

INFRASTRUCTURE MANAGEMENT COMMITTEE

Council of the County of Maui

MINUTES

July 30, 2012

Council Chamber, 8th floor

CONVENE: 9:06 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Elle Cochran, Chair
Councilmember Michael P. Victorino, Vice-Chair
Councilmember Robert Carroll (out 9:16 a.m.)
Councilmember Donald G. Couch, Jr.
Councilmember Danny A. Mateo
Councilmember Joseph Pontanilla (in 9:19 a.m., out 10:16 a.m., in 10:42 a.m.)

EXCUSED: VOTING MEMBERS:

Councilmember G. Riki Hokama

STAFF:

Scott Jensen, Legislative Analyst
Regina Gormley, Legislative Attorney
Yvette Bouthillier, Committee Secretary

ADMIN.:

Kyle Ginoza, Director, Department of Environmental Management (IM-11(1))
Michael Miyamoto, Deputy Director, Department of Environmental Management (IM-11(1))
John Jakubczak, Captain, Department of Police (IM-45)
Ricky Uedoi, Lieutenant, Department of Police (IM-45)
David C. Goode, Director, Department of Public Works (IM-45)
Michael J. Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel

PRESS:

Akaku: Maui Community Television, Inc.

CHAIR COCHRAN: . . .(*gavel*). . .Good morning. Will the meeting of the Infrastructure Management Committee please come to order. I am Councilmember Elle Cochran, Chair of the Committee and before we begin, please silence all noise making devices such as your cell phones. And let me introduce who is present here today. Committee Vice-Chair is Michael Victorino.

VICE-CHAIR VICTORINO: Good morning, Madam Chair.

CHAIR COCHRAN: And on this end of the room, we have Mr. Bob Carroll.

COUNCILMEMBER CARROLL: Good morning.

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CHAIR COCHRAN: And Chair of the Council, Danny Mateo.

COUNCILMEMBER MATEO: Good morning.

CHAIR COCHRAN: Good morning. And Don Couch.

COUNCILMEMBER COUCH: Good morning, Madam Chair.

CHAIR COCHRAN: Excused for the moment is Mr. Riki Hokama. He will join us shortly and also, Vice-Chair of the Council, Joseph Pontanilla. Here from Administration, I have David Goode, Department of Public Works, Director of Public Works.

MR. GOODE: Good morning.

CHAIR COCHRAN: Good morning. And later on we will be bringing Kyle Ginoza, Director of Environmental Management and Mike Miyamoto, Deputy Director of Environmental Management to the floor. But we do have Deputy Corporation Counsel, Michael Hopper here. Good morning. And from Committee Staff, we have Secretary, Yvette Bouthillier along with Legislative Analyst, Scott Jensen. And checking out what we do here, newly arrived Legislative Attorney, Gina Gormley. Welcome, thanks for being here. And at this point, Members, I shall, I'll be opening up the floor for public testimony, and I'll set the parameters if we do have public testimony. Looks like...well, I guess we don't have anybody signed up for public testimony. So, Members, at this, without objections, I shall close the floor today for public testimony.

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: Thank you. Now let's move on then to...I shall introduce the items that we have here today and there's two of them on the agenda. The first relates to parking prohibitions on Front Street, in particular the prohibition of parking on both sides of Front Street from Honoapiilani Highway north towards Shaw Street in Lahaina. Some, but not all of this portion of roadway can be signed to prohibit parking through Administrative action. The Department seeks a prohibition for the remaining portions. The Traffic Safety Council has expressed support for the proposed bill. The second item relates to the priorities and procedures of Department of Environmental Management. The Department had requested an opportunity to update the Committee following the recent budget discussions, in order to better ensure that they're adequately considering the policy directives of the Council. We appreciate the presence here today of representatives from the Departments that have submitted these proposals.

**ITEM NO. 45: BILL PROHIBITING PARKING ON FRONT STREET
(BETWEEN SOUTH TERMINUS ON HONOAPIILANI
HIGHWAY TO SHAW STREET) (CC 12-47)**

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CHAIR COCHRAN: So first item on the agenda is IM-45, and this is the Bill Prohibiting Parking on Front Street Between South Terminus on Honoapiilani Highway to Shaw Street. And the Committee is in receipt of County Communication 12-47, from Director of Public Works, transmitting a proposed bill entitled, A Bill for an Ordinance Amending Section 10.48.040, Maui County Code, Relating to Stopping, Standing and Parking in Lahaina District. The purpose of the proposed bill is to prohibit parking on both sides of Front Street from Honoapiilani Highway, north towards Shaw Street in Lahaina. This Committee may consider to recommend passage of the proposed bill on first reading with or without revisions. And the Committee may also consider filing the County Communication 12-47 and other related actions. And at this point, I shall open up the floor for a comment or just fill us in on this submittal by Department of Public Works?

MR. GOODE: Thank you, Madam Chair. Good morning, Members. David Goode here, Director of Public Works. Before you is a bill for an ordinance to prohibit parking along a good portion of Front Street from the highway, Honoapiilani Highway heading north to Shaw Street. As Members may know, this stretch of road is largely residential in character and very narrow. And the situation is that in most of this area there is not adequate shoulder to park, and as a result folks do park there and their cars extend past the white line that's into the travel lane, making the road almost impassible at times for two vehicles traveling, one traveling north, one traveling south along Front Street. We had some complaints from residents in the area that we responded to via this bill. And the bill was reviewed by the Traffic Safety Council and they recommended its approval by this body. Also, we've been out there recent, more recently with our Engineering Division staff because we continue to get concerns from the same residents in that area. And our staff has found that a good portion of this area if not all of it, actually we could probably sign right now because it's just simply too narrow. But it is a good length, a stretch of road. It's a pretty well-traveled road. And given that even though we probably could sign it, I think it's best that the body take a look at it and feel comfortable with that, because I think inevitably we're gonna probably find some folks that are not gonna be happy about it. The handout that I provided was put together by our staff. It shows this area of Front Street and has three color codes. What's shown in red, those areas are currently signed for no parking so nothing would change in this area. The yellow areas, yellow striped areas are areas that we would now make clearly no parking where there's inadequate shoulder to park. The areas shown in blue is areas that there is parking area, and so the way the ordinance is written it says that this whole stretch is no parking except where allowed by signage. So those areas that we show in blue here we would allow parking. And that's pretty much my comments at this time, Madam Chair.

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Thank you, Director Goode. Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: Thank you, and my biggest concern is the residents along here because a lot of it is used by the residents. So are the vast majority or have you guys done...I don't wanna say a survey, but you know, checked with the residents themselves, because even here and we've talked about a number of places in Wailuku which we wanna look at making either one side

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parking or no parking at all. You know, now is my, my bottom line is the concern of the residents that are there that sometimes use that or have guests come over and they don't have much, they don't have much parking in their property, let alone on the street. So have has the residents been informed of this drastic change?

MR. GOODE: We haven't done a formal notification process, say by letter or say public meeting out there. I will let you know that the folks we've been communicating with have an e-mail group. In fact, I think it was called like the Shark Pit Group, because they have other concerns over there I think as related to public safety. And so for a while we were even getting e-mails from the Shark Pit Group on a variety of things. So I know the folks that we communicated with have notified this group, which I assume is a good cross section of the owners out there, and I think judging by the lack of folks showing up today, it's, there's general concurrence. But the issue will remain, I think that you brought up, it's gonna inconvenience some people that are accustomed to parking there, but in the interest of public safety and other considerations, they shouldn't be parking there.

VICE-CHAIR VICTORINO: Madam Chair, you know, my concern as you've seen many times, is the public's failure to be informed of change, and then we make the change, and then the backlash after that. I would really like to see some public hearing in this 'cause this is what, almost mile and a half or so, pretty close to that you're now going to not strict parking?

MR. GOODE: I'm not sure of the exact length.

VICE-CHAIR VICTORINO: Yeah, okay, okay. For some reason, I'm thinking about mile, mile and a half, but whatever it might be, it's an extensive area of prohibiting parking. And Madam Chair, I really would like to make sure that the people in the area, the residents, are the ones that you know, are comfortable with this. You know, even if it's, not only the Shark Group, but every--well, not everybody, but everybody at least informed, so we don't have like in the past the backlash, people coming in and saying, well, I didn't know they were doing this. And you know, because we don't have public testimony, we have seen that happen in the past where people just miss it, don't pay attention, and all of sudden when the signs go up, they come running in and say, hey, what's happening, how come I wasn't told? So I don't know, Madam Chair. I really believe something like that, a public hearing at the earliest convenient would be really I think appropriate if we're gonna shut it down. I agree it's narrow. I've traveled that road a lot. I understand what you're saying, and I agree much of the area could be shut down or should be shut down for public parking on the street. However, I would just like to make sure that the residents who are gonna be directly impacted are informed and at least have a chance to bring up their concerns, and if that's addressed then I don't have no problem in supporting this for Mr. Goode. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Victorino. Can I, I just wanna interject really quickly because it's along the lines of your concern, Mr. Victorino. As Mr. Goode mentioned, the Shark Pit Neighborhood Group has been very, very vocal and has been in touch with my office and also his office. So I know that group, and they have a very big gathering of rallying of people from

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the area. I got some e-mails from people that I know personally that live on, down on this road. And also, I have a monthly article section in the *Lahaina News* and this was brought up in the *Lahaina News* itself. Not saying that everybody on the road reads *Lahaina News*, but that was my way of outreaching that this was going to be an agenda item today, and it has been being discussed with many, and it's, it is I think maybe a mile stretch at the most, and a lot of them are, you know, they're not full-time residents either. I know the full-time ones and have discussed with them and pretty much the majority I feel are in favor. There's a couple that have occasional meetings and parties perhaps and they will need to, the parking they'll have to, you know, the family members or people attending have to spill out all along the roadside, but as I see in Mr. Goode's map, there are four, looks like, areas that are gonna be open for parking. Yes, limited, but at least not completely taken away 100 percent. So that's why I brought it here for discussion. But I just wanted to shed light on what I've observe of the actual residents of the area.

VICE-CHAIR VICTORINO: And thank you, Madam Chair. And I, you know, I'm not trying to say the majority, but I have had a few, I have family living on that road and they brought it up, okay. So that's why I wanted just to make sure that the discussion was open to everybody and like you say, whether they read the *Lahaina News*, *Maui News*, I don't care what, that in the past when we do something, we find out after-the-fact there are people that are impacted that say, I didn't know that and maybe, maybe not. I'm not going to go that...but I just wanna make sure that somehow that we at least touched everybody in the sense of letting them know, whether it's a letter, whatever. I don't care how it's done, but somehow, and that way when we do it, we can feel comfortable that hey, the majority wanted it, hey, sorry if you're not happy with it, the majority still wanted it. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Victorino. Yes, Mr. Couch?

COUNCILMEMBER COUCH: Thank you, Madam Chair. And I tend to agree with Mr. Victorino on making sure that that more people hear about it, and I hear what you're saying about getting it in the *Lahaina News* and discussing it. Quite frankly, I, we see one, well, not necessarily opposed, talking about what are we gonna do with parking spots if you take some away? So with that being said, I wanted to ask Mr. Goode, when it says, no parking, is that just on the pavement or on the right-of-way as well? 'Cause it looks like, you know, when looking at the road, pictures of the road, it looks like there's probably some right-of-way from the edge of the pavement to the beginning of people's property. So you're saying no parking there as well?

MR. GOODE: Yeah, correct. We're, it's basically within our right-of-way. We control parking. They're supposed to park on their private property.

COUNCILMEMBER COUCH: Okay. I do notice just, you know, because of the issue of safety and whatnot, that the road is striped double line, double yellow line all the way down, and I know we talked about this and with Mr. Burden, who came over and talked about traffic calming devices, for instance, removing double yellow lines. Any thought of doing some of that and maybe

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bringing in the white line a little bit so that we can have a little bit slower and an area for people to walk or bike?

MR. GOODE: Well quite frankly they'll have more room to walk and bike when the cars are removed. That's the problem. I mean, the cars don't fit. As far as the striping goes, we can look at it but my recollection was we did some more research on it and you need to have roads that have fairly low vehicle traffic in terms of the numbers of vehicles per day. I don't know if this portion of Front Street would qualify, and also the emergency vehicles need to get to that area. So it's something we'd have to spend some more time to investigate. But my hunch is that there's more traffic there than meets that threshold.

COUNCILMEMBER COUCH: Yeah, okay. Well, you know, in looking at the pictures it sure looks like at the edge of the pavement to the right-of-way there is room to park cars in some places and you do have some signs up that apparently are not being paid attention to, because it shows a picture, it says no parking here and there's the car right there.

MR. GOODE: Well, we--

COUNCILMEMBER COUCH: I know--

MR. GOODE: --obviously, we don't enforce.

COUNCILMEMBER COUCH: --it's not your issue on the enforcement.

MR. GOODE: Yeah. I'm sure the MPD will get 'em if they park where they're not supposed to.

COUNCILMEMBER COUCH: Yeah. The issue is again, as Mr. Victorino says, make sure everybody is well aware of what's gonna happen. And one last question is about beach access, are there any beach access areas, the County beach access areas along that section? I know there's one right at the beginning.

MR. GOODE: I'm not sure. Actually Ms. Cochran would probably know best.

CHAIR COCHRAN: There's one where 505.

COUNCILMEMBER COUCH: Right at 505, yeah. So if we --

MR. GOODE: And we have parking right across 505, so...

COUNCILMEMBER COUCH: Yeah, but there's nothing from Shaw down?

CHAIR COCHRAN: No.

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COUNCILMEMBER COUCH: Where what bamboo fence is kinda? Okay, because I wanted to make sure that we have, you know, people have access to the beach if we have a beach access around, but if there aren't any then that's fine. Yeah, Madam Chair, I can support the bill, but I sure would like to, I don't know, figure out how we can get it out to the public before they get hit over the head on it, but we'll see. Maybe if we send out a notice to everybody that it's going to happen. Give 'em some time.

MR. GOODE: Yeah, maybe we could work with Council's Staff here to send out a notice before first reading.

COUNCILMEMBER COUCH: Possibly. Yeah, that would be a good idea. Okay, thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Couch. And Mr. Mateo, before I address you I just wanna welcome Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Good morning.

CHAIR COCHRAN: Good morning, Mr. Pontanilla. Yes, Chair Mateo?

COUNCILMEMBER MATEO: Thank you, Madam Chair. I, too, concur. I'd like to be sure that community has opportunity to express their concerns. My, you know, my real concern is, you know, there's quite a bit of parking that occurs on both sides of this particular street, and with this prohibition I don't know what options there are. So other than private property and other than the parking available at 505, what other options may be available to the people on this street, Mr. Goode?

MR. GOODE: I'm not aware of any off the top of my head.

COUNCILMEMBER MATEO: Okay, 'cause one of the areas especially that that I normally see a lot of congestion at is by the Lahaina Shores on both sides, you know, by the old mango stand?

MR. GOODE: Uh huh.

COUNCILMEMBER MATEO: That's pretty congested and because it's a, I guess hotel accommodation area, I don't know who's parking out there, whether it's guests or whether it is the residents, but that does become kinda congested in that area. So I'm just more concerned about what options may be available to them, because 505 just might be too much of a hike for somebody who lives farther or closer to...well, at the beginning of that roadway turning into Front Street. That's my only concern. Thank you.

CHAIR COCHRAN: Thank you, Mr. Mateo. Mr. Carroll, you had questions or comments?

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COUNCILMEMBER CARROLL: Thank you, Chair. I, like everybody else has driven down there many times and realize the problem. And from meetings that we've had before over many years ago, it was brought up about having no parking on this street and I mean, a long time like ten years ago. I know that everybody on that street is aware that it was going to be addressed. I cannot believe there's anybody that lives over that is not aware at this time that that is on the table and that they are aware of it. I have a problem with us going out and saying okay, we're going to have a public hearing to consider having no parking on the street when actually if push comes to shove, we're gonna be required to have no parking because of the safety factor. To me it's almost misleading to the public where it looks good, the Council looks good going outside, yeah, we're having a public hearing, but we have something over here that everybody is aware of that is a safety concern. I would feel better as perhaps instead if we pass this out of Committee and between now and first reading if there was a mailing or some other way that the residents could be informed that it has passed out of Committee and it is going to first and second reading, and that if this does happen, it will take effect on a date certain. And I think that's probably, to my way of thinking, the way we should go. I don't want to be misleading the public and have a public hearing to well, maybe we can stop this. I don't think we can stop it. It's something that has to be done. And looking good is one thing and being responsible is one thing, but being super responsive is doing what we have to do over there even if somebody gets upset and I think we really need to pass this out, but I will wait for the Chair's recommendation.

CHAIR COCHRAN: Thank you, Mr. Carroll. I concur with your comments. Yes, Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Thank you. I don't know if anyone talked about even a possibility of making from Puamana to Shaw Street, I guess, as a one-way so that you can allow, you know, some parking on one side of the street. I agree with the safety issue in regards to, you know, having cars park on both sides, but I would think that most of the cars that are parking there are probably residents or rent rooms, you know, from the residents along, that are between Puamana and Shaw Street. So I'd like to ask Mr. Goode a question in regards to if the Department had looked into the possibility of a one-way from Puamana to Shaw Street and provide some parking on, between that two areas?

MR. GOODE: Mr. Pontanilla, there's been discussion over the years I think about making Front one-way or even pedestrian only in certain areas. I'm not aware of any on this particular area so I'd have to talk to my Staff about it. I made a note here on my notes for some of the suggestions that have come including the elimination of the double yellow, making maybe parking on one side, and your suggestion now of one-way as maybe a way to see if there's a way to, you know, carve out some parking.

COUNCILMEMBER PONTANILLA: Thank you. I remember a couple years back we prohibited vehicles over a certain GVW from entering Front Street between Shaw and Puamana because of, again, safety, and the only vehicles that would be allowed would be emergency vehicles as well as delivery vehicles. So if the Department can take a look at the possibility of a one-way on that one particular section of Front Street?

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MR. GOODE: Yeah, I'll ask my Staff if they've already looked at and see what we can do. The, of course the Traffic Safety Council didn't look at that. So I mean, if that ends up being a viable option, we're gonna restart our process.

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

CHAIR COCHRAN: Thank you.

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Yes, Mr. Victorino, and real briefly, Members, I excused...I failed to mention that Maui Police Department is here and I will be bringing them down. So if you have comments for Police Department, the enforcement arm here. I will let them, give them an opportunity to say a few words to address the situation here too, but Mr. Victorino?

VICE-CHAIR VICTORINO: Thank you, Madam Chair. No, I. not for, I have no fear about the Police Department, I think. I know they'll do their job. But see all this different suggestions one-way, parking one side, see this is where I'm talking about the public hearing, a public meeting to bring these suggestions forward to see what the residents would think of all these different ideas. Now, you know if you're just talking for expediency purposes, I don't have a problem with shutting, you know, making no parking. The point I'm trying to say is we're hearing some ideas now that really the public should get involved in. You know, and if they wanna make it one-way, fine because I think most of the residents may disagree with that, because those who live kinda smack in the middle or if you're coming in from Shaw and then you gotta go back to Honoapiilani, you gotta drive all the way back down to Shaw and then come back out. They may not like that idea, but I'm just saying one-way is another option, parking on one side is another option. I mean, you got different options that have been thrown on the table now, Madam Chair, that I really think the public should have some chance to weigh in on. Whether it's a public hearing...a letter to inform is not a problem, I go with that, if that's the only option we have, and this is what we're gonna do. But you're saying, yeah, let me check this, let me check that. I think it's time to say okay, let's put a few of these options on the table, let the residents, the Shark Group, whatever guys get together and say hey, I think it's a great idea, no I don't think it's a good idea, and I'd rather have no parking, and then I'd be satisfied. But again, we've done this in other areas, and Mr. Couch just recently undid something that was done many years ago, and the residents said they weren't really informed and many of them didn't want it. So again, let's give the residents a chance to look at what we're discussing and say, yeah, no, I really like this, I'd rather have that, and then come back to us and say, you know, Mr. Goode say, the residents said they like this, and again, I know we're not going to get 100 percent. I know not everybody is gonna agree, but if 85, 90 percent like one-way then fine, that's a great option. If they want one-side parking only, that's another option. You know, I'm just saying, you've brought us some ideas and maybe now it's time to look at it from the public's percept, perspective, excuse me, I'm sorry. Okay, Madam Chair, so that's the only reason I'm asking for this right now. And other than that, you know, that's the main reason, giving the public a chance to look at some of these other ideas that were thrown on the table. Thank you.

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CHAIR COCHRAN: Thank you, Mr. Victorino. Mr. Couch?

COUNCILMEMBER COUCH: Thank you, Madam Chair, and yeah, having looked at the street, there is a beach access right on the Puamana side of Lahaina Shores. So, and there is no room for parking on the makai side of the road, but there appears to be somewhat room for parking on the mauka side. So my concern would be taking away parking for beach access. So Mr. Goode, I don't know, and it looks like it's all red on your map. So, I would have to, I would have some hesitation there although it already is marked as no parking right there as to where the access would be. Do you know if there's beach access parking required for the Lahaina Shores?

MR. GOODE: I have no idea, but that's not very far from our public lot.

COUNCILMEMBER PONTANILLA: It's close.

MR. GOODE: I mean it's only a couple hundred feet away.

COUNCILMEMBER COUCH: Yeah, it is. It is. It's close to the lot across 505 Front Street, but okay. That's my...but you have to pay to park at that one. You have to pay to park at that lot and then further down is Kamehameha Ike. Just a little bit down is Kamehameha Ike Park and you can't park there. There's only a few parking spaces and they're all full all day. So that is a bit of a concern for me on that one area, and I realize you have a tough job to do in that area and I can see that there is at least from this picture, it's really tight for walking and whatnot, but just to bring that up on your list of things to check out. Thank you.

CHAIR COCHRAN: Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Thank you, Chairman. You know, what Mr. Victorino brought out about having a public hearing, you know, maybe we should do that and the reason why say that is that people that live on that area between Puamana and Shaw Street, I'm certain that a lot of them are renting rooms to people, and if they are and there's no parking within their property then this may be the cause of all of this congestion. So with a public hearing, you know, we can hear from the people that don't want it. We can hear from people that want it because of housing. So I kinda tend to agree that maybe we should have some kind public hearing, public hearing not a site inspection, by the way, to address this problem. Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members without objection, I'm going to bring down the Maui Police Department to have them shed light on any concerns they may have at this point?

COUNCIL MEMBERS: No objections.

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CHAIR COCHRAN: Thank you. Officers? Yeah, Scott, you wanna bring 'em down? This is Captain John Jakubczak? Good morning, I have Captain John Jakubczak and mister...hi, good morning. Thank you for being here.

MR. JAKUBCZAK: Good morning, Madam Chair.

CHAIR COCHRAN: And can you introduce to us your fellow officer there?

MR. JAKUBCZAK: I'd like to introduce to you my Lieutenant, Lieutenant Ricky Uedoi. He's a night watch commander for Lahaina District 4.

CHAIR COCHRAN: Thank you, Lieutenant. Thank you for being here also. So you've been hearing the discussion and you know the area of concern so if you have some comments for us?

MR. JAKUBCZAK: Yes, one of the things are as I was looking at the map that was provided by Mr. Goode, one of the areas is in front of Lahaina Shores. There is actually parking in front of that area as it stands right now. I believe there's like about seven, six stalls available. The issue is though it's not wide enough to support any kind of parking. One of our County ordinances prohibits parking where a portion of the vehicle extends over the white solid line. And most of these vehicles that park there cannot fit in those areas. So they would be against the law. They would be cited for that offense. As far as the rest of the roadway, one of the areas we're looking at is the security and safety for the public. There is no sidewalks in those areas and that area between Puamana and Shaw Street, there's a lot of activity as far as joggers, walkers, bicyclists, and there is no room for them in that area so to speak. And pretty much that's the areas that we were concerned about. And again, the width of the roadway there is not suitable for parking on either side of Front Street from Puamana to Shaw Street.

CHAIR COCHRAN: Thank you. Is that...

MR. JAKUBCZAK: Pretty much that's it.

CHAIR COCHRAN: That's all. Okay, thank you, Captain. Yes, Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Thank you. Captain, a fast question in regards to the idea about making part of Front Street as a one-way from Puamana to Shaw Street, what do you think about that idea? So that...you know, you mentioned about pedestrian safety also, and if we should make it one-way, we can address two problems actually. Provide some kind parking between the two areas, and also you know, address the safety issue.

MR. JAKUBCZAK: It has its pros, that making it one-way going from...again, now which side do you make one-way, whether it's from Puamana or from Shaw Street side? But it was brought up earlier that now you have some of the residents in the middle of that area having to go around from Shaw Street around onto the highway to come back around to the residence or vice versa if they're going back the other way. So that's the only issue I could see. It does address the fact

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that there would be at least one side on-street parking and hopefully enough room for a sidewalk or what have you for pedestrians.

COUNCILMEMBER PONTANILLA: So right now Aholo Road is the only road that connects H'piilani to Front Street?

MR. JAKUBCZAK: Correct. From Shaw Street to Front.

COUNCILMEMBER PONTANILLA: From Shaw Street. What about Kau...?

CHAIR COCHRAN: Kauaula.

COUNCILMEMBER PONTANILLA: Kauaula Road?

CHAIR COCHRAN: It doesn't connect.

MR. JAKUBCZAK: There's a gate, I believe.

COUNCILMEMBER PONTANILLA: Oh, okay. It doesn't go through then.

MR. UEDO: Yeah, there's a gate over there.

VICE-CHAIR VICTORINO: But it's for emergency purposes, right?

MR. UEDO: Correct.

COUNCILMEMBER PONTANILLA: Okay. And who owns that?

MR. JAKUBCZAK: That'll be County.

COUNCILMEMBER PONTANILLA: County? Well, maybe Mr. Goode can take a look at that should we go one-way. Because you know, we talked about the people in the middle. Right now we get Aholo Road that comes in maybe one-fourth of the way or one-third of the way and hopefully, you know, that one particular road that connects to Wainee can be another access for people to get to their residence. So thank you, Chairman.

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

COUNCILMEMBER COUCH: Thank you, Madam Chair. And I like what Mr. Pontanilla's saying but if you look at the pictures anyway, just prior to Ilikahi Street, there's a gate there, I mean, across at the County road. What's that all about?

MR. JAKUBCZAK: It's for I believe, Mr. Goode, it's emergency access for emergency vehicles, fire, police if there were some kind of evacuation planned, it would be opened.

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COUNCILMEMBER COUCH: But why is a gate closing off of a County road, that's my question?

MR. GOODE: Madam Chair, Mr. Couch?

CHAIR COCHRAN: Yes?

MR. GOODE: My vague recollection--and maybe it's actually a County ordinance, maybe Mr. Hopper could look it up real quick--was that was based on some concerns raised by the residents. This item came before a previous body and was closed for that very purpose.

COUNCILMEMBER COUCH: That's real interesting because...

MR. GOODE: Otherwise, we wouldn't just go close a road.

COUNCILMEMBER COUCH: Right, right. Because you wanna be able to have some circulation, but that's just right in the middle of the road. And there's no parking. You can see that the road is very narrow there and you can't really park, but who knows if there is parking, if it's wider on Ilikahi Street or Kauaula Road for additional parking for this, for any kind of beach access. That's just interesting if we could find out why there's a gate. Thank you.

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: Well, I don't know why the gate's there, but I know why gates are put up in many of these areas is a couple of things. Number one, residents request that they don't want through traffic. 'Cause we have it here, right here, going into Kehalani, by Wailuku Elementary there's a gate there. I know there's four, five around my area that I've shut down, through roads, Paukukalo, Hawaiian Homes because they do not want through traffic, and that's the agreement we make with the residents when we put these roads in. However, we put 'em in for emergency purposes so police and fire in case of an emergency can get access without going all the way around. So I know the rationale behind it and I know what causes these gates to be put up. It's generally the public. And some of these roads were private, then given to the County, and that's part of the deal of making that change is that the residents are protected from through traffic. So I'm gonna bet you a nickel and a quarter if you go look up the records that's what probably happened here like in many other areas. You know, so...and, Mr. Couch, if you don't any in your area, you will have some soon, 'cause they are coming even to Kihei. You know, so when you have through traffic through neighborhoods, especially residential neighborhoods, that becomes something very important and I think the police can attest to that being the rationale behind of it. Thank you.

CHAIR COCHRAN: Thank you, Mr. Victorino. Members? Yes, Mr. Pontanilla?

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COUNCILMEMBER PONTANILLA: Thank you. You know, I hear my colleague's comments, but here we're looking for some ideas as far as trying to have some, some kind circulation should we go one-way. And you know, I just bring it up because for me, it does make sense one-way. You address the two issues that we have, safety as well as providing parking at least on one side of Front Street between Puamana and Shaw. So you know, Mr. Goode has all this information and hopefully, you know, hopefully you're gonna defer this item and then have the Public Works Department take a look at all of the ideas that we talk about and bring it up again. And maybe there's a possibility of that one road, Kauaula Road can be looked at as another road to access, for people to access to get back to, you know, Shaw Street or H'piilani. Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members? Yes, Chair Mateo?

COUNCILMEMBER MATEO: Madam Chair, thank you. And I guess, Captain, has there been a lot of complaints because of the congested mixed use, because you've got vehicles, you've got bicycles, you've got pedestrians? Has there been a lot of complaints in the Department regarding this specific area?

MR. JAKUBCZAK: Yes, Mr. Chair. We've had complaints or issues raised by the community in that area, specifically that Shark Pit Neighborhood Watch Committee. We're on their e-mail as well and we're in communication with them and attend their meetings. And there has been a lot of issues raised about the parking specifically in front of Lahaina Shores and as you go down towards Puamana, about the vehicles fitting on the roadway and congesting especially around that area. Because there's 505 which is right next to Lahaina Shores, has a lot of vehicles that come and deliver goods and whatnot in front, they're big, large trucks. So from there on toward down to Puamana, there seems to be, especially in the morning hours when deliveries are made and without any type of sidewalks or room for the pedestrians to walk and run, that has been raised.

COUNCILMEMBER MATEO: Okay. And observation from the Department, has those individuals, who rent out rooms, has that been a primary problem with parking?

MR. JAKUBCZAK: We haven't had too many calls from the residents themselves about the parking on Front Street as far as having available parking. It's been more about too many vehicles that are parking there and not enough room to park.

COUNCILMEMBER MATEO: Okay, thank you. Thank you, Madam Chair.

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Thank you. Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: Okay, and so, you know again, if what Mr. Pontanilla is suggesting along with some other colleagues then this public hearing would have to now expand a lot more than just the Front Street people. Aholo Road would be a main concern. Those people already would

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be inundated with traffic going through, and the rest of these roads that we've been speaking of would also be impacted along with Wainee Street, Alio Street, all these, now you open up Pandora's box for the whole neighborhood. So I would say that if we are even thinking of one-way, best this whole neighborhood be informed and that now I really would push for a public hearing, because now it's more than the Shark Group. It's way more than them now. And so, and I know of residents and local residents lived here for a long time and Aholo Street, Aholo Road I should say, that one already I know a lot of people complain about the traffic going through there, because they take a quick cut short to Shaw Street, I mean, to Front Street. So I'm concerned. And then the exiting onto Honoapiilani Highway, oh boy. So anyhow, Madam Chair, if all these suggestions are going to be looked at, I would definitely ask for deferral of this until we have a public hearing for this whole neighborhood to be informed of the changes and what they think of these changes, the potential changes I should say, Madam Chair. Thank you.

CHAIR COCHRAN: Thank you, Mr. Victorino. Members, any further discussion? Captain and Lieutenant, I had a question. I believe, wasn't there a little boy that had gotten hit by a vehicle along this road very recently?

MR. JAKUBCZAK: Yes, about a couple weeks ago I believe. Yes, there was. ...*(inaudible)*... accident.

CHAIR COCHRAN: Right and that just adds to the concern of the neighbors, the residents here in this area of the safety and, you know, the other safety issues. Yeah, Mr. Goode, you had a comment?

MR. GOODE: Yeah, my...I think I mentioned in my opening remarks that there's...it's an existing safety condition and, well, this one incident that was just mentioned, you know, kinda highlights that. My understanding was that the boy walked out between two parked cars. And obviously in any situation and fortunately everyone's okay, but my...and in any situation there's always variables that happen. But from the Department's perspective, we have an existing safety condition that it doesn't meet our standards at all. I feel duty-bound, the Department feels duty-bound to do something about it. I think we're probably gonna do it anyway although after hearing the comments today, I wanna make sure that this affected neighborhood knows about. But I might suggest is another consideration for Council, it would be to perhaps make an item about the one-way, a specific item in our Committee, because that would really kinda focus it to that particular idea which I think is a valid idea, but it will affect like Councilman Victorino said, beyond Front Street. It's gonna affect a lot of folks including, well, basically everybody from Puamana to Shaw Street. So, anyway those are my thoughts, but you know, we again, we have a situation there that we need to do something, and I don't want to have this be an item that now you guys are looking at in Policy Committee. Thank you.

CHAIR COCHRAN: Thank you, Director Goode. Members, any more...yes, Mr. Carroll?

COUNCILMEMBER CARROLL: Thank you, Chair. Along the lines of what I said the first time about this being a safety issue, we're talking now about the bill before us impacting the people on

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Front Street and we're doing that because of safety issues. The things I hear coming over here is removing that gate which I do know about and the concerns on why it was put there. We're talking about looking at ways to impact the rest of the community probably in a negative way in order to find different solutions for what needs to be done here. We really need to pass, as Mr. Goode said, it is a safety issue. We do not want to hear three weeks from now that somebody running between two cars got smeared on the road. It is a safety issue. The things that have been suggested in coming before us today, the one-way parking, open the gate, and all these different solutions, almost all of them might be good for Front Street, but all of them are going to negatively impact someone else. Do we really want to do that? Again, I'll wait for the Chair's recommendation. Thank you.

CHAIR COCHRAN: Thank you, Mr. Carroll. And yeah I...you have comments, Captain?

MR. JAKUBCZAK: Yeah, I just wanted to add, as far as that Shark Pit Neighborhood Watch, it actually encompasses residents from as far down as Puamana all the way down towards 505, 505, Lahaina Shores and also into the community, Kauaula Subdivision. It's a wide range of residents who, approximately 10 to 20 residents, who show up to these meetings and voice their opinions from everything from parking situations to the beach side location to the homeless issue in Lahaina, and they go all the way down toward the Banyan Tree Park area too. So they have a wide array of views and whatnot. So I wanna make sure you guys realize that.

CHAIR COCHRAN: Thank you, thank you, Captain, and yes, you're so right. This group had come together pretty recently, but I really see, as you mentioned, a brought range of the residents and not just people from the Shark Pit, Front Street area but they do span back off the Wainee Street also, into Kauaula Subdivision. And so there's a big outreach going on because there's many concerns not just the parking issue, as Captain had mentioned, but others, and I believe they do have a really strong voice and participation in this community and bringing a lot of members, myself, the Police Department, as you can see, Director of Public Works, all in the fold. So I see a lot of great outreach and, you know, Mr. Carroll, you bring up some really great points. You have, being one of our senior members, have seen, and Mr. Pontanilla, you know, I understand the idea of wanting to get a win-win situation here but that Kauaula Subdivision, I know there's a reason for that gate being there and they would definitely, I have a feeling, would not like it as a thoroughfare, you know, to getting onto Front Street. But again, yes, Mr. Victorino, I believe that public needs to be involved, and as Captain Jakubczak has mentioned, there's a good group right now really, really participating and being involved. So Members, at this point, I will give my recommendation.

VICE-CHAIR VICTORINO: Recommendation, Chair.

CHAIR COCHRAN: I entertain a motion to recommend passage of this proposed bill, but, and between now and first reading, to have, you know, Staff perhaps put out a notice and then take into consideration Mr. Goode's proposal as one-way being a separate item. So at this point, Members, a motion to recommend passage of this proposed bill on first reading and filing of County communication.

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COUNCILMEMBER CARROLL: So moved.

COUNCILMEMBER COUCH: Second.

CHAIR COCHRAN: Thank you. So it's been moved by Mr. Carroll, and seconded by Mr. Couch. Members, any further discussion?

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Yes, Vice-Chair Victorino?

VICE-CHAIR VICTORINO: Yeah, thank you and I'm sorry, I cannot support the motion and again, there's not enough time between first reading and...now and first reading and I disagree with my colleagues. This is something important, you know, I seen this happen too many times and then we come back and have to rehash everything. I think if we do it right and the public is aware of what we're trying to do, and in totality, I mean, you just said, and I think I agree. You start telling them they're gonna go through all these other streets or that's maybe another area that they'll park, you know, all these other aspects, they're not gonna be happy in the interior and now you got Front Street and then you got the interior streets that are gonna be upset. So my feeling is I'd like to see just worked on a little bit more. I mean, if you wanna make a separate item with the one-way that's fine, but I'd really like to make sure that the neighborhood in its entirety at least understands what's happening, what this will mean and it's how profound this will mean to them being able to park on the street or not being able to park on the street, you know, and again, one side...all these different aspects I have good, solid ideas. I disagree with the fact that oh, if we don't do this and somebody gets hit next week then, you know, we didn't do our due diligence. How many years and how many accidents? Let me ask you this question, how many major accidents, how many pedestrian accidents have occurred on that area of Front Street in the last five years?

MR. JAKUBCZAK: I wouldn't want to even guess how many accidents we've had.

VICE-CHAIR VICTORINO: Would you say one, two a year? 'Cause I don't recall, I mean, but you know, I'm not one that has all that information. 'Cause I'm concerned that we're making one incident the highlight of everything.

MR. JAKUBCZAK: What we could do, Madam Chair, if that's okay --

CHAIR COCHRAN: Yes?

MR. JAKUBCZAK: --is research that for you and get that to you?

VICE-CHAIR VICTORINO: Okay.

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CHAIR COCHRAN: Thank you.

VICE-CHAIR VICTORINO: I would like that Madam Chair. I mean, I want...again, Madam Chair, I appreciate what you're trying to do and I appreciate what Mr. Goode is trying to do and you can do it Administratively, but I just cannot go ahead and say yes to something which I believe the neighborhood...and some other options, which may be even be more valid than no parking, bringing forward one side or whatever, could make it much better and more palatable for all concerned. So I, that's my, that's my take on this and I cannot support the motion. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you. Members, right now I'm gonna take a really brief recess. We are now in recess. . . .(gavel). . .

RECESS: 9:57 a.m.
RECONVENE: 10:01 a.m.

CHAIR COCHRAN: . . .(gavel). . . Will the Infrastructure Management Committee now reconvene. Thank you, Members, for that brief recess. And again we do have a motion on the floor with discussion. Mr. Couch?

COUNCILMEMBER COUCH: Thank you, Madam, Chair, and while I understand how Mr. Victorino is concerned and I do share his concern, I think safety at this point trumps the concerns. We can still bring up the concerns. I would recommend that we continue to discuss this and maybe do the one-way and get a meeting especially hopefully prior to first reading. But right now, this is a safety issue, and for that reason I think I'm going to be able to support this very reluctantly, but support it.

CHAIR COCHRAN: Thank you, Mr. Couch. Yes, Mr. Carroll?

COUNCILMEMBER CARROLL: Thank you, Chair. And I'll just reiterate that this is a safety issue and I realize a lot of times the decisions we have to make, sometimes they're not popular decisions. Sometimes we wish we could do it differently, but we are here to make decisions for the safety, health and welfare of our people, and I think this is one of the things that we need to do. We can follow up afterwards with another bill, another ordinance or hearings or addressing concerns in the area at that time, which would be totally appropriate, but I think we need to pass this out today. Thank you.

CHAIR COCHRAN: Thank you, Mr. Carroll. Members? Yes, Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Chairman, you know, on this particular issue here, you know, I agree that safety is a number one priority, and because the time is so short to address the other issues or given the people that park along Front Street, I can guarantee you maybe 50 percent of those cars are renting rooms on homes, you know, along Front Street. Where they going park in the meantime? In the inner streets, Aholo Road, maybe in this subdivision we say that don't

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want the traffic from Front Street entering this subdivision. It may be a nightmare for us, us. And I would hope that, you know, you defer this item and give us some time to have the Department look at the different options in regards to in satisfying, you know, the needs of the community. You know, I'm of the like mind, like my colleague, Mr. Victorino, that once we say yeah, go ahead and you know, remove the cars from parking on the side of the street, then...you know, my area we do have a lot of cars that park on the side of the street, and the reason why is that they rent rooms in Kahului and they don't have enough parking within the property. And one of the ordinance that we have is that there's no parking between a certain time on County roads. Maybe, you know, enforcing that rule to get away, to get the cars away from parking on, you know, County road right-of-ways. If we do that and see, you know, what kind impacts we going cause for those people that do park on that side of the street. You know, I agree that yeah, we should take care of the safety issue, but I have hard time on this one here, Chairman. Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Mr. Couch, and then Chair Mateo.

COUNCILMEMBER COUCH: Thank you. And my other concern is the, as prohibited by signs in there. So essentially we're saying, we're basically telling the Department of Public Works to do it wherever they feel comfortable as opposed to the whole street, is that right? Is that...

CHAIR COCHRAN: Mr. Goode?

MR. GOODE: Madam Chair, Mr. Couch, yeah, essentially that will be where there's from an engineering perspective, enough room and that language is very similar, not exactly the same as what we use in the cul de sac, no parking in the cul de sacs language.

COUNCILMEMBER COUCH: Okay, thank you. And just to remind, as Mr. Pontanilla said, there is no overnight parking on County streets from I think it's 4:00 a.m. to 6:00 a.m. So these people that are renting, even if they're long-term rentals, technically they're not supposed to be parking there overnight anyway. So I don't know how that plays in. So thank you. Thank you, Madam Chair.

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

COUNCILMEMBER MATEO: Madam Chair, thank you for the opportunity. I feel the same way as Member Pontanilla. It's just not only dealing with the ordinance, yeah. It's, you know, currently there's "no parking" signs already situated on, you know, certain areas of the street. So enforcement has got to be a key element in helping to control, not only based on the "no parking" signs that's already existing, but there are those parking areas that the cars do not fit in that juts beyond the white line. So a lot of it has to do with enforcement as well. You know, those blue areas on the map that the Director gave us, this is gonna become prime real estate for everybody who's got to move off of another spot along the street just to, you know, find parking there. So likewise, Madam Chair, I'm having difficulty with this one as well. Not difficulty with the safety issues, but you know, we not... we need to look at the big picture and not just a

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part of it. The ordinance is one piece, enforcement of the ordinance is the other, and I think at this point because clearly there's pictures with "no parking" signs with vehicles parked there, with vehicles that go beyond the white line on the side, and I think that's an element that the Department needs to, the Police Department needs to take a serious look at. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Chair Mateo. Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Thank you. Knowing with, you know, where this thing is going is going, I would hope the maker of the motion would reconsider his motion and Chairman, defer this item and take it up on your next meeting again. Hopefully the Department will have some answers for us so that we can move on. Thank you.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. I have just comments for the Police Department. In regards to if you have like any parking citations that are given along this stretch, do you notice more visitor, residents, does it...can you tell if the violators are predominantly, you know, perhaps local-type people and vehicles versus visiting people?

MR. JAKUBCZAK: Yes, Madam Chair. The citations that are issued on parking are issued to the license plate number of the vehicle. So we don't necessarily know whose vehicle that it. It's just being cited for the violation itself and turned into the District Court, and they then in turn run the registered owner checks for the vehicle.

CHAIR COCHRAN: Thank you. Yeah, Members you know, this resembles the other issue in Lahaina with the Luakini Street and you know, we told the residents there, and I still get the complaints, and I still get the people who praise it and other people who hate it, but currently, you know, that one in particular was the safety issue aspect that we moved that one out. And mentioned to the residents who had concerns that, you know, if it doesn't, if it's really, really horrible and it doesn't, doesn't work out, we can, you know, revert it back to what it was and what have you, because we, as the County and the Public Works have that, you know, jurisdiction to do that. And as Mr. Goode mentioned, there's the width, just the physical measurement of the road itself that just is supposed to be prohibiting the parking. And then the safety, and I have a really, really close friend who actually got killed on this road. This is, you know, past the five-year mark that Mr. Victorino's looking for. But still, you know, that was because on a motorcycle he could not see the car reversing out of a driveway from between cars and got fully nailed and killed right there on the roadside. So I see the, you know, the safety issues. So at this point, I'm just, I'm gonna call for the vote. It was the maker of the motion is Mr. Carroll, the seconder is Mr. Couch. And all those in favor, say, "aye"?

COUNCIL MEMBERS: Aye.

CHAIR COCHRAN: All those opposed say, "no".

COUNCIL MEMBERS: No.

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CHAIR COCHRAN: Looks like we have four “ayes”--

UNIDENTIFIED SPEAKER: Three and two.

UNIDENTIFIED SPEAKER: Roll call.

UNIDENTIFIED SPEAKER: Three-three.

CHAIR COCHRAN: Oh, sorry, roll call then, Mr. Jensen?

MR. JENSEN: Madam Chair, we’ll start with the Vice-Chair of the Committee, Mike Victorino?

VICE-CHAIR VICTORINO: No.

MR. JENSEN: Councilmember Carroll?

COUNCILMEMBER CARROLL: Aye.

MR. JENSEN: Councilmember Couch?

COUNCILMEMBER COUCH: Aye.

MR. JENSEN: Council, Council Chair Mateo?

COUNCILMEMBER MATEO: No.

MR. JENSEN: Council Vice-Chair Pontanilla?

COUNCILMEMBER PONTANILLA: No.

MR. JENSEN: Committee Chair Cochran?

CHAIR COCHRAN: Aye.

MR. JENSEN: Chair, the vote is three, three.

CHAIR COCHRAN: So motion...

COUNCILMEMBER PONTANILLA: Chair. Short recess?

CHAIR COCHRAN: Short recess. . . .(gavel). . .

RECESS: 10:11 a.m.

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RECONVENE: 10:13 a.m.

CHAIR COCHRAN: ...*(gavel)*... Will the Infrastructure Management Committee now please reconvene and thank you for that brief recess. So at this point the vote is three to three, three ayes and three opposed, so motion does fail which means that it's automatically being deferred at this point. So with deferral, Members, we can go ahead and give more opportunity for Director of Public Works to look into the proposals that were discussed here today and also, you know, deciding on a public hearing to gather the community and get more involvement with the proposals that we have all talked about. So, Members, with that, this item is now being deferred. Thank you for your time, the Police Department and Director of Public Works. Thank you for being here and we shall be talking to you folks again. Thank you.

VOTE: AYES: Chair Cochran, and Councilmembers Carroll, and Couch.

NOES: Vice-Chair Victorino, and Councilmembers Mateo and Pontanilla.

ABSTAIN: None.

EXC.: Councilmember Hokama.

MOTION FAILED.

ACTION: DEFER pending further discussion.

ITEM NO. 11(1): COMMITTEE'S PRIORITIES AND PROCEDURES; PRESENTATIONS FROM COUNTY ADMINISTRATIVE AGENCIES (ORIENTATION WORKSHOP BY THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT)

CHAIR COCHRAN: Members, next item on the agenda this morning is IM-11(1). And this...

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: I know you gonna have to prepare the room and all of that. So are you prepared to take our morning break because it's almost 10:30 and...

CHAIR COCHRAN: Oh, okay.

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VICE-CHAIR VICTORINO: But, but, yeah if you wanna do the introduction and then take the break while we put the screen down and all that I would...just asking, Madam Chair.

CHAIR COCHRAN: Is that fine? Yeah, I see Environmental Management is okay with that proposal. So, Members, let me just give the description of what our next agenda item is and IM-11(1) it's going to be in relation to an orientation workshop by Department of Public, Department of Environmental Management, because as this Committee recalls, the Department last reviewed the organization of the Department and current efforts in wastewater reclamation and solid waste management at the meeting of November 14, 2011. So today's presentation will update us on the current status of these programs, and today it looks like we do have Director and Deputy Director of Environmental Management present to update us and respond to any questions that the Members may have. Let me just introduce, we have Director, Kyle Ginoza here. Good morning, Director.

MR. GINOZA: Good morning.

CHAIR COCHRAN: Hi. And I know I saw Mr. Miyamoto somewhere?

MR. GINOZA: Yes.

CHAIR COCHRAN: But I guess he'll be attending later. But members, we've decided and it seems okay with Director Ginoza that we have our mid-morning break, and we'll come back to reset the room and be ready for his exciting and informative presentation. So with that, we'll take our mid-morning break. Members, a ten-minute break is that good? Okay, so ten minutes we shall be back. ...*(gavel)*...

RECESS: 10:16 a.m.

RECONVENE: 10:31 a.m.

CHAIR COCHRAN: ...*(gavel)*... Will the Infrastructure Management Committee meeting please reconvene. Thank you, Members, for our mid-morning break, and we have Environmental Management Department, Director Kyle Ginoza. Good morning, Kyle.

MR. GINOZA: Good morning.

CHAIR COCHRAN: And you're ready to present your PowerPoint?

MR. GINOZA:

CHAIR COCHRAN: Okay, thank you.

MR. GINOZA: Shall I start?

CHAIR COCHRAN: Yes, go ahead.

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MR. GINOZA: Thank you, Madam Chair and Committee Members for the opportunity to update this Committee on the current efforts in our two Divisions, the Wastewater Reclamation Division and the Solid Waste Division. For today's presentation we decided to focus primarily on energy-related issues as it pertains to both Divisions. However, should this Committee have other questions not related to the energy aspect of this Department, please feel free to ask. As you may know, the Department of Environmental Management is one of the highest users of electricity within the County of Maui primarily through the Wastewater Reclamation Division. And just for point of reference, our budget for Wastewater Reclamation for electricity is on the order of just \$6 million a year. In order to reign in rising energy costs, the Department has focused on three areas as listed on this slide. First, we have a program designed to implement energy conservation and improved mechanical efficiencies of our equipment. Second, we also have developed or are in the process of developing energy generation opportunities at each applicable facility. Third, we have been trying to implement a new mindset of not only viewing our influent streams in both wastewater and solid waste as "wastes", but instead are looking at these streams as resources. In the balance of the presentation, I'll elaborate on each of these three efforts. We continually ask ourselves, how do we cut costs and monetize resources at our disposal? Regarding the first measure I just mentioned, in Wastewater we have installed countless mechanical equipment upgrades to our pumps, blowers, fans, et cetera, largely as part of our Capital Improvement Program upgrades, but also in smaller day-to-day projects through our Central Maintenance Program. These efficiency improvements allow us to require less electricity to perform the same amount of work. We also monitor when high load equipment is started since our electricity rate hinges on a 12-month rolling average of our peak load. On the wastewater treatment process side of things, we've developed process studies to improve treatment efficiencies thereby reducing electricity costs. Lastly, on the solid waste side, we've begun to look at reevaluating our residential refuse collection routes to see if we can reduce fuel costs through rerouting. The idea here is that reducing energy usage at the source is the ideal way to curtail energy costs. Regarding the second bullet on a previous slide on energy generation efforts, this slide summarizes projects we currently have in progress. Regarding energy generation through photovoltaic or PV energy systems, we have systems being constructed at our Lahaina and Kihei Wastewater Reclamation Facilities for a combined 1.5 megawatts of powers, as well as two smaller systems at our Lanai and Hana landfills at about 3 kilowatt systems. As we discussed previously in this Committee, we also have a 1.6 megawatt Landfill Methane Gas -to-Energy Project at our Central Maui landfill that is anticipated to be operational at the end of next year. Lastly, this fiscal year we'll implement a 19.2 kilowatt wind turbine system at our Central Maui landfill. These efforts will help to offset periodic increases in electricity rates. There are two possible upcoming energy projects that we currently are working on that may have significant impacts to the Fiscal 2014 Budget and beyond. The first one deals with the disposition of incoming green waste, sewage sludge, also called biosolids, and fats, oils, and grease, also called FOG. The current contract with EKO Compost and its subcontractor, Pacific Biodiesel ends at the end of this fiscal year, and there may be a potential opportunity on the horizon to create energy from these incoming streams to a well-established technology known as anaerobic digestion or some other technology. The second project deals with the disposition of municipal solid waste also called MSW that is currently being landfilled. The landfilled waste has a large potential energy value. Such energy revenue may serve to reduce the

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County General Fund subsidy required to operate the Division. In the next few months...the next few months presents the perfect opportunity to further determine the viability of waste conversion for energy generation. Regarding the green waste, sewage sludge, and FOG Disposition Program, the Department is in the process of developing the Request for Proposals and is scheduled to have the RFP issued in a couple of months. We anticipate that there will be a diverse group of developers for these waste resources ranging from static pile composters, like EKO Compost, to in-vessel composters which is a composting operation that is enclosed rather than open air, to anaerobic digestion energy purveyors. In the next slide we included a diagram of the anaerobic digestion process that may be utilized. In addition, we're exploring the viability of an anaerobic digestion project at the Kihei Wastewater Reclamation Facility to deal with the sewage sludge from the three Maui plants, green waste, FOG, and food waste. The RFP for this program hinges on the results of this study for this Kihei Wastewater Reclamation Facility Project. In any case, we're looking at including food waste as part of either the developer or County project. Through a Waste Composition Study we just completed, food waste represents approximately 20 percent of the municipal solid waste stream on Maui. That's why we wanna include it in this program. This slide shows how the anaerobic digestion process works for resource recovery. The input as shown just to the right of the anaerobic digester, digester circle could be sewage sludge, green waste, FOG, and food waste. These inputs go into an anaerobic digester vessel. Anaerobic bacteria in this vessel generate methane biogas which is then utilized to power an engine which in turn drives a generator to create electricity. The heat generated through this process is recovered either for hot water which is a necessary input to the anaerobic digestion process or for other purposes. A byproduct of the digestion process is liquid and solid effluent which may be used for compost after further processing. So this is one such method to deal with those waste streams. The second project we are currently in the exploration stage is our Waste Conversion Project which is a project that is a next generation waste-to-energy project. The Department issued a Request for Qualifications or RFQ in March of this to year to gauge the viability of the project and to see if there would be interest in the waste conversion development community. Suffice it to say there was very strong interest and we received 23 responses to our RFQs with projects ranging from 5 to 20 megawatts in power generation. The power spread was largely due to differences in technology offered. The various technologies proposed are ones that are on the cutting edge of the industry including mass burn or incineration, gasification, plasma arc, anaerobic digestion, and pyrolysis. While we did receive 23 formal responses, many developers noted that they would rather not show their cards and would instead propose during the RFP stage. Just as a point of reference, while we received 23 responses, over 60 developers took out our RFP, many of which had mentioned that they'll just propose during the RFP stage. This slide shows a typical waste conservation process flow. At the upper left-hand corner upon receiving the municipal solid waste, oftentimes there's a presorting for recycling often called a dirty MRF or dirty Materials Recovery Facility where high value recyclable materials such as metals or other items and inert materials which have no energy or little-to-no energy value are sorted out of the feed stock for the system. The feed stock is then processed to a particular size for metering into the conversion system. A high temperature gasification process generates a biogas which is then cleaned and stored prior to power generation. A waste product from this process is slag or ash which represents on the order of 5 to 15 percent of the original weight of the incoming MSW. While there are limited uses for

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the ash or slag, oftentimes it is just landfilled. So this is just one example of a waste conversion system. This slide shows the rough composition of the municipal solid waste that goes the Central Maui Landfill that we got from a waste composition analysis a few months ago. As you can see, much of the waste stream would be processed in the waste conversion facility. As I previously mentioned, some of the inorganics would not be processed since there's little-to-no energy value and much of the metals would be recovered for recycling. The balance of the materials could go into the waste conversion system. The way the Department structured the RFQ was for the potential developer to finance, plan, design, build, own, maintain, and operate the waste conversion facility for 20 year, 20 or so years. So basically handle all aspects of the facility. The reason why we structured it this way was to minimize risk on the County. Under this scenario, the County would need to offer two items for project implementation. First, the County would lease a portion of the agricultural lands, roughly 10 acres or so that we are currently in the process of acquiring just makai of the landfill. Second, for the next 20 years or so, the County would need to guarantee that it would send the municipal solid waste that currently goes to the Central Maui Landfill to the waste conversion facility. Considering that there would be minimal if any financial outlay and inherent risk for project implementation, the Department is continuing along this path. Based on the responses we received through the RFQ process, all responses guarantee an environmental benefit through project implementation as compared to the current waste disposal process. This is because there are inherent environmental impacts related to landfilling and methane gas generation that is emitted into the environment, coupled with the current importation of fossil fuels for electricity generation. These impacts are weighed against waste conversion facility emissions or impacts. The response is noted that potential commercial operation is possible in the year 2015 or 2016. In addition, landfill tip, tipping fee costs will reduce significantly in many of the proposals. A major benefit to the project is that the life of the Central Maui Landfill will extend significantly since upwards of 80 percent of the municipal solid waste will be consumed in the waste conversion project. This slide shows a summary of the...this slide shows a summary of the proposed landfill tip fees that the waste conversion developer would charge. The horizontal axis is the tip fee in dollars per ton and the vertical axis is the number of...number of proposals that we received. As you can see most of the developers want to charge quite a bit less than the current tip fee of \$71 per ton which is denoted as the vertical red line. The reason that developers could charge quite a bit less is that there are three, at least three income streams for them: the tip fee charged, the energy revenue received from the utility, and the sales of the recycled materials recovered. So where are we now? Based on the positive results of the RFQ responses, the Department is currently preparing the RFP which will be issued in a couple of months. The proposals will be due before the end of the year in December, and the Department will rate the proposals in January of next year. The Department analysis which includes the results of the waste conversion project ranking, the results of the pilot curbside recycling program, and a lifecycle analysis of recycled materials will be complete in January. The reason that these three facets of the waste stream must be examined together is the analysis may show that a dirty Material Recovery Facility at the landfill may be more efficient than residential curbside recycling, or considering that it costs the County on the order of \$150 per ton to process the recycled materials, it might be more cost effective to include those materials in the waste conversion and generate electricity, or the results may show that a waste conversion facility should not be pursued. Nonetheless, we feel that these

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decisions must be made prior to the Fiscal 2014 Budget discussions. In summary, the Department has a multitude of efforts to tackle rising energy costs, ranging from energy conservation and efficiency efforts, through equipment and processing upgrades and monitoring, to small-to-mid scale energy generation projects through photovoltaics, landfill gas conversion, and windmills. Lastly, the large, larger scale energy generation projects look viable and warrant further examination. Nonetheless, the disposition of the waste resources at the County's disposal will change for the better in the near future. Thank you for the opportunity to provide an update of our current efforts to this Committee, and Mike Miyamoto and I are available to answer any questions that this body may have.

CHAIR COCHRAN: Thank you, Director Ginoza. Members, we shall now have a brief recess to reset the room. We're in recess. . . .(gavel). . .

RECESS: 10:47 a.m.
RECONVENE: 10:49 a.m.

CHAIR COCHRAN: . . .(gavel). . . Welcome back, Members. Infrastructure Management Committee meeting is back in session. And thank you, Department, for the presentation.

MR. GINOZA: Thank you.

CHAIR COCHRAN: And the floor is now open for Q&A.

VICE-CHAIR VICTORINO: Madam Chair?

CHAIR COCHRAN: Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: Thank you, Madam Chair. And thank you, Department, you know, Mr. Ginoza, Mr. Miyamoto, excellent presentation, and at least the County and the people of Maui County can be assured that you're not resting on your laurels, you are looking for alternative ways of using what we have, like you said, monetizing? I like that word. I'm going to use that more often. You know, I like that. Question I had for you, this conversion of waste-to-energy, that's all part of the Integrated Solid Waste Plan that was put forth on three, four years back, right?

MR. GINOZA: Yes, yes.

VICE-CHAIR VICTORINO: It's all part of that, yeah. And you were saying, and I think I wanted to point out to the public that if a 1,000 pounds goes in of waste, if you're talking the ash, you're talking a 150 pounds of...probably between 5, between 50 and 150 pounds of waste--

MR. GINOZA: That's correct.

VICE-CHAIR VICTORINO: --after that.

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MR. GINOZA: Yes.

VICE-CHAIR VICTORINO: So in other words, 85 percent of that is converted into energy.

MR. GINOZA: Yes.

VICE-CHAIR VICTORINO: Is that correct?

MR. GINOZA: Yes.

VICE-CHAIR VICTORINO: Which if I was to use a timetable on our present landfill, how far would that take us out more or less? Because right now aren't we going out to 2025, if we didn't do anything and just kept putting refuse and filling it up and filling it up and filling it up?

MR. GINOZA: Yeah, currently we just follow Ameron's quarrying operations.

VICE-CHAIR VICTORINO: Right, right, right.

MR. GINOZA: So, I mean, just based on that reduction if, you know, it's like a 85 percent reduction, that that would extend it, I don't know, five or six time. I mean, it's basically a 7 to 1 or 6 to 1.

VICE-CHAIR VICTORINO: So in other words, if we were looking at 2020 or 2025, we may be looking at 2100 or I mean ...*(inaudible)*...

MR. GINOZA: There are some requirements in landfilling the ash that are a little bit different from just regular MSW that we are...we'll work with the Department of Health. So it may not be that much longer, but it will be a significant increase in the extension of that current cell if we're able to do that--

VICE-CHAIR VICTORINO: Yeah, in 2100.

MR. GINOZA: --implement the project.

VICE-CHAIR VICTORINO: Yeah, since my colleague was laughing at my 2100, but you know, that's...because when I was up in Portland, and we went out to this facility, they had the fields for which they were putting these, the ash in. And, yeah, they agreed there was some use back then I think of mixing it with asphalt and being able to do roads or some...there were some, they were experimenting with some usage of that ash. I don't know how far that has come along because this was what, three years ago or four years ago when I was ...*(inaudible)*...

MR. GINOZA: It has been a continuing discussion for a lot of the providers in that it is a product that they don't wanna have to landfill if they don't need to.

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VICE-CHAIR VICTORINO: Right.

MR. GINOZA: But the uses thus far have been quite limited such that, you know, until we get something more viable, we kind of have to look at that percentage might be landfill. But yes, you're correct there may be uses in the future for that material.

VICE-CHAIR VICTORINO: Which would be, you know, really a win-win situation. And the last thing I wanted to point out was the MRF themselves, the dirty MRF or whatever you wanna call it, it then tends to remove all what you said valuable material and less than desirable material to burn. What would that be so that the public understood what that less than desirable material to create energy?

MR. GINOZA: It would be the inert materials such as like concrete or sand or glass, those items that are nonorganic that basically will just kinda flow through the conversion process. So rather than actually send it through the facility, they would extract it through either, you know, some kind of source separated system so that it wouldn't flow through the system. Because, because there's very little energy value to it, there's really no sense in sending it through the system and reduce efficiency of the system. So largely this non-desirable items are just inert materials that don't have energy value such as concrete or sand and such.

VICE-CHAIR VICTORINO: Thank you, Mr. Ginoza. I'll let other Members ask questions, but I thank you for that clarification. I think the public can rest assured that our Department of Environmental Management is working very diligently--

MR. GINOZA: Thank you.

VICE-CHAIR VICTORINO: --to cut costs, but also to be utilizing our waste, and I think that's one of the big things when we did the Solid Waste Integrated Plan four, five years back. That was our whole thrust is to get some methodology, Madam Chair, so that we could use our solid waste and create energy, and gasification is one of them, but I still thinking...I'm still in the belief and many of us at that time still believe burning to energy, creating energy from waste would be the ultimate plus, ensuring our landfill need not be buying more land, but we could use it for long extended period of time with just, if we just had to do the ash, but that would be the only thing that would be concerning, yeah. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Victorino. Mr. Couch?

COUNCILMEMBER COUCH: Thank you, Madam Chair. Mr. Ginoza, on Page 4, you talk about other in-progress energy efforts, photovoltaic, landfill, landfill gas-to-energy, and wind energy, and you give how much you're generating, you know, 1.5 megawatts and some kilowatts. How much...what is our use? Do you know how many kilowatt hours we use at say Lahaina and Kihei wastewater?

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MR. GINOZA: I don't know the exact value offhand. But like for instance, the 1.5 megawatts that I listed on this slide, of that 1.5 megawatts, 900 kilowatts is for Kihei, photovoltaics at Kihei, and 600 is at Lahaina. The 900 at Kihei is pretty much right where we want to offset our energy costs there. Lahaina we didn't have enough land to have enough.

COUNCILMEMBER COUCH: So the 900 kilowatts would essentially be a zero? I mean, you use about that much?

MR. GINOZA: We use about...

COUNCILMEMBER COUCH: ...*(inaudible)*... per month or per day or...

MR. GINOZA: This is just a rate. I mean, basically it would be the kilowatt hours, right. It's the amount of power.

COUNCILMEMBER COUCH: Okay.

MR. GINOZA: But yeah, it's basically looking at 900 kilowatts over like the six or seven hours of daylight time would basically look at trying to offset our Kihei usage, you know, at the reclamation facility. It's not looking at the pump stations or the other ones or other uses. It's at the facility.

COUNCILMEMBER COUCH: Right. So at the facility during the day for those six hours, we essentially will generate all the electricity we use? We still have the night to deal with, right?

MR. GINOZA: Yes.

COUNCILMEMBER COUCH: So how much of a percentage of our total usage that say the Kihei facility is that 900 kilowatt hours, 40 percent, 30 percent?

MR. GINOZA: I don't know offhand. Maybe, I mean it's...our facility runs, I mean, 24 hours a day, and so we're talking out maybe, you know, six or seven hours of the usage, so the balance of that would be --

COUNCILMEMBER COUCH: Okay.

MR. GINOZA: --still on electrical power. Basically with the agreement that we have with the utility, it's not a net metering agreement whereby we can sell back the extra energy that is produced to the grid. And so that's why the system was sized to accommodate the usage during the day, because we wouldn't be able to monetize the extra energy that is produced.

COUNCILMEMBER COUCH: Okay. The other question I had is, you know, you talked about the FOG going away or not necessarily going away but being used as input to this other system. What would that do to the Pacific Biodiesel, the company that is using all of our FOG right now?

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MR. GINOZA: We don't know that they necessarily would want to use the FOG. That's what we're looking at as far as a...as I mentioned, we're doing a study on the Kihei Wastewater Reclamation Facility to see if we could do an anaerobic digester there to try to process the sludge and to see if it would be cost effective for green waste and the food waste and the FOG. So depending on the results of that effort and whether or not or if we go in the other direction and just issue an RFP for these weigh streams, you know, they, the developer would be able to contract Pacific Biodiesel for that too. That's kinda how it is now where we farmed out the green waste, sludge, and fats, oils, and greases and EKO Compost who is our current contractor subbed out the disposition of the FOG to the Pacific Biodiesel Company.

COUNCILMEMBER COUCH: Okay. Those are...

MR. GINOZA: So it may not be impacted at all depending on who wants that FOG waste stream the most.

COUNCILMEMBER COUCH: Right. How is our gas-to-energy coming? I know we wanted to...you say it's in progress, what's our progress?

MR. GINOZA: So we selected a developer and currently we're still nailing down the details of the contract with them, but they've engaged with the utility and are moving forward, but it's kind of with the legal counsel on both sides of ironing out the finite details of the contract. But we're still looking at it being complete by the end of next year and operational to generate revenue for the County in early 2014.

COUNCILMEMBER COUCH: Because we don't use a lot of power at the landfill, right? I mean...

MR. GINOZA: Oh, this wouldn't be for the landfill FOG. This would be a net metering agreement where we'd sell that electricity to MECO.

COUNCILMEMBER COUCH: Okay, thank you. Thank you, Madam Chair.

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

COUNCILMEMBER MATEO: Thank you, Madam Chair. Mr. Ginoza, you referenced the Department usually spends around \$6 million in energy costs?

MR. GINOZA: I think that was the number, yes.

COUNCILMEMBER MATEO: Yeah, with these, the implementation of these various efficiencies that you've recognized, what is the Department's projected savings or reduction from this \$6 million cost?

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MR. GINOZA: Sorry, I don't have that number offhand calculated, but basically if you look at what we currently spend as far as for our electricity at our wastewater treatment plants, it's on the order of between 33 and 38 cents per kilowatt hour. With the power purchase agreement on the photovoltaics, the developer will charge us I think 12 cents a kilowatt hour, up to 22 cents over the life of the contract. So it would be a substantial savings over that, that 1.5 megawatt system. On the landfill gas-to-energy, we're looking at revenue on the order of...I think it was somewhere between a hundred and two hundred thousand a year that we'd get as revenue. And then the wind energy system, it's, that one is a smaller system that would just kinda offset the usage at the landfill which doesn't even come close to the other numbers that I previously mentioned. So I could kind of tally what, you know, without actually having it implemented, it's kind of hard to say. But just based on our projections, that's kind of what we're looking at as far as the rate savings on the PV, the revenue that we'd get in the gas-to-energy and a similar type rate savings on the photovoltaic.

COUNCILMEMBER MATEO: Okay. Thank you. And in terms of your residential refuse collection routes, to optimize the route in order to reduce your fuel costs, what is this optimization include? What does it include?

MR. GINOZA: We basically have our routes on GIS now to basically have it all digitized and to see if there's a way to, you know, that we are going out to certain places more than once or just to try to optimize the distance traveled by the routes. And so recently we received actually a proposal from an outside consultant, saying that we could save a lot of money doing that, which we're already kind of trying to attempt to look at as far as just trying to reduce the fuel usage by optimizing, you know, the distances based on us having the routes all digitized.

COUNCILMEMBER MATEO: Right. So in addition to that though, had it also included the potential of pickups only on one side of the road versus how it's done now where they pick up on the left side and then when that's done they turn around and they pick up on the right side of the road so you're kinda like using more gas that way?

MR. GINOZA: That...we've looked at picking up on one side of the road, but part of the issue with that was just feedback we got from residents that, you know, why should they have their neighbor, you know, across the street all their trash on their side of the road, and there's more like less economic impact but more social impact. So I mean, that's something that we've looked into and it's something that, I mean, if you want us to investigate further, I mean, you'll definitely get calls from the people whose side of the street that have that, have the refuse on that. And basically you gotta look at like parking issues and other such things that come into play. I mean that is something that you're right, I mean, rather than going up and down a particular street, it would save potentially quite a bit of money, but it's also the social impacts that we also have kind of been considerate of.

COUNCILMEMBER MATEO: They could have more discussions taking it to the landfill themselves, no. But thank you very much, Madam Chair. Thank you--

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

COUNCILMEMBER COUCH: Thank you. Along those lines, when you have those complaints, do you mention to them that hey, look, it's your taxpayer dollars that are, that are driving this. So if you wanna save, you said significant amount of money, I would say, look it's a matter of aesthetics versus taxpayer dollars on something like that.

MR. GINOZA: That's something we can do as a scenario in the GIS to say to say okay, if they're all on one side, you know, what would be the financial savings? Oh no, it's a good point, it's just something that in the past rather than going all to one side of the street, we didn't want the headaches of you all and of us, you know, for those that have already voiced complaints of having other people's trash in front of their house. But yeah, that is a good scenario to run and we will do that.

COUNCILMEMBER COUCH: Thank you.

CHAIR COCHRAN: Done, Mr. Couch?

COUNCILMEMBER COUCH: Yeah, thank you.

CHAIR COCHRAN: And I just, Members, Kyle, how's the three-can plan working out?

MR. GINOZA: It hasn't started. We just delivered all of the cans.

CHAIR COCHRAN: Okay.

MR. GINOZA: And it will start next month.

CHAIR COCHRAN: Oh, okay.

MR. GINOZA: And so as I mentioned in the presentation, you know, we'll have four or five months of data by the end of the year and we'll be able to see whether, you know, what kind of increase in recycling we've gotten versus having the residential drop boxes, you know, located in the various communities, well in this case, at the regional park. So it's something that I think we have to weigh, you know, the results of that program with the results of what we find from the RFP and just looking at how much it costs the County from there to process the recycled materials to then see, you know, which direction we should go collectively as a County.

CHAIR COCHRAN: Thank you.

MR. GINOZA: That's why it would be nice if, you know, somewhere in the January timeframe we could revisit this and kind of say, okay here's the results of the waste conversion, here's the results of the pilot program, here's what we found about the lifecycle cost of recycling. You know, let's as a group kind of figure out how to navigate the next budget year and beyond.

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CHAIR COCHRAN: Okay, thank you. And just a follow-up, we are taking glass?

MR. GINOZA: At the, for curbside?

CHAIR COCHRAN: Yes.

MR. GINOZA: No. We are not taking glass for the curbside.

CHAIR COCHRAN: Okay. And the current vendor in the Maui Meadows area has been spoken to and sort of worked with once...and is up to, you know, speed that this is gonna be rolling out next month and have we, as a County discussed with the private vendor?

MR. GINOZA: I'm not sure how much communication with...the Division has had with the vendor, but we'll make sure that they're adequately abreast of the situation. But yeah, the reason why we don't include glass is because it's a mixed, a single-stream recycling program where everything is mixed, typically what happens is the glass just gets broken up, you know, in the processing and a lot of them do or all of them do a hand sort. So it's a number of individuals actually kind of rummaging through the mixed recyclable material to kind of get out, separate the plastics from the cardboard, from the newspaper, et cetera. And so it's not only a safety concern as far as having shards of glass, but also what ends up happening is a lot of these shards of glass get impregnated or kind of mixed into like the cardboards and the other materials, which ends up being a source of contamination and either lessens the amount that, the amount of revenue for that particular bale, or the end processor might just say you have to landfill that, it's too contaminated. So it kind of presents a problem in that aspect. I know that for the resident it's not, it's no longer a single, kind of a single stream, one-stop shop where you have to deal with your glass separately. But that's why we're doing this pilot to see, you know, what kind of issues we may see.

CHAIR COCHRAN: Okay, thank you, Mr. Ginoza. 'Cause as I understand the vendor is willing to perhaps take on that part of the responsibility.

MR. GINOZA: Okay.

CHAIR COCHRAN: So, be good for open discussion.

MR. GINOZA: We'll check with that.

CHAIR COCHRAN: Members, any further...yes, Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Just for clarification. In regards to energy, right now we're paying what, 35 cents per kilowatt hour?

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MR. GINOZA: Yeah, like for our plants it ranges anywhere between 33 and 38, I think. It's for some reason different at the different plants. I think because of our peak energy usage.

COUNCILMEMBER PONTANILLA: And hopefully we can get down to 22 cents.

MR. GINOZA: Yeah, so like with the PV ones, it starts off at 12 cents per kilowatt hour and then over the life, I think it ends up at like 22.

COUNCILMEMBER PONTANILLA: Twenty-two.

MR. GINOZA: But it's gonna be a substantial savings. As well as, with the gas-to-energy depending on the power purchase agreement that we're able to negotiate with Maui Electric, you know that could be revenue of yeah, 18 to 22, who knows, whatever we're able to negotiate.

COUNCILMEMBER PONTANILLA: Good. Yeah, at our HSAC Conference we had a lot of talk about the different type of energy that's out there that we can potentially use, and of course, the Big Island they got their geothermal, and you know, they continue to expand their plant and then really reducing the kilowatt hours for their customers. I think they're running like 22 cents right now, but looking at 22 cents maybe in the next year or two years. So good, good, good, lot of savings. Thank you.

CHAIR COCHRAN: Thank you. Members, any further discussion with Department or questions? Mr. Ginoza, you know, I went to Westin KOR the other day and they were...they got involved with the Hawaii Clean Energy Initiative and got a rebate. How do...can we as the County tap into that, are we part of, and how so if we can?

MR. GINOZA: I believe that program is for installing energy efficient appliances. So like I think they just, you know, got new air conditioning systems and washers --

CHAIR COCHRAN: ...*(inaudible)*...

MR. GINOZA: --and that kind of stuff. So, and to get a rebate for that. I don't know how we would be able to capture that in our program. I mean, as part of that program because I believe it's only for appliances.

CHAIR COCHRAN: Well, actually Mr. Victorino and quite a few Members here were there, and one of the thing interesting things that which I wasn't aware of was in their garage. In their garage there's the blower that takes out the carbon monoxide fumes and it was running the pump or...whatever they're called 24/7, and they figured out they only needed to utilize it 15 minutes per day. So that had cut down tremendously on their energy fees. So I was just curious if within our wastewater or any of our, you know, plants if there's something that perhaps we, doesn't need to be running 24/7? I mean, I don't know, I'm just, you know, saying that I didn't realize, they didn't realize that there was such an opportunity so just thought perhaps ...*(inaudible)*...

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MR. GINOZA: Yeah, periodically like I had mentioned in the presentation, we do these process studies to kinda determine if it's worth it to either tweak the process or upgrade to some kind of other equipment or other treatment systems, that we try to capture that. But yeah, we can look into other measures that, you know, other entities might have done. But yeah, I wasn't aware...I thought that the, that Clean Energy, Hawaii Clean Energy program was only for appliances, but we'll look into it further.

CHAIR COCHRAN: Great. Thank you. Yeah, Mr. Victorino? Then Mr. Couch?

VICE-CHAIR VICTORINO: Madam Chair, if you remember, they also talked about changing out the entire property with LEDs. Yeah, and so Kyle, you know, they also explained that they changed the entire property to LEDs which has a tremendous savings also on their utility costs. So there were a number of issues. It was not only appliances. And you know, there were a number of issues that were brought forward that they had done and had been able to get a rebate of \$215,000 and some odd change, and they felt their savings was going to be anywhere from 28 to as much as 50 percent of what they been paying. I mean, they hadn't seen the true overall but one of the big things was the fans. Again, if you have things that run 24 hours and that have I guess carbon monoxide or some kind of censoring--

MR. GINOZA: Yeah, yeah, yeah.

VICE-CHAIR VICTORINO: --you know, that's what that made good sense on. But you know, so maybe you should look into that 'cause they seem to be very willing and if...I'll give you a name that we all know, Walter Enomoto, he's ready, he's standing right there waiting for us to call him. So you know, he's probably listening now, he'll call you tomorrow morning.

MR. GINOZA: Yeah, we have started implementing or doing the conversion to LED lights where appropriate for us, and so yeah, we continue...because we're such a big user of energy, you know, it's always in the front of our minds to try to figure out ways to try to capture that, that ongoing operational costs. I don't know if Mr. Hopper brought up that maybe that Hawaii Clean Energy, part of that program might be a tax credit which we don't pay taxes so, you know, but there are other programs that are out there that like for instance with our gas-to-energy one, you know, we'll be able to get some tax credits through the developer. So yeah, we'll look into that further.

CHAIR COCHRAN: Great. Thank you, Mr. Ginoza.

VICE-CHAIR VICTORINO: And I think that's something that has been brought to our attention that we don't pay taxes, but we can turn around and get private sector to do it, pay for the cost and they get the tax credits and we get the benefit, and after "x" amount of years, 10 years, 15 years depending on the whole thing, I think then we can own it outright. And Mr. Hopper can correct me if I'm wrong, but I think that's a methodology that has been discussed in this Chamber and around with the Administration. So am I correct, Mr. Hopper, in saying what I just said or more or less? Don't wanna lead the public in the wrong direction.

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MR. HOPPER: That's not something, Mr. Victorino, that I've looked into thoroughly. I just wanted to, I just spoke with Mr. Ginoza that if there's tax credits, the County may not be a direct beneficiary but obviously private developer, you know, could benefit from that and those types of agreements. Haven't looked at in detail but you know, obviously if those credits are available, a private developer could take advantage of them.

VICE-CHAIR VICTORINO: Thank you, Mr. Hopper. Thank you, Madam Chair.

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

COUNCILMEMBER COUCH: Thank you, Madam Chair and just for Members and Mr. Ginoza's sake, talking about the Hawaii Energy issue, it's not tax breaks. It is a--

VICE-CHAIR VICTORINO: Direct rebate.

COUNCILMEMBER COUCH: --everything that we...it's a direct rebate from that line item in your electric bill that says, public benefit or something like that, that's where that money is coming from. So we would be able to get a rebate like that then. So there is potential for savings there. Thank you.

CHAIR COCHRAN: Excellent. Thank you, Mr. Couch, for clarification. Yes, Members, any further discussion on the item? Seeing none, then if there's no objections, I shall defer this item.

VICE-CHAIR VICTORINO: No objections.

CHAIR COCHRAN: Thank you very much. And with no further business scheduled, this meeting is...hold on, I just wanna thank Department for being here --

MR. GINOZA: You're welcome. Thank you.

CHAIR COCHRAN: --and Mr. Hopper and everyone involved here with the Infrastructure Management Committee meeting. Thank you all. And meeting is now adjourned. . . .(*gavel*). . .

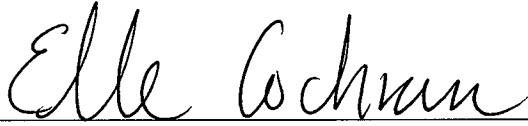
ACTION: DEFER pending further discussion.

ADJOURN: 11:17 a.m.

INFRASTRUCTURE MANAGEMENT COMMITTEE
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APPROVED:



ELLE COCHRAN, Chair
Infrastructure Management Committee

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Transcribed by: Carolyn Takayama-Corden

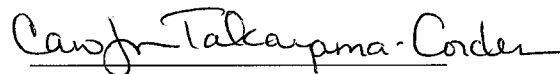
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CERTIFICATE

I, Carolyn Takayama-Corden, 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 20th day of August, 2012, in Makawao, Hawaii



Carolyn Takayama-Corden