

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

MINUTES

March 11, 2013

Council Chamber, 8th floor

CONVENE: 1:35 p.m.

PRESENT: VOTING MEMBERS:

Councilmember Elle Cochran, Chair
Councilmember Stacy Crivello, Vice-Chair
Councilmember Robert Carroll
Councilmember Donald G. Couch, Jr.
Councilmember Don S. Guzman
Councilmember G. Riki Hokama
Councilmember Mike White (in 1:41 p.m.)

STAFF: Regina Gormley, Legislative Attorney
Yvette Bouthillier, Committee Secretary

Ella Alcon, Council Aide, Molokai Council Office (via telephone conference bridge)
Denise Fernandez, Council Aide, Lanai Council Office (via telephone conference bridge)
Dawn Lono, Council Aide, Hana Council Office (via telephone conference bridge)

ADMIN.: David Goode, Director, Department of Public Works
James A. Giroux, Deputy Corporation Counsel, Department of the Corporation Counsel

Seated in the gallery:
Rowena Dagdag-Andaya, Deputy Director, Department

OTHERS: Others (1)

PRESS: Akaku: Maui Community Television, Inc.

CHAIR COCHRAN: ...(gavel)... Aloha. Good afternoon. Will the Infrastructure and Environmental Management Committee meeting now come to order. It is Monday, March 11, 2013 around 1:35. Aloha, Members, before we begin please silence or set your. . .any noisemaking devices to hum. And let me introduce the Members that are present here today, I have Vice-Chair of the Committee Stacy Crivello.

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VICE-CHAIR CRIVELLO: Aloha, Chair.

CHAIR COCHRAN: Aloha. And we have Bob Carroll.

COUNCILMEMBER CARROLL: Good afternoon.

CHAIR COCHRAN: Aloha. Mr. Don Couch.

COUNCILMEMBER COUCH: Good afternoon and Aloha, Chair.

CHAIR COCHRAN: And we have Mr. Riki Hokama.

COUNCILMEMBER HOKAMA: Chair.

CHAIR COCHRAN: And Mr. Don Guzman --

COUNCILMEMBER GUZMAN: Good afternoon, Chair.

CHAIR COCHRAN: --present. And voting Member, Mr. White is excused for the moment. I have from Administration, David Goode, Director of Public Works.

MR. GOODE: Good morning, Chair.

CHAIR COCHRAN: And looks like, Deputy...

MR. GOODE: Good afternoon.

CHAIR COCHRAN: Good afternoon, I know, we used to be morning, we're afternoon now. Deputy Corporation Counsel, it says Richelle but this does not look like Richelle to me, it looks like a James Giroux. Aloha, Mr. Giroux.

MR. GIROUX: Aloha, Chair.

CHAIR COCHRAN: And Secretary...Committee Secretary Yvette Bouthillier. Aloha.

MS. BOUTHILLIER: Aloha.

CHAIR COCHRAN: And also Legislative Attorney Gina Gormley, handing out papers to us. Aloha, Gina. Thank you. So Members, we will be accepting public testimony in a few moments. And do we have any public testimony? Ms. Bouthillier. At this moment we do not and I shall now connect to our outside District Offices. And may I request that the Staff there identify themselves, please, in the Hana Office.

MS. LONO: Good afternoon, Chair. This is Dawn Lono in the Hana office and we have no one waiting to testify.

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CHAIR COCHRAN: Thank you, Ms. Lono. From our Lanai office.

MS. FERNANDEZ: Good afternoon, Chair. This is Denise Fernandez at the Lanai office and we have no one waiting to testify.

CHAIR COCHRAN: Thank you, Ms. Fernandez. From our Molokai office.

MS. ALCON: Good afternoon, Chair. This is Ella Alcon on Molokai and there's no one here waiting to testify.

CHAIR COCHRAN: Thank you, Ms. Alcon. At this moment then, Members, looks like if there are no objections, I shall close the floor for public testimony.

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: Thank you, Members, and thank you, representatives from our outside District Offices. Let's see we shall continue on, we have one item on the agenda today. And that is we're going to be having an update from our Department of Public Works, Mr. David Goode. Do you have any opening comments before we--we're gonna have a PowerPoint today?

MR. GOODE: Yes.

CHAIR COCHRAN: Yes--before we recess, brief recess for to set up the room?

MR. GOODE: That's fine.

CHAIR COCHRAN: You're good? Okay. So Members, we are standing in a brief recess to set the room for Mr. Goode's presentation. . . .(gavel). . .

RECESS: 1:39 p.m.
RECONVENE: 1:41 p.m.

**ITEM NO. 11(2): COMMITTEE'S PRIORITIES AND PROCEDURES;
PRESENTATIONS FROM COUNTY ADMINISTRATIVE
AGENCIES (ORIENTATION WORKSHOP BY THE
DEPARTMENT OF PUBLIC WORKS)**

CHAIR COCHRAN: . . .(gavel). . . Will the Infrastructure and Environmental Management Committee now reconvene. We have Mr. David Goode, Director of Public Works to give us a presentation. Mr. Goode.

MR. GOODE: Okay, thank you, Chair. Good afternoon again, Members. I'm David Goode, I'm the Director of the Department of Public Works and with me today is Rowena Dagdag-Andaya, our

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Deputy Director. And I want to thank her in advance here for putting together the majority of this presentation. What we'll talk about today is...kind of a little Public Works 101 and also to look at some of our initiatives, some of which will be coming before the Council in the near future. So we'll look at our organizational structure, the Boards and Commissions that are currently assigned to our Department. Looking at our individual three divisions of the various functions and goals, what they've been working on. And construction projects which are always important certainly to us and obviously to the public as well and give you an update on some of those. And then Legislative items, both items that we might see here in this Committee later, other Council Committees. And a few current issues at the State Leg that both we like and causes concern. So looking at the organization, it's rather a straight forward Organizational Chart. You'll see our Administration up top where we handle activities, coordinate all the various divisions, and there 250 so employees are made up primarily into three operating divisions: Development Services Administration, which handles all the building related permit activities; Engineering Division which designs, builds new roadways and drainage infrastructure; and our Highways Division which maintains all that good stuff. And under DSA we have the Subdivision Engineering Standards Committee which from time to time review proposed legislation and standards, some of which this body acts on. The Engineering Division has three different Boards and Commissions: the Outdoor Lighting Standards Committee which primarily looks at requests for new lighting; the Commission on Naming Streets, Parks, and Facilities which has a pretty important function, I think, making sure and recommending the proper naming of those types of facilities; and our Traffic Safety Council which I think everyone who is here is quite familiar with because almost every traffic related item needs to go through the Traffic Safety Council before it comes back to the Council. And I should note that actually Traffic Safety Council is under...actually under the Mayor's office but been delegated to the Department for decades. Starting with the Development Services Administration or DSA, lot of folks remember this as LUCA which was Land Use and Codes Administration. We renamed it 15-20 years ago when land use was effectively delegated to the Planning Department where it should be. Hence, the LUCA moniker needed to get something new and we ended up with Development Services Administration 'cause really we're there to serve and administer these development related Codes to everybody, whether you're adding a wall socket in your house, you're converting a garage to a bedroom or you're building a hotel. Those are the types of activities that this Department administers. And so there is a listing of all the various building-related Codes, some of which you saw last year, the Members that were here. We did the Building Code and the Plumbing Code. And we've got some other changes which we'll...the other Codes which we'll be talking about a little bit...little bit...we'll talk about them a little bit. We can't really get into it cause it's not really agendized. And we'll also talk about the role of the central coordinating agency which DSA serves on a number of these permits. The central coordinating agency is really a term that's defined in the Building Codes, and what it means is a lot of our permits that we have we're not the only agency that looks at it. An obvious example is the Building Code, so a set a new building plans come in, we then send them to the Fire Department, Planning Department, could send it to the Water Department if it's County water. We'll send them to the State agencies, perhaps the Department of Health needs to look at it or DLNR. And on some permits the utilities like Maui Electric, HawaiianTel, the cable company to look at 'em. So we're the...the agency that needs to coordinate all that, send them all out, get the comments and maybe send them back if plans need to get modified. So that

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central coordinating agency is an important function, other division and it's required by Code. It's also a way to make sure that...like changes in the Fire Code get implemented in this case by another department than our Department. So for DSA the main goals we've been working on are to upgrade our Codes to meet either new codes that come out nationally or to modify them for existing conditions. But oftentimes we just feel a need to make better sense. And so when there's hiccups in the Code or there's things that change out in the private sector we need to modify our Codes to keep...basically to keep current. So we did, as I mentioned, the Building and Plumbing Code last year. I think the Electrical Code is probably in 2014, I think that was last done in 2010, so Electrical Code will be coming back probably to this Committee. We have the Storm Water Quality Rules were recently adopted. That is the follow-up portion of the ordinances, again, that this body passed on Subdivision and Building Codes related to storm water quality. So now that the Rules have been adopted, we've been enforcing that ordinance, and I think we've done a handful of projects to date and so far it's working pretty well. Subdivision Code is something we've been working on for the last two years. We got the ordinance to...a place where it's time to send it to Council, I believe that's on your Friday agenda to send out to Committee. We'll also be discussing it as soon as budget is over and that has some important changes to the Subdivision Code, primarily all related to the processing and not necessarily standards on roadways. Driveway Code revisions is our next one and we've processed...we've discussed it internally, we've met with some consultants that utilize that Code a lot. Then we sent it to Subdivision Engineering Standards Committee and they've made comments on it. So now we're progressing through. I'll be meeting with Corp. Counsel and then hopefully sending that up to you folks. So I view this as an important part of what...also the Administration, myself and Rowena, one of our primary jobs I feel is to make sure that we're addressing the Codes as we need to, to address concerns from the public. And it's our job to make sure that we work through the staff and the public to get it in a place where we can bring it to you folks and hopefully get them changed. Another big goal is to reduce time to issue permits. We did the Building Code revision last year. That included for the first time a 30-day standard to get comments back from all the various agencies. This was partially in response to the public saying hey, you guys, you gotta do a better job and us saying to the public well you gotta do a better job at your plans. So it's a coordinated effort and we said look we'll stick...this is our part of the bargain and you hand up...you hold up your end of the bargain. So using KIVA we can track that times, but we also...to assist the public sector in getting better plans we've had a number of opportunities to sit down with them, to hold open houses. In fact, even in the Plumbing section alone...just for plumbing we had a separate talk story with the plumbers few weeks ago that helped iron out a few kinks, if you will. So the idea is let's keep meeting with the folks that are submitting permits and help them understand the way our Codes are written and the types of things we want to see in the plans to help expedite plans. For 2012 as compared to 2011, there's a 10 percent increase in the number of building permits issued. There's 1,500 in change permits were issued. There's a very large increase, 48 percent in the permit value 'cause we measure the value of those permits and it went from...off the top of my head, \$250 million to almost \$380 million in permit value. And I'm going to apologize right now for this last clause because I made a math error, I realized after I finished this, this morning. The median times did not go down by that amount. The median times were about the same from 2012 to '11. But we had in multi-family permits we had a number of permits that were just basically waiting for applicants to pick up, some of them almost five years. And so that skewed

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our statistics significantly but now they've picked them up because we changed our Building Code, which basically says hey, you gotta act on these things, if you're gonna put them in, act on them or pull them back. So basically the median days is about the same at this point. The Engineering Division, as I mentioned earlier, is responsible for new construction in the County right-of-ways and drainage areas. But we also review all the construction plans from the private sector. So the private sector is say building a subdivision or a commercial building next to a County roadway and they've gotta make changes to those roadways, that all goes through our Engineering Division to make sure it complies with all the various standards. So that also keeps our engineers busy besides doing their own projects. We also handle a lot of traffic-related requests, some of which I'm sure you folks have gotten, you send our way. Then we investigate...so those come in every week. We get new requests, things happen in the field, conditions change...I remind the public that they're our eyes and ears. We can't be everywhere and so they'll notice things and we'll take a look at it and send staff out and evaluate and see if something can be done *...(clears throat)...* excuse me, and still be within the standards. Engineering Division is also doing a lot of reconstruction and resurfacing of the existing roadways. I drove Kinipopo this morning by the Wailuku Fire Station. That got resurfaced this weekend, it's the most recent project we have going on. And reconstruction is a...I'll touch on that in a future slide. Here's a important part of making sure our collective roads that handle the most...our traffic on the County roads, have a proper construction so that they're going to last a lot longer. We do a lot of our own surveying in-house. And of course we manage this campus as relates to the infrastructure, so whether it's the elevators, the air conditioning system, the doors, the lights, the seats, whatever needs to get fixed we try to stay on that. Our biggest thing by at least my opinion but I know it's also Cary Yamashita's, the Engineering Division Chief, is to make sure that our projects get done. And Rowena and I always tell them look, if you have issues that you can't work through that you need assistance on, whether it's a funding issue or it's working with another State agency, it's working with a landowner, let us know and we'll try to figure out a way to make it move. And so they have been successful, they have taken about \$30 million a year and generally spent or saved on through savings, but not spending as much as the project was estimated, all the money they've been allocated. Given the fact that funds can always never be totally counted on, we need to secure our funding sources, and the Federal Highway Administration through the Federal Highway Program is a really good source of money for us to get our projects completed. We've been spending anywhere from 6 to 8 sometimes \$10 million a year in Federal Highway Funds. And so we prioritize that work, basically give it our highest priority. So sometimes when you ask 'em about a traffic signal that you might have wanted us take a look at, if our staff's working on a Federal Highway Project with a deadline, probably going have...get to your request second after we finish the Federal Highways deadlines. In fact, they've been changing their deadlines, a lot of the deadlines for projects are now May of this year versus usually September. So we still want to obviously respond to requests from the public as soon possible and agency requests, meaning like that central coordinating agency aspect where the Engineering Division comments on building plans or subdivision plans or construction plans. Our website was recently updated to really enhance this current and future projects. And I threw this slide up here so it's a good one for you and your staff to know about when you get questions from the public, just point them in this direction. Been trying to _____ this a little bit more, but it really goes over every project and if you click on each project it will give you more project details, including start time, estimated end

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time, construction costs, the name of the contractor, et cetera. And hats off to _____ and our Engineer Division for putting this together and staying on top of it, because it's only as good as the data and as often as it's refreshed. You'll see there's quite a few projects on here. Those Federal Aid Projects I just mentioned, the reconstruction projects, the rehabilitation, we've done quite a few of them. We got quite a few coming up, Kahului's got a lot, Wakea, Papa, the intersection of...well both Kam and Hina, Lono Avenue Phase II, we already did a portion of Lono, Haliimaile Road second phase that's...that will get started April-May. Then some other safety improvements along Haliimaile Road as well. Wells Street out in front here, if you noticed our Kinipopo resurfacing ended right at Wells Street, that's because Wells Street is going to go, reconstruct the road in its entirety. Baldwin Avenue is just getting started, we just started survey, I believe. And then Wailea Alanui and Wailea Ike Drive as well as portions of South Kihei Road. These are all on the Federal list of acceptable roadways and so they're getting geared up for reconstruction, some of which we actually have had bid openings, others are just starting design. One that's not on this list that I always get asked about and maybe some of you do too is Hansen Road. Hansen Road will be on the list, it's already in design and we're...it's already programmed for Federal money, I think next year. We have a new traffic signal Kamehameha and Kane coming up. I don't think we've had the bid opening for that but watch for it. We're also going to have some slight innovation as relates to how the left turn signals are going to work so we'll get more into that as we get closer to that happening. And bridges, Waiohonu is under construction right now, these are all in Hana. Kaholopo, we started construction, we had to stop construction because of a potential archeological issue. And Kahawaiokapia just resolved last remaining land rights issue on Friday, so that one is going go heavily into design. Non-Federal Aid projects include Haiku Road Culvert which will start construction in a few months, Lahaina Watershed which just started last week, Lower Main Reconstruction this is the area between where we paved down to Mill Street so from Mill Street down to I think Waena, yeah, Waena Street? Yeah, heading to...let's see the park, Papohaku Park. So that's the last area...that's...well if you drive it you know that's the bad area, needs to get fixed. Molokai Baseyard is under construction. South Kihei Road sidewalk I think it's going to start...I can't remember exactly when but that's basically ready to go. Old Haleakala Highway sidewalk we're talking to Budget Committee the other day so we'll hopefully be getting the State funds for that. And Hauoli Street need to get the SMA and shoreline setback and then that one's ready to go. Those are all fairly significant projects either in construction or soon to start. And we do a lot of resurfacing within the Engineering Division. Of course, the speed hump and speed table projects that we do annually. And I really want to emphasize and also thank some of our sister agencies like Wastewater and Water Supply. We've been working more closely with them to dovetail some of their projects into our needs. Amala Road is a good example of that, force main project from Hobron to Valley Isle Produce. That is in terrible shape, we're able to incorporate some drainage improvements with their project as well as reconstruction of the roadway. And then just down the street here, DWS' waterline project, we had them not repair the entire portion of Wells Street 'cause we were dealing with our projects. And so they increased the amount of resurfacing they did on the side streets as a trade. And that's a good example of a partnership there. Kaupakalua Road from Hana Highway to...I think that first one-lane bridge. Again DWS had a waterline project in there, they were only going to resurface one-half as normally required. Now they're going to do the whole road for us with that project. Highways Division, we'll talk about them briefly. They of course administer the Traffic

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Code as it relates to obstructions in the right-of-way. So I think all the Members will see this from time to time, have constituents ask why do I have to take my stuff out of the right-of-way? We just tell them those because it's our right-of-way. And so try to work...we've actually worked very successfully with a lot of owners to clean that up. Maintain all our County roadways and drainage facilities, most of those drainage facilities are on the West side, the various retention basins over there. And then the major flood control channels, Iao, Kahoma and Kaunakakai which are inspected by the Corps of Engineers every year. Those are...Iao in particular can consume 20-30 percent of our entire resources for the Wailuku district, there's just a lot of work that goes on in there. Golf course maintain. Our Veterans Cemetery and are working to acquire ten more acres with the State to expand Maui Veterans Cemetery. Vital the Garage Services for the division and other departments. And of course we assist when people call and say can you help us out, meaning other agencies, County agencies with heavy equipment and manpower. We're good at providing both of those things. So for the Highways Division with its hundred fifty, sixty employees' main thing is having the right equipment in the right place with the right divisions. I want to thank the Council for the equipment that we've got in the last couple of years, we'll no doubt be asking for more this year. When we have that kind of equipment we can really make things happen efficiently. We're also looking of course to reduce our energy consumption whether its LED street lighting which is something this Committee has looked at in the past, we want to continue to look at that. We do spend \$2 million a year on street lights and there's gotta be a better way to provide that function and reduce the cost. And we really want to expand the pavement preservation program. So what do they do? They're out there pothole patching which is our most basic roadway maintenance. Cutting grass, we're doing a lot more sidewalk repair and replacement, we've asked the divisions, the various baseyards to go out and get out of the truck, walk around. Things happen to the sidewalks primarily with tree roots, occasionally with utility boxes, those become trip hazards, it's a liability for us, and find those things and fix 'em. And we've really done a lot of work in all the districts along those lines. Drainage maintenance, we've talked about the basins but of course there's a lot of drainpipes under our roadways which we need to always make sure are ready to accept the next storm. Traffic signs and markings, all the road markings and signs along the road. We have a five-year plan to basically replace all the signs Countywide to be in compliance with the new Federal Standards. And I think Wailuku district was first, these are to make all our signs retro reflective so that in a driving rain storm and your lights are on, you're going to see that sign. Traffic signal of course, we're out there on a daily basis either making adjustments or fixing broken lights or removing bubble gum from push buttons, you name it. And then finally, pavement preservation and maintenance is really the key to the future here in keeping our costs down as relates to resurfacing and reconstruction of roadways which is very expensive. Basic pavement preservations starts not only with pothole patching but crack sealing. You've probably seen this all over the place, these are our guys fixing areas where pavement either cracks or comes in contact with another surface. Where we have cracks, you allow water to get in, where water gets in, roads begin to fail. Our newest tool in this arsenal of getting water out of the roadways is OptiPave or it's a Seal Master product. We recently bought this machine, the pictures here are Oceanview Estates, Kilou Place and Akake Street. This is where we conducted some training with the supplier and were a two day process, do the crack sealing first and then two days of OptiPave, which is a very thin layer which really helps protect the roadway from water getting in and has an added benefit of looking brand spanking new when it's done. So if

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you are in that area, spin by and take a look, you're likely going to see a lot more of this in the future. Here's another shot...it shows what the roadway looked like before in the foreground, will look like after. For the admin, some of our goals is to, again, push through legislation...our Boards and Commissions we feel need to get consolidated. That I think, believe got transmitted today from the Mayor's Office so you should be seeing that coming in one of the Committees soon. Again, update our Codes, our Subdivision Codes is our next one, some important changes there. And finally, just to constantly make sure we have...I'd say the best maintained staff. And that they were knowledgeable in what we do and that we're knowledgeable in how we deal with the public. That we're courteous, we're concise, precise and responsive. Always looking for technology to do things better. Recently some of our building inspectors have iPads now, we're entering in inspection results on the fly rather than waiting to get back to the office. So far that's proving to work pretty well and we're going to be expanding that program. But there's lots of different technologies out there that we can begin to utilize, and we've been working with ITS on finding those priorities and eventually probably coming to you folks for funding for some of them. Again, maintain a great relationship with the community so whether it's getting projects done in a thoughtful manner and recognizing what some of the constraints are, whether it's doing projects by schools when school's out. Was doing projects like the South Kihei Road work that we did where they basically did the whole thing like 18 hours straight rather than putting the road down for three days. We just try to think of those things that minimize humbug for the community and maximize results. So legislatively we'd like to talk more about LED lighting ordinance here probably in the summer to get back to that. We have a test pilot...test pilot...a pilot project on Wili Pa Loop which is not complete enough to have a full tour. But if you happen to drive around Wili Pa Loop at night, take a look, you'll see all kinds of different lights up there. Bike tours, we're working with Corp. Counsel to get some legislation out on that. I've already talked about Subdivision Codes. Boards and Commissions, basically we want to consolidate our four remaining Boards and Commissions into one Public Works Commission and give them enough work and materials, items to deal with as one. And then in the Legislature right now where Roads in Limbo, we met with your Policy Committee last year, because there was a task force being formed about what to do with these roads. We've kind of taken a lead role in that DOT Task Force, they ended up by identifying a couple things. Main thing being with the liability concerns that were raised here in addressing those liability concerns. And that's what's in the Legislature now, there's a bill moving forward, it's passed...it's crossed over to the House, that would give us like a ten-year release of liability should we accept various roadways and give us time to either sell them or improve them or just continue maintaining them if they're already up to standard. And finally we're working real hard out...I think some of the Members here are too. Make sure our Highway Funds that come from the franchise tax meaning Maui Electric which I think was about \$11 million last year. The original bill that was in the Legislature had half of that 11 million going to the State. And naturally we did not particularly care for that, and so I think our consolidated efforts hopefully making a dent 'cause the House did not cross over its bill, only the Senate's bill crossed to the House. But it's a...was it Yogi Berra, it ain't over 'til it's over. So we'll continue to work on that one to make sure our funding doesn't get...at least partially taken away. And here's just a small sample of our folks and what they do working with the public, working here and in that little circular road we have in Kihei, Don's roundabout. Okay. Anyway, thank you very much, Chair.

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

RECESS: 2:11 p.m.
RECONVENE: 2:12 p.m.

CHAIR COCHRAN: . . .(gavel). . . Will the Infrastructure and Environmental Management Committee please reconvene. Director Goode, thank you for the presentation, I believe it was a nice overview for our new Members and a good review from us old ones. And, thank you, it's been about a year I think tomorrow that makes you have...you gave an update on your projects and where your Department stands, so I want to thank you for that. Members, the floor is now open for discussion. Any questions for Director of Public Works? And before we begin, I'd like to welcome Councilmember Mike White who has been with us, so thank you. Members, do we have any questions or concerns or actually accolades for Mr. Goode? I do, this real briefly, thank you Mr. Goode--I...if I'm not supposed to bring this up I'm going to anyways--for the partial paving of Hui F Road in Napili. As we all know, that has been a long time coming, and the part that you did do is very well appreciated by the community, and I'm going to try and get a bronze statue made of you to place in front of that road because we appreciate it that much. But thanks to Earl Ray and the crew for sure for doing that.

MR. GOODE: Yeah. Thanks to the crew. Yeah. And...Ms. Cochran, I just...probably say that the road was failing right at lower road and the potholes were getting deep. We were concerned the water intrusion in the lower road too, that was just going to be a growing cancer, if you will. So I guess they brought too much materials to the jobsite and we had to get...had to use them, so we were able to pave out the road a little bit and make sure that not going to bother our lower road for awhile.

CHAIR COCHRAN: Yeah. Very good. Well thank you, thank you for that. Okay, Members. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair. Mr. Goode, just a question on the LED Lightning Ordinance, I know you mentioned it but...I know we were wanting to look at the color of the lights.

MR. GOODE: Right.

COUNCILMEMBER COUCH: And is that what the test is doing at, on Wili Pa Loop? It's looking at the coloring of the lights or have you cleared that with all the people that have concerns about what color the lights are?

MR. GOODE: Well, in response the...Kal Kobayashi is really assisting us greatly in this. It became too technical for the Department to really deal with it. So with Kal's assistance he's really able to go through all the possibilities. And so we've had a number...as soon as we had the item in Committee, it must have been on some Google searches, because the suppliers started calling us immediately, and I...hey we're way too early. But the...but Kal made some contacts, he started

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talking to suppliers and he started doing his research in some of the other communities are finding that have made some adjustments. And its evolving, since he's been on the project, it's evolved more and there's been more information and more information. So we're down to a test of...number of different lights to see...not only its color spectrum but how much light is actually thrown on the ground. How will they...and measure that as compare to what they say they're going to produce which we find is another issue. Because anything, anytime you have an evolving industry like this and new technology, you got a lot of new players come to the table, who say one thing and typically don't do what they say. And so we need to kind of sort all that out before we make a recommendation to...even look at. So they've been installing it and then they evidently even after they installed it so if it wasn't working correctly so he's had them come back out, and until it's really working where we can actually go out there and take a look and bring folks, we're not in a position yet to discuss it. I think that item got autofiled, last term. So I'd like to bring it back.

COUNCILMEMBER COUCH: Okay. I have more of this, well...

CHAIR COCHRAN: Thank you. Okay. Alrighty. Members, anyone else care to ask of Mr. Goode some questions? No.

COUNCILMEMBER GUZMAN: I'll ask.

CHAIR COCHRAN: Mr. Guzman.

COUNCILMEMBER GUZMAN: Thank you, Chair.

CHAIR COCHRAN: Okay.

COUNCILMEMBER GUZMAN: Good afternoon, Mr. Goode.

MR. GOODE: Good afternoon.

COUNCILMEMBER GUZMAN: First of all I'd like to commend your Department for putting Kahului back on the map there in terms of placing the, some roadways that are going to be in repair. I guess Wakea, Kamehameha Avenue and that's going to be starting out in...this summer, 2013? Are those...

MR. GOODE: Yeah, 2013, I think those ones we just got bids back on, yeah. So Kamehameha is from Papa down to Puunene. I think Wakea is the whole thing from...well not the whole thing, say again from Puunene to Kaahumanu. And those are reconstruction projects, so we'd be building up the base or in cases where there's not much base, actually installing a base so that those roadways can really handle the traffic loads and the type of traffic for 25-30 years.

COUNCILMEMBER GUZMAN: That's wonderful. I mean, you know, is there anything...I guess my question would be is there anything on our part as Council members that we can do to prepare the public for that construction or that repair to make it easier on them or so and so forth? I

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know we...every time there's a road construction, we get all kinds of notices or phone calls from our constituents and...which is a good thing in terms of it being repaired. But is there anything that we can do to prepare them or ask for suggestions on their input in terms of some of those repairs?

MR. GOODE: Yeah. I think there is...and I think Kahului too 'cause one time it had a community association and doesn't now. So I think trying to get the information out in all the different manners including whatever contacts you folks might have or ability to set up a public meeting of sorts. Because not everyone is going to get the information from the same source, right, so you got to throw out as many sources as we can. But ultimately people have to understand there's inconvenience during construction which we try to minimize, for long term gain. So yeah, I'll be happy to work with your office on finding another mechanism or as many mechanisms as possible to get people out there, to get people to know what's going on.

COUNCILMEMBER GUZMAN: That's great. Definitely would be...at least my office would love to work with your Department to get that accomplished. Thank you, Chair.

CHAIR COCHRAN: Thank you, Mr. Guzman. Members, any further discussion? Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair. Mr. Goode, under your Development Services Administration, you talk about nuisance ordinances. What nuisance ordinances would you guys be responsible for enforcing, I'm assuming, or administering?

MR. GOODE: There's...I think there's actually a public littering falls under us. There's ...what's the name of the other one...beautification, thanks Rowena. Beautification Ordinance falls under us and that's when a property gets into certain standard of disrepair that we can actually send folks in and talk to the owner and say having this half-collapsed building and 40 junk cars piled onto of each other probably doesn't fit within the Beautification Ordinance and you need to do something about it. We had a property actually in Kihei where it's probably a candidate for that hoarding show. And ended up working with...ending up...potentially subject to a lot of fines that we could use the administrative rules, and then it actually ended up getting partnering with Community Work Day. And they went in there and really cleaned up the place. But that was one, you know the neighbors were driving and the neighbors were like you gotta do something, you gotta do something. So those are the nuisances or public nuisance...they're not easy ones for our staff, they're not easy. It's a subjective call to some degree. The ordinance is I think if you read through them carefully we try to follow each word in that ordinance. And so at times we have to make a judgment call as to whether we pursue something or not.

COUNCILMEMBER COUCH: Okay, well if you have issues of interpretation or whatnot, feel free to suggest some changes to the ordinance so it would help you. I mean I think we'd all be willing to take a look and see what we can do to help you enforce. So you don't have to be...make judgment calls.

MR. GOODE: Yeah, that would be helpful. I don't know if we'll get out of the judgment business in that type of enforcement activity. But if there's an opportunity to even move that to another

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department that handles more subjective matters, that might be something to look at. 'Cause again, it's tough, it's not a Building Code type thing typically. But as part of our effort to go through all our ordinances, I put this one basically at a lower priority, saying compared to building and subdivision and all that but we're working our way through them. So there's no reason to stop it if changes...positive changes can be made.

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

CHAIR COCHRAN: Thank you, Mr. Couch. Members, any further discussion needed? Mr. Goode, so I just want to follow up really briefly. Mr. Couch mentioned the LED lights and I know we went around and around and around my last term in regards to that. And I heard the update with Kal Kobayashi putting the samples up at Wili Pa and what have you. Is there any way to just insert the words especially for the street lights in particular, not have to worry so much about the technical details in coloration or renditions and things at this point? Is there...

MR. GOODE: Sure...if that's what the body wants to do. I think that's very doable. At the time there was...distrust might be a strong word but in particular the astronomy community would rather see the Council be the gatekeeper rather than say us through the rulemaking process be the gatekeeper. Although I argue that the rulemaking process is a public process...right. I think that's doable. And we could...maybe we ought to sit down and discuss that more about an approach. 'Cause we could certainly...I think any of us could send a bill back up, right?

CHAIR COCHRAN: Yes.

MR. GOODE: Yeah.

CHAIR COCHRAN: Yeah.

MR. GOODE: I think it was our bill to start with.

CHAIR COCHRAN: Right.

MR. GOODE: Yeah. We could certainly do that.

CHAIR COCHRAN: I mean...I just say this so we can progress with the street light. I mean LED is already mentioned in all other types of lighting. And I had a sort of go-around and it happened to Mr. Couch himself now in regards to lamps, the wooden lamps all along Front Street in Lahaina.

MR. GOODE: Yeah.

CHAIR COCHRAN: I had a...I don't know 18 or so of them out and it's about last November that I had mentioned it to MECO, and they said because they heard we were working on LED they're holding off 'til we pass the ordinance about it to change the light bulbs. So I've --

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MR. GOODE: That's news.

CHAIR COCHRAN: --since then said no, please move forward --

MR. GOODE: Thank you.

CHAIR COCHRAN: --and change out the lighting and...but I would definitely like to further discuss this and I will bring it back up into Committee --

MR. GOODE: Okay.

CHAIR COCHRAN: --quickly if we can solve it this way and just sort of move it out. My next question, you mentioned that you'll be...on Friday we'll be having a...I guess a County communication in relation to updating Subdivision Codes?

MR. GOODE: Correct.

CHAIR COCHRAN: That's coming up. Okay. And then, just curious if you can shed a little bit a light or hint towards the Driveway Codes. Is this going to be like in relation to...steep slopes or...

MR. GOODE: No, primarily it's...we only control within the right-of-way. So we're looking at how it ties into the County right-of-way. It's...for the most part everybody drives on the driveway, that's fine and it pretty much is. There's little instances that happen from time to time. So I would say this is...it's pretty manini type of adjustments. But yeah once the driveway hits private property then it's not part of our Driveway Ordinance.

CHAIR COCHRAN: Okay, thank you. And I just want to commend you on partnering with others, that whole Amala project, that's just like the Hui F. Where it's just such a horrible road but I guess you're partnering with Wastewater treatment and you've done some DWS partnerships within the roads system which is awesome, 'cause it saves everybody money all the way around, it makes it that more efficient. So I want to just thank you on that. And my last comment is in regards to cemeteries that you had up there. And it mentioned Veterans, is that all...are you only responsible for that cemeteries in particular?

MR. GOODE: Well there's...not necessarily, the others...there's others County cemeteries which falls under Public Works but we haven't been funded.

CHAIR COCHRAN: Right.

MR. GOODE: We've had zero funding and I...in this year's budget I haven't seen it yet. But I know the Mayor and the Managing Director were keen to put some monies in there, they felt it just isn't right that we're not taking care of these areas. So we'll see what happens and obviously you guys can look at that again as well. But we do nevertheless go in there and do what we can. So all the districts where they have these types of cemeteries, something is not safe or it's getting really bad, we'll send people in. Even though we're not budgeted for it, we're just going to do it

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because it's the right thing to do. But if we had some budgeting then we could actually probably do some more and you could actually hold our feet to the fire hole and say this is getting bad, I put in money in your budget.

CHAIR COCHRAN: Right.

MR. GOODE: So I think well that...hopefully we'll have that discussion here next month.

CHAIR COCHRAN: Right. Well thank you, Mr. Goode. And I know you folks went into Puupihā and did some work up there on the Hawaiian burial sites. So thank you again for that. And I do believe that there will be some funding hopefully in this budget and then of course we'll discuss it during Mr. White's Committee. And with that Members, any further...okay...Mr. Couch followed by Mr. Guzman.

COUNCILMEMBER COUCH: Thank you, Madam Chair. You mentioned having to deal with the cemeteries. Are you...do you have access to the MCCC Work Line folks? Or is that just the Parks Department?

MR. GOODE: Parks Department basically is the managing portion of the County for that. I don't know actually know the latest on that, but we have had...through Parks get some labor from MCCC.

COUNCILMEMBER COUCH: So you can get...grab labor from them if possible and do some work.

MR. GOODE: I believe, yeah, again I don't know the latest on it. And it seems to come and go, sometimes they don't have...they're not available or...I'm not sure. So we don't rely on it but...

COUNCILMEMBER COUCH: Well it sounds like something that as occasional as the, what you do at the cemeteries, this might be something to...if their schedules mesh you could do that without having to deal with a lot of budgeting.

MR. GOODE: Yeah, possibly.

COUNCILMEMBER COUCH: Alright. Thank you. Thank you, Madam Chair.

CHAIR COCHRAN: Okay, Mr. Couch. Mr. Guzman.

COUNCILMEMBER GUZMAN: Thank you, Chair. Mr. Goode, in terms of pedestrian safety, do you guys do studies in terms of finding out where the different streets that are unsafe? Or do you just rely on people calling in saying okay, this...I believe this street is unsafe and needs a crosswalk?

MR. GOODE: We have some traffic data and accident data from the...our own traffic data which varies depending on location, and we have...the Police Department has some statistics. Most pedestrian and actually accidents are at intersections. So if...when we do...like we have a traffic signal study that was done a few years ago, it helps to prioritize which signals need...which intersections need signals 'cause they've meet various warrants. One of the warrants can be, is

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accidents. And so like I mentioned in my presentation--I think I mentioned it--but anyway maybe I didn't, Kam and Kane is getting our next traffic signal. And so that's on our list, it's at the top of the list, so we're just going to go knock 'em off and go to the next one. So we have a study behind it. But if there's repeated pedestrian incidents, yeah, we'd probably know about it.

COUNCILMEMBER GUZMAN: Okay, just a follow-up.

CHAIR COCHRAN: Yes, go ahead.

COUNCILMEMBER GUZMAN: Just a follow-up on my question is I guess in terms of my concerns is Vevau Street and Kane Street where you have the newly built UH dormitory as well as the I guess they're doing some homeless dinner serving on that other side. And they're crossing and cross there during the evening to the mall area. And the lighting there is very low lit and could cause some safety concerns. Are you aware of that at all?

MR. GOODE: I had heard about that actually, and that's the kind of thing that...it's one of those traffic related things, again we rely on the eyes and ears of the community to help us...perhaps even see the...obviously we may not have not seen 'cause they're more familiar with the area. So when we find out about it we'll investigate it and if it looks...it's warranted that something needs to be done whether it's street lighting or crosswalks or a combination thereof, we can actually start designing it and either build it in-house with our Highways Division or contract it out.

COUNCILMEMBER GUZMAN: I have some more questions but I'll allow the other Members.

CHAIR COCHRAN: Anyone else? If not, Mr. Guzman you can carry on, if you have another. Okay.

COUNCILMEMBER GUZMAN: Oh, thank you. Mr. Goode, you mentioned in your presentation the Roads in Limbo. And I'm curious about that in terms of the different types of roads that are in limbo. You mentioned that there's certain categories that are privately owned as well as abandoned government roads. How do...how are you treating those types of roads especially...well I guess what I'm referring to are those roads that are at one point owned by the developers and then you always hear the constituents saying well our developer has told us that they've tried to dedicate those roads to the County but the County is not accepting those roads. What's the status on those types of roads and the other categories that you've listed in your presentation?

MR. GOODE: The Roads in Limbo really refer to roads that are the ownership is in limbo or in dispute. Private roads, there's usually not any dispute, it's owned by somebody else. We got a title for it, right, we do a title search and it's clear they own it. So the Roads in Limbo is really the ones that's...a beef if you will between the State or the Territory and the County. And so that's the one with the legislation in the Legislature right now is to help set the stage to start resolving that. The other roads related to say new subdivisions, et cetera or private roads, when someone does a subdivision one of the first things, they fill out an application, are is it public or private water and they write public or whatever. Public or private roads, public, so at the very beginning of the process they notify and say we intend to turn these roads over to the County. So that means

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when we review the plans when they first come in, we'll review them against our standards and say okay, this meets our standards, if you built it, do this plan as...work out any bugs in the field, we'll accept it. But you also got to provide a warranty deed, you got to resolve any easements or encroachments or lenders who have still have tied up that piece of real estate in a loan. Get us a clean deed, get us the roads all completed, and then we'll review them, we'll even bring them here. So by resolution the Council then has to accept it. So, and we've done a lot of roads but there's a lot of roads also that for whatever reason the process hasn't been completed. Sometimes it's not completed because projects finish, people go on to other projects, and we don't process that, we wait for them to tell us well we want to dedicate this. 'Cause otherwise were just adding our inventory, right, why...I mean as far as I know roads only costs us money. So they want to own it, fine or perhaps they've decided amongst their HOAs or Associations that they're going to maintain it, I don't know. Sometimes the issues comes up that make it difficult for them to dedicate it to us, maybe it turns out there's a title issue, like Eha Street is an example of that. Eha Street got bound up for years in a title claim. Sometimes there's construction defects that occur that take a long time to resolve, could be a compaction roadway...roadway compaction issue. Could be a sidewalk that's not quite in the boundary and actually meanders on the private property, we have that right now on a property. And then sometimes I'd say it's us, and meaning that either the road deeds are so complicated and long that in our Engineering Division for example it sits at the low end of the priority scale. And so it's really up to us then to work with our division and help them free up workload or free up time or get them overtime to review some of these deeds. Sometimes as the roads sit, they start to...the striping starts to fade, the signs get knocked over, the trees die or the tree roots lift up sidewalks. And it is not in a position where I can come to this Council and recommend acceptance when any of you could walk on it and say well I tripped over the sidewalk, why are we accepting this? So I got to tell them they got to fix that, right. So personally having been in the business of developing subdivisions and turning them over to the County, our goal was always to turn 'em over as fast as humanly possible. Because I had to pay insurance on them, I was exposed to liability, I suppose to potential long-term maintenance. So some people don't make it a priority is all I can say. So that's kind of a long-winded answer to a question that I know that I think all the Members get from time to time. It's just important to follow through and get these things done.

COUNCILMEMBER GUZMAN: Thank you.

CHAIR COCHRAN: Thank you. Thank you, Mr. Guzman and Mr. Goode, Members. So Mr. Goode, real quickly, you mentioned that you folks do in-house surveying. And I know there is a quite unique situation that you had gotten private homeowners association to pitch in and get a survey going to address an ongoing...long going situation up on Puukolii Road.

MR. GOODE: Right.

CHAIR COCHRAN: Can you share little bit of how that came about and what transpired.

MR. GOODE: Uh-huh. That was a good partnership too. The Puukolii Road we actually own the southern half of it, the whole length of it. It's only I don't know 20 or 24 feet wide and then the mauka side...not the mauka side, the northerly side going from the highway up was owned by

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like five different entities and there were five different titles. But at the time, the road was basically built to our standards and the standards on that half of the road is ag. Standing on the south side was urban. And so I said look, if it was built to the standards at the time and it's in a reasonable enough shape, we should be able to accept it and we already own half of it. So, but I need to know where those...exactly where those parcels are, are they in the right-of-way or not. One of them it turned out really wasn't in our right-of-way so we're not going to deal with it. We've contacted the owners, we found the owners, one of them somehow ended up with it, he lives in California, he's a general contractor, he's more than...he's excited to get rid of it. And so we've contacted the title companies who are doing the title research to make sure there's not any other...anybody else on title, there's no other encumbrances, easements, what have you. To put together a package where you can come back to this body and say okay, let's wrap this up and accept the ag side of the road. But back to the survey, I'm sorry, that part of your question was...

CHAIR COCHRAN: Right.

MR. GOODE: For us to...I didn't feel that comfortable with our folks doing it although there was some public purpose there and so it was a low priority. Our Federal Aid and everything else was a higher priority. So the HOAs all pitched in, hired a surveyor, got the survey work done so that allowed us to move forward to the process. So thank them for that.

CHAIR COCHRAN: Yeah. So that partnership expedited that which was...

MR. GOODE: Oh, it sure did, absolutely.

CHAIR COCHRAN: I think that went back to Jo Anne Johnson days actually that entire roadway discussion. But Members...

COUNCILMEMBER HOKAMA: Chair.

CHAIR COCHRAN: Yes, Mr. Hokama.

COUNCILMEMBER HOKAMA: If I may ask a question, please.

CHAIR COCHRAN: Yeah, yeah, please go ahead.

COUNCILMEMBER HOKAMA: Is that normal for the County to split the zoning in the middle of the road?

MR. GOODE: Well we did...Mr. Hokama, we did zoning in our department for a while before that formally transferred to Planning. And normally the...I think the way Title 19 reads and I could be wrong, you should probably check with Planning, is that the...say you're business one side and the other side is residential. Is that...that business zoning actually...one player was interpreting you go to the center line of the road, and so when they would build...say on the business side, we'd say okay that side of the road has got to be business standards, six-foot

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sidewalk, curb, gutter, et cetera. If the other side was residential it might have a smaller sidewalk or in this case it's ag. And so it doesn't have any sidewalk, any curb gutter.

COUNCILMEMBER HOKAMA: That is a current practice?

MR. GOODE: I...oh yeah. I believe so.

COUNCILMEMBER HOKAMA: So we need to do an ordinance to change to make it all the whole road is one way or the other?

MR. GOODE: Yes. Yeah. If someone came in say with an ag project on that ag side, unless they wanted to do that curb gutter sidewalk, I don't think under our Codes we could force them to do it.

COUNCILMEMBER HOKAMA: Alright, if we say that you gotta use whatever is the highest standard then they have no choice.

MR. GOODE: Yeah, probably, yeah.

CHAIR COCHRAN: Interesting point, Mr. Hokama.

COUNCILMEMBER HOKAMA: No. It creates problems for us.

CHAIR COCHRAN: Yeah. Yeah.

COUNCILMEMBER HOKAMA: Creates problems for us.

CHAIR COCHRAN: We'll definitely take a look at that...

COUNCILMEMBER HOKAMA: I can see when were in a simpler time with different type...I mean the standards have changed quite a bit from the '60s. And of course, you follow the '60s _____ everything should be underground...everything should be underground. But how many underground subdivisions do we have with utilities? Just look at...it's the subdivisions of the '60s. Everybody else is asking for exemptions because of price per lot...price per lot. So maybe it's time we...I know Mr. Couch's Committee is looking at new categories...land use categories. Maybe it's part of its requirements to look at the standards, accompanying standards as we adjust the zoning components of land use, makes better sense to me. I'm just tired of dealing with these kind of things in litigation, that's all Chair.

CHAIR COCHRAN: Right.

COUNCILMEMBER HOKAMA: But if I can ask a question regarding highways, please.

CHAIR COCHRAN: Sure, go ahead, Mr. Hokama.

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COUNCILMEMBER HOKAMA: I have no problem continuing to support your division, Director, including designating certain County parcels the appropriate use to start storing and collecting oil, asphalt material, sand, whatever you need to move the road paving, repaving component forward, including doing State and Federal jobs. I got no problem competing against the private sector since it appears to be more monopolistic than competitive, anyway. So have you put in a request for this upcoming budget to continue to...expansion of your program or you're just looking to maintain the current status?

MR. GOODE: Yeah, Chair. We put in for expansion of that program, pavement preservation program to include...whether it's from cracked ceiling to resurfacing. And right now as soon as we get our slurry seal truck we're going to have all those tools at our disposal. We're doing the like the OptiPave and I hope you guys all get get a chance to go down to Waiehu and see that. But, and we've been doing some resurfacing and we got our new paver just came in, it's getting...the manufacturer is coming over to do the test and what not, new roller, cold planer, slurry and these other machines we've already got. So, yeah, we're definitely getting there. It's...

COUNCILMEMBER HOKAMA: What about that storage area stuff? For me eventually comes...you need to have the space to either stockpile or house your equipment and have a baseyard to...

MR. GOODE: I think you folks made that first bill with that 100 acres in Waikapu. So whether that's utilized or with the adjoining 200-plus that the Administration is looking to get, there's certainly opportunities there to do all of that and it will be a great place to be centrally located where we could go out all the districts.

COUNCILMEMBER HOKAMA: Puunene airport.

MR. GOODE: Waikapu.

COUNCILMEMBER HOKAMA: How about that...no, no, no.

MR. GOODE: You don't want me to talk about....

COUNCILMEMBER HOKAMA: I don't care about. I know about the 100 we bought with no plan. I wanna know about the old Kahului Fair....airport area. We got a lot of acres by...from the State.

MR. GOODE: I imagine it's a possibility, I'd have to defer to the Administration and I guess Parks Department if they have long-term plans for the various areas. But it's central as well.

COUNCILMEMBER HOKAMA: Parks has many challenges before they can even come talk about that kind of things. Now I see some...you doing something great for the community and we're getting the positive comments, the positive feedback. People are aware of what your people are doing and...

MR. GOODE: Right.

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COUNCILMEMBER HOKAMA: I must say the quality of the work, workmanship is great. People are taking notice that we...there's something this County does good besides other traditional things. It's caught the eye of a lot of our State people too. And some of our informal talk is the County should do the State roads too then. And I said, put up your money and I'm sure our Department will consider it. But you got to stand in line because the County wants to do its roads too. But your people are creating a positive reputation, the community sees it as a...finally there's movement forward and I'd just like us to be as...for people like me to be as supportive as possible. But before we let...I prefer not to let the private sector handcuff you by controlling the key components of the fluid and solids that it takes to pave the road. And so I have no problem with supporting your need to...for us to go and purchase that buck, bulk oil requirements to get the asphalt to the island and store it so that when we're ready we're not held to a hostile costs war with the suppliers. I would rather us be self-suppliers ourselves. So if you need heavy industrial designation on County land to do those kind of things, I have no problem supporting that and asking appropriate Committee Chair, Mr. Carroll down there if...that's some of the things we can do to support your efforts. 'Cause I have no problem to increase and be more active in this area. 'Cause I see Lanai and Molokai being beneficiaries of what you do.

MR. GOODE: For sure, and I thank you for that because...from time to time that the marketplace changes and we need to roll up our sleeves and get in there and do it. There's plenty of work for us for a very, very long time, 960 lane miles going up to 1,000 and beyond. So a lot of roads to maintain and by having that full arsenal and being able to deploy and we're still going to do a lot of private sector contracting. There's no way we can do South Kihei Road and everything else, no way.

COUNCILMEMBER HOKAMA: I'm sure of that. I'm sure of that.

MR. GOODE: So, but there's plenty of work to go around here, but it's gotta be a level playing field.

COUNCILMEMBER HOKAMA: Okay. Thank you for that, Chair.

CHAIR COCHRAN: Okay. Thank you, Mr. Hokama. And Mr. Goode, speaking of added lane miles, when the Lahaina Bypass opens...thereby the Highway 30 will now become County kuleana...is that how that works?

MR. GOODE: Yeah, the...I can tell you at this point only...it's almost in theory or discussion but there's nothing, there's no automatic trigger in any of our highway agreements. But the portion that gets bypassed would become County. So let's say those first two phases open, so from what, Hokiokio to --

CHAIR COCHRAN: Keawe.

MR. GOODE: --Keawe could become County. Then heading farther north would be State again and then to Launiupoko and whatnot...Maalaea would be State still. But there's no automatic triggers in our highway agreements. So it's still something that we're not knocking on the door

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to accept it but we know that door will knock. Someone will be knocking at the door, shortly and we...we'll have that discussion then.

CHAIR COCHRAN: Okay, we shall discuss it then. Mr. Couch.

MR. GOODE: Yeah.

COUNCILMEMBER COUCH: That brings up a follow-up question. The Council has to accept those roads, right, in order for them to become County roads? The State can't say...

MR. GOODE: I would think so. Looking at my attorney here...but...

COUNCILMEMBER COUCH: We have _____ results.

MR. GOODE: Yeah, the last one we did was Old Haleakala Highway when that bypass went through...that portion of Old Haleakala Highway went from State to County. So I can't recall off the top of my head if we came to Council, but I would accept...I would assume we did because it says in the Code we don't accept it 'til this body passes it.

COUNCILMEMBER COUCH: Good. The next question is do we have to accept it?

MR. GOODE: That's why we're going to have a discussion with DOT.

CHAIR COCHRAN: Okay. So Members, any further discussion needed with Mr. Goode at this point? If not, I just want to say thank you, Director Goode, and Deputy Director Rowena's in the audience also. That was an example of our Committee's Priorities and Procedures Presentation from a County Administration, which today is Public Works. And Members, without further discussion or anything else on our agenda?

MS. BOUTHILLIER: Defer the item.

CHAIR COCHRAN: Oh, yes. I will--without objections I shall defer this item?

COUNCIL MEMBERS: No objections.

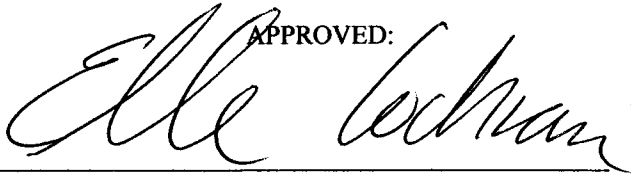
CHAIR COCHRAN: Thank you, Members. And at this point without further discussion this meeting is adjourned. . . .(gavel). . .

ACTION: DEFER pending further discussion.

ADJOURN: 2:51

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE MINUTES
Council of the County of Maui

March 11, 2013

APPROVED:


ELLE COCHRAN, Chair
Infrastructure and Environmental Management Committee

iem:min:130311:km

Transcribed by: Karen Maeda

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE MINUTES
Council of the County of Maui

March 11, 2013

CERTIFICATE

I, Karen Maeda, 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 1st day of April, 2013, in Kahului, Hawaii.



Karen Maeda