recommendation, but I think that one of the things that if we're going to go get Federal money to do a complete relocation, they have certain criteria that they would require. So I would have to check to see whether what we would be doing in house would meet the level of their criteria. We're, we're totally open, and as I said to the area residents when I met with them on at least two occasions, this is not something that we're not looking at, but we're constrained fiscally, we're constrained in terms of private property right now. Even one of the suggestions was down at the harbor. We can look at all those areas and then try to come back with some type of recommendation as to what potential sites may be, and then the costs associated and any potential issues associated with moving those. I think we can at least give you some preliminary information. Then if it's going to go farther than that, I know you're going to want to know what the annualized operating costs would be, security, building

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restrooms, Historic District, because this is in at least where it's located now and any of the sites recommended in downtown Lahaina that is within the Historic District. So it, it would take a little while but I think we could probably give you some preliminary information, it's just that usually when you're undertaking something of this magnitude and asking for Federal dollars, I know what other transit people have had to go through. And it has to be also in keeping with the community plan, so we try and check those things as well.

COUNCILMEMBER BAISA: Yeah. I figured you had some technical capability right in your office to at least kick this off and, you know, lead it in the right direction. Thank you.

CHAIR COCHRAN: Thank you, Ms. Baisa. And that sounds like a great idea, so if we can definitely get some preliminary information, that would be wonderful. Members, any further discussion on the matter? Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Not further discussion, but looking at the agenda item, it'll take care of the safety issue at this time and then give the various Departments, Transportation, Public Works, Planning to come out with some plans in the...you know, and, and make an item in regards to this so that, you know, you can have all three Departments come out with a plan, maybe not now, but in the future. So I'm ready to move on, Chairman.

CHAIR COCHRAN: Thank you. Okay. No further discussion, Members? I would like to thank Departments and, and Directors for being here with us this morning. Thank you so much. The Chair will now entertain a motion to recommend passage of the draft bill on first reading and filing of the County communication.

COUNCILMEMBER CARROLL: So move.

COUNCILMEMBER PONTANILLA: Second.

CHAIR COCHRAN: Thank you, Mr. Carroll. And it's been moved by Mr. Carroll and seconded by Mr. Pontanilla. Any further discussion? Mr. Couch.

COUNCILMEMBER COUCH: Thank you. Madam Chair, I want to. . .I know the Police Department had to say what they had to say but I also understand from the public safety and Public Works point of view, I would like to make an amendment to the motion to eliminate the proposed G. completely, and then in F. change it to read southerly--as it says--direction from Lahainaluna Road to Prison Street.

CHAIR COCHRAN: And that's a motion, Mr. Couch?

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COUNCILMEMBER COUCH: Yep.

CHAIR COCHRAN. It's been moved by Mr. Couch. Do we have a second on his...amended proposal? Seeing. . .

COUNCILMEMBER MATEO: I'll second for discussion.

CHAIR COCHRAN: Yes, yes. Oh, okay. Seconded by Chair Mateo for discussion. Mr. Couch.

COUNCILMEMBER COUCH: Yeah, as Mr. Goode said and, and it just seems to me to make common sense to have the street go one way in one direction. You're, you're gonna confuse people. It just makes it safer and the buses, according to a couple of the people I talked to, can turn on a different street right there. If the only reason we're making it one way in two different directions is for one turn, let's see if we can figure that out as opposed to confusing people going one way in two different directions on the same street.

CHAIR COCHRAN: Thank you, mister...

COUNCILMEMBER COUCH: That's why I brought that up.

CHAIR COCHRAN: Okay.

COUNCILMEMBER PONTANILLA: Chair?

CHAIR COCHRAN: Thank you, Mr. Couch. Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: I'll be voting against the amendment and basically, you know, the safety...not...Traffic Council had already told us that, you know, approving this particular Luakini Street makes sense to them. And then on, on. . .if we were to go to Lahainaluna Road I think the traffic is much heavier on Lahainaluna Road, it probably cause more congestion, you know, in that one particular area. So I'm gonna be voting against the amendment.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Mr. Carroll.

COUNCILMEMBER CARROLL: Thank you, Chair. Mr. Pontanilla pretty much said what I was going to address. I think that the original motion, not the amendment, is the way to go at this time. I think we have made it very clear that we wish the Department to study this further and come up with a solid recommendation for that entire area, not only just for the traffic concerning the buses and just the traffic that needs to move inside there, whether it's delivery trucks or the people

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that live there or what. And I think that's the way to go, so I will not be supporting the motion. Thank you.

CHAIR COCHRAN: Thank you, Mr. Carroll. Members, any further discussion before I call for the vote? Personally I do know these roads very well. And Lahainaluna in that one particular turn onto Luakini has a little crook, and it's almost having parking on both sides in a sense. . .and it's very narrow that turn and getting...and that part of Luakini is extremely narrow because there is parking and a big fence so it's kind of a tough one. But anyways, Members, at this point I shall ask all those in favor of Mr. Couch's amendment, please say aye.

COUNCILMEMBER COUCH: Aye.

CHAIR COCHRAN: And those opposed, please say no.

COUNCILMEMBER PONTANILLA: No.

COUNCILMEMBER CARROLL: No.

CHAIR COCHRAN: So it looks to me like we have. . .motion fails. We have one aye and--3, 4, 5—six noes. Thank you.

MS. BOUTHILLIER: Five noes.

CHAIR COCHRAN: Sorry, five, five noes. Thank you, Member. Oh, sorry, Ms. Baisa, yeah, not counting. Okay. That's right.

VOTE:	AYES:	Councilmember Couch.
	NOES:	Chair Cochran, and Councilmembers Carroll, Hokama, Mateo and Pontanilla.
	ABSTAIN:	None.
	ABSENT:	None.
	EXC.:	Vice-Chair Victorino.

MOTION FAILED.

CHAIR COCHRAN: Okay, and now moving onto the main motion, all those in favor of the main motion, please signify by saying aye.

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CHAIR COCHRAN: . . .(*gavel*). . . The Infrastructure Management Committee meeting will now reconvene today Monday, August 29, 2011. Members, welcome back from our break and we are now on IM-24 [*sic*]. The second item relates to a miscellaneous communication from the County Clerk referring the matter relating to a curbside recycling pilot project. I would now like to ask Deputy Director Miyamoto to give us an orientation regarding the curbside recycling pilot project before I open up the floor for questions and discussion. Good morning, Mr. Miyamoto, and I see Mr. Takamine is also here.

MR. MIYAMOTO: Good morning, Madam Chair.

CHAIR COCHRAN: Good morning.

MR. MIYAMOTO: Members, I'm assuming everyone has a copy of the handout that was provided for you.

CHAIR COCHRAN: Yes.

MR. MIYAMOTO: Okay. What I'll do this morning is I'll run through the handout and then we'll be available for questions. This is just primarily an update on what we're doing with the program. If you recall during budget we had proposed some funding and this...getting this project off the ground. The first page as you can see, we call it the 3 Can Plan. If you look at the refuse can on the right, it gives you an idea of the percentages. These are just typical percentages. Hopefully after the pilot project we can come up with our own localized percentages of what we perceive to be recyclable, compostable, and, and rubbish. I hope you all still have your three little trash cans that we provided, the various colors, the samples. The next page we talk about...we, we go through the purpose. The purpose of the curbside recycling program is to extend the life of the Central Maui Landfill by diverting recyclable and compostable materials out of the curbside residential waste stream. So hopefully, you know, we're trying to make it more convenient for residents, the residential accounts that we have. Item No. 2 says objectives. We hope to reduce the amount of materials landfilled [*sic*] on a daily basis by 20 percent upon full program implementation. This is 20 percent above and beyond what we currently experience in our recycling program. 2B, to modify the disposal habits of the community. By making it more convenient we're hoping we get more buy-in to recycling and people will be more willing to recycle materials. 2C, to implement an effective residential curbside recycling program in approximately seven phases. We have a schedule in the package for you that shows roughly the seven phases and our estimated cost for each phase. In Item 2...2D, to provide residents with a convenient method of recycling by implementing a 3 cart system which includes refuse, marketable recyclables, and compostable organics. Item 3, the 3 Can Plan system. Residents will get issued three 96 gallon automated carts: one for rubbish, which currently is the brown

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one; one for recycling, which is the blue; and one for compostable materials which is the green one. Item 3B, currently rubbish carts are picked up twice per week. In the new system, rubbish will get picked up once per week. The second pickup will be used for recyclables one week and compostable items the following week. What is the current status? 4A, curbside processing contract. This is being developed by our consultant with the intent on including this processing into our Recycling [sic] Center Processing Contract. The current contract expires in June 30 of 2012. That contract is the contract that processes the materials that we get from our recycling centers, the ones for example like the one near MCC. 4B, the public education. We're developing written materials for residents, curbside instruction brochures, cart imprints--we have an example in the packet for you--information call center, website information, other necessary information to try and make it as convenient as possible. 4C, revising ordinance and developing Administrative Rules for how we operate that program, this pilot program for now. 4D, coordinating discussions with UPW to approve a supplemental agreement to incorporate curbside recycling into the existing agreement. We submitted a letter to UPW to request a meeting with them to discuss our proposal to modify the union...this supplemental, and they've agreed to meet with us sometime during September 20th...the week of September 20th, so we're moving along getting the contract agreement. 4E, coordinating purchase of approximately 4,000 automated carts from a contractor. This is pending funding availability. When we say 4,000 that's because it's 2,000 green and 2,000 blue, so that's why we need 4,000 carts. The next question is, how do we evaluate, you know, the success of this, this pilot project? 5A, we're looking at setout rates. How often are the, the recyclable carts being set out. You know, we'll have staff that will monitor this, they'll go out on the recycling days and see how many carts were...that are actually being put out there. Are we getting a good setout rate? Item B, material quality and contamination. So not only will they be monitoring how often it's put out there, they'll also be taking a survey of, you know, are we getting contaminated green waste or are we having contamination in our recyclable materials, just to get an idea of how successful the program is. C, complaints / participant feedback, you know, reasons that they have...they're having challenges. We just want to make sure that, you know, we can try and make this as convenient as possible. If we can get it to work in the pilot project, hopefully in the next six phases we can have a successful program. We're going to be monitoring the tonnage of recyclables. Through the contractor who will be doing the processing, we can monitor how much material we're being recycled. The landfill will also be looking at the green waste when it goes through our EKO contract. Percent diverted from the landfill. As we are limiting this to one particular route for our refuse collectors, we can have a good idea of what the before tonnages are and then we can figure out what the after tonnages and how much is actually being diverted. We can look at the actual costs. The actual costs primarily is going to be a lot of the startup and then the processing costs. And if we are getting...based on what the setout rates are and the quantities are, this will

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also help us make a determination is, is 96 gallon cart the appropriate cart for green waste or for recyclables? So it'll give us a lot of background information to help us, you know, improve the program. The next hand...piece in your handout is an example of something that typically will get impregnated into the recycling cans. If you look at it, it just, it just lists some of the items so that people will have an idea what they can and can't, what day, you know, what should go into the green and what should go into the various colors. This is just an example, we'll try and tailor it more to, to our population, and we're probably going to make it more graphic oriented than word oriented. We want to make it as simple as possible. We had some examples but they didn't come out as quite clear, so we just thought we'd give you an example of one of 'em. Did I skip this? I think I skipped the schedule of the, the seven phases, I'm sorry about that. If you look at the seven phases, we identify roughly, you know, the areas that we're looking at, how many people, the various costs. The one item in here that we probably want to clarify is it has on the bottom, it's listed as cart delivery. You know, one would wonder why can't we have staff do it. Even if we have our staff do it, we have to do it on overtime, because they are generally refuse collection people, they're not cart delivery people, they're not, you know, they're very task oriented. So we would have to pay them the overtime, so that's why the cart delivery cost is also identified in there. And the final page is the big pullout, that gives you a map, something I copied from Google and Bing Maps also to give you a better idea. The area to the left which is the northern section, you can see that is where trash is going to be collected on Monday, and the recycling will be on Thursday. And then you can see the other area to the south, the Maui Meadows and I think that's Keonekai. You can see that that'll be trash on Tuesday and recycling will be done on Friday. It doesn't look like a very large area but this is one route for one driver, and you can imagine, he has to service both sides of the roadways. We are not requiring people to, you know, not everybody moves their cart to one side of the street at this time, so he has to drive a lot of these roads twice to get both sides of the streets. We, we included the map so if you wanted to know what streets you can see on the blowouts, you can see where Waipuilani is, South Kihei Road, and the various streets that'll be utilized where we plan to put this green waste. And I think we're ready for questions, Madam Chair.

CHAIR COCHRAN: Okay. Thank you, Mr. Miyamoto. The floor is now open for discussion. Members, any...yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. Thank you, Deputy Director. Let's see, so you're going to be meeting with UPW sometime during September in regards to curbside recycling?

MR. MIYAMOTO: Yes, we will be.

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COUNCILMEMBER PONTANILLA: Do you know approximately how long that going take?

MR. MIYAMOTO: Right now we're trying to schedule between...either between September 20th to 23rd, one of those days, that's what they let us know their availability is. So we're going to go over 'em one day, and from what we can see, you know, realistically, we're not really changing anything for the driver except for where maybe on one day he might take his load, he would go to a recycling processor rather than straight to the landfill.

COUNCILMEMBER PONTANILLA: Oh, okay. And then do we have any companies that will receive this materials?

MR. MIYAMOTO: Currently I think there's two companies on Maui that have the equipment, you know, the, the sorting material for the recycling so that they can do some kind of material recovery for us. And so we're going to be putting that...that is included actually out in the current bid we have for the recycling centers.

COUNCILMEMBER PONTANILLA: So one of the companies will get this particular contract then?

MR. MIYAMOTO: Yes.

COUNCILMEMBER PONTANILLA: Okay. And you say that the delivery of the carts themselves will be done by our own personnel on overtime?

MR. MIYAMOTO: Currently that's the plan, that's what we've done in the past.

COUNCILMEMBER PONTANILLA: And...oh, okay. At the same time they kind of educate the people that's going to be in this program?

MR. MIYAMOTO: They'll be focused on the plans and our recycling staff will be also be going out there to try and educate the, the resident, the homeowners.

COUNCILMEMBER PONTANILLA: Okay. Have you ever considered probably utilizing private vendors to deliver the cans? What the...

MR. MIYAMOTO: We certainly could, we certainly could.

COUNCILMEMBER PONTANILLA: Yeah, what the cost difference would be between our own personnel and somebody else doing it?

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MR. TAKAMINE: I'll answer that question. It's Tracy, I'm Solid Waste Division Chief. We have...we got cost estimates, it's...it would be two to three times more expensive to bring in somebody to do that. For our last automation Phase 4 we, we got estimates of 70,000 plus dollars to bring in outside staff to do that. It's, it's cheaper to do it in house, our staff knows the area. We're putting 35,000 but in reality we, we, we never pay that much money in overtime. They're, they're very efficient, we might get this done in maybe three to four weekends.

COUNCILMEMBER PONTANILLA: Okay. Okay. Thank you, Chairman.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Thank you, Mr. Takamine. Mr. Couch.

COUNCILMEMBER COUCH: Thank you. You answered my question about the discussions with the union. It's pretty much the same thing, right? Other than delivering one, one thing to a different...the --

MR. MIYAMOTO: Pretty much.

COUNCILMEMBER COUCH: --recyclables. Yeah.

MR. MIYAMOTO: That's our, that's our opinion. We'll see what their opinion is.

COUNCILMEMBER COUCH: Okay. You talk about the setout rates. What, what are the rates now with the carts that we have? I'm, I'm guessing it's going to be close to 100 percent.

MR. TAKAMINE: I, I, I don't know the exact percentages, but what we experience is, because they get picked up twice a week on the automated, normally the first pickup everybody puts it out and it's pretty much, you know, everybody use that. The second pickup is when we see a decrease, because not everybody puts out a second cart because they don't have that much trash. But there is definitely a decrease, I can't give you an exact percentage.

COUNCILMEMBER COUCH: Okay. Those are the, the two big questions I have. It's just that it's, it's something that, that needs to be done, and I know you picked South Maui which I appreciate. Have you talked about having this service done by a private entity as well? 'Cause right now I know there's a private entity that does curbside recycling but they charge for it. Have you looked at the cost between us doing it and them doing it?

MR. MIYAMOTO: It's unfortunate that the Director of Public Works isn't here, 'cause he lives Upcountry and he says he has...he does have a private recycler that does pick up his, his material, and he says it's 25 a month. So it's higher than what

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we're paying, and so, you know, I think from, from just a basic financial standpoint, you know, we need these routes for the current driver. If we contract it out, what's he going to be doing on that day? So the thought is, you know, like you said, you know, do we know what the current setout rate is? That's data we're going to start collecting so that we can prepared to...for comparison. You know, we'll look at what the first setout and then the second day, and then we can compare that when we go to the recycling program...the pilot program executed.

COUNCILMEMBER COUCH: Okay. And last question. Still going to exclude glass from the, from the recycles, right? Have they looked into --

MR. TAKAMINE: That's...

COUNCILMEMBER COUCH: --how other municipalities do that?

MR. TAKAMINE: Yes, that's correct. We, we are not looking at putting in glass mainly due to the fact of the contamination. When you put glass in with the recyclable containers, when they crack they can contaminate the other materials, specifically cardboard and paper, and if it's not taken out, when it gets to the end user, they, they reject the load due to the contamination. In addition, I believe when we do go out for our bid, the local vendors that will provide the service have manual sort lines so they're going to have to manually screen that type of glass. In the mainland they have a lot of areas, due to the volume they have automated so the machines take it out a lot better than, than a manual individual can.

COUNCILMEMBER COUCH: So the...what you have here is just kind of a sample on the, on the list because the glass is listed on it.

MR. TAKAMINE: Yes. We've...we're, we're starting to collect different samples from different municipalities, and that's, that's just one of 'em.

COUNCILMEMBER COUCH: Okay. Thanks.

CHAIR COCHRAN: Thank you, Mr. Couch. Mr. Mateo.

COUNCILMEMBER MATEO: Thank you, Madam Chair. So will there also be...or this, the cost projected, is this inclusive of additional positions as well?

MR. TAKAMINE: We don't, we don't anticipate increasing any positions. All of it's going to be done with existing staff and existing equipment.

COUNCILMEMBER MATEO: Okay. And that brings me to my problem, my problem as I stated earlier, I...you know, the need for curbside recycling is important transition for the County. The County has a hard time just, just keeping up with

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your trash service, and here you are wanting to invest in the total number of years, you know, a considerable amount of money to do a demonstration project. And yet, you know, you need to clarify the issues from the trash pickup. Yes, you have...you had problems with the trash pickup because you were short of drivers, that was a problem. Then you had a problem because you didn't have enough equipment, the trucks, that became a problem. And here we are now wanting 4,000 more bins to pick up all these things. You haven't yet negotiated with UPW that you should have started a long time ago because this is not new, and here we are today having the same discussion. So I have my issues, I am sorry, they never went away, because you never addressed them. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Mateo. Any further comments or discussion here?

COUNCILMEMBER PONTANILLA: Chair?

CHAIR COCHRAN: Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. Yeah, I understand there's, you know, like Mr. Couch had said, there's a private vendor that's now doing the recycle up in Maui Meadows. And I, I...it seems like you guys did one cost estimate analysis in regards to their service and, and if we should do it. What was the cost difference if any?

MR. TAKAMINE: Yeah, I'm not sure which analysis you're talking about.

COUNCILMEMBER PONTANILLA: You guys must have done one analysis. If we did the service it's going to cost us--just looking at this--\$440,000, and that doesn't include the labor side. And then how much will that vendor do the same service at what cost?

MR. TAKAMINE: Okay. We, we didn't do any, any in-depth study or analysis of looking at having an outside vendor provide the exact same service that we provide, we, we did not do that. I think Mr. Miyamoto just mentioned that the cost of service to an individual is about \$25 for...and I'm not sure how often that recycle service is provided by, by a vendor. But we...if what you're asking is we didn't look at this, this route and say if a contract vendor came in and did every house in that route, we did not do that.

COUNCILMEMBER PONTANILLA: You guys going do one just to give us a good feel, you know, how much money we talking about in the end?

MR. TAKAMINE: Yeah, I, I, you know, if...I don't know what issues would, would come up. I, I think that might be a UPW issue because that would mean that, that

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outside vendor would now be servicing the exact same route as our current...as our employees and taking half the service away basically. Because we would still have to go in at least once a week to pick up the trash if we're talking only outsourcing the, the recyclable portion, so that might be an issue. I, I...again, without doing any detailed estimate, would think that the cost of service would be a lot higher, because whether you go down that street once or twice, you know, we're still going to have the same staffing and the same equipment. It might be an issue about now that, that individual not...will not have another route, I mean not another route, but the other half of his route. So there might be an issue that we might be overstaffed if that's the case if we cut back in the, in the...at the ultimate when we're doing the entire County, the amount of times he goes out he might be able to pick up another route if we don't give him that second half of his pickup.

COUNCILMEMBER PONTANILLA: So how do you do your staffing if you know that right now, you know, that individual is picking up, what, once, twice a week? How do you know that, you know, we have enough work for our personnel?

MR. TAKAMINE: Well the...like, like I mentioned, we're not looking at having to increase our staff or equipment. The individual...when, when we first started automation, one of the primary reasons why we had twice a week we mentioned before was both volume in terms of being equal between an automated route and a manual route. You know, a 96 gallon can twice a week is 180 gallons versus a manual route where you can put out six 30 gallon...32 gallon cans. The other thing was the goal was to go to curbside recycling, and it was to take that second can and convert it to a recycle/green waste pickup. So our staffing right now is sufficient for what we're doing. When we do go to curbside recycling, that individual driver will see no change from his side of anything, 'cause he won't know...other than picking up a brown can, then a green can and blue can, he's still going to pick up that exact same route. We, we foresee and it's common in all municipalities that use curbside recycling, that second pickup's going to be less, because people are not going to be putting out the recycle can or green waste can as much as the refuse can. But the driver and the equipment will see the same amount of use, it's just the end, endpoint of where he discharges, the recyclables will change. Instead of going to the landfill he'll go to wherever the, the, the processor is. So our staffing at the current time is sufficient to do what we're doing. I understand Council...Chair Mateo's concerns about us missing routes sometimes, but that's just basically due to...we don't have overstaffing, we don't have drivers...backup drivers waiting in case somebody's sick. So when somebody's sick we have to do what we have...with what we have on hand, that's why we have missed pickups, because we don't have backup drivers. We are better now in terms of equipment. Council has given us new trucks, so you're going to hopefully see less downtime due to mechanical problems. But again, we don't have that many backups. City and County has one backup automated refuse

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truck for every truck they have on the road. We have...our backups, one backup for every three trucks. So --

COUNCILMEMBER PONTANILLA: Okay.

MR. TAKAMINE: --you know, we, we think we can do it, we're confident we can do it with what we have currently on hand.

COUNCILMEMBER PONTANILLA: So I see your schedule, Monday, Tuesday, I'm assuming that Wednesday is the normal trash pickup? No?

MR. TAKAMINE: Automated trucks do not work on Wednesday. The automated routes, they work four days a week, ten hour days.

COUNCILMEMBER PONTANILLA: Oh, okay.

MR. TAKAMINE: So on Wednesday they're down, only manual routes are active.

COUNCILMEMBER PONTANILLA: So you're on four-ten then?

MR. TAKAMINE: They work ten hours...they're, they're authorized to work ten hours a day if that's what it takes to pick up their route.

COUNCILMEMBER PONTANILLA: Okay. As far as future increases, do you see--because we added...we're going to add recyclables into this mix--an increase in the service in regards to trash pickup?

MR. TAKAMINE: You know, we think we might see an increase because normally say you, you have...we have 75 percent people subscribing, we think when people see that we now have curbside recycling and green waste service, they're going to want to have the service. So we might see a slight increase, we think, in the amount of subscribers to our service once we start.

COUNCILMEMBER PONTANILLA: So if a person or if a household doesn't want to, they don't have to?

MR. TAKAMINE: As it is now, that's right, it's, it's not mandatory. The other, the other side of the coin is--and we're going to be looking at that too--is universal trash collection and, and making it mandatory. But you're right, right now if a person doesn't want it...want service, they can, they cannot pay for it and not get it.

COUNCILMEMBER PONTANILLA: Okay. And then, again, I come back to the union contract. So the union gotta agree to this plan that you have before we start?

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MR. TAKAMINE: That, that is correct, and our initial feedback from the UPW is that they're very favorable for this service to get started, and they're looking forward to talking with us.

COUNCILMEMBER PONTANILLA: Okay. Thank you. Thank you, Chairman.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members, any further discussion or comments and questions? I was curious, you know, the Maui Meadows area there is an existing company that does this type of service, and just hoping that somehow there could be some type of public/private partnership going on rather than put their business, you know, this, this outside company out of business due to our implementation of this in the same exact area where such a service is being done, albeit at a higher rate at this point. So it, it's kind of troubling for me that we have an existing private company doing such a service and we, the County are going to come in and sort of step on their toes. I mean I don't...I mean, you know, not literally but it's kind of, it's, it's going to be competing services basically in, in the same area. So I'm not sure if you folks had looked into that or, or sort of thought that process out in regards to the existing company that already does the service that we're now going to venture into.

MR. TAKAMINE: No, we, we did not discuss it with the private companies and determine what, I guess, services they have in those areas. We did not do that.

CHAIR COCHRAN: Perhaps I think Mr. Pontanilla, you know, was sort of getting at that too to try and figure out the, the cost benefit or cost analysis, I guess, with this. So hopefully we can look into it more. And another thing, so with this added service, will there be any additional fees to the refuse cost itself or no?

MR. TAKAMINE: The...as we mentioned, the only cost at this time would be for the materials for the carts and for the preparation to get the program going in terms of public education and manpower to send the carts out. Other than that, the operational costs we don't see...well the operational costs will go up in terms of processing of the materials, but other than that from the refuse collection side there'll be no increase, no additional drivers or no additional equipment.

CHAIR COCHRAN: No, I, I meant additional cost to the consumer, to the, to the community in their refuse bill.

MR. TAKAMINE: Well at this time the, the refuse customer pays \$18 per month for his service. The actual cost right now is estimated at \$40 per month. This will add additional costs to our Solid Waste Division budget, and we would like to, you know, eventually increase the rates, but again, you know, at the current time, we're already underfunded in terms of the actual cost.

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CHAIR COCHRAN: True. And is there a dollar amount on these purchase of the 4,000 carts?

MR. TAKAMINE: Yes. It's actually on that chart that you got, first column, Phase I, you look on the bottom. FY 2012, we're looking at 2,000 customers in parenthesis, that's, that's the amount of customers. Carts, we're estimating \$320,000 cost for the carts itself, and then the rest are the cart delivery, education, processing, so total of \$440,000.

CHAIR COCHRAN: Okay.

MR. TAKAMINE: Yeah. And, and then the goal again as we mentioned is also that when you start doing this service, instead of taking this 20 percent out hopefully, we start extending the life of the landfill which also, you know, actually when you look at that cost, it's...that is the more expensive aspect of operating the Solid Waste Division is the operation of the landfills. So your cost savings there will be, I think, more than justified in starting this program.

CHAIR COCHRAN: Okay. Thank you for that insight. Members...yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you. And I, I, I share your concern about speaking with the private company. The one thing that I, I do know at least when, when I had that service with them when I lived in Maui Meadows is that they required you to sort your stuff and have different containers out, so that, that is where this difference is. But I would sure like to see them discuss this with a private company to find out costs, maybe they can do it cheaper, or just to give them a heads up and not spring it on 'em. It's one of those things where we're competing and it's a two way, kind of two-way street, we can't do private things and private companies can't take over our route. So I, I sure would like that being looked at as well. I share your concerns.

CHAIR COCHRAN: Thank you. Thank you, Mr. Couch. Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Yeah. You know I agree that recycling is important but we gotta also take a look at, you know, you know, if, if, if the public should do it, the County, or a private company should do it, you know, who is more efficient, which costs less for the, the consumers. So, you know, all of those things need to be taken into consideration, yeah. And again, we try to promote small business but we sometimes we take away business from small business. Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members, any more discussion or comments? So, Members, I know we were discussing this during budget, and it

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was something that I was very interested in, in moving forward due to my...this Committee, Infrastructure. And the reason why I brought it back out was to open up the dialogue once again and to get the departments here, because I had spoken to Administration and the Mayor, and he mentioned that he felt it was ready to go. And so this is why I had brought Department once again to us to ask the questions and, and get the dialogue going. So, Members, without further discussion, I will entertain a motion to defer this item so we may continue to get, you know, keep the dialogue open.

UNIDENTIFIED SPEAKER: You don't need a motion. No objections.

CHAIR COCHRAN: Oh, okay, no motion. So just I will be deferring this item for future reference and, and for future dialogue.

ACTION: DEFER pending further discussion.

CHAIR COCHRAN: Any more discussion here, Members? Yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you, Chairman. When you reschedule this thing, hopefully the Department can provide us with more information, do analysis, talk to the private company, because, you know, maybe some compromise can be made.

CHAIR COCHRAN: Yeah.

COUNCILMEMBER PONTANILLA: Thank you.

CHAIR COCHRAN: Good, good point, Mr. Pontanilla, thank you for that. So at this point, Members, without further discussion or comments, this meeting is adjourned. . . .(gavel). . .

ADJOURN: 10:57 a.m.

APPROVED:



ELLE COCHRAN, Chair
Infrastructure Management Committee

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CERTIFICATE

I, Daniel Schoenbeck, hereby certify that the foregoing represents to the best of my ability, a true and correct transcript of the proceedings. I further certify that I am not in any way concerned with the cause.

DATED the 13th day of September, 2011, in Haiku, Hawaii

A handwritten signature in cursive script that reads "Daniel Schoenbeck". The signature is written in black ink and is positioned above a solid horizontal line.

Daniel Schoenbeck